

County Committee Comments

Corvallis-Albany Bikeway

January 2017

This document summarizes comments provided by various County committees during the month of January 2017. Each committee was given the history of the project, the current state of the project and was given a map of possible routes. Discussion then continued by the members.

1/5/17 – Benton County Environmental Issues Advisory Committee

- Path should strongly be considered for commuting
- Access is needed to the community of North Albany
- Safety should be a priority
 - o Not just traffic but also debris concerns
- Commuters want a direct route
- Jennifer Ward has expressed interest in being a stakeholder
- Should we evaluate it separately from a recreation standpoint and commuting standpoint?

1/6/17 – Transportation Action Team (A group formed by the Corvallis Sustainability Coalition)

- Commuting is important
- How are we serving people who can only afford to live in Albany but no money to afford a car?
- Off system paths are appealing for recreation
- Some bicyclists view themselves as vehicles
- Bike lanes are sometimes a visual, but sometimes they are not actually used
- Granger definitely needs a shoulder
- River path seems to marry commuting and recreation
- If there is an alternate too far out of the way, commuters would remain on Highway 20
- If it were under water for 3 months, that is the maximum to keep it useable
- Do concerns like safety affect the user or is this a perceived concern, not an actual concern
- Kevin Grant will represent this group as a stakeholder

1/11/17 – Benton County Natural Areas and Parks Board

- The river route – how often would it be under water
- The river route – seems good for commuting and recreation
- A widened highway 20 has no recreational opportunities
- Must be connected to North Albany
- Cannot be too long or too hilly
- Laurie Starha will be the group's connection to the project

1/12/17 – Benton County Bicycle Advisory Committee

- Mud/Maintenance Issues are a concern on the river route
- Separate path is important
- Is there a way this path can play a part in connecting Portland to Eugene using the greenway?
- Bike clubs prefer loops, Highway 20 to Highway 34 to Riverside could be a loop
- Security issues on river path, what about transient population, what about emergency vehicles
- Accessibility to the path is important for tourism and a loop will create tourism, where do people park to use it?
- Bike lanes are good when on lighter traveled roads
- Bike lanes on higher traffic roads seem to attract more debris
- The Highway 34 path is a good comparison
- Bob Durst will represent the committee on the stakeholder group

1/17/17 – Benton County Roads Advisory Committee

- Concerns about flooding on river route
- Trucks don't like bikes next to them
- Bikes don't like trucks next to them
- Rick Robinson will be representative of this group

1/26/17 - Benton County Healthy Active Community Environments Team

- Mac Gillespie will be representing group from a health perspective
- We can use the health team for interpreter and Spanish materials for community events
- Comments discussed on future development and how that would impact the urban and rural nature of the roads
- They believe a path is needed to provide access to where people live
- Driveway crossings could be a concern
- Pleasantness of environment creates and promotes exercise
- Other paths we may look at : Eugene, Portland, Yakima, WA
- What is the Corvallis long range plan north on 99
- What should we consider about night users vs. day users
- In transit, the 99 express and Linn Benton loop have bike racks for room for only 2 bikes

- The group looked at 4 questions :

1. Does location of the path matter when it relates to healthy living?

- A separated bike path with a significant barrier between the road and path is preferable – for safety.
- What are the development projections in the area? Do we have a map that includes overlays of farms, development, zoning, etc? What will Benton County look like in 15, 30, 40 years and how is the path meeting these transportation needs?
- Safety, camping on private land, concerns around location of river path and its relationship with perceived concerns with homeless population. Floodplain concerns.

- How will the location change who uses the path and for what purposes? E.g. Commuters versus recreaters, mostly Albany versus less Albany but also Adair, adults versus families.
- Do bike commuters along HWY 20 inhale particulate matter/pollution? What about along HWY 99?
- How would the different routes tie in to existing safe(r) routes in Corvallis?

2. Which environmental & social factors and health outcomes do the different path options have the potential to affect? How?

- Recreation population vs commuting population
- Low-income populations that have no choice but to bike to work in Corvallis/Albany. How can we address their needs in a different way (i.e., increase frequency of bus routes, etc.)?
- Accessibility for all users/populations
- Additional transportation options for Highway 20 commuters? If we're building a path, how are we considering commuting needs? Is this conversation happening as part of the County TSP process?

3. Which particular populations are most likely to be affected? Would health inequities be impacted? How?

- Do we have data on who commutes on Highway 20? Is specific OSU/HP outreach feasible? Have we reached out to low-income bike-users of Highway 20?
- Demographic analysis for the next 20 years? Who is projected to be here? How will they commute?
- How would the County workforce utilize a path? Have we surveyed employees?
- Farmworkers along Highway 20?
- Policy changes to driver's license policy needed, undocumented people who drive Highway 20 or don't because of policy.

4. What other factors should be considered when planning such a project (e.g., accessibility, community engagement, etc.)?

- What are the economic benefits of a path? Chamber of Commerce Albany/Corvallis involvement? Impacts of communities with multimodal paths – do we have this research?
- Today's solution impacts tomorrow. We are designing the communities we want to see.
- City Parks and Rec thoughts? Involvement in the process?
- Have we connected with ODOT Region 10 bike/ped coordinator? Have they given input on options and potential Highway 20 upgrades?
- Highway 20 on street improvements? Turn lane at dangerous intersections?

- Community engagement and visibility of process. Are we connecting with all potential path users?
- Is the Corvallis-Albany bikeway the *best* way to *equitably* serve the *most* people?
- Understanding that the funding is categorized and cannot be used for different projects, should decision makers nevertheless push for additional/other strategies or projects, leveraging the bikeway to raise awareness?
- Albany just approved funding for the part of a path within their city limits.