

# Benton County Public Works Corvallis-Albany Bikeway Advisory Group Corvallis-Albany Bikeway Community Open House

**Wednesday, April 5, 2017, 5:30-7:30 p.m.**

## Summary

### Attendance:

#### Members

Byron Cook  
Bob Durst  
Chris Foulke (absent)  
Mac Gillespie  
Kevin Grant  
Patrick (Pat) Hayes  
Michael McGowen  
Mary Pat Parker (absent)  
Kenny Reynolds  
Rick Robinson  
Jennifer Ward

#### Agency Liaisons/Advisors

Frannie Brindle  
Ron Irish  
Sheriff Scott Jackson (absent)  
Lee Lazaro (absent)  
Jim Patton  
Undersheriff Greg Ridler (absent)  
Greg Wilson

#### County Board of Commissioners

Commissioner Augerot  
Commissioner Schuster

#### County Staff

Josh Wheeler  
Laurie Starha

#### Consultant Team

Libby Barg  
Clark Worth  
Bruce Pregeluber  
Kelly Laustsen

### Summary

Approximately 50 members of the public attended the Community Open House. Attendees came from Corvallis (39%), unincorporated Benton County (35%), Albany (16%) and elsewhere (10%).

The main areas of interest for the bikeway project included "Live or farm in the project area (40%), "Cycling opportunities" (27%), "Transportation / travel safety on Hwy 20" (23%), "Work for a public agency" (6%), and another interest (4%).

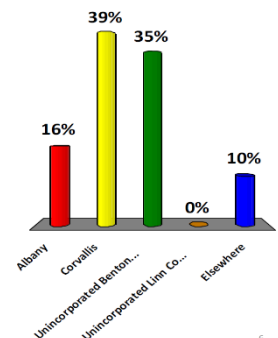
Participants learned more about the project and four conceptual route options through displays and a presentation. Feedback was received through:

1. Electronic polling
2. Public comment
3. Dot exercise
4. Feedback form
5. Online survey (open until April 24, 2017)

Attendees were also invited to email Benton County Public Works or contact Josh Wheeler directly.

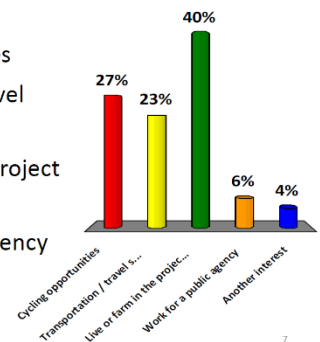
### Where do you live?

1. Albany
2. Corvallis
3. Unincorporated Benton County
4. Unincorporated Linn County
5. Elsewhere



### What is your main area of interest for the bikeway project?

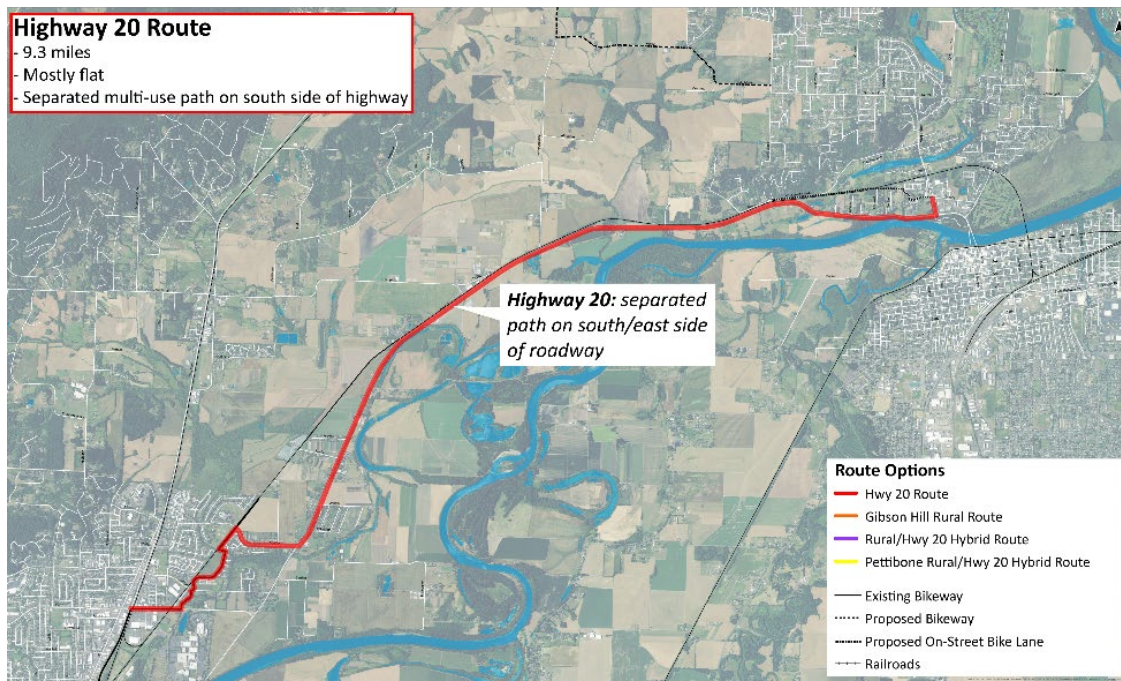
1. Cycling opportunities
2. Transportation / travel safety on Hwy 20
3. Live or farm in the project area
4. Work for a public agency
5. Another interest



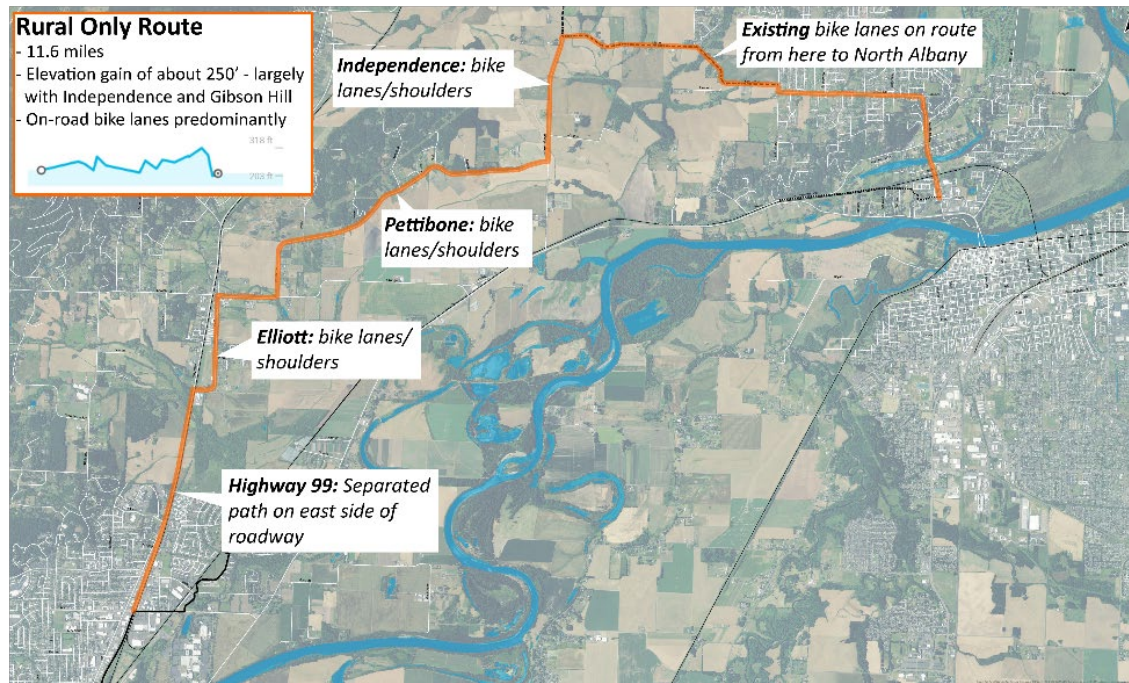
## Conceptual Routes

The following four conceptual routes were presented for community feedback.

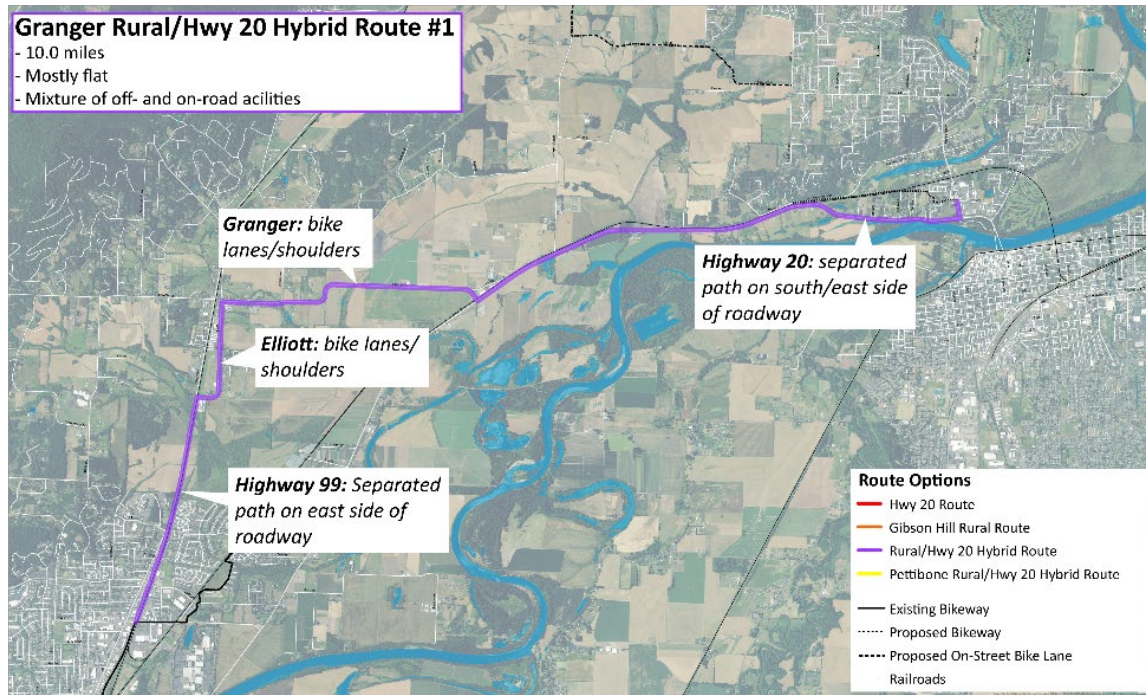
### Hwy 20 Route



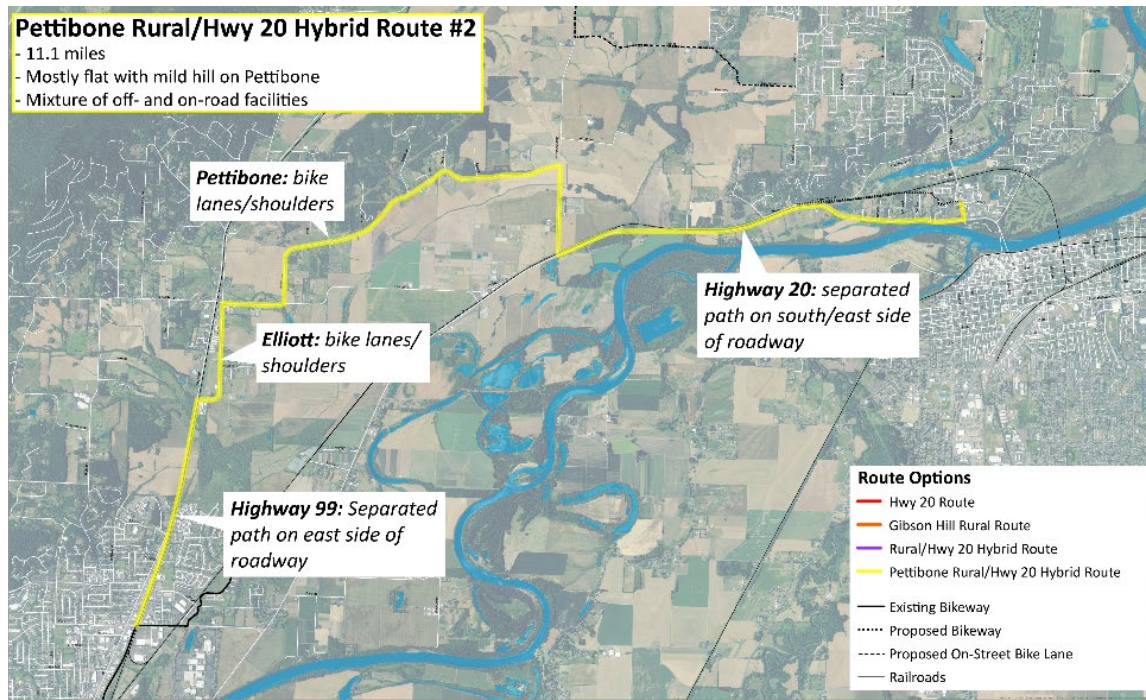
### Rural Only Route



## Granger Rural/Hwy 20 Hybrid Route #1



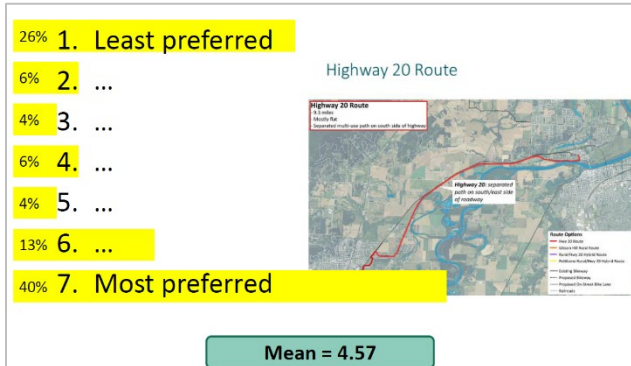
## Pettibone Rural/Hwy 20 Hybrid Route #2



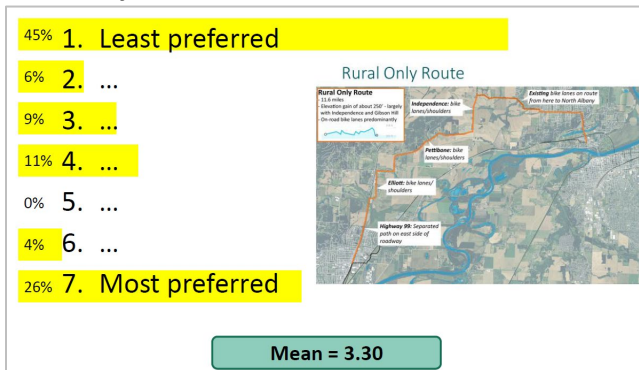
# Community Open House Feedback

**1. Electronic polling responses:** On a scale of (1) least preferred option to (7) most preferred option, how would you rank the route?

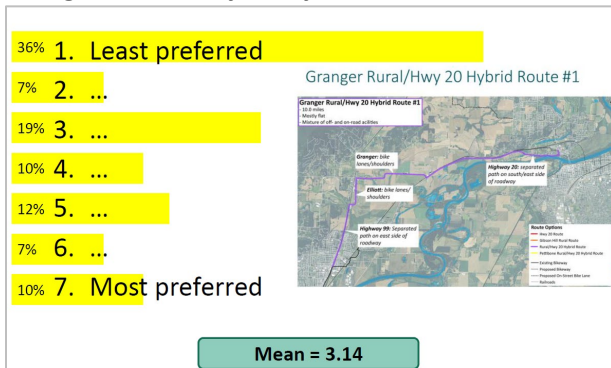
## Hwy 20 Route



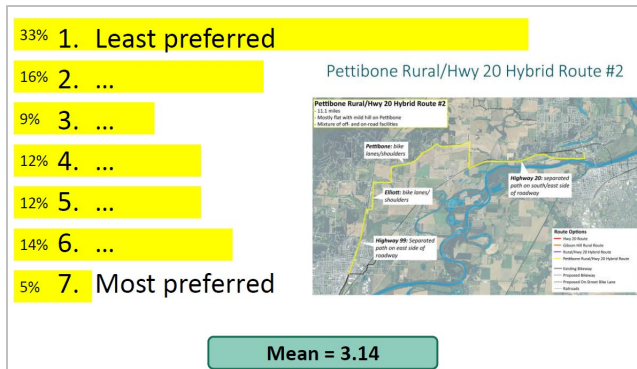
## Rural Only Route



## Granger Rural/Hwy 20 Hybrid Route #1



## Pettibone Rural/Hwy 20 Hybrid Route #2



## 2. Public comment summary

- Hwy 20 is the most direct route—good for commuting and available for recreation.
- The path will go through home. Don't think people should give up their homes so people can ride their bikes between Albany and Corvallis. Worried about crime and other impacts.
- Southside of Hwy 20 will impact families and farms.
- Hwy 20 route will negatively impact families and farms. It will result in taking out front yards and taking away from play areas.
- 100% of the neighbor from Albany to Hyak Park are against the bike route. What about landowners' rights and rural character? Have concerns about lack of landowner involvement. Hundreds of people will have their land taken.
- Granger route is dangerous. Lots of truck traffic. Travel patterns will need to be studied. The travel survey said the route would be used for recreational purposes. Need to look at cost and other County needs.
- Would like to find a way to find a community solution.
- Hwy 20 is not safe. Safety improvement program and the bikeway project should be combined.
- Lots of people ride now and it is not safe. Not sure if these four routes will work. One that works will be direct, level and safe.
- Hwy 20 is not safer. Lots of accidents.

## 3. Dot exercise

Participants were asked to place dots on their top route choices—or to put both dots on their favorite.

- Hwy 20 Route: **38**
- Rural Only Route: **17**
- Granger Rural/Hwy 20 Hybrid Route #1: **3**
- Pettibone Rural/Hwy 20 Hybrid Route #2: **4**

## 4. Feedback form

### Hwy 20 Route

- This path might be acceptable IF the path was on the North side of Hwy 20 between the creek (north of Hyak Park) all the way to Scenic.
- Keep the cyclists on the road rather than a separate path. Double line Hwy 20 from Corvallis to Albany for no passing, slow the traffic down and police heavily. The accidents are auto related, not cyclist related.
- This is the best choice for the original intent of this path/bikeway—the most direct method to bike between Albany and Corvallis.
- Several reasons an off-road bikeway would not be good. There are wetlands that would be impacted. Property would have to be taken by eminent domain from property owners as they

have made it clear how it would negatively impact them. An on-road bikeway could work since there is currently a shoulder and home owners can see bikers coming as they are on the road (for leaving and coming). Driveways would go through bikeway. We sit 10-15 minutes some days to turn left on Hwy 20. So, no...this would not be the quickest route as bikes would have to wait. There are numerous accidents (cars leaving road and crashing into our properties). The bike path would be in that path. Home owners are responsible for cleaning up trash!

- This looks like the best route but there should be bike lanes provided on Hwy 20 between Circle and Conifer, also.
- This is the only reasonable route for anyone who wishes to commute/shop between Albany and Corvallis. It is shortest, flattest and probably safest.
- Homeowner concerns are important. Since this seems the most reasonable route, can compensation and mitigation address landowner concerns?

#### **Rural Only Route**

- Stupid in that we are already bike here for recreation and it is far too long for a commute between Albany and Corvallis.
- Safest route. Pettibone currently has many bikers on it. An on-road bike path is needed so bikers are not in the middle of the road!
- Too long – not good commute. 99W going to be a major issue.
- Acceptable
- It makes no sense to assume commuters would want to spend additional time and effort on this route.

#### **Granger Rural/Hwy 20 Hybrid Route #1**

- Same comment, must be north of Hwy 20 between creek and Scenic.
- Again, not direct and not a good use of funds to make a direct route between cities.
- Lots of trucks!
- Again, too long – 99 path? Row between 99W and RR an issue?
- It makes no sense to assume commuters would want to spend additional time and effort on this route.
- Seems to be the best – gets people off 20 and onto a safer road – Granger for more distance.

#### **Pettibone Rural/Hwy 20 Hybrid Route #2**

- Same comment, must be north of Hwy 20 between creek and Scenic.
- Not direct and not a good use of funds to make a direct route between cities.
- Traffic light on Independence Hwy is necessary! This crossing is really dangerous without one.
- This is a dangerous road to walk on now and narrow with not much shoulder and drop offs. Not appropriate for bicycles.
- Even worse than hybrid #1

#### **Another comment:**

- For Corvallis to remain a “Gold Level” League of American Bicyclists City, there needs to be a commitment to bike infrastructure on a new level.
- We should not continue finding a route.
- I irregularly ride to Albany from Corvallis using any one of the many beautiful country roads (especially Riverside) but the shortest (Hwy 20) is the best for practical commuting.

**5. Online survey** (Preliminary results from April 10, 2017. Respondents: 111)

*Where do you live?*

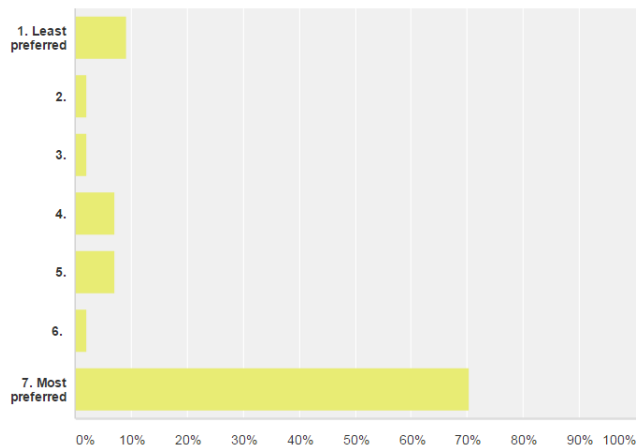
Corvallis	<b>55.86%</b>
Albany	<b>21.62%</b>
Unincorporated Benton County	<b>15.32%</b>
Elsewhere	<b>7.21%</b>
Unincorporated Linn County	<b>0.00%</b>

*What is your main area of interest for the bikeway project?*

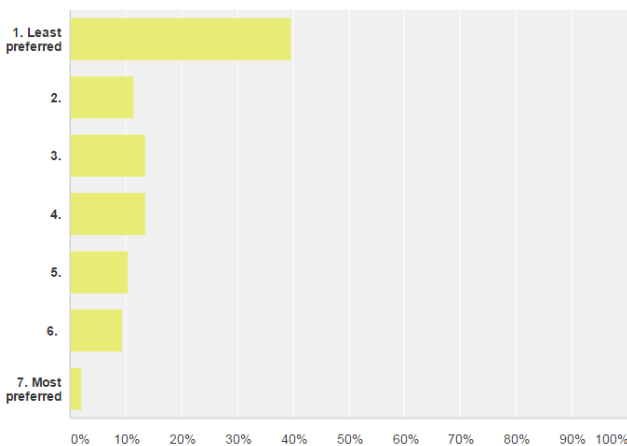
Cycling opportunities	<b>46.85%</b>
Transportation / travel safety on Hwy 20	<b>40.54%</b>
Live or farm in the project area	<b>4.50%</b>
Work for a public agency	<b>3.60%</b>
Another interest	<b>4.50%</b>

*On a scale of (1) least preferred option to (7) most preferred option, how would you rank the routes?*

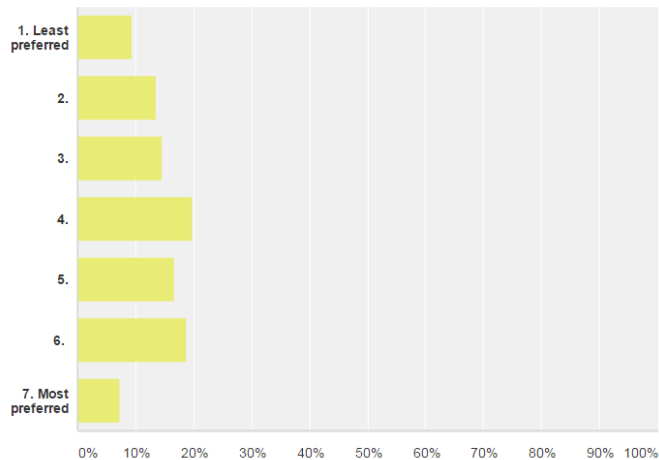
Hwy 20



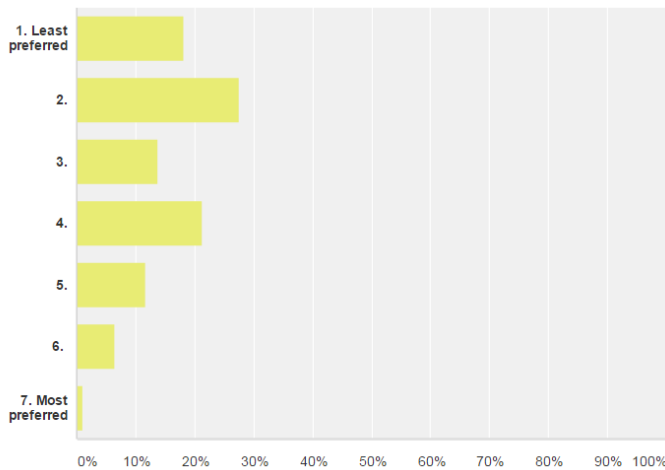
Rural Only Route



## Granger Rural/Hwy 20 Hybrid Route #1



## Pettibone Rural/Hwy 20 Hybrid Route #2



## Hwy 20

Out of Corvallis I would take 2nd onto highway 20, so I want as much of highway 20 as possible to be bike-safe.

The safety problem is primarily for commuters currently using the highway. They will continue to use the highway even if one of the other routes is developed instead. The safety problem will only be addressed by this route.

Would use for daily work commute. Currently use Highway 20 shoulder

Bikes are vehicles, this is by far the most efficient route

A bike path between the two cities is imperative for transportation safety.

Including under/over passes at Hwy 20 would significantly ease the transit

A separated multi-use path would be safest and the most fun.

This is the most direct route, the safest route, and the one that offers the best opportunity for people to commute and recreate between Corvallis and Albany.

don't have to share road with cars and it is flat

Shortest viable path is preferable, if it can be made safely. It's the route cyclists are already taking and

seems to be getting some funding for Hwy 20 improvements anyway. Make it happen. Thanks,

One of the noisiest. But straightforward and beautiful once the gas for the cars runs out. And the landowners will hopefully come around to the notion that it's not bad to share. we are all in this together.

Satisfies the basic need for those commuting between Corvallis and Albany.



Best for commuters.

The wetland at the narrow part near Albany worries me. How do you get thru there?

More streamlined for commuting

I feel like this is the most accessible & direct between Corvallis & Albany. I think this would encourage more users than some of the other routes. Runners, strollers & bikers, dog walkers could all pick up the trail anywhere along the way.

Southern portion kind of circuitous, Hwy 20 route south of Grainger has number of houses next to Hwy -not much room, could require eminent domain

Seems the safest route.

This would be great for all users. Efficient transportation and scenic cycling, jogging, and walking.

I know there are some issues with the route cutting into farmers' lands and while as a cyclist I would like this option, I realize some compromise must be made.

It's flat, but noisy

bike lanes/shoulders get covered with gravel and mud and make treacherous bike riding. They also tend to erode/fall away and tend to have excessive crowning as well. a separate path would eliminate these pitfalls and should be preferred over any use of roadways or shoulder bike lanes.

I am concerned about what sort of separation would exist between Hwy 20 and the bike lane where they run next to each other, as Hwy 20 can be a dangerous drive.

As long as it does not affect any farmland.

Safety Concerns with Vehicles, recently made HWY 34 bike path not the greatest

If you can do it without going through the middle of people's properties.

If you can do it without going through the middle of people's property.

Too much traffic takes away from the cycling experience.

No bike path. Any money should be spent on helping prepare the County for climate change.

I would love to have the last part of the path in Albany and an earlier section of the path in Corvallis both to be floating pathways on the river. It would connect it to the river and give it more appeal for multiple uses. There are several examples of floating paths around the world.

With Albany having committed funds ("City passes deal for bike path", Albany Democrat-Herald, Jan 25, 2017) to building a stretch of this path from N. Albany to Scenic Drive apparently via NW West Thornton Lake Drive, why doesn't this path take advantage of that instead of running along the most dangerous part of 20 w/ the least room?

Please avoid highway crossings except at signalized intersections.

Bypasses Adair Village and Lewisburg area

I would hate to impact private property even though I would love to ride this way

I've biked on Hwy 20 before and got a respiratory infection from the grime, dust, and pollution.

As someone who does not currently commute by bike from North Albany to Corvallis (but who would love a safe option for this), I would use this route. The rest don't make me feel as secure in terms of protection of rural roads/bike lane mix.

Concerned about emissions riders would experience, especially from diesel particulates. Regardless, most direct path seems likely to get most use.

Flat, off road path, most direct. Most convenient for me. I live on Hwy 20 just north of Conifer and have commuted to campus for around 10 years. I use Conifer, Conser, Walnut, Jack London, Circle, Hwy 99 adjacent path. Why are there 7 numbers on scale?

The north side is really the only realistic location on Hwy 20

Separated path, breathing least amount of pollution and safety from traffic

It would be a great way to travel by bike for us.

I don't really know. I just want a bike path.

Fewest turns, easier for commuters who I expect will use this most

Thanks for asking.

I think the more you have separate paths, the more people will want to use it, especially for novice bikers, as well as walkers and strollers.

most direct and shortest

Any pathway along the river is non-viable or sustainable option at any place along the river between Albany and Corvallis

## Rural Only Route

The extra distance is extra slow due to the hills, so I might just decide to use highway 20 anyway. Way too long, out of direction and hilly. It may present a "nice" recreational route, but it basically exists already. The worst solution for Corvallis-Albany route.

Many rural motorists are not familiar nor educated about on road bike lane rules and regulations. This fact could jeopardize the safety of motorists and cyclists.

I prefer that the path would not cross the highway like this one doesn't

The length would deter commuters.

lots of shared road and too much incline for me

"Shoulders" doesn't sound like much of a solution. Shouldn't the road already have shoulders? It seems like if this route had demand, people would be taking it already. This proposal seems to just involve signs suggesting people not take Hwy 20. Hardly seems a solution at all.

Too many turns/interactions with cars. But less expensive I suppose.

Does not address my major needs of getting to Albany or Corvallis safely via 20

This is for recreational cycling, not transportation

We already have this. I ride it often.

More of a recreational/exercise route

While I currently bike this route, I don't see it as very welcoming for newer bikers. Longer/hilly route.

Nice ride, not very direct so less desirable

Be all right to have that ride

While this would scenic, it's not convenient at all.

Using this route as a commute would be least favorable, as the hills would take their toll over such a distance and would be restrictive to certain cycling levels.

More hilly than most people riding bikes casually would choose.

Biking near 99 would be horrible. Traffic includes numerous semi-trucks with significant wind effects. The extra distance is not insignificant and elevation gain is unnecessary. Including the shoulder bike lanes makes this a terrible option.

I would not feel safe biking down 99 and the route, though nice, is not very expedient.

Might be too rural along roadways for my cycling preferences

More rural, more scenic, better workout.

No bike path. Any \$ should be spent on helping Benton County prepare for the effects of climate change.

This option seems most viable, given existing infrastructure. More scenic, less direct.

Too many hills

not practical for commuting by bike - too long

Would prefer not biking on shoulders

Length would possibly dissuade commuters

elevation differences, longer, bike lane (not as safe)

too complicated and indirect

I like the rural aspect but it is a much longer route with greater elevation change.

Not direct for commutes (Albany to Corvallis)

I don't know. I just really want a bike path.

The steep section in Albany will be challenging for people, and narrow shoulders in the boonies are scary to many riders

While I think the route goes through some beautiful scenery, the shoulder along Independence in particular may be off putting to some

not as user friendly for most people

Gets bikers off the extremely busy Hwy 20 and onto some existing paths

Along Metge, Independence Hwy and the rural roads in North Albany it is hard to see bikes and pass safely, even with the larger bike lanes they just put down. I feel this is the most dangerous for bikes and cars.

### Granger Rural/Hwy 20 Hybrid Route #1

I'd probably just end up staying on highway 20 coming out of Corvallis and use the shoulder until I met the bike path halfway to Albany.

Still a poor choice.

Crossing Hwy 20 via granger road is an immense risk and compromises transportation safety. Physical barrier between vehicle traffic and bikes would be necessary for safety. I've seen far too many vehicle weave in and out of unprotected bike lanes.

This seems to run us right into Stahlbush and would maybe create even more safety concerns to have a crossing there. Unless/until Granger is getting a light, this seems worse for safety and less direct.

Why aren't there separated paths on all of these?

a compromise and I would still have to ride on Hwy 20 until Granger Road

Separated bike lanes on 99 and 20 would be nice.

Same question about the wetland. Also, regarding the Hwy 20 route and this one, it would be ideal to just run along the RR track so you wouldn't have to cross the Hwy at Scenic.

Fairly direct, avoids houses on east side of 20, south of Grainger, which are close to Hwy leaving little room and requiring eminent domain

This is a bad combination of two routes that just doesn't accomplish much.

I feel this route reaches a good compromise for safe travel for cyclists while not encroaching on private land owners

Needs a protected crossing of Highway 20 at Granger.

minimizes shoulder bike lanes, but follows 99 and uses some bike lanes/shoulders. Granger has lots of speeding cars and the curves encourage drivers to cut corners over what would be bike lanes. This is a very dangerous option.

Runs bicyclists on the worst of both 99 and 20

Anywhere on 20 has me concerned

Accommodates Adair Village and Lewisburg. Great scenic route. Mostly flat.

If this crosses the highway at Granger, I'm a lot less enthusiastic about it for safety reasons.

seems like the best option

Still prefer not biking on shoulders, but I mostly prefer biking on flat roads

Only safe if physical barrier exists between riders and vehicles.

flat, relatively short. Being on-road is an issue. I know Granger to be unsafe.

too complicated and not safe

need a bike bridge over Highway 20

I don't know. I just really want a bike path.

Not bad. Prefer separated lane to shoulder

like the separate paths. some concern about Hwy 20 crossing midway. There enough accidents in that area already (perhaps correctable by redoing the exit lane to Granger?)

Granger Rd. and Hwy 20 are commerce highways with large commercial vehicles and farm equipment, not good competition for bikers. The river option is not sound, viable or sustainable.

### Pettibone Rural/Hwy 20 Hybrid Route #2

Almost as bad as the rural route. Not a viable commuter route and it doesn't address the safety issue on highway 20.

Again, added length would deter commuting.

While I'd prefer at least some separated path along Hwy 20, it almost seems that if you're going to go this far toward North Albany on rural routes, what's the point of then coming on to the highway? The compromise path seems discouraging for both those who want the quickest route and those who want the most scenic.

Reasonable. Still question all the turns and inevitable intersections with fast moving cars.

Not practical for those living near Hwy 20 but it does help when approaching Albany

too circuitous

I don't really understand this route. It's efficient from Albany half way to Corvallis then a LONG detour to get the rest of the way to Corvallis.

Again, a good compromise is made while keeping cyclist safety in mind

The hills on Pettibone may deter many users of this route.

too much time on bike lanes on street and the separated section follows 99. Poor choice

Same as the last one. Too dangerous if there is no separate bike lane that has a divider.

Anywhere on 20 has me concerned

too long

Too much time on Hwy 20.

longer, on-road is unsafe. I don't know enough about Pettibone as far as riding on-road

too complicated and long and not safe

I don't know. I just really want a bike path.

More confusing turns

The immediate path to the city of Albany is exciting and may get some takers that just want to go to

Hyak. The cross over to Independence is a concern. I once saw a motorist slow down for a bicyclist

only to be rear-ended by another car. Still Pettibone is a hidden gem, also a place for speeding vehicles

don't really like the highway 20 part right before NA Rd. Should follow railroad at that point.

Hwy 20 is very narrow and not conducive for widening, bridges would need to be constructed and

sensitive environmental areas would need to be dealt with. Expensive to build and maintain