

---

# **Transportation *Safety Action Plan***

**Appendix**

# Contents

---

APPENDIX 1:

*Vision and Goals Memorandum*

APPENDIX 2:

*Existing Safety Conditions Memorandum*

APPENDIX 3:

*High Priority Network*

APPENDIX 4:

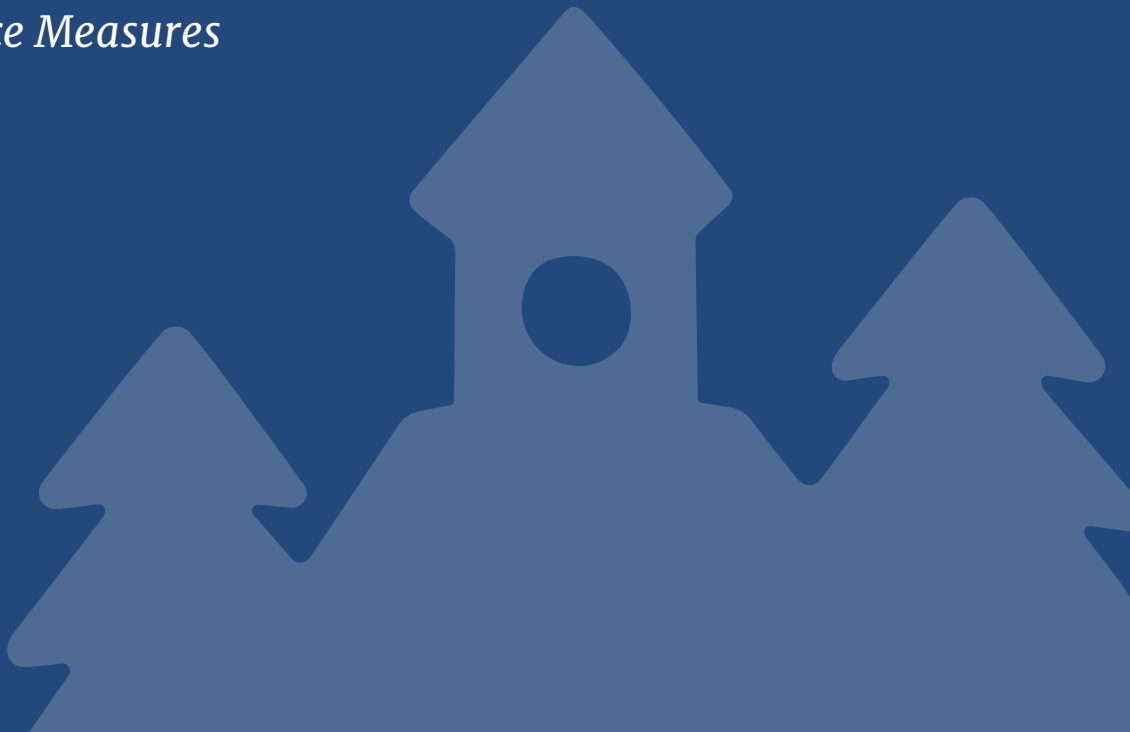
*Final Engagement Summary*

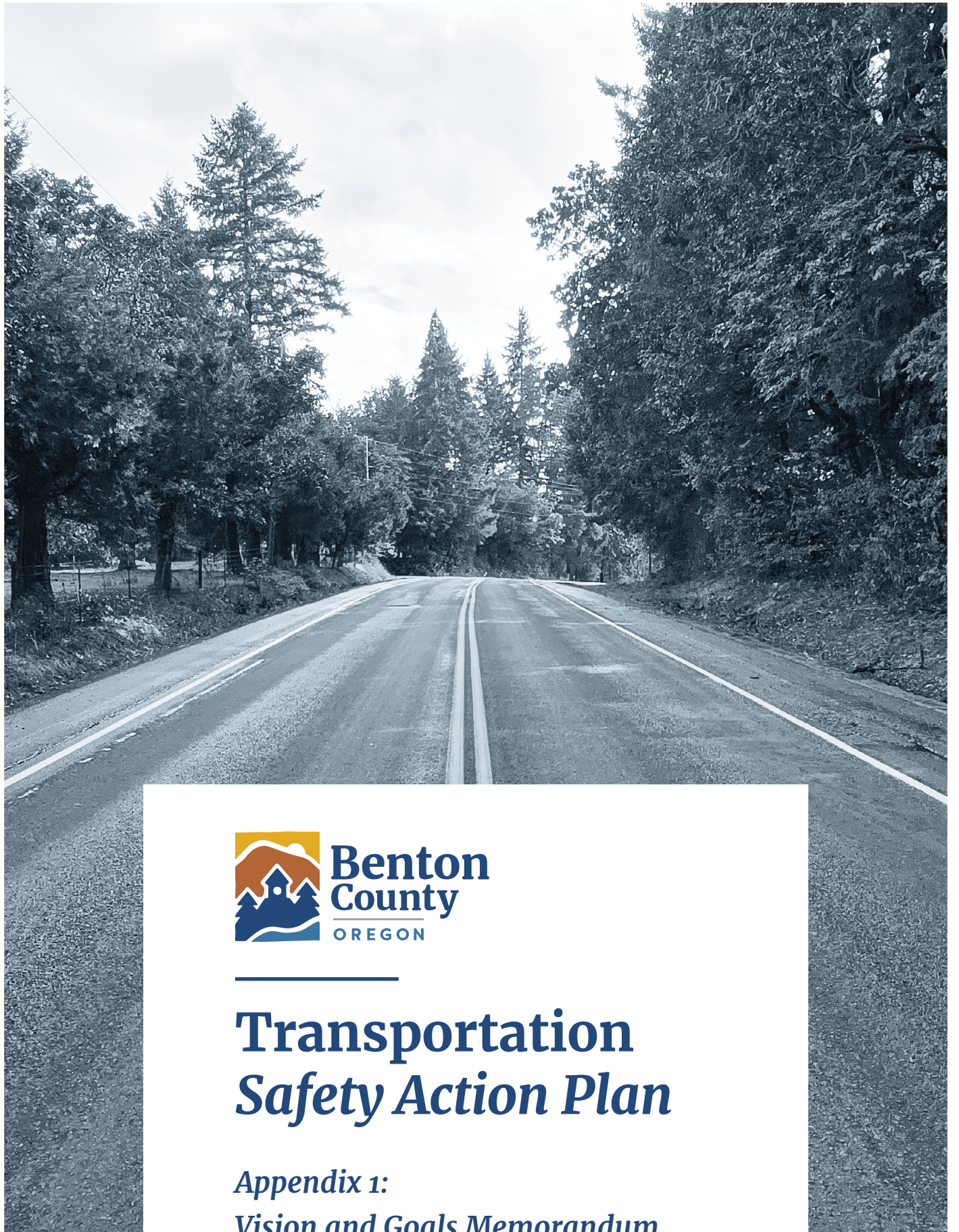
APPENDIX 5:

*Regulation and Procedure Change Recommendations*

APPENDIX 6:

*Safety Performance Measures*





**Benton  
County**  
OREGON

---

# **Transportation *Safety Action Plan***

*Appendix 1:  
Vision and Goals Memorandum*



# BENTON COUNTY TRANSPORTATION SAFETY ACTION PLAN

DATE: December 4, 2024

TO: Project Team

FROM: John Bosket, PE; Harshala Sardar, PE | DKS Associates

SUBJECT: Benton County Transportation Safety Action Plan  
Vision and Goals Memorandum

Project #25003-000

---

This memorandum provides guidance for the development of Benton County's long-range vision for transportation safety, as well as supporting goal statements. The County's overall vision for moving toward zero roadway fatalities and serious injuries will be discussed with the Transportation Safety Action Plan (TSAP) Task Force and will ultimately be approved by the County Board of Commissioners.

## BENTON COUNTY TSAP VISION AND GOALS

---

The Safe Streets and Roads for All (SS4A) program requires that TSAPs document leadership commitment, demonstrated by:

- A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and
- The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date.

The TSAP vision statement and optional supporting goals are typically used to fulfill this requirement. Options for how the vision statement could be structured include:

- Target date of 2035 for the zero goal. This would be consistent with the State of Oregon goals. Example: "Benton County envisions ZERO crashes that result in fatalities and serious injuries by the year 2035."
- Target date of 2040 for the zero goal. This would be consistent with the horizon year for the County's 2040 Thriving Communities Initiative and Transportation System Plan (TSP). This could be paired with an interim 2035 target date for achieving a significant reduction (e.g., 50%) in fatalities and serious injuries.

- Adopt an ultimate zero goal without a target date. In this case, a target date of 2035, 2040, or other year must be set for achieving a significant reduction. Example: “Benton County envisions a future with zero roadway fatalities and serious injuries. By 2040, the County aims to reduce roadway fatalities and serious injuries by 50%.

Example vision/goal statements from other TSAPs, as well as the goals in Benton County’s TSP and vision statements in Benton County’s 2040 Thriving Communities Initiative, are provided in the appendix for reference. The project team will solicit input from the TSAP Task Force to form a suggested vision statement for consideration by the Board of Commissioners.

As an option, the vision statement, which will be determined early in the TSAP development process, can be supported by a set of goal statements. Such statements may provide more specific direction on how the County would like to achieve the overall vision and might look similar to the goals of the 2021 Oregon TSAP included in the appendix. These could be informed by the safety emphasis areas identified during the TSAP development process or could be aligned with safety-related goals in the County’s TSP. They should also align with the performance measures selected for tracking TSAP implementation progress.

While the vision statement will be developed early in the TSAP process, any supporting goals should be developed later in the process because they would likely be informed by the findings from the analysis and community input and aligned with chosen performance measures.

## **APPENDIX A: EXAMPLE VISION/GOAL STATEMENTS FROM OTHER TSAPS**

## EXAMPLE VISION/GOAL STATEMENTS FROM RECENT TRANSPORTATION SAFETY ACTION PLANS

1. We envision a region with zero crash-related deaths and life-changing injuries by 2035, and a 50% reduction in these crashes by 2030.

(Salem, Oregon)

2. Oregon envisions no deaths or life-changing injuries on Oregon's transportation system by 2035

(2021 Oregon Transportation Safety Action Plan)

3. PBOT aims to make our transportation system the safest possible and to move toward zero traffic-related fatalities and serious injuries in the next 10 years.

(Portland, Oregon)

4. Vision Zero Maui is an initiative to end fatalities and serious injuries caused by traffic crashes on Maui by 2040.

(Maui, Hawaii)

5. This Vision Zero Action Plan will focus the County's efforts over the next five years to achieve the goal of eliminating traffic-related fatalities on unincorporated County roadways by 2035.

(Los Angeles County, California)

6. The City's Vision Zero Resolution establishes a goal of eliminating serious injuries and fatalities on City streets by 2040.

(Lynn, Massachusetts)

7. Our goal is to reduce fatal and serious injury crashes to zero by 2035.

(Clackamas County, Oregon)

## **APPENDIX B: GOALS FROM THE 2021 OREGON TRANSPORTATION SAFETY ACTION PLAN**

---

Over the long term, the goals of the TSAP are:

**1 SAFETY CULTURE**

Transform public attitudes to recognize all transportation system users have responsibility for other people's safety in addition to their own. Transform organizational transportation safety culture among employees and agency partners (e.g., state agencies, MPOs, Tribes, counties, cities, Oregon Health Authority, stakeholders, and public and private employers) to integrate safety considerations into all responsibilities.

**2 INFRASTRUCTURE**

Develop and improve infrastructure to eliminate fatalities and serious injuries for users of all modes.

**3 HEALTHY, LIVABLE COMMUNITIES**

Plan, design, and implement safe systems. Support enforcement and emergency medical services to improve the safety and livability of communities, including improved health outcomes.

**4 TECHNOLOGY**

Plan, prepare for, and implement technologies (existing and new) that can affect transportation safety for all users, including pilot testing innovative technologies as appropriate.

**5 COLLABORATE AND COMMUNICATE**

Create and support a collaborative environment for transportation system providers and public and private stakeholders to work together to eliminate fatalities and serious injury crashes.

**6 STRATEGIC INVESTMENTS**

Target safety funding for effective engineering, emergency response, law enforcement, and education priorities.

## **APPENDIX C: GOALS FROM THE BENTON COUNTY TRANSPORTATION SYSTEM PLAN**

## Goals and Objectives

---

### Goal 1 – Safety: A safe transportation system minimizes risks and conflict.

**OBJECTIVE 1:** Provide safe facilities for all modes.

**OBJECTIVE 2:** Reduce the frequency of crashes and strive to eliminate crashes resulting in serious injuries or fatalities.

**OBJECTIVE 3:** Proactively improve areas where crash risk factors are present.

**OBJECTIVE 4:** Provide both primary and secondary access for emergency services.

---

### Goal 2 – Equity: Transportation investments should serve everyone in the community and recognize disparities in people's access to transportation modes.

**OBJECTIVE 1:** Ensure mobility to the transportation disadvantaged.

**OBJECTIVE 2:** Consider the needs of the population that are unable to afford housing in close proximity to employment and daily needs in the project selection process.

---

### Goal 3 – Health: The transportation system should encourage healthy lifestyles.

**OBJECTIVE 1:** Support access to public spaces and encourage active transportation and social interaction.

**OBJECTIVE 2:** Provide healthy transportation options for students traveling to school.

**OBJECTIVE 3:** Consider the impact of particulate emissions in transportation projects.

**OBJECTIVE 4:** Work with neighboring jurisdictions to identify and promote opportunities to commute to and around Benton County by means other than single occupant vehicles.

---

### Goal 4 – Mobility and Circulation: The transportation system should efficiently connect people with where they want to go.

**OBJECTIVE 1:** Develop a transportation system to facilitate appropriate travel modes.

**OBJECTIVE 2:** Ensure sufficient capacity is provided concurrent with future travel demand to, within, and through Benton County.

**OBJECTIVE 3:** Coordinate with local agencies and providers to expand transit services countywide.

**OBJECTIVE 4:** Ensure an adequate truck route network to reduce commercial/ neighborhood conflicts.

---

**Goal 5 - Economic Development:** Transportation should support a thriving economy.

**OBJECTIVE 1:** Preserve and protect transportation corridors essential to the economic vitality of the County.

**OBJECTIVE 2:** Promote the use of freight rail and air service to reduce trucking activity on County roads.

**OBJECTIVE 3:** Promote efficient and affordable ground transportation to existing regional airports (Portland, Eugene, and Salem) and the Albany Amtrak Station.

---

**Goal 6 - Financial Stewardship:** Investments in transportation should manage assets efficiently and responsibly.

**OBJECTIVE 1:** Maximize the useful life of existing facilities.

**OBJECTIVE 2:** Maximize the cost effectiveness of transportation improvements.

**OBJECTIVE 3:** Ensure adequate and equitable long-term funding mechanisms.

---

**Goal 7 - Environment:** The transportation system should allow a community to live harmoniously with the environment.

**OBJECTIVE 1:** Provide transportation services that preserve and protect the scenic and natural resources and rural character of Benton County.

**OBJECTIVE 2:** Provide a transportation system that allows a community to absorb the impact of and quickly recover from natural disasters.

**OBJECTIVE 3:** Minimize conflicting uses on the transportation system that degrade neighborhoods and rural communities.

**OBJECTIVE 4:** Consider the impact of transportation projects on greenhouse gas emissions, and utilize best practices and latest technologies to meet the County's climate action goals.

## **APPENDIX D: VISION STATEMENTS FROM THE BENTON COUNTY 2040 THRIVING COMMUNITIES INITIATIVE**

## Vision Statements per Focus Areas

*Benton County Government endorses and will operationalize the Core Values identified by the 2040 Thriving Communities Council and will specifically recognize and promote Health, Equity, and Resource Efficiency.*

### COMMUNITY SAFETY

Vision Statement	Benton County commits to ensure all people enjoy safe, just, welcoming, and supportive communities.
------------------	---

### EMERGENCY PREPAREDNESS

Vision Statement	Benton County commits to secure resilient communities where individuals and the County government can survive and recover from emergencies, shocks, and disasters by appropriate levels of threat awareness, preparation, mitigation, response, & capacity for recovery.
------------------	--

### OUTDOOR RECREATION

Vision Statement	Benton County actively promotes a range of outdoor recreation activities and will responsibly protect, manage, and develop our parks & natural areas.
------------------	---

### PROSPEROUS ECONOMY

Vision Statement	Benton County commits to support a prosperous, balanced, equitable, and sustainable economy.
------------------	--

### ENVIRONMENT & NATURAL RESOURCES

Vision Statement	Benton County commits to protect, conserve, & enhance our treasured, limited natural resources & prepare for future environmental challenges.
------------------	---

### **MOBILITY & TRANSPORTATION**

<b>Vision Statement</b>	Benton County will ensure people are efficiently connected to the places they work, play, shop, learn, enjoy, and receive services through transportation options that promote activity, reduce congestion, & build community.
-------------------------	--

### **HOUSING & GROWTH**

<b>Vision Statement</b>	Benton County will strive for access to affordable, safe, and stable housing for all while retaining a sense of place in the face of growth pressures.
-------------------------	--

### **ARTS, ENTERTAINMENT, CULTURE, & HISTORY**

<b>Vision Statement</b>	Benton County will actively promote vibrant, inviting, and enriching artistic & entertainment opportunities while recognizing our history & celebrating our communities.
-------------------------	--

### **FOOD & AGRICULTURE**

<b>Vision Statement</b>	Benton County supports local agriculture and forestry and celebrates our rural communities.
-------------------------	---

### **LIFELONG LEARNING & EDUCATION**

<b>Vision Statement</b>	Benton County recognizes that learning never stops and will ensure professional and personal education opportunities for all ages.
-------------------------	--



**Benton  
County**  
OREGON

---

# **Transportation Safety Action Plan**

*Appendix 2:*

*Existing Safety*

*Conditions Memorandum*



# BENTON COUNTY TRANSPORTATION SAFETY ACTION PLAN

DATE: June 16, 2025

TO: Project Team

FROM: John Bosket, PE; Harshala Sardar, PE; Brianna Velasquez, EIT |  
DKS Associates

SUBJECT: Benton County Transportation Safety Action Plan  
Existing Safety Conditions Memorandum

Project #25003-000

---

Benton County is developing a Transportation Safety Action Plan (TSAP) that will serve as a guide for investing in transportation safety through a Safe System approach.

As part of this plan, a comprehensive evaluation of available crash records was conducted to assess the existing safety conditions of roadways within Benton County. This memorandum presents the findings of this analysis and identifies potential Emphasis Areas that should be considered to focus the TSAP and the County's resources on the prevailing risks for fatal and serious injury crashes.

## CRASH DATA ANALYSIS

Crash records from the most recent five years of available data (2018 to 2022) were obtained from the Oregon Department of Transportation (ODOT) and analyzed to assess recent trends on roadways within Benton County. The following sections summarize the key findings regarding crash trends and highlight high-crash locations.

## CRASH DATA

---

ODOT crash records provide all data collected by the reporting officer, including crash identification (jurisdiction, route and milepost, location, date, time), demographics (age, gender) environmental conditions (lighting, weather, road surface), and crash details (primary collision factor, type of collision, vehicle type, severity).

For this safety analysis, crash severity is categorized as follows:

- **Fatal (K):** A collision that results in the death of a person within 30 days of the collision.
- **Serious Injury (A):** A collision that results in life-altering injuries.

- **Minor Injury (B):** A collision that results in other visible injuries that are not life-altering, such as minor lacerations and bruising.
- **Possible Injury (C):** A collision that results in the complaint of non-visible pain/injury, such as confusion, limping, and soreness.
- **No Apparent Injury (PDO):** A collision without injury or complaint of pain but resulting in property damage to a vehicle or another object, commonly referred to as a “fender bender.”

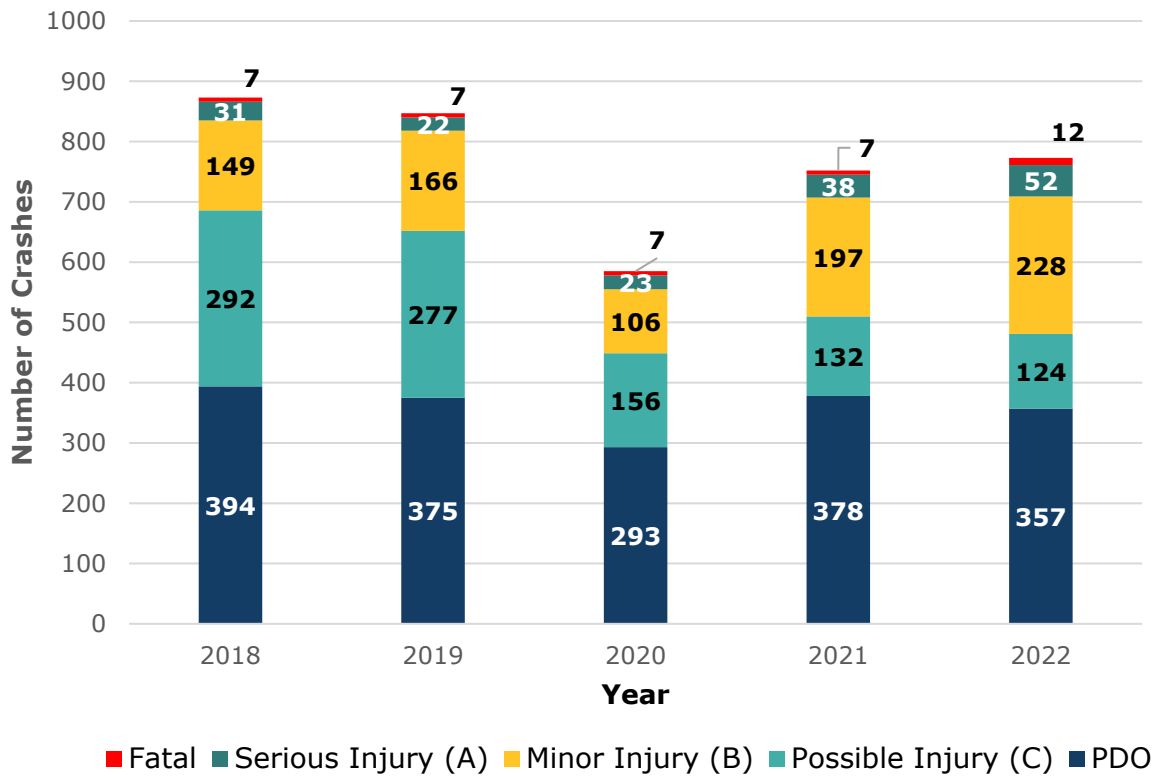
## COUNTYWIDE CRASH TRENDS

---

Within Benton County, there were 3,830 crashes reported between 2018 and 2022, which is an average of 766 crashes per year. As a result, there were 40 crashes where at least one person lost their life and 166 crashes where at least one person was severely injured.

Figure 1 and Table 1 below present a summary of crash severity by year. The total number of crashes per year has fluctuated over time, with the lowest crash frequency in 2020 (likely reflective of the overall reduction in vehicle miles traveled during the COVID-19 pandemic). The total number of crashes in recent years is lower than pre-pandemic levels, yet the number and proportion of fatal and serious injury crashes has increased. As shown in Figure 2, the proportion of fatal and serious injury crashes reached a peak of 8% in 2022, double the proportion of 2018 (4%).

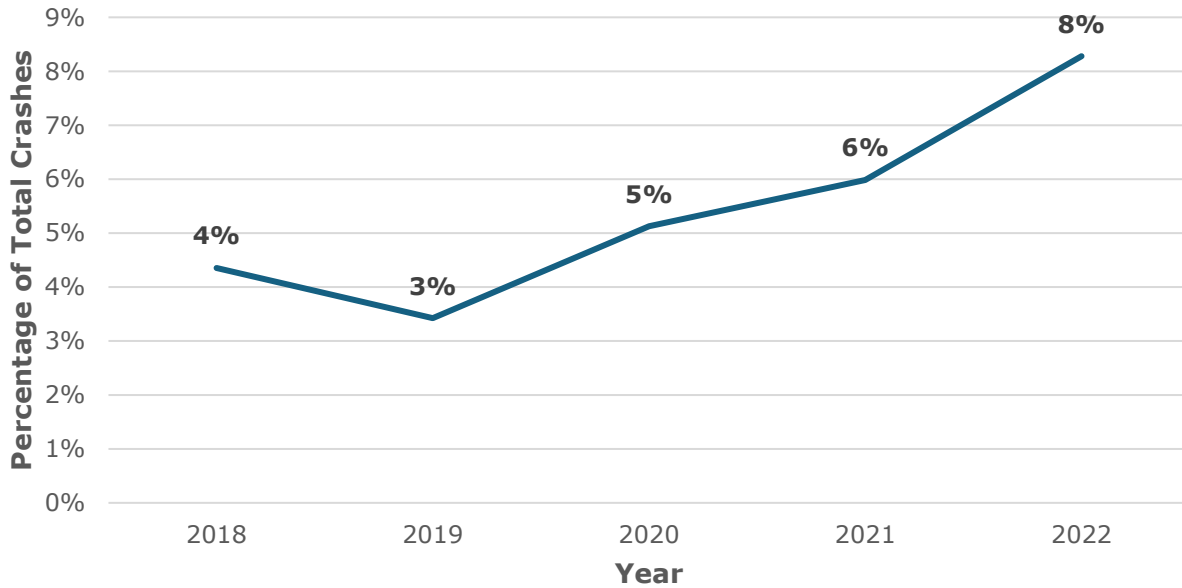
ODOT’s preliminary crash data for 2023 (fatal and serious injury only) and 2024 (fatal only) was reviewed to gain some insight into how the fatal and serious injury crash trends may have changed in more recent years. In 2023, 8 fatal crashes and 42 crashes resulting in serious injury are reported, which are similar as those experienced in 2021. The 2024 data also reported 8 fatal crashes (data on serious injury crashes is not yet available).



**FIGURE 1: BENTON COUNTY CRASH SEVERITY BY YEAR (2018 TO 2022)**

**TABLE 1: SUMMARY OF CRASH SEVERITY BY YEAR (2018-2022)**

Crash Severity	2018	2019	2020	2021	2022	Total
Fatal	7	7	7	7	12	<b>40</b>
Serious Injury (A)	31	22	23	38	52	<b>166</b>
Minor Injury (B)	149	166	106	197	228	<b>846</b>
Possible Injury (C)	292	277	156	132	124	<b>981</b>
Property Damage Only (PDO)	394	375	293	378	357	<b>1,797</b>
<b>Total</b>	<b>873</b>	<b>847</b>	<b>585</b>	<b>752</b>	<b>773</b>	<b>3,830</b>



**FIGURE 2. PERCENT OF CRASHES RESULTING IN FATAL OR SERIOUS INJURY BY YEAR (2018-2022)**

### CRASH ATTRIBUTES

Table 2 summarizes Benton County crashes by different crash characteristics like collision type, crash cause, impairment, lighting condition, roadway characteristics, driver age, etc. Comparing the percentage difference between total crashes and fatal and serious injury crashes, if the percentage of fatal and serious injury crashes is greater than total crashes, then that crash characteristic is flagged (**bold and highlighted**), indicating it is more likely to result in fatal and serious injury outcomes.

Rear-end, turn, fixed object, angle, and sideswipe overtaking crashes, are among the top five crash types, contributing to 85% of all crashes. Among the fatal and serious injury crashes, the top three crash types are fixed object (33%), turn (17%), and head-on (12%). Key contributing factors to these crashes include speed, failure to yield, inattention, and other improper driving (e.g., failure to navigate the roadway alignment, not following regulatory signs).

**TABLE 2. LEADING CRASH CHARACTERISTICS IN BENTON COUNTY (2018-2022)**

CHARACTERISTIC	ALL SEVERITIES		FATAL AND SERIOUS INJURY (KA) <sup>a</sup>	
	COUNT	PERCENTAGE	COUNT	PERCENTAGE
<b>TOP CRASH TYPES</b>				
FIXED OBJECT	759	20%	68	33%
TURNING	779	20%	36	17%
HEAD-ON	54	1%	24	12%
REAR-END	990	27%	21	10%
ANGLE	542	14%	15	7%
SIDESWIPE – OVERTAKING	161	4%	1	0.5%
PEDESTRIAN	91	2%	19	9%
BICYCLE	119	3%	9	4%
SINGLE VEHICLE NON-COLLISION <sup>1</sup>	49	1%	12	6%
<b>TOP CRASH CAUSES</b>				
SPEED-RELATED (EXCEEDING SPEED LIMIT)	406	11%	36	17%
OTHER IMPROPER DRIVING <sup>2</sup>	180	5%	21	10%
DID NOT YIELD RIGHT-OF-WAY	948	25%	44	21%
DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING LIMIT)	191	5%	22	11%
FAILED TO AVOID VEHICLE AHEAD	502	13%	6	3%
DISTRACTION/INATTENTION	236	6%	19	9%
RECKLESS DRIVING	128	3%	16	8%

<sup>1</sup> Involves rollover crashes or other crashes not involving another vehicle/pedestrian/bicycle

<sup>2</sup> Often self-reported but can include incidents such as failure to navigate the roadway alignment, not following regulatory signs, vehicle stalling, or driving a defective vehicle.

CHARACTERISTIC	ALL SEVERITIES		FATAL AND SERIOUS INJURY (KA) <sup>a</sup>	
	COUNT	PERCENTAGE	COUNT	PERCENTAGE
FATIGUE	103	3%	7	3%
IMPROPER OVERTAKING	26	1%	3	1%
MADE IMPROPER TURN	102	3%	4	2%
SPEED RACING	106	3%	6	3%
ILLNESS	43	1%	13	6%
<b>ROAD DEPARTURE</b>				
VEHICLE LEFT ROADWAY	858	22%	96	47%
<b>DRIVER IMPAIRMENT</b>				
ALCOHOL-IMPAIRED	116	3%	18	9%
DRUG-IMPAIRED	48	1%	19	9%
<b>LIGHTING CONDITIONS</b>				
DARK/DUSK/DAWN	671	18%	41	20%
<b>ROAD SURFACE CONDITIONS</b>				
WET OR ICY	966	25%	48	23%
<b>NON-PASSENGER CAR MOTOR VEHICLE TYPE INVOLVED</b>				
MOTORCYCLE	62	2%	24	12%
<b>ROADWAY CHARACTERISTIC</b>				
AT INTERSECTION OR INTERSECTION RELATED <sup>3</sup>	1,919	50%	73	35%
TRAFFIC SIGNAL	686	18%	21	10%

<sup>3</sup> Includes all intersections (Stop-controlled, signalized, and state highway intersections).

CHARACTERISTIC	ALL SEVERITIES		FATAL AND SERIOUS INJURY (KA) <sup>a</sup>	
	COUNT	PERCENTAGE	COUNT	PERCENTAGE
STOP SIGN <sup>4</sup>	884	23%	32	16%
STRAIGHT SEGMENT	1,423	37%	83	<b>40%</b>
HORIZONTAL CURVE	325	8%	33	<b>16%</b>
VERTICAL CURVE	32	1%	12	<b>6%</b>
AT DRIVEWAY OR DRIVEWAY-RELATED	306	8%	12	6%
<b>ROAD USER DEMOGRAPHIC</b>				
YOUNGER DRIVER (AGE <22)	491	13%	33	<b>16%</b>
OLDER DRIVER (AGE >64)	428	11%	51	<b>25%</b>
<sup>a</sup> <b>BOLD and Highlighted</b> values indicate the crash attributes are more likely to result in fatal or serious injuries in Benton County.				

**CRASH LOCATION**

- While not overrepresented, crashes that are at or related to intersections are common, making up 35% of fatal and serious injury crashes and 50% of all crashes.
- Crashes on straight segments are also common and are overrepresented among fatal and serious injury crashes, accounting for 40% of fatal and serious injury crashes, and 37% of total crashes.
- Approximately 80% of all crashes take place in day/daylight conditions.
- Crashes on horizontal or vertical (grade) curves are more likely to result in fatalities and serious injuries. Sixteen percent of fatal and serious injury crashes compared to 8% of total crashes occurred on horizontal curves. On vertical curves, 6% of fatal and serious injury crashes occurred compared to just 1% of total crashes.

---

<sup>4</sup> Crashes at stop-controlled intersections are only reported with this roadway characteristic when a stop sign is posted. It is not uncommon for rural intersections to not have a posted stop sign even if the intersection is considered stop-controlled.

## **COLLISION TYPE**

- In fatal and serious injury intersection-related crashes, the primary contributing factors are failure to yield (42%), disregard of signal (10%), and inattention (7%).
- Approximately half of all fatal and serious injury crashes (47%) in Benton County involved a driver leaving their lane or the roadway, and 61% of these resulted in a vehicle hitting a fixed object. Half of fixed object crashes occurred on straight segments. Sixty-six percent of these fixed object crashes involved speeding or risky driving behaviors (i.e., careless, reckless, inattention), both of which are more likely to result in fatal and serious injury crash outcomes. Approximately 43% of fixed object crashes involved a roadside ditch, 14% involved a tree, and another 14% involved a curb.
- A person riding a bicycle was involved in 3% of total crashes, while people walking were involved in 2%. The majority of these crashes took place at intersections. People walking are more likely to be involved in a fatal and serious injury crash, accounting for 9% of fatal and serious injury crashes, compared to bicyclists accounting for 4%. The leading causes of these fatal and serious injury crashes were failure to yield (47%) and a non-motorist illegally in the roadway (13%).

## **IMPAIRED DRIVING**

- Drug and/or alcohol impaired driving represents 4% of total crashes compared to 18% of fatal and serious injury crashes.
- 71% of impaired driving crashes involved a driver leaving their lane or roadway, and 30% also involved speeding.

## **YOUNG DRIVERS**

- Approximately 13% of crashes involved young drivers, of which 63% occurred at an intersection or was intersection related; the majority took place at stop-controlled intersections (31%).
- Among the crashes involving young drivers, 13% involved speeding and 1% involved a driver impaired by drugs and/or alcohol. In total, 18% of these crashes occurred in dark/dawn/dusk lighting conditions.

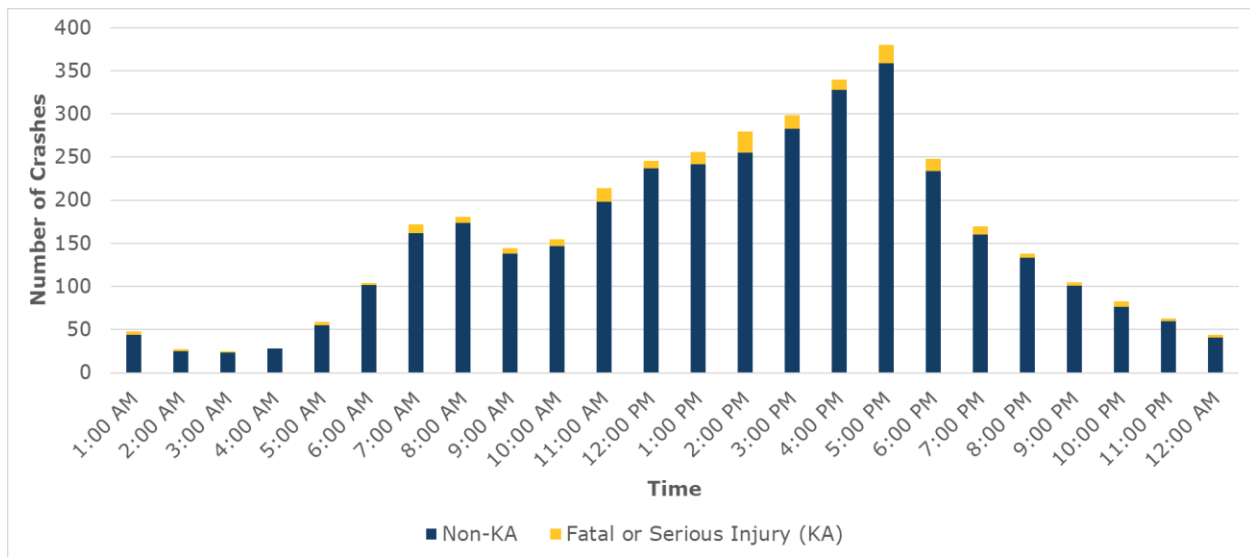
## AGING DRIVERS

- Crashes involving aging drivers represent 11% of total crashes but 25% of fatal and serious injury crashes.
- Among the crashes involving aging drivers, 9% took place in dark lighting conditions.
- 24% of these crashes occurred at stop-controlled intersections and 16% involved the driver leaving their lane or roadway.

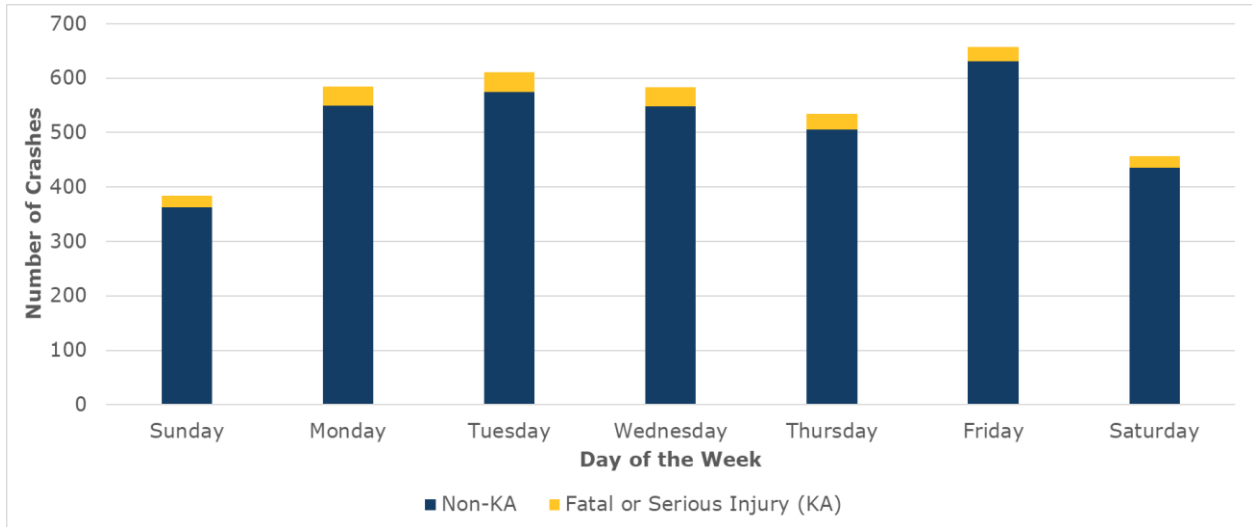
## TEMPORAL TRENDS

Figure 3, Figure 4, and Figure 5 present summaries of crashes by time of day, day of week, and month, respectively.

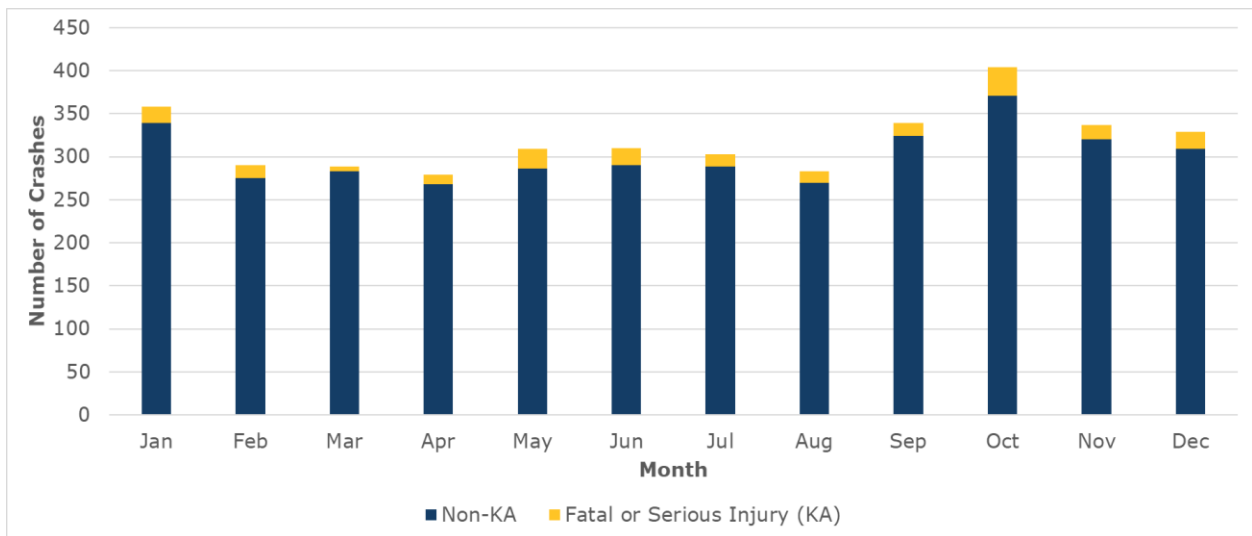
- The highest number of fatal and serious injury crashes occurs during the evening peak hours between 2:00 p.m. and 6:00 p.m., which generally coincides with peak travel times.
- During the week, the highest percentage of fatal and serious injury crashes occurred on Tuesday (18%), followed by Monday (17%) and Wednesday (17%). The highest percentage of total crashes occurs on Friday.
- October has the highest occurrence of total crashes and fatal and serious injury crashes. Overall, winter months had more crashes compared to warmer months.



**FIGURE 3. SUMMARY OF CRASHES BY TIME OF DAY (2018-2022)**



**FIGURE 4. SUMMARY OF CRASHES BY DAY OF WEEK (2018-2022)**



**FIGURE 5. SUMMARY OF CRASHES BY MONTH (2018-2022)**

## EMPHASIS AREAS

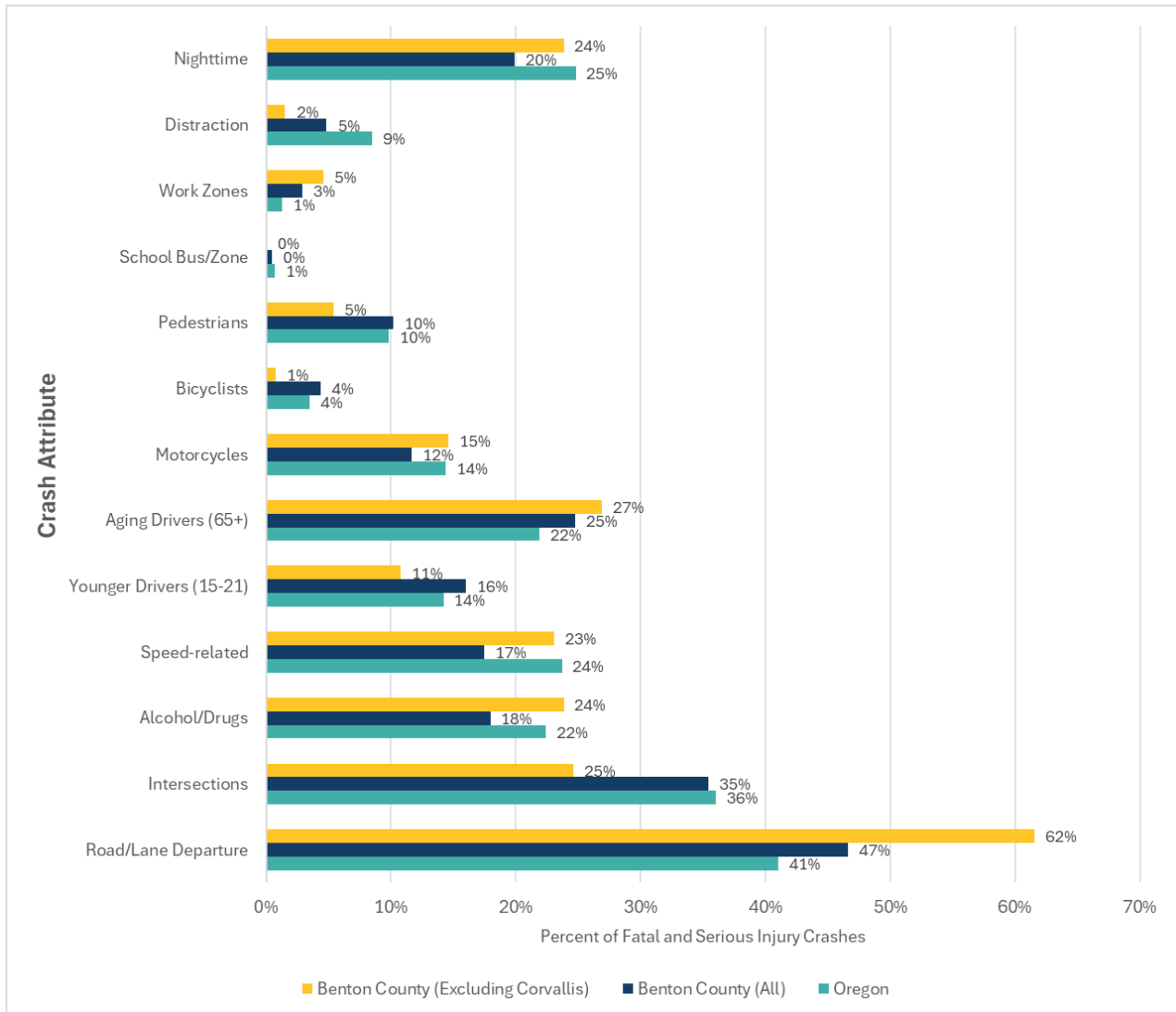
According to the Oregon Statewide TSAP (OTSAP), Emphasis Areas provide a strategic framework for developing and implementing a TSAP. Emphasis Areas are near-term implementation focus areas directly related to the TSAP's long-term goals, policies, and strategies.

The crash data analysis findings will be combined with input from project partners and the community to finalize the list of Emphasis Areas that will guide the framework of the TSAP and the County's investment in safety strategies and projects.

## CRASH DATA CHARACTERISTICS

---

Preliminary Emphasis Areas were identified based on a data-driven process of evaluating Benton County crash data patterns and characteristics that are most predominant or that are overly represented in fatal and serious injury crashes compared to lower severity crashes. The areas were compared to Oregon statewide crash data patterns and characteristics to identify those that were of higher prominence in Benton County (Figure 6 below). Potential Emphasis Areas are presented given consideration to all roads within Benton County, as well as to only those roads outside of the City of Corvallis, which is concurrently developing their own TSAP.



**FIGURE 6. BENTON COUNTY EMPHASIS AREAS RELATIVE TO STATEWIDE CRASH STATISTICS**

Table 3 below indicates whether the following “flags” are true for each crash attribute. These flags help identify trends and patterns in the crash attributes and how the crashes within the Benton County boundary compare to statewide data.

- **Flag 1 – Predominant Crash Attribute:** The crash attribute is present in more than 10% of fatal and serious injury crashes in Benton County.
- **Flag 2 – More Prevalent than Statewide:** The proportion of fatal and serious injury crashes for the crash attribute on Benton County roadways is greater than the proportion of fatal and serious injury crashes for the crash attribute statewide as reported in the OTSAP.

- **Flag 3 – High Severity Indicator:** The proportion of fatal and serious injury crashes on Benton County roadways is greater than the percentage of all severity crashes on Benton County roadways for the crash attribute.

The crash data attributes in the OTSAP and the percentage of fatal & serious injury crashes for each attribute are shown in Table 3 below. Since the City of Corvallis is developing its TSAP simultaneously with a similar methodology to identify emphasis areas specific to roadways in the city, this analysis did not consider the roadways within the city. The right-most column in Table 3 indicates which of the three flags were met for each attribute.

**TABLE 3. BENTON COUNTY CRASH ATTRIBUTE TABLE**

ATTRIBUTE	COLUMN 1: STATEWIDE PROPORTION OF F&SI CRASHES (2014- 2018)	COLUMN 2: BENTON COUNTY (EXCLUDING CORVALLIS) PROPORTION OF ALL CRASHES (2017-2021)	COLUMN 3: BENTON COUNTY (EXCLUDING CORVALLIS) PROPORTION OF F&SI CRASHES (2017-2021) <sup>1</sup>	FLAGS MET
ROADWAY OR BENTON DEPARTURE CRASHES	41%	42%	62%	Flag 1, Flag 2, Flag 3
CRASHES INVOLVING ALCOHOL AND/OR DRUGS	22%	6%	24%	Flag 1, Flag 2, Flag 3
CRASHES INVOLVING MOTORCYCLES	14%	3%	15%	Flag 1, Flag 2, Flag 3
CRASHES INVOLVING AGING DRIVER (65+)	22%	11%	27%	Flag 1, Flag 2, Flag 3
SPEED-RELATED CRASHES	24%	19%	23%	Flag 1, Flag 3
CRASHES INVOLVING ALCOHOL ONLY	17%	4%	11%	Flag 1, Flag 3
CRASHES IN WORK ZONES	1%	1%	5%	Flag 2, Flag 3
CRASHES INVOLVING SCHOOL BUS OR SCHOOL ZONE	0.7%	0.3%	0.8%	Flag 2, Flag 3
CRASHES INVOLVING YOUNG DRIVER (15-21)	14%	12%	11%	Flag 1

ATTRIBUTE	COLUMN 1: STATEWIDE PROPORTION OF F&SI CRASHES (2014- 2018)	COLUMN 2: BENTON COUNTY (EXCLUDING CORVALLIS) PROPORTION OF ALL CRASHES (2017-2021)	COLUMN 3: BENTON COUNTY (EXCLUDING CORVALLIS) PROPORTION OF F&SI CRASHES (2017-2021) <sup>1</sup>	FLAGS MET
CRASHES INVOLVING BICYCLISTS	4%	0%	1%	Flag 3
CRASHES INVOLVING PEDSTRIANS	10%	1%	5%	Flag 3
INTERSECTION CRASHES	36%	31%	25%	Flag 1
NIGHTTIME (DARK/DAWN/DUSK) CRASHES	25% <sup>a</sup>	28%	24%	Flag 1
CRASHES INVOLVING DISTRACTED DRIVERS	9%	3%	2%	None

<sup>a</sup> Nighttime crash proportion for statewide is based on 2017-2021 data because it is not published in the OTSAP.

While there is no requirement for a certain number of Emphasis Areas, it is recommended that between three to five Emphasis Areas be selected. Too many Emphasis Areas can dilute the value of the Plan with too many strategies and actions to feasibly implement, while too few can result in missed opportunities to reduce fatal and serious injury crash risks. The trends highlighted in Figure 6 and Table 3 were discussed with the TSAP Task Force members, who ultimately recommended the use of the following Emphasis Areas for the Benton County TSAP.

- Roadway and Lane Departure
- Risky Behaviors (Drug and Alcohol Impairment, Distracted Driving, and Speeding)
- Intersections
- Aging Drivers (65+ years of age)
- Bicyclists

## HIGH INJURY NETWORK

A High Injury Network (HIN) identifies roadway segments and intersections within the county that experience the highest concentration of fatal and serious injury crashes. These locations were determined using the Equivalent Property Damage Only (EPDO) method, which accounts for all crashes but assigns greater weight to crashes of higher severity.

The weighting factor is based on the severities' associated societal costs. The following weighting factors from ODOT's Safety Priority Index System (SPIS) were used:

- **Fatal & Serious Injury (Injury A) Crash = 100**
- **Minor (Injury B) or Possible Injury (Injury C) Crash = 10**
- **Property Damage Only (PDO) Crash = 1**

The fatal and serious injury crashes are equivalent to 100 PDO crashes, while the minor and possible injury crashes are equivalent to 10 PDO crashes. For example, an intersection with 1 fatal, 2 serious injury, 3 minor, 4 possible injury and 6 PDO crashes, has a total EPDO score calculated as follows:

$$\text{EPDO} = [1(\textit{fatal}) * 100] + [2(\textit{serious injury}) * 100] + [3(\textit{minor injury}) * 10] \\ + [4(\textit{possible injury}) * 10] + 6(\textit{PDO}) = 376$$

To identify high-risk roadway segments, the EPDO rate per mile was calculated instead. To prevent smaller segments from being overrepresented, any segment shorter than a half-mile was assigned an EPDO rate based on a minimum segment length of 0.5 miles.

To determine which roadway segments and intersections to include in the HIN, the "Natural Breaks Method" (Jenks optimization) was used. Through this method, the data is categorized into naturally clustered groups to maximize differences between classes — in this case, EPDO scores or rates. Three classes were generated, with the highest EPDO class representing high-injury locations. Additionally, any segments or intersections with fatal or serious injury crashes not captured by this method were also included in the HIN.

Table 4 and Table 5 **Error! Reference source not found.** below present the HIN roadway segments and intersections, respectively, from highest to lowest EPDO rate/score to reflect crash severity. Corresponding HIN maps for roadway segments and intersections are shown in Figures 7, 8, 9, and 10 below. Note that locations in the tables that are under City of Corvallis jurisdiction were scored and ranked for reference, but removed from consideration (greyed out in the tables) for Benton County's HIN since the City is prioritizing HIN locations for their own TSAP.

Overall, the HIN represents 2% of the roadway centerline miles and accounts for 41% of fatal and serious injury crashes.

**TABLE 4: HIGH INJURY SEGMENTS IN BENTON COUNTY**

Ref #	Location	Ownership	Map Quadrant	Length	Fatal Crashes	Serious Injury Crashes	Total Crashes (2018-2022)	EPDO per Mile
1	OR 99W [4th St] (Western Blvd to Twin Oaks Cir South)	ODOT	NE	0.5	3	3	21	1392
2	9th St (Sequoia Ave to Buchanan Ave)	City of Corvallis		1.2	0	5	95	869
3	US 20 [Philomath Blvd] (53rd St to Country Club Dr)	ODOT	NE	0.9	1	3	48	737
4	Circle Blvd (Highland Dr to 9th St)	City of Corvallis		0.4	0	2	15	534
5	Conifer Blvd (OR 99W to Cambridge Cir)	City of Corvallis		0.2	0	2	6	408
6	OR 99W (Walnut Blvd to Cornell Ave Overpass)	ODOT	NE	1.2	3	1	6	345
7	US 20 (County Boundary to Corvallis City Limits)	ODOT	NE	9.5	8	15	161	334
8	US 20 [Philomath Blvd] (ODOT Driveway to RR overpass)	ODOT	NE	1.3	0	1	38	274
9	53rd St (Campus Way to Reservoir Ave)	County	NE	0.1	0	1	4	242
10	Circle Blvd (Kings Blvd to 17th St)	City of Corvallis		0.2	0	1	4	242
11	Kings Blvd (Circle Blvd to Elmwood Dr)	City of Corvallis		0.1	0	1	4	242
12	Highland Dr (Meadow Ridge Pl to Conifer Blvd)	City of Corvallis		0.3	0	1	3	240
13	OR 34 [Van Buren Ave] (1st St to County Boundary)	ODOT	NE	0.1	0	0	16	230
14	US 20 [Main St] (26th St to Newton St)	ODOT	NW	0.2	1	0	4	224
15	West Hills Rd (Bullevard St to Reservoir Ave)	County	NW	0.2	1	0	3	222
16	15th St (Western Blvd to E Ave)	City of Corvallis		0.2	0	1	3	222

Ref #	Location	Ownership	Map Quadrant	Length	Fatal Crashes	Serious Injury Crashes	Total Crashes (2018-2022)	EPDO per Mile
17	Springhill Dr (Pointe Dr to Benton Pl)	County	NE	0.2	0	1	2	220
18	Western Blvd (Deon Dr to Ivy Pl)	City of Corvallis		0.1	0	1	2	220
19	Springhill Dr (Westminster Way to Ferguson Dr)	County	NE	2.7	0	5	26	218
20	West Hills Rd (19th St to Bailey St)	County	NW	0.2	1	0	3	204
21	US 20 (Priest Rd to Lone Star Rd)	ODOT	NW	3.0	2	3	28	203
22	OR 34 (Gray Creek Lane to Henkle Way)	ODOT	SW	0.3	0	1	2	202
23	10th St (Beca Ave to Buchanan Ave)	City of Corvallis		0.2	0	1	2	202
24	Cascade Heights Dr (Alpine Meadow to Cascade Falls Ct)	City of Albany	NE	0.0	1	0	1	200
25	Gibson Hill Rd (Grandview Dr to North Heights Dr)	City of Albany	NE	0.2	0	1	1	200
26	North Albany Rd (Thornton Lake Dr to Jones Ave)	City of Albany	NE	0.2	0	1	1	200
27	Thornton Lake Dr (Edgewood Dr to Thornton Lake Pl West)	County	NE	0.3	0	1	1	200
28	Wood Duck Ln (Mallard Ln to Extents)	Private	NE	0.0	1	0	1	200
29	Marys River Estates Rd (Cascara Ln to Chicory Ln)	Private	NW	0.1	1	0	1	200
30	Pioneer St (Tasman Pl to Adelaide Dr)	City of Philomath	NW	0.1	0	1	1	200
31	US 20 [Main St] (17th St to 18th St)	ODOT	NW	0.1	0	1	1	200
32	Airport Ave (OR 99W to Lowe St)	County	SE	0.3	0	1	1	200
33	OR 34 (Hill Top Rd to Digger Creek Rd)	ODOT	SW	0.1	0	1	1	200
34	Coon Rd (Cherry Creek Rd to Elbett Ln)	County	SE	0.1	0	1	1	200

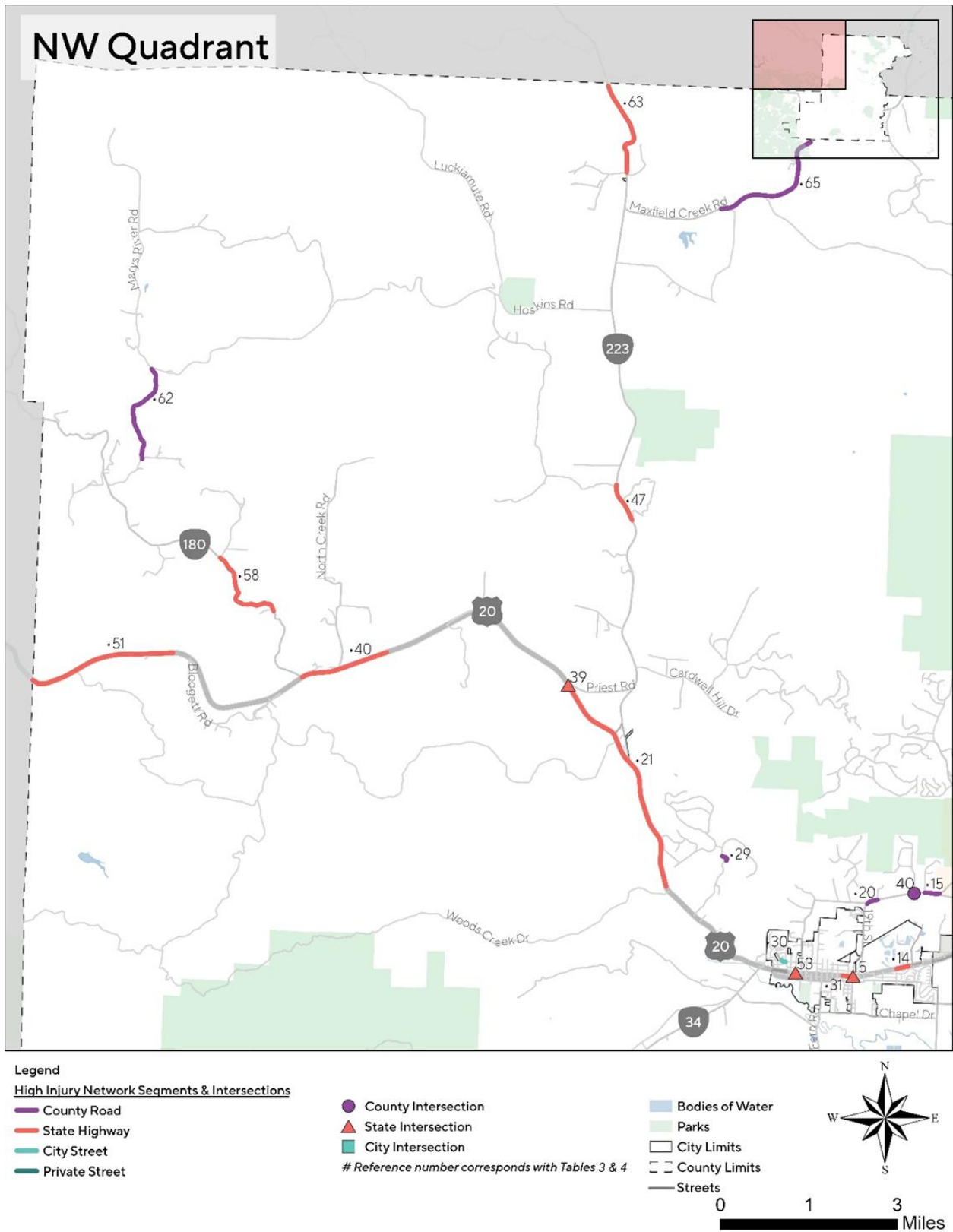
Ref #	Location	Ownership	Map Quadrant	Length	Fatal Crashes	Serious Injury Crashes	Total Crashes (2018-2022)	EPDO per Mile
35	Witham Hill Dr (Canary Pl to Elmwood Dr)	City of Corvallis		0.1	0	1	1	200
36	Mulkey Ave (23rd St to Kings Blvd)	City of Corvallis		0.1	0	1	1	200
37	Kings Blvd (Grant Ave to Beca Ave)	City of Corvallis		0.0	0	1	1	200
38	Western Blvd (Stamm Pl to Poplar Pl)	City of Corvallis		0.1	0	1	1	200
39	Walnut Blvd (Garryanna Dr to 13th St)	City of Corvallis		0.1	0	1	1	200
40	US 20 (OR 180 to Davis Rd West)	ODOT	NW	1.3	0	2	11	195
41	OR 501 (OR 34 to Rycraft Ln)	ODOT	SW	0.5	1	0	1	194
42	Fern Rd (Powderhouse Rd North to Powderhouse Rd South)	County	SE	0.6	1	0	3	188
43	OR 99W (Crane Ln to Arboretum Rd)	ODOT	NE	1.3	0	2	10	188
44	OR 34 (Greasy Creek Rd to Decker Rd)	ODOT	SW	0.6	0	1	4	185
45	OR 99W (Territorial Hwy to Schultz Rd)	ODOT	SE	2.6	0	4	20	181
46	Independence Hwy (Pettibone Dr to US 20)	County	NE	0.7	0	1	7	180
47	OR 223 (Alexander Rd to Zenczak Ln)	ODOT	NW	0.6	0	1	1	179
48	Pettibone Dr (Avalon Dr to Haugen Rd)	County	NE	0.6	0	1	1	173
49	Independence Hwy (Camp Adair Rd to Gilmour Ln)	County	NE	0.6	0	1	2	172
50	OR 99W (Camp Adair Rd to Adair Frontage Rd North)	ODOT	NE	0.7	0	1	7	161
51	US 20 (West of Blodgett Rd West to County boundary)	ODOT	NW	2.2	1	2	13	157
52	Sulphur Springs Rd (Forest Springs Ln to Wildview Pl)	County	NE	1.7	0	2	8	143

Ref #	Location	Ownership	Map Quadrant	Length	Fatal Crashes	Serious Injury Crashes	Total Crashes (2018-2022)	EPDO per Mile
53	Ryals Ave (Birch Ln to Independence Hwy)	County	NE	1.6	0	2	2	124
54	Alpine Rd (Foster Rd to Alpine Cut Off Rd)	County	SE	2.9	3	0	10	119
55	Soap Creek Rd (Govier Pl North to Govier Pl South)	County	NE	0.9	0	1	1	111
56	Marys Peak Rd (West Point Spur to Summit)	Private	SW	2.4	0	2	7	102
57	OR 99W (3 Mile Ave to Barclay Ln)	ODOT	SE	9.9	1	6	53	100
58	OR 180 (Devitt Rd to Atticus Ln)	ODOT	NW	1.3	0	1	3	91
59	OR 34 (Salmonberry Rd to Vernon Rd)	ODOT	SW	5.6	0	4	18	84
60	Bellfountain Rd (Airport Ave to Llewellyn Rd)	County	SE	1.7	0	1	7	80
61	OR 34 (Marys Peak Rd to Cedar Creek Rd)	ODOT	SW	2.6	1	0	19	70
62	Marys River Rd (Hoskins Rd to Long Rd)	County	NW	1.5	0	1	1	67
63	OR 223 (Tatum Ln to County Boundary)	ODOT	NW	2.0	0	1	5	64
64	Llewellyn Rd (Venell Ln to OR 99W)	County	SE	1.6	1	0	2	63
65	Maxfield Creek Rd (Ward Rd to Maxfield Creek)	County	NW	1.9	0	1	2	59
66	South Fork Rd (Tobe Creek Rd to BLM Management Area)	County	SW	2.2	1	0	2	50

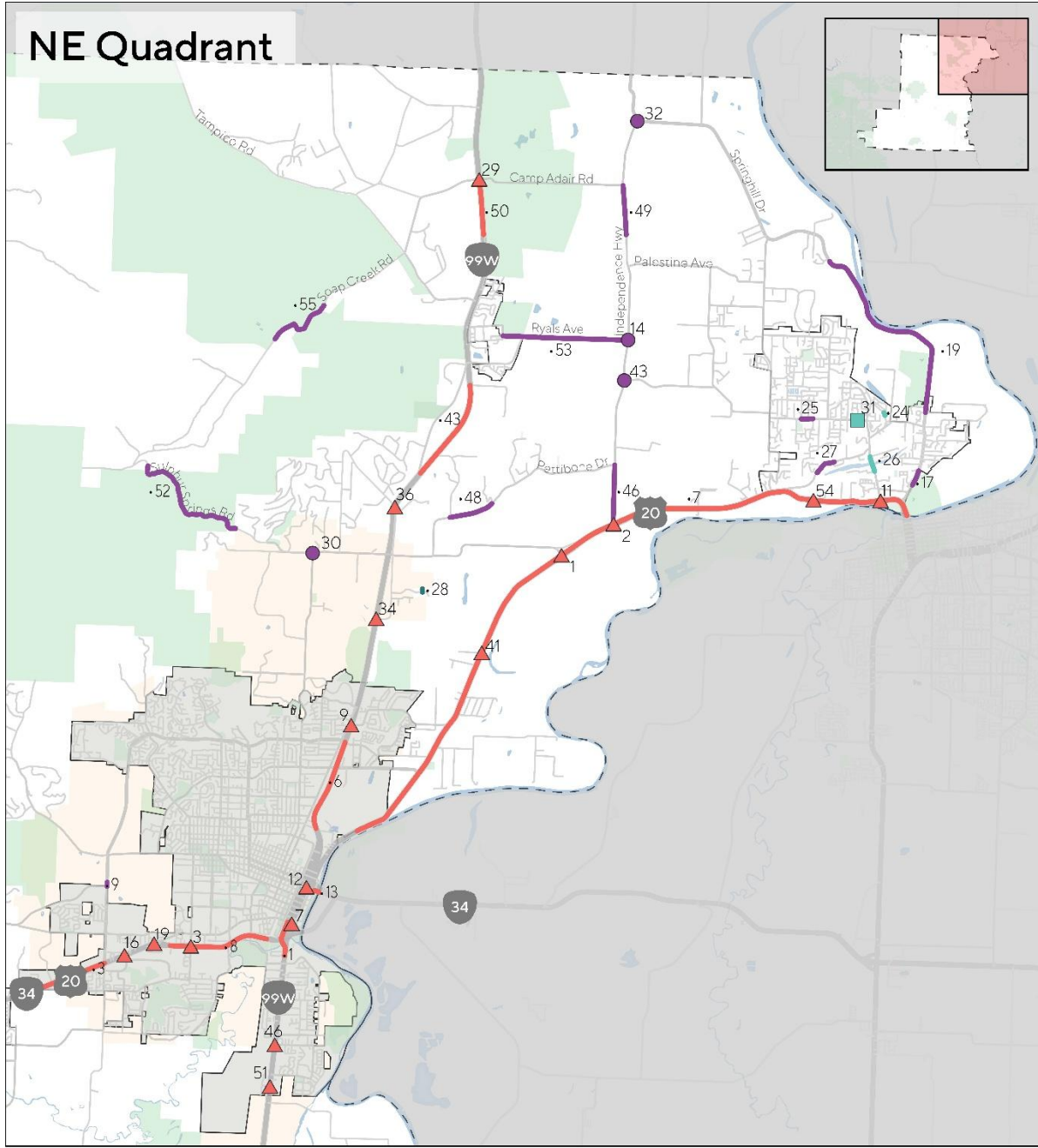
**TABLE 5: HIGH INJURY INTERSECTIONS IN BENTON COUNTY**

Ref #	Location	Ownership	Quadrant	Fatal Crashes	Serious Injury Crashes	Total Crashes (2018-2022)	EPDO Score
1	US 20 & Granger Ave	ODOT	NE	1	8	51	1230
2	US 20 & Independence Hwy	ODOT	NE	0	4	25	556
3	US 20 [Philomath Blvd] & 35th St	ODOT	NE	0	3	29	497
4	9th St & Van Buren Ave	City of Corvallis		0	2	34	385
5	35th St & Western Blvd	City of Corvallis		0	3	13	346
6	Llewellyn Rd & Bellfountain Rd	County	SE	0	2	5	230
7	OR 99W [3rd St] & Western Blvd	ODOT	NE	1	0	20	227
8	Walnut Blvd & Glenridge Dr	City of Corvallis		0	2	4	220
9	OR 99W & Conifer Blvd	ODOT	NE	0	1	21	210
10	9th St and Harrison Blvd	City of Corvallis		0	1	17	197
11	US 20 & North Albany Rd	ODOT	NE	0	1	17	197
12	OR 99W [3rd St] & Van Buren Ave	ODOT	NE	0	1	18	189
13	10th St & Buchanan Ave	City of Corvallis		0	1	15	168
14	Ryals Ave & Independence Hwy	County	NE	0	1	6	150
15	US 20 [Main St] & 19th St	ODOT	NW	0	1	14	149
16	US 20 [Philomath Blvd] & Technology Lp	ODOT	NE	0	1	13	148
17	Garfield Ave & Highland Dr	City of Corvallis		0	1	5	140
18	5th St & Tyler Ave	City of Corvallis		0	1	5	140
19	US 20 [Philomath Blvd] & Sunset Dr	ODOT	NE	0	1	9	135
20	Kings Blvd & Walnut Blvd	City of Corvallis		0	1	9	135
21	9th St & Garfield Ave	City of Corvallis		0	1	7	133
22	Kings Blvd & Circle Blvd	City of Corvallis		0	1	7	133
23	Harrison Blvd & 29th St	City of Corvallis		0	1	7	133
24	Circle Blvd & Four Acre St	City of Corvallis		1	0	7	133
25	5th St & Jefferson Ave	City of Corvallis		0	1	6	132
26	Adams Ave & 5th St	City of Corvallis		0	1	5	131

27	35th St & Jackson Ave	City of Corvallis		0	1	4	130
28	Kings Blvd & Grant Ave	City of Corvallis		0	1	6	123
29	OR 99W & Camp Adair Rd	ODOT	NE	0	1	5	122
30	Highland Dr & Lewisburg Ave	County	NE	0	1	3	120
31	Gibson Hill Rd & Gibson Way	City of Albany	NE	0	1	3	120
32	Springhill Dr & Independence Hwy	County	NE	0	1	3	120
33	Campus Way & 35th St	City of Corvallis		0	1	3	120
34	OR 99W & Elliott Cir	ODOT	NE	0	1	6	114
35	Highland Dr & Sequoia Ave	City of Corvallis		0	1	3	111
36	OR 99W & Mountain View Dr	ODOT	NE	1	0	3	111
37	Grant Ave & 11th St	City of Corvallis		0	1	3	111
38	Washington Way & 15th St	City of Corvallis		0	1	3	111
39	US 20 & Priest Rd	ODOT	NW	0	1	3	111
40	West Hills Rd & Rosecrest Dr	County	NW	0	1	2	110
41	US 20 & Merloy Ave	ODOT	NE	0	1	2	110
42	Lincoln Ave & 29th St	City of Corvallis		0	1	2	110
43	Independence Hwy & Metge Ave	County	NE	0	1	4	103
44	OR 99W & Airport Ave	ODOT	SE	0	1	3	102
45	Arrowood Cir & 29th St	City of Corvallis		0	1	2	101
46	OR 99W & Goodnight Ave	ODOT	NE	1	0	2	101
47	Hayes Ave & 23rd St	City of Corvallis		0	1	1	100
48	11th St & Campus Way	City of Corvallis		0	1	1	100
49	7th St & Western Blvd	City of Corvallis		0	1	1	100
50	Washington Way & 17th St	OSU		0	1	1	100
51	OR 99W & McKenzie Ave	ODOT	NE	0	1	1	100
52	OR 34 & Decker Rd	ODOT	SW	1	0	1	100
53	US 20 [Main St] & 8th St	ODOT	NW	1	0	1	100
54	US 20 & Rainwater Ln	ODOT	NE	0	1	1	100
55	Goodnight Ave & Midvale Dr	City of Corvallis		0	1	1	100



**FIGURE 7: BENTON COUNTY HIGH INJURY NETWORK SEGMENTS AND INTERSECTIONS IN NW QUADRANT**



Legend

**High Injury Network Segments & Intersections**

- County Road
- State Highway
- City Street
- Private Street

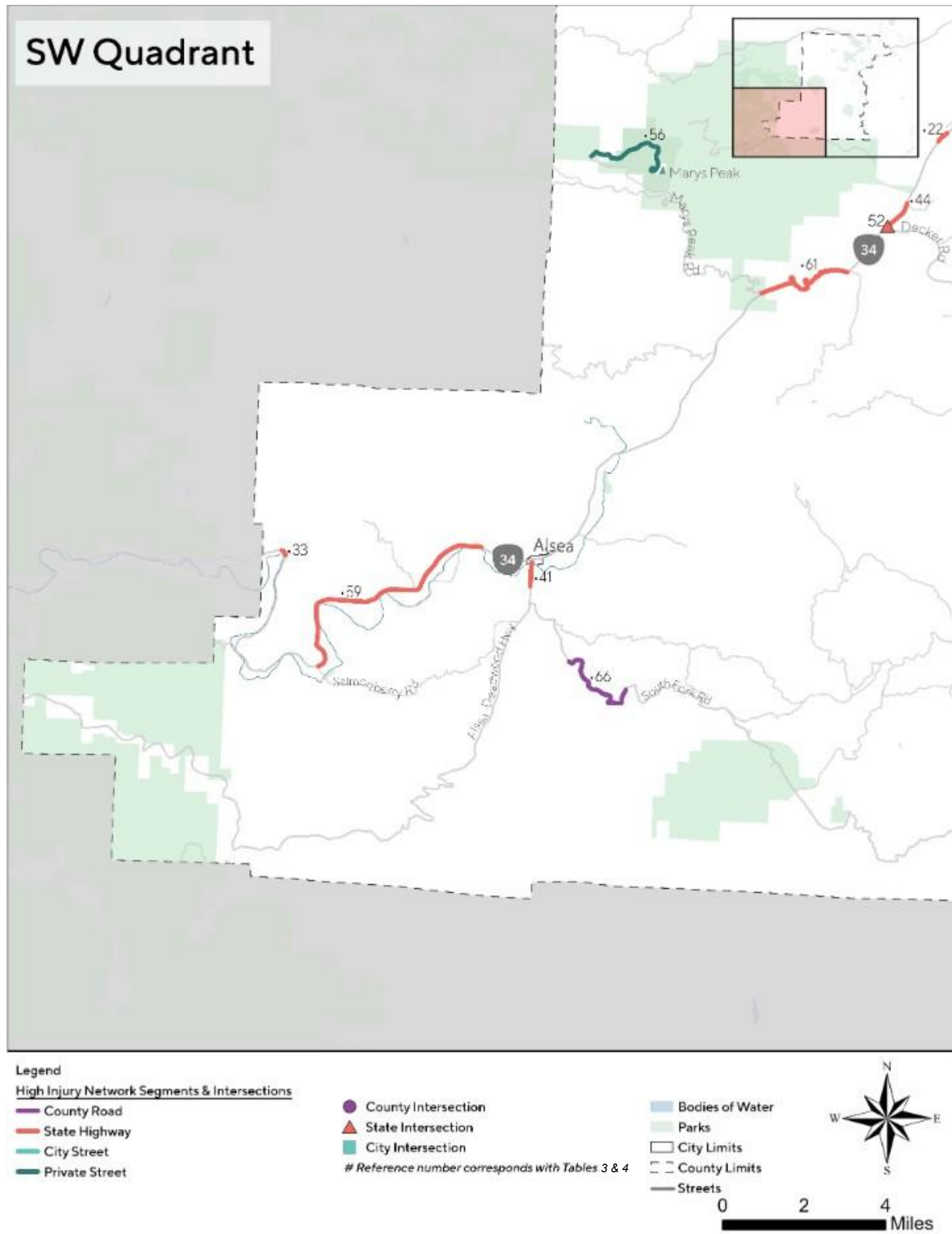
- County Intersection
- ▲ State Intersection
- City Intersection

# Reference number corresponds with Tables 2 & 3

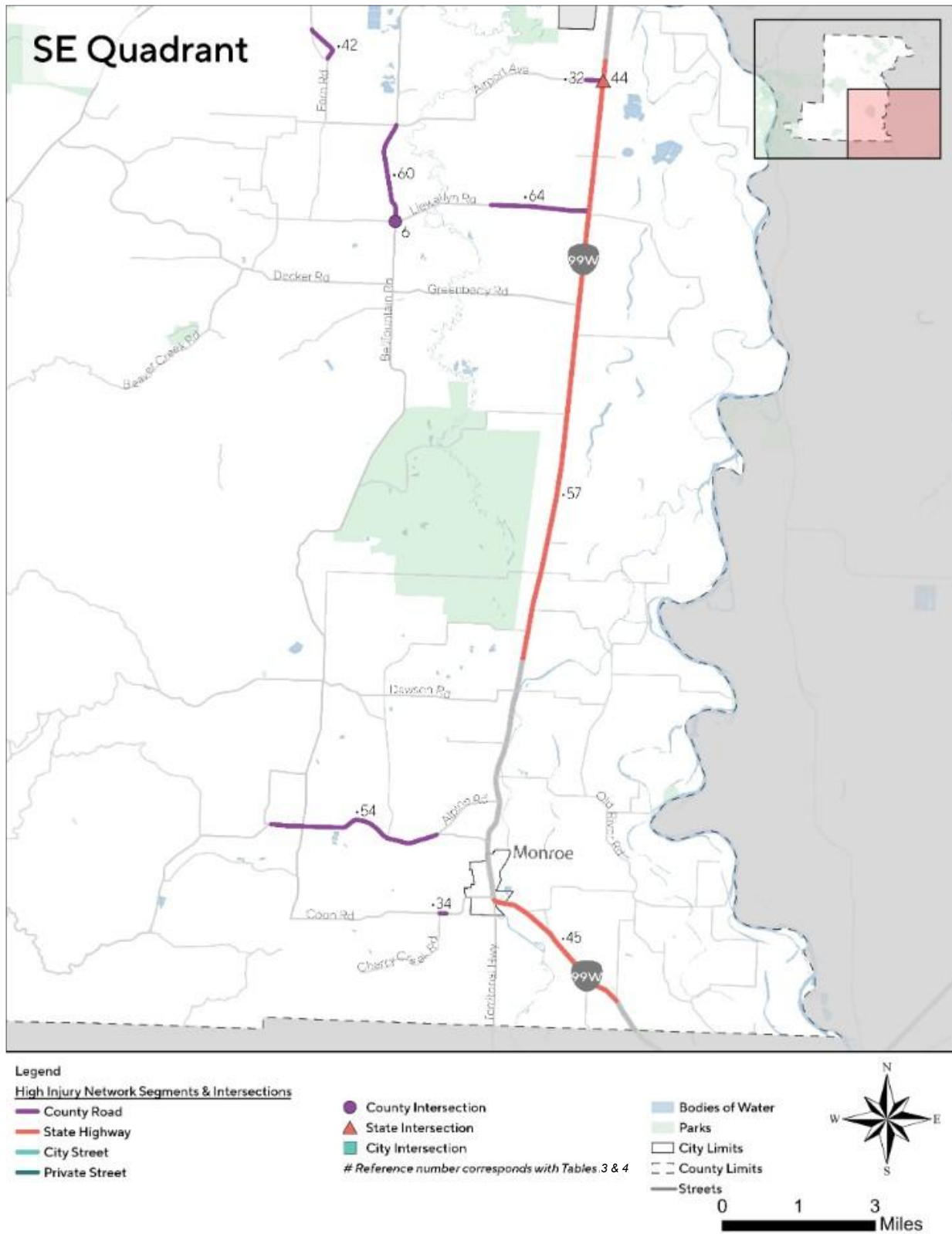
- Bodies of Water
- Parks
- City Limits
- Corvallis Urban Growth Boundary
- County Limits
- Streets



**FIGURE 8: BENTON COUNTY HIGH INJURY NETWORK SEGMENTS AND INTERSECTIONS IN NE QUADRANT**



**FIGURE 9: BENTON COUNTY HIGH INJURY NETWORK SEGMENTS AND INTERSECTIONS IN SW QUADRANT**



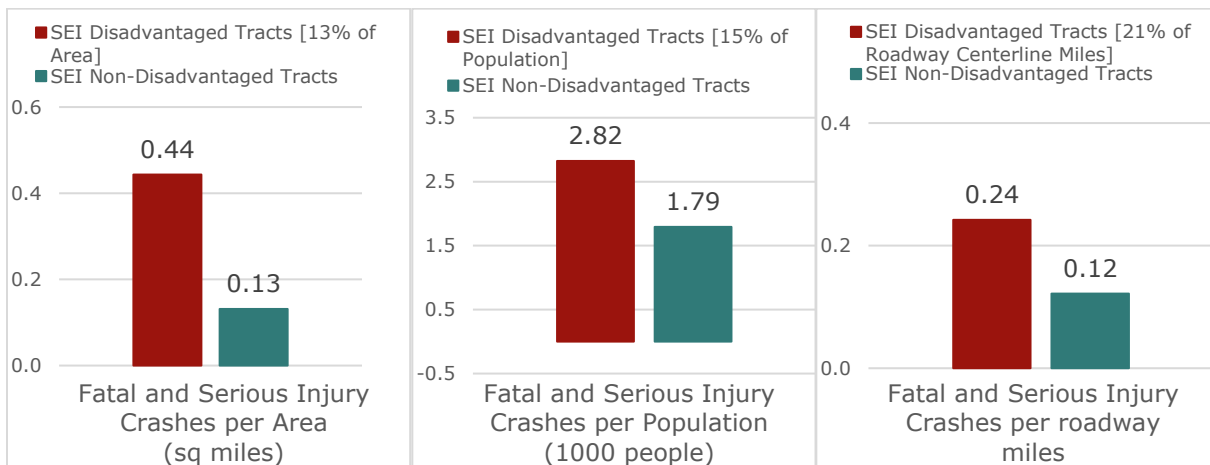
**FIGURE 10: BENTON COUNTY HIGH INJURY NETWORK SEGMENTS AND INTERSECTIONS IN SE QUADRANT**

## EQUITY ASSESSMENT

To understand how different communities may experience transportation safety across the county and help distribute investments equitably, the distribution of disadvantaged populations across the county and their exposure to crashes were analyzed utilizing the Oregon Social Equity Index (SEI) web map tool.<sup>5</sup>

ODOT developed the SEI tool using data from the American Community Survey to identify areas with concentrations of disadvantaged populations according to age, ability, income, language, race, and ethnicity. In an effort to prioritize equity, the SEI tool categorizes social equity areas as low, low-medium, medium-high, or high disparity; areas with higher disparity have a higher percentage of disadvantaged populations. For the purposes of this study, Medium-High Disparity and High Disparity tracts from the SEI tool are considered disadvantaged.

The following analysis excludes the influence of the City of Corvallis, for which a separate equity analysis was completed as part of their SS4A project. Figure 11 presents the fatal and serious injury crash rates by area, population and roadway lane miles. The SEI disadvantaged tracts include 13% of the county's area, 15% of the county's population, and 21% of the county's road miles, but experience 28% of total crashes and 34% of the fatal and serious injury crashes. Therefore, crashes, and specifically the crashes resulting in serious injuries and fatalities, are over-represented in SEI-disadvantaged tracts.



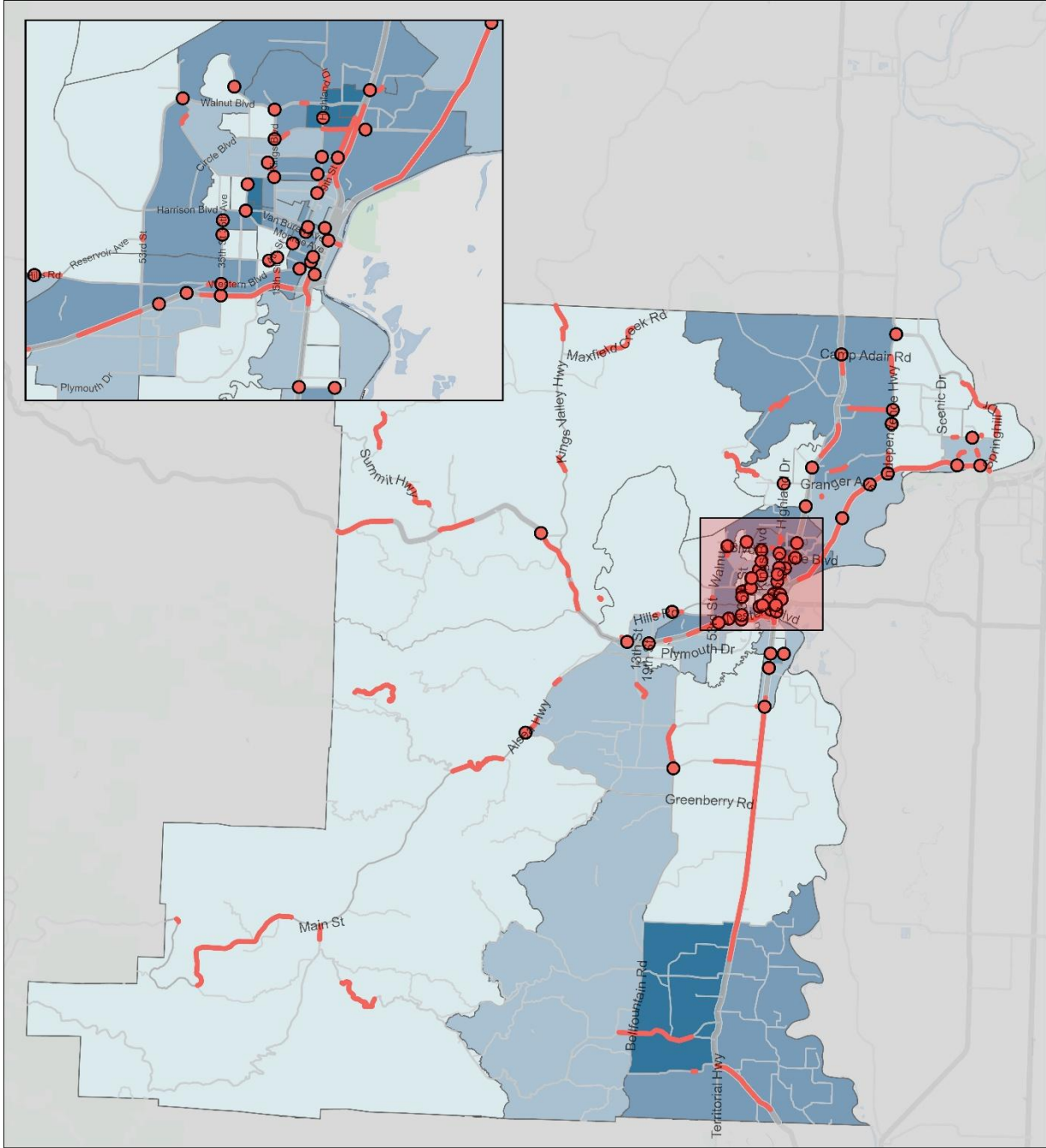
**FIGURE 11. FATAL AND SERIOUS INJURY CRASH RATE BY AREA, POPULATION, AND ROADWAY LANE MILES IN DISADVANTAGED VS NON-DISADVANTAGED AREAS**

<sup>5</sup> Oregon Social Equity Index web app, Oregon Department of Transportation.  
<https://www.arcgis.com/apps/View/index.html?appid=bbd3d9861fcd40ffa4085d457e4361a7>

Roadway and lane departure, intersections, and nighttime crashes are the top three Emphasis Areas overrepresented in fatal and serious injury crashes in the SEI-disadvantaged tract areas in Benton County (excluding Corvallis).

Figure 12 below displays the SEI tool overlaid on top of the HIN in Benton County. From the TSAP HIN sites, 21 out of 55 HIN intersections are located in a priority tract, as well as 27 out of 66 HIN segments.

Proactive investment in SEI-disadvantaged tracts is essential to address existing disparities and to ensure equitable access to safe transportation infrastructure. In the next steps of the TSAP, crash history, Emphasis Areas, equity impacts as well as input from the Task Force and community members will be compiled to select up to 10 High-Priority Safety Corridors to develop solutions for.



**Legend**

Equity

- Low Disparity
- Low/Medium Disparity
- Medium/High Disparity
- High Disparity

High Injury Network Segments and Intersections

County

0 3 5 Miles

**FIGURE 12. BENTON COUNTY HIGH INJURY NETWORK AND OREGON SOCIAL EQUITY INDEX**

## MULTIMODAL CORRIDOR SAFETY

Prior planning efforts, including the 2019 update of Benton County's Transportation System Plan, have identified a need to improve safety on rural roadways that are shared by large trucks and people biking. In response, Benton County's TSAP will include special attention to that specific topic.

The key "multimodal corridors" of interest include the pairs of parallel corridors described below and highlighted in Figure 13. The project team will analyze speed, volume, and crash data and will conduct interviews with affected parties (e.g., freight haulers, residents, cyclists) to better understand how these corridors are being used, the safety hazards experienced, and the types of solutions that should be considered.

## NORTH COUNTY CORRIDORS OF INTEREST

---

### INDEPENDENCE HIGHWAY

- Traffic Volumes: 3,500 – 4,000 vehicles per day
- Truck Volumes: 900 trucks per day
- Speed: 63 mph (85th percentile speed)
- Crash History (2018 – 2022):
  - 34 crashes (5 resulting in serious injury)
  - 21 crashes involved a vehicle leaving the roadway

### SPRINGHILL DRIVE

- Traffic Volumes: 3,000 – 3,500 vehicles per day
- Truck Volumes: 100 trucks per day
- Speed: 59 mph (85th percentile speed)
- Crash History (2018 – 2022):
  - 63 crashes (6 resulting in serious injury)
  - 32 crashes involved a vehicle leaving the roadway
  - 2 crashes involved people biking

## **SOUTH COUNTY CORRIDORS OF INTEREST**

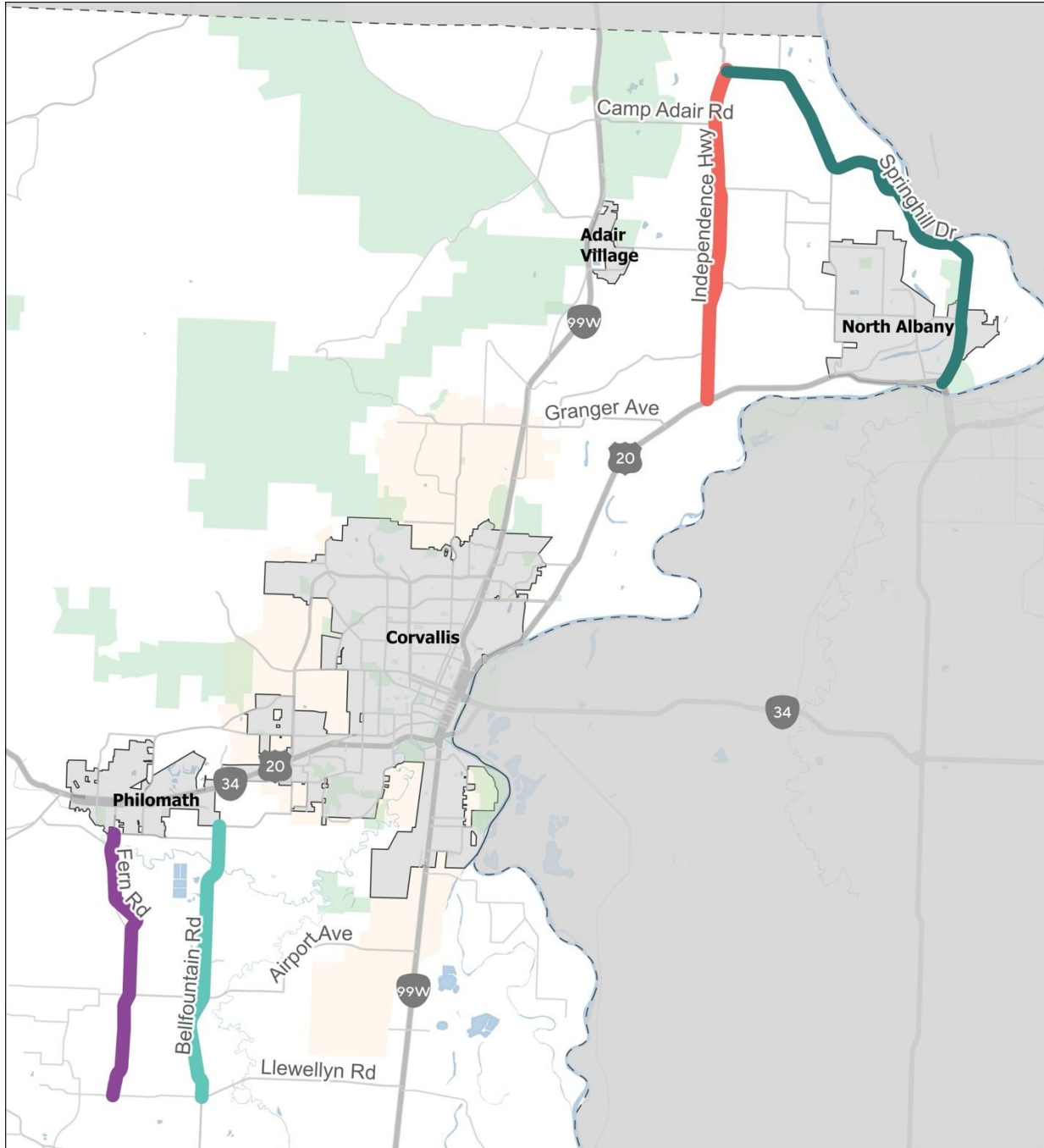
---

### **BELLFOUNTAIN ROAD**

- Traffic Volumes: 2,000 – 2,500 vehicles per day
- Truck Volumes: 450 trucks per day
- Speed: 63 mph (85th percentile speed)
- Crash History (2018 – 2022):
  - 40 crashes (3 resulting in serious injury)
  - 15 crashes involved a vehicle leaving the roadway

### **FERN ROAD**

- Traffic Volumes: 1,500 – 2,000 vehicles per day
- Truck Volumes: 300 trucks per day
- Speed: 52 mph (85th percentile speed)
- Crash History (2018 – 2022):
  - 12 crashes (1 resulting in a fatality)
  - 6 crashes involved a vehicle leaving the roadway

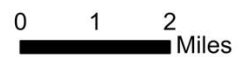


**Legend**

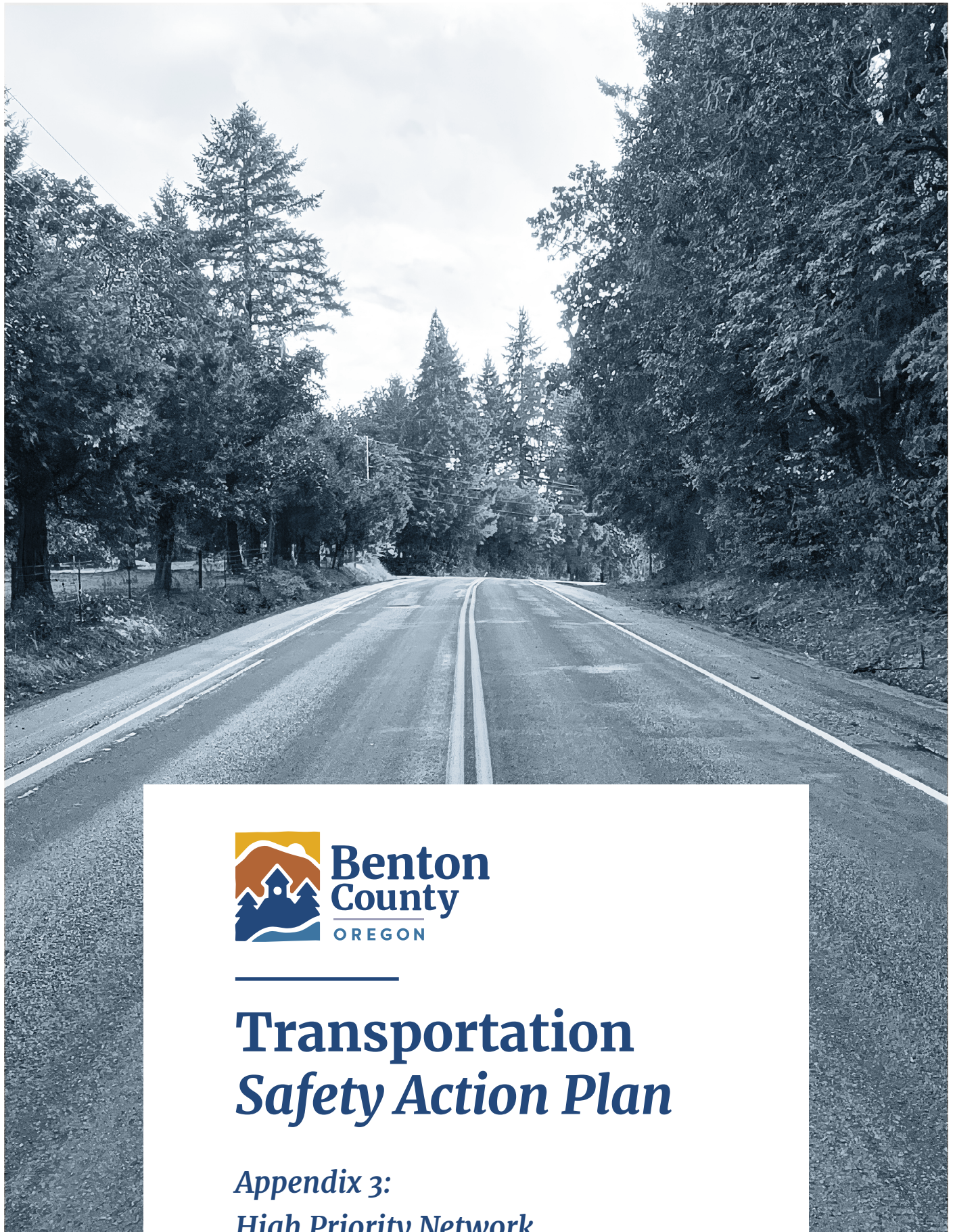
**Multimodal Study Corridors**

- █ Independence Highway
- █ Springhill Drive
- █ Bellfountain Road
- █ Fern Road

- █ Bodies of Water
- █ Parks
- █ Corvallis Urban Growth Boundary
- County
- Streets



**FIGURE 13. MULTIMODAL CORRIDORS OF INTEREST**



---

# **Transportation *Safety Action Plan***

*Appendix 3:  
High Priority Network*

# BENTON COUNTY TRANSPORTATION SAFETY ACTION PLAN

DATE: June 10, 2025

TO: Project Team

FROM: John Bosket, PE; Harshala Sardar, PE; Brianna Velasquez, EIT |  
DKS Associates

SUBJECT: Benton County Transportation Safety Action Plan  
High Priority Network

Project #25003-000

---

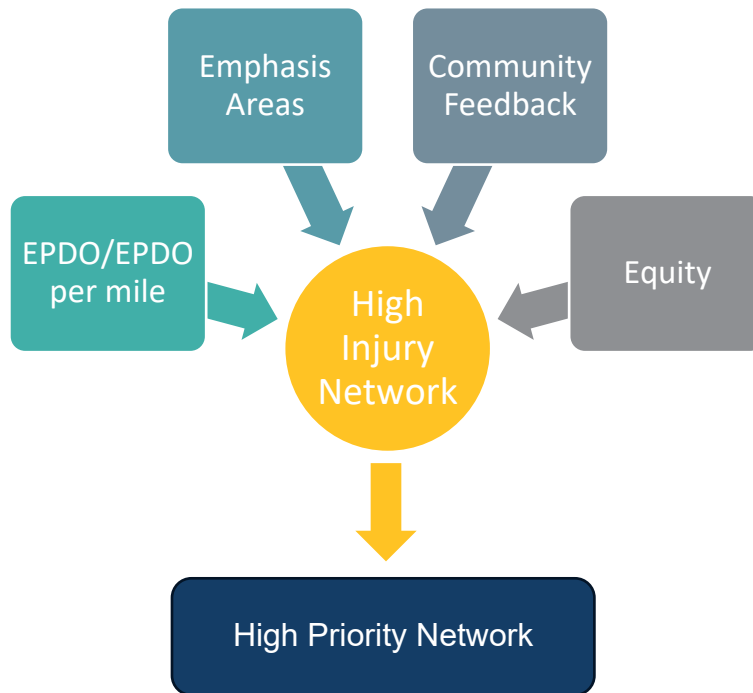
The Benton County Transportation Safety Action Plan (TSAP) is intended to serve as a guide for investing in transportation safety through a Safe System approach. Following the evaluation of existing safety conditions and the identification of the High Injury Network, a recommended High Priority Network (HPN) was developed to highlight areas of the local transportation network where the County should focus its limited resources. This effort looked to identify locations where safety improvements could have the biggest impact on eliminating crashes that result in serious injuries or fatalities. This memorandum presents the recommended HPN and describes the steps in developing it.

## HOW THE HIGH PRIORITY NETWORK WAS DEVELOPED

The High Injury Network (HIN), previously identified in the *Existing Safety Conditions Memorandum*, is the base network of the HPN.<sup>1</sup> Other information involving risk factors, demographics, and community input were integrated with the HIN to refine the list of segments and intersections based on the potential to experience a crash that could result in serious injuries or fatalities (Figure 1). Each of the inputs used is briefly described below.

---

<sup>1</sup> Existing Safety Conditions Memorandum, DKS Associates, May 2025.



**FIGURE 1: HIGH PRIORITY NETWORK SELECTION PROCESS**

- **High Injury Network:** The roadway segments and intersections in the County with the highest concentration of fatal and serious injury crashes (based on historical crash data). Equivalent Property Damage Only (EPDO) scores from the Existing Conditions memo were used for ranking.
- **Emphasis Areas:** TSAP focus areas based on crash patterns and trends that were most predominant or overly represented in fatal and serious injury crashes. For this project, the selected Emphasis Areas include:
  - Roadway and Lane Departure
  - Risky Behaviors (includes factors such as Drug and Alcohol Impairment, Distracted Driving, and Speeding)
  - Intersections
  - Aging Drivers (65+ years of age)
  - People Biking

*Note: Because HPN projects are infrastructure-oriented, distracted driving, impaired driving, and aging drivers were not used as inputs.*

- **Community Feedback:** Input shared by community members about locations where they feel unsafe.

- **Equity Analysis:** An analysis of disparities in road safety considering the distribution of disadvantaged populations across the County (using the Oregon Social Equity Index tool) and their exposure to crashes.

To select areas for the HPN, the intersections and segments comprised in the HIN were scored based on their overlap with the other inputs, and the resulting scores were used as the basis for ranking locations. The degree to which each input influenced the scoring was determined by the relative weight applied. The HIN locations, which are based on historical crash data, were given the most weight to ensure the associated safety solutions identified are data-driven and have the greatest potential for a high benefit-to-cost ratio. The weighting applied to each input is listed below.

- High Injury Network - 40%
- Emphasis Areas - 40% (see breakdown below)
  - Roadway/Lane Departure – 10%
  - People Biking – 10%
  - Intersections – 10%
  - Speeding – 10%
- Community Feedback - 10%
- Equity Analysis - 10%

In contrast to the HIN, which included discrete “intersections” and “segments,” the HPN includes both discrete “intersections” as well as “corridors,” where corridors can include groups of the HIN segments and intersections that are in proximity. The corridors could ultimately be broken down into multiple project sites, depending on the issues noted and types of solutions recommended.

## RECOMMENDED HIGH PRIORITY NETWORK

This section describes the intersections and corridors recommended for inclusion in the HPN based on the analysis described above. Comprehensive lists of HIN intersection and segment rankings, including locations that are not part of the HPN, are included in the appendix for reference. They are presented in order of rank (i.e., highest priority ranking listed first, and so on).

Facilities owned by ODOT or the City of Corvallis were ranked as part of this analysis but removed from consideration for the HPN since the City is developing its TSAP simultaneously and implementing safety solutions on its facilities. The Top 10 ranked corridors and intersections on ODOT facilities are summarized in Table 1 to help the County engage ODOT in discussions about prioritizing State funds for safety

improvement projects at these locations. Top 10 ranked corridors and intersections on City of Corvallis facilities are summarized in Table 2.

**TABLE 1: HIGH PRIORITY ODOT-OWNED CORRIDORS AND INTERSECTIONS FOR SAFETY IMPROVEMENTS**

Corridors	Intersections
1. <b>OR 99W [4TH ST] (WESTERN BLVD TO TWIN OAKS CIR SOUTH)</b>	1. US 20 & Granger Ave*
2. <b>US 20 [PHILOMATH BLVD] (53RD ST TO COUNTRY CLUB DR)</b>	2. <b>US 20 [Philomath Blvd] &amp; 35th St</b>
3. US 20 (County Boundary to Corvallis City Limits)	3. <b>OR 99W &amp; Conifer Blvd</b>
4. <b>US 20 [PHILOMATH BLVD] (ODOT DRIVEWAY TO RR OVERPASS)</b>	4. US 20 & Independence Hwy*
5. <b>OR 99W (WALNUT BLVD TO CORNELL AVE OVERPASS)</b>	5. <b>US 20 [Philomath Blvd] &amp; Technology Loop</b>
6. OR 99W (3 Mile Ave to Barclay Ln)	6. <b>US 20 [Philomath Blvd] &amp; Sunset Dr</b>

***BOLD** locations are also identified by the City of Corvallis's as High Priority locations*  
*\*These locations have recently undergone projects that may have enhanced safety*

**TABLE 2: HIGH PRIORITY CITY OF CORVALLIS-OWNED CORRIDORS AND INTERSECTIONS FOR SAFETY IMPROVEMENTS**

Corridors	Intersections
1. <b>9TH ST (SEQUOIA AVE TO BUCHANAN AVE)</b>	1. <b>9th St and Harrison Blvd</b>
2. <b>CIRCLE BLVD (HIGHLAND DR TO 9TH ST)</b>	2. <b>Harrison Blvd &amp; 29th St</b>
3. <b>CONIFER BLVD (OR 99W TO CAMBRIDGE CIR)</b>	3. <b>35th St &amp; Western Blvd</b>
4. 15th St (Western Blvd to E Ave)	4. <b>9th St &amp; Van Buren Ave</b>
5. <b>CIRCLE BLVD (KINGS BLVD TO 17TH ST)</b>	
6. Highland Dr (Meadow Ridge Pl to Conifer Blvd)	

***Bold** locations are also identified in the City of Corvallis's draft High Priority Network*

## **RECOMMENDED HIGH PRIORITY NETWORK CORRIDORS AND INTERSECTIONS (COUNTY-OWNED ONLY)**

---

The recommended HPN corridors and intersections are illustrated in Figure 2 and described below. Any recent improvements that were completed during or after the crash data analysis period (2018-2022) that could have improved safety since that time have been noted for consideration. Also, funded projects that are expected to be implemented in the near future are noted as well.

### **1. Independence Hwy (Springhill Dr to US 20) Corridor**

Note: This corridor includes the Priority Intersections at Springhill Dr, Ryals Ave, and Metge Ave

### **2. Ryals Ave (Birch Ln to Independence Hwy) Corridor**

Note: This corridor includes the Priority Intersection of Ryals Ave & Independence Hwy.

Recent improvements with the potential to improve safety:

- 4-5' shoulders added and chip seal treatment completed in 2019

### **3. Sulphur Springs Rd (Forest Springs Ln to Wildview Pl) Corridor**

### **4. Alpine Rd (Foster Rd to Alpine Cut Off Rd) Corridor**

Recent improvements with the potential to improve safety:

- Chip seal completed in 2021

### **5. Springhill Dr (Westminster Way to Ferguson Dr) Corridor**

Recent improvements with the potential to improve safety:

- Overlay and centerline rumble strips added in 2019

### **6. Bellfountain Rd (Airport Ave to Llewellyn Rd) Corridor**

Note: This corridor includes the Priority Intersection of Llewellyn Rd & Bellfountain Rd.

Planned projects that could improve safety:

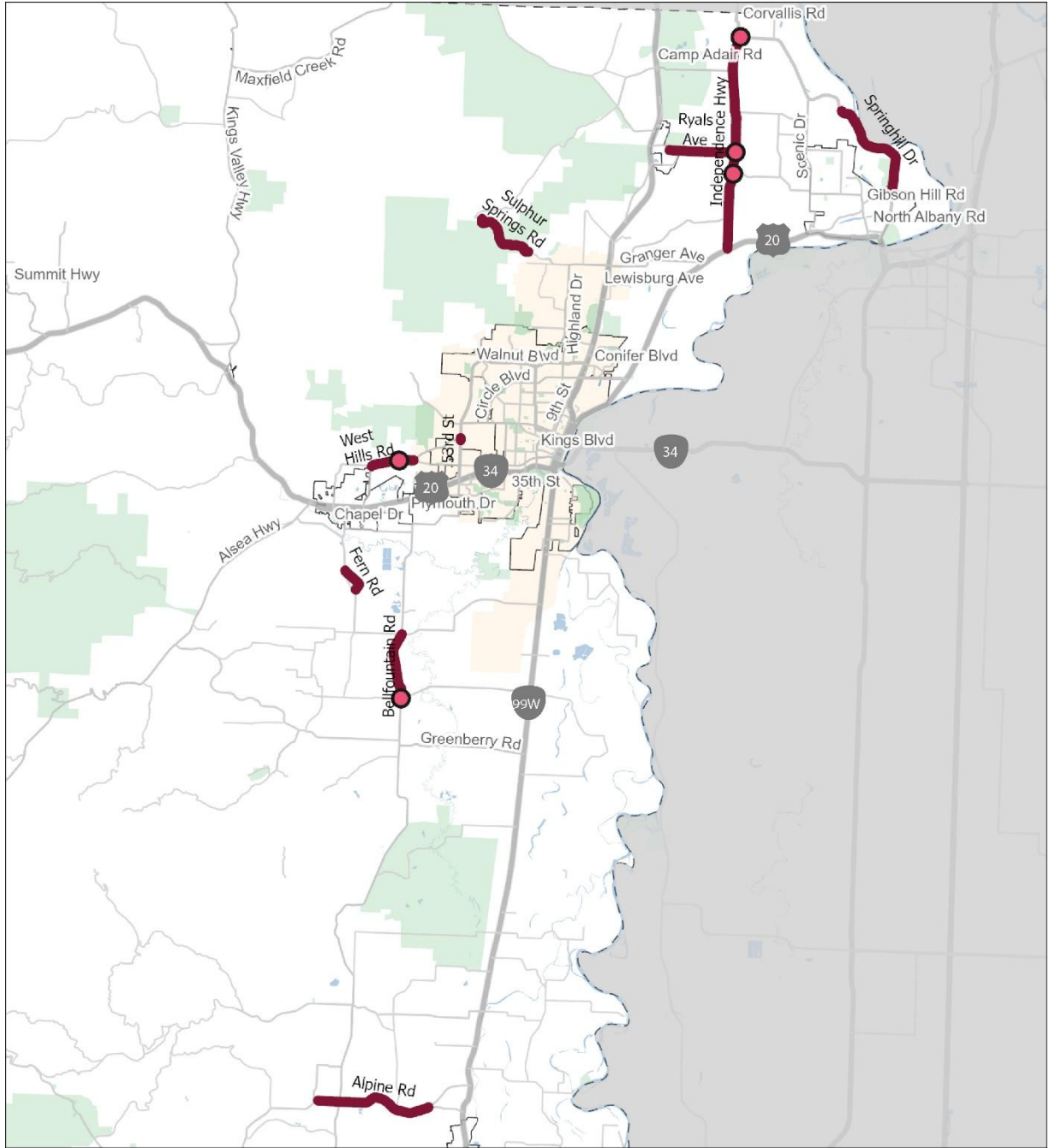
- In 2027, a project will install centerline rumble strips from:
  - MP 1.4 (1/2 mile south of Chapel Drive) to MP 12.9 (Bruce Road), and
  - MP 14.9 (Smittys Place) to MP 15.7 (Bull Run)
- In 2027, a project will add intersection warning aids at Chapel Drive, 53rd Street, Airport Road, Llewellyn Road, Decker Road, Greenberry Road, Dawson Road, and Alpine Road. Intersection warning aids may include new street signs, larger stop signs, reflectorized sign posts, rumble strips across the lanes on Llewellyn Road, reflectorized backplates on overhead flashing beacons, post mounted flashing beacons, and installing red diamond signs at T-intersections.

### **7. Fern Rd (Powderhouse Rd North to Powderhouse Rd South) Corridor**

### **8. 53rd St (Campus Way to Reservoir Ave) Corridor**

### **9. West Hills Rd (Reservoir Ave to 19th St) Corridor**

Note: This corridor includes the Priority Intersection of West Hills Rd & Rosecrest Dr.



**FIGURE 2: RECOMMENDED HIGH PRIORITY NETWORK**

## NEXT STEPS

Once the HPN locations have been confirmed, the Project Team will assess each location and select up to 10 sites for safety improvement project development. As part of the Transportation Safety Action Plan and the overall Safe System approach, these specific projects will be complemented with recommended changes to policies, processes, and standards as well as systemic solutions targeted at Emphasis Areas.

## APPENDIX

The tables below summarize the prioritization rankings of segments and intersections on the HIN.

**TABLE A: HIGH INJURY NETWORK SEGMENTS RANKED BY PRIORITY**

HIN Ref #	Location	Ownership	Rank
1	OR 99W [4th St] (Western Blvd to Twin Oaks Cir South)	ODOT	1
2	9th St (Sequoia Ave to Buchanan Ave)	City of Corvallis	2
3	US 20 [Philomath Blvd] (53rd St to Country Club Dr)	ODOT	3
4	Circle Blvd (Highland Dr to 9th St)	City of Corvallis	4
5	Conifer Blvd (OR 99W to Cambridge Cir)	City of Corvallis	5
7	US 20 (County Boundary to Corvallis City Limits)	ODOT	6
8	US 20 [Philomath Blvd] (ODOT Driveway to RR overpass)	ODOT	7
16	15th St (Western Blvd to E Ave)	City of Corvallis	8
10	Circle Blvd (Kings Blvd to 17th St)	City of Corvallis	9
12	Highland Dr (Meadow Ridge Pl to Conifer Blvd)	City of Corvallis	10
18	Western Blvd (Deon Dr to Ivy Pl)	City of Corvallis	11
46	Independence Hwy (Pettibone Dr to US 20)	County	12
52	Sulphur Springs Rd (Forest Springs Ln to Wildview Pl)	County	13
53	Ryals Ave (Birch Ln to Independence Hwy)	County	14
6	OR 99W (Walnut Blvd to Cornell Ave Overpass)	ODOT	15
57	OR 99W (3 Mile Ave to Barclay Ln)	ODOT	16
43	OR 99W (Crane Ln to Arboretum Rd)	ODOT	17
45	OR 99W (Territorial Hwy to Schultz Rd)	ODOT	18
54	Alpine Rd (Foster Rd to Alpine Cut Off Rd)	County	19
11	Kings Blvd (Circle Blvd to Elmwood Dr)	City of Corvallis	20
13	OR 34 [Van Buren Ave] (1st St to County Boundary)	ODOT	21
19	Springhill Dr (Westminster Way to Ferguson Dr)	County	22
23	10th St (Beca Ave to Buchanan Ave)	City of Corvallis	23
35	Witham Hill Dr (Canary Pl to Elmwood Dr)	City of Corvallis	24
40	US 20 (OR 180 to Davis Rd West)	ODOT	25
60	Bellfountain Rd (Airport Ave to Llewellyn Rd)	County	26

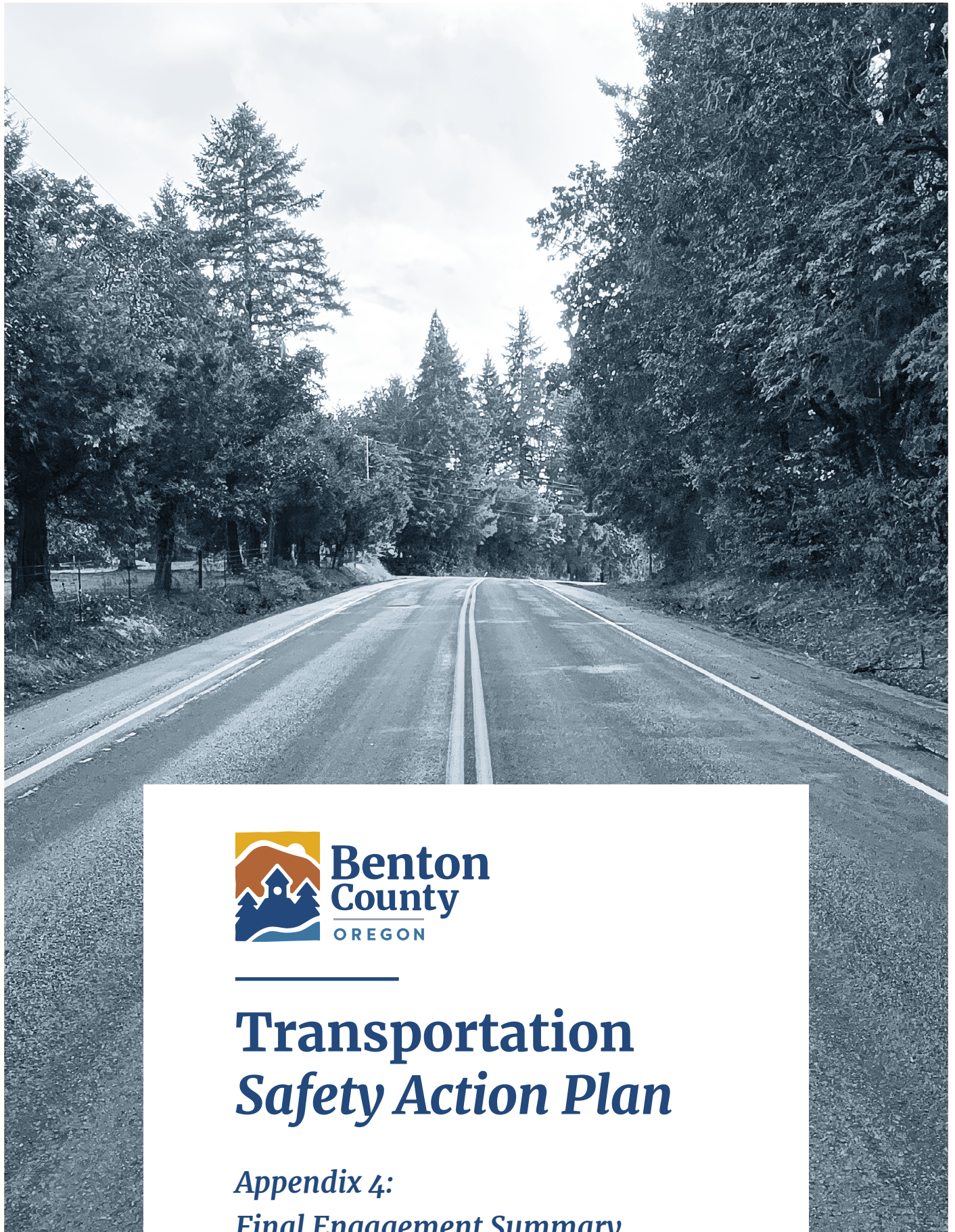
HIN Ref #	Location	Ownership	Rank
50	OR 99W (Camp Adair Rd to Adair Frontage Rd North)	ODOT	27
14	US 20 [Main St] (26th St to Newton St)	ODOT	28
21	US 20 (Priest Rd to Lone Star Rd)	ODOT	29
37	Kings Blvd (Grant Ave to Beca Ave)	City of Corvallis	30
39	Walnut Blvd (Garryanna Dr to 13th St)	City of Corvallis	31
42	Fern Rd (Powderhouse Rd North to Powderhouse Rd South)	County	32
9	53rd St (Campus Way to Reservoir Ave)	County	33
15	West Hills Rd (Bullevard St to Reservoir Ave)	County	34
30	Pioneer St (Tasman Pl to Adelaide Dr)	City of Philomath	35
36	Mulkey Ave (23rd St to Kings Blvd)	City of Corvallis	35
49	Independence Hwy (Camp Adair Rd to Gilmour Ln)	County	36
17	Springhill Dr (Pointe Dr to Benton Pl)	County	37
20	West Hills Rd (19th St to Bailey St)	County	38
25	Gibson Hill Rd (Grandview Dr to North Heights Dr)	City of Albany	39
34	Coon Rd (Cherry Creek Rd to Elbett Ln)	County	39
38	Western Blvd (Stamm Pl to Poplar Pl)	City of Corvallis	39
59	OR 34 (Salmonberry Rd to Vernon Rd)	ODOT	40
51	US 20 (West of Blodgett Rd West to County boundary)	ODOT	41
56	Marys Peak Rd (West Point Spur to Summit)	Private	42
58	OR 180 (Devitt Rd to Atticus Ln)	ODOT	43
61	OR 34 (Marys Peak Rd to Cedar Creek Rd)	ODOT	44
63	OR 223 (Tatum Ln to County Boundary)	ODOT	45
64	Llewellyn Rd (Venell Ln to OR 99W)	County	46
66	South Fork Rd (Tobe Creek Rd to BLM Management Area)	County	47
31	US 20 [Main St] (17th St to 18th St)	ODOT	48
55	Soap Creek Rd (Govier Pl North to Govier Pl South)	County	49
22	OR 34 (Gray Creek Lane to Henkle Way)	ODOT	50
26	North Albany Rd (Thornton Lake Dr to Jones Ave)	City of Albany	51
27	Thornton Lake Dr (Edgewood Dr to Thornton Lake Pl West)	County	51
28	Wood Duck Ln (Mallard Ln to Extents)	Private	51
32	Airport Ave (OR 99W to Lowe St)	County	51
33	OR 34 (Hill Top Rd to Digger Creek Rd)	ODOT	51

HIN Ref #	Location	Ownership	Rank
44	OR 34 (Greasy Creek Rd to Decker Rd)	ODOT	52
47	OR 223 (Alexander Rd to Zenczak Ln)	ODOT	53
48	Pettibone Dr (Avalon Dr to Haugen Rd)	County	54
62	Marys River Rd (Hoskins Rd to Long Rd)	County	55
24	Cascade Heights Dr (Alpine Meadow to Cascade Falls Ct)	City of Albany	56
29	Marys River Estates Rd (Cascara Ln to Chicory Ln)	Private	56
41	OR 501 (OR 34 to Rycraft Ln)	ODOT	57
65	Maxfield Creek Rd (Ward Rd to Maxfield Creek)	County	58

**TABLE B: HIGH INJURY NETWORK INTERSECTIONS RANKED BY PRIORITY**

HIN Ref #	Location	Ownership	Rank
1	US 20 & Granger Ave	ODOT	1
3	US 20 [Philomath Blvd] & 35th St	ODOT	2
10	9th St and Harrison Blvd	City of Corvallis	3
23	Harrison Blvd & 29th St	City of Corvallis	4
5	35th St & Western Blvd	City of Corvallis	5
4	9th St & Van Buren Ave	City of Corvallis	6
9	OR 99W & Conifer Blvd	ODOT	7
2	US 20 & Independence Hwy	ODOT	8
14	Ryals Ave & Independence Hwy	County	9
16	US 20 [Philomath Blvd] & Technology Lp	ODOT	10
21	9th St & Garfield Ave	City of Corvallis	11
22	Kings Blvd & Circle Blvd	City of Corvallis	11
24	Circle Blvd & Four Acre St	City of Corvallis	11
35	Highland Dr & Sequoia Ave	City of Corvallis	12
42	Lincoln Ave & 29th St	City of Corvallis	13
43	Independence Hwy & Metge Ave	County	14
20	Kings Blvd & Walnut Blvd	City of Corvallis	15
26	5th St & Adams Ave	City of Corvallis	16
28	Kings Blvd & Grant Ave	City of Corvallis	17
45	Arrowood Cir & 29th St	City of Corvallis	18
55	Goodnight Ave & Midvale Dr	City of Corvallis	19

HIN Ref #	Location	Ownership	Rank
7	OR 99W [3rd St] & Western Blvd	ODOT	20
8	Walnut Blvd & Glenridge Dr	City of Corvallis	21
13	10th St & Buchanan Ave	City of Corvallis	22
18	5th St & Tyler Ave	City of Corvallis	23
19	US 20 [Philomath Blvd] & Sunset Dr	ODOT	24
27	35th St & Jackson Ave	City of Corvallis	25
29	OR 99W & Camp Adair Rd	ODOT	26
33	Campus Way & 35th St	City of Corvallis	27
34	OR 99W & Elliott Cir	ODOT	28
37	Grant Ave & 11th St	City of Corvallis	29
11	US 20 & North Albany Rd	ODOT	30
46	OR 99W & Goodnight Ave	ODOT	31
49	7th St & Western Blvd	City of Corvallis	32
52	OR 34 & Decker Rd	ODOT	32
17	Garfield Ave & Highland Dr	City of Corvallis	33
32	Springhill Dr & Independence Hwy	County	34
36	OR 99W & Mountain View Dr	ODOT	35
48	11th St & Campus Way	City of Corvallis	36
6	Llewellyn Rd & Bellfountain Rd	County	37
30	Highland Dr & Lewisburg Ave	County	38
38	Washington Way & 15th St	City of Corvallis	39
12	OR 99W [3rd St] & Van Buren Ave	ODOT	40
15	US 20 [Main St] & 19th St	ODOT	41
25	5th St & Jefferson Ave	City of Corvallis	42
31	Gibson Hill Rd & Gibson Way	City of Albany	43
39	US 20 & Priest Rd	ODOT	44
40	West Hills Rd & Rosecrest Dr	County	45
41	US 20 & Merloy Ave	ODOT	45
44	OR 99W & Airport Ave	ODOT	46
47	Hayes Ave & 23rd St	City of Corvallis	47
50	Washington Way & 17th St	OSU	47
51	OR 99W & McKenzie Ave	ODOT	47
53	US 20 [Main St] & 8th St	ODOT	47
54	US 20 & Rainwater Ln	ODOT	47



---

# **Transportation *Safety Action Plan***

*Appendix 4:  
Final Engagement Summary*

# BENTON COUNTY TRANSPORTATION SAFETY ACTION PLAN (TSAP)

## FINAL ENGAGEMENT SUMMARY



FEBRUARY 2026

**Prepared for:**

Benton County

**Prepared by:**

JLA Public Involvement  
in coordination with DKS Associates

## INTRODUCTION

Benton County developed a Transportation Safety Action Plan (TSAP) to help prevent crashes and reduce serious injuries and fatalities on County roads. The TSAP identified key safety issues and recommended targeted strategies to improve conditions for everyone who walks, bikes, rolls, drives, or uses transit across the county. Benton County collected community feedback through a series of in-person and online engagement opportunities in Spring 2025 and Fall 2025. *The appendices at the end of this document contain the event summaries and all raw public comments.*

## MAIN ENGAGEMENT ACTIVITIES OVERVIEW

### TSAP PROJECT WEBSITE

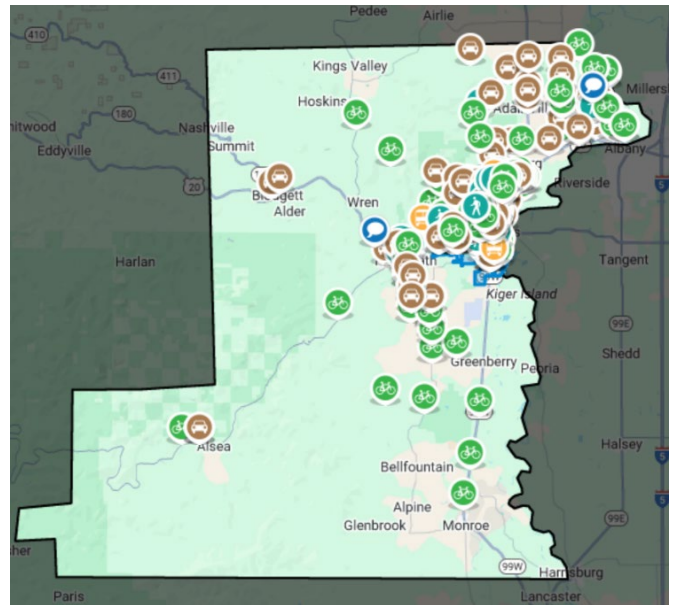
Benton County maintained a dedicated TSAP website as a centralized hub for project information throughout the duration of the planning process. The website provided clear, accessible information about the TSAP purpose, schedule, and engagement opportunities, and served as the primary entry point for community members seeking to learn about the project. Key materials were posted to support transparency and informed participation over the course of plan development.

In addition to sharing information, the TSAP website functioned as an always-available feedback channel. An open-ended comment box allowed community members to submit transportation safety concerns, questions, or suggestions at any time (*see Appendix E*), complementing time-limited engagement activities such as open houses and online engagement tools. The website also linked directly to the interactive Safety Comment Map and Online Open Houses, reinforcing its role as a central, accessible platform for ongoing community input throughout the project lifecycle.

### INTERACTIVE SAFETY COMMENT MAP

From March 1 through April 27, 2025, Benton County partnered with the City of Corvallis to host a shared, bilingual (English/Spanish) interactive Safety Comment Map to collect location-based transportation safety feedback across both jurisdictions. The map was designed to complement crash data and the High Injury Network (HIN) by capturing lived experiences, recognizing that near misses and everyday safety concerns are often underreported in official datasets. Community members could drop pins at specific locations and describe safety issues related to walking, biking, rolling, driving, or accessing transit, as well as view and respond to others' comments (*see Appendix F for full comment dataset*).

During the open period, the Safety Comment Map received **6,480 views** and **811 total comments**. Of these, 171 comments (21.1%) were located within Benton County, with Benton County-specific comments most frequently focused on driving (83 comments; 48.5%) and biking (67 comments; 39.2%), particularly along rural corridors where freight vehicles and people biking share limited roadway space. Additional comments addressed walking safety, road surface conditions, visibility, and speed management. Location-based input collected at in-person open houses was also manually added to the map by project staff to ensure all community feedback was centralized in one dataset (see *Appendix B for summary report*).



## INTERESTED PARTY INTERVIEWS

To supplement broad public outreach with targeted, qualitative insight, the project team facilitated a series of seven interested party interviews between March and June 2025. Interviews focused on key multimodal corridors (Springhill Drive, Independence Highway, Fern Road, and Bellfountain Road) with an emphasis on understanding safety challenges where freight vehicles, agricultural equipment, and people biking share constrained rural roadways.

Interview participants included representatives from the **Mid-Valley Bicycle Club**, **Republic Services**, **Starker Forests**, **Stokes Construction**, the **North Albany Neighborhood Association**, the **Independent Community Club**, and a **local farmer with operations along multiple corridors**. Interviews were conducted both virtually and in person and provided detailed, corridor-specific insight into safety concerns, travel behavior, and operational challenges (*Appendix A*). Feedback from these conversations helped contextualize crash data and shaped the development of safety strategies that account for the needs of both freight and bicycle users.

## IN PERSON OPEN HOUSES (SPRING AND FALL 2025)

Benton County hosted multiple in-person engagement opportunities to share information, validate safety concerns, and gather feedback at key milestones in the TSAP process. All events included family-friendly activities, such as transportation-related activity sheets and creating



high-reflective stickers for children’s helmets or bikes. These were meant to engage children and help reduce barriers for families to attend. During each round of engagement, an open house event was coordinated with the City of Corvallis to support a fully joint, regionally aligned approach.

During **Spring 2025**, Benton County hosted three in-person open houses. The first took place on April 2, 2025, in Adair Village, followed by a joint open house with the City of Corvallis on April 3, 2025, and a third open house on April 9, 2025, in Monroe. Together, these events provided opportunities for residents across different parts of the county to learn about transportation safety challenges, review crash data and High Injury Network (HIN) findings, and share location-specific concerns using printed maps and comment forms that were incorporated into the Safety Comment Map. Feedback from these open houses helped validate early findings and informed the identification of high-priority corridors and locations (*Appendix B*).



In **Fall 2025**, Benton County hosted a joint in-person open house with the City of Corvallis on November 4, 2025, at the Corvallis Community Center. This event served as the primary in-person opportunity to review and provide feedback on recommended high-priority project locations and countywide safety strategies. The open house was attended by **82 people** and generated feedback on proposed improvements. To broaden reach beyond a single event, the project team supplemented the fall open house with a series of pop-up engagement activities held throughout the county (*Appendix D*).

## POP-UP ENGAGEMENT (FALL 2025)

In **Fall 2025**, Benton County expanded its outreach approach by prioritizing pop-up style engagement to meet people where they already gather, rather than relying solely on additional open house events. These efforts were designed to reach residents who may not attend formal meetings and to create more informal, accessible opportunities for conversation. Across all fall pop-up activities, the project team engaged with more than **211 community members**.

Pop-up engagement included information booths and presentations at community events and meetings such as the **Philomath Fire & Rescue and Strengthening Rural Families Open House and Health Fair**, the **Albany and Corvallis Saturday Farmers’ Markets, Oregon**

**State University tabling** with Transportation Services, a **Mid-Valley Bicycle Club meeting**, and a **North Albany Neighborhood Association meeting**. At each location, the project team shared information about the TSAP, highlighted the nine high-priority project locations and countywide safety strategies, and invited feedback through conversation, written comments, and sign-ups for project updates. These events generated input on rural road safety, freight and bicycle conflicts, speeding, visibility, and maintenance needs, and raised awareness of the joint November open house and online engagement opportunities (*Appendix C*).

## **ONLINE OPEN HOUSES (SPRING AND FALL 2025)**

To provide flexible, self-guided engagement opportunities, Benton County hosted two rounds of online open houses aligned with major project milestones and coordinated with the City of Corvallis.

**Online Open House #1** was available from April 3 through April 27, 2025, and supported both countywide safety input and a focused discussion of rural multimodal corridors. The online open house presented crash trends, High Injury Network (HIN) information, and background on corridors such as Springhill Drive, Independence Highway, Fern Road, and Bellfountain Road. It also embedded the shared Safety Comment Map and provided an open-ended comment option for those who preferred not to use the map. The spring online open house received **142 combined views** and **19 comment submissions**, helping validate early findings and identify priority safety concerns.

**Online Open House #2** was hosted from November 4 through November 25, 2025, and focused on gathering feedback on recommended safety improvements. The online open house presented the draft TSAP recommendations, including nine high-priority project locations, proposed multimodal corridor improvements for Springhill Drive and Bellfountain Road, and countywide safety strategies across five emphasis areas. Participants could review recommended improvements, learn how spring engagement informed the proposals, and share feedback through open-ended comment fields. The fall online open house received **264 combined views** and **24 survey submissions**, and the feedback collected was used to refine the final TSAP and guide future safety investments across Benton County.

## **TSAP TASK FORCE**

Benton County convened the TSAP Task Force to provide ongoing community input throughout the TSAP development process. The Task Force was comprised of community volunteers representing a range of transportation interests. Meetings were open to the public and held five times between January 2025 and January 2026. Task Force input supported the development of recommendations that reflect community priorities and real-world transportation experiences across Benton County.

## **TSAP STAKEHOLDER ADVISORY COMMITTEE (SAC)**

Benton County convened the TSAP Stakeholder Advisory Committee, comprised of various community partners from state, regional, and local agencies, to provide insights from their respective organizations and help identify opportunities to collaborate with the County during plan implementation and on future grant applications. The project team met with the SAC at two major milestones during Summer 2025 and Fall 2025.

## **BENTON COUNTY BOARD OF COMMISSIONERS**

The project team met with the County Board of Commissioners five times during plan development to provide status updates. Two were formal Board meetings where the TSAP “Vision Zero” goal statement was specifically discussed. One meeting was a joint meeting of the Board and the Albany City Council to discuss safety concerns in North Albany. The other two were status updates at the Public Works Director’s Quarterly Update. The Board later reviewed and approved the final TSAP, ensuring it aligned with countywide safety, accessibility, and equity goals.

## **COORDINATION WITH BENTON COUNTY HEALTH DEPARTMENT**

Benton County worked closely with the Benton County Health Department through both rounds of engagement to strengthen and extend outreach for the TSAP. The Health Department played a key role in expanding the project’s reach by sharing TSAP information through its established communication channels, including newsletters and social media, and by conducting direct outreach with community groups at their established meetings. TSAP flyers were also featured at engagement events and tabling opportunities the Health Department participated in, helping introduce the project to audiences that may not typically participate in transportation planning processes. The project was also presented to the Health in All Actions Committee, which is a cross-departmental group focused on making sure we take people’s health into consideration in all things we act upon. This group was also instrumental in providing recommendations for specific outreach strategies.

In addition to communications support, the Health Department provided strategic guidance and input on outreach approaches, particularly related to engaging hard-to-reach and underserved populations. Coordination meetings between the project team and Health Department staff informed outreach strategies used in both the spring and fall, including how best to engage community-based organizations (CBOs). This close collaboration helped ensure that the TSAP engagement approach was responsive, inclusive, and aligned with broader public health and community engagement efforts across Benton County.

## ROUND 1 - SPRING 2025

### MAIN ENGAGEMENT ACTIVITIES

---

#### INTERESTED PARTY INTERVIEWS:

- Independent Community Club: March 3, 2025 (virtual)
- Republic Services: March 5, 2025 (virtual)
- North Albany Neighborhood Association: March 11, 2025 (in person)
- Mid-Valley Bicycle Club: March 17, 2025 (virtual)
- Local Farmer: April 9, 2025 (in person)
- Starker Forests: May 2, 2025 (virtual)
- Stokes Construction: June 9, 2025 (in person)

#### INTERACTIVE SAFETY COMMENT MAP

- March 1 – April 27, 2025
- 6,480 views / 811 comments

#### IN PERSON OPEN HOUSES #1

- **April 2:** Adair Village Officer's Club
- **April 3:** Corvallis-Benton County Public Library
- **April 9:** Monroe Community Library

#### ONLINE OPEN HOUSE #1

- April 3 – April 27, 2025

#### TASK FORCE MEETINGS

- **Task Force Meeting #1:** January 9, 2025
- **Task Force Meeting #2:** April 24, 2025
- **Task Force Meeting #3:** June 18, 2025

#### BOARD OF COMMISSIONERS MEETINGS

- **Board of Commissioners Meeting:** February 4, 2025
- **Board of Commissioners Joint Meeting with Albany City Council:** April 21, 2025

### ADDITIONAL OUTREACH

---

## IN PERSON

- **Oregon State University Tabling:** April 2, 2025
  - Joint tabling opportunity w/ OSU Transportation Services
  - Spoke w/ approx. 70 students; handed out QR code safety comment map cards
- **Albany Transportation Advisory Committee:** March 25, 2025
  - Staff attended and presented on the TSAP
- **Alsea Community Library:** April 7, 2025
  - Staff attended and presented on the TSAP
- **Corvallis Open Streets:** June 29, 2025
  - TSAP general info booth at event
  - Spoke w/ approx. 62 attendees
- **Community Group Outreach**
  - Linn Benton NAACP meeting: March 13, 2025
  - CAMPO/AAMPO meeting: May 14, 2025
  - Benton Local Advisory Committee (BLAC)
  - Casa Latinos Unidos
  - Linn Benton Hispanic Advisory Committee: March 25, 2025
  - Linn Benton Lincoln Health Equity Alliance
  - Monroe Community Partner Group: April 1, 2025
  - Strengthening Rural Families
  - Philomath Library
  - Oregon Food Bank: ½ sheets advertising online open house in food boxes
- **Email Outreach**
  - School Districts – PTAs/PTOs
    - Oak Grove Elementary School
    - North Albany Elementary School
    - North Albany Learning Center
    - Mountain View Elementary School
    - Santiam Christian Schools
    - Muddy Creek Charter School
    - Philomath Elementary School / Clemens Primary School
  - Benton Community Foundation
  - Benton Habitat for Humanity
  - Community Services Consortium
  - Community Outreach Inc
  - Kidco Head Start/Early Head Start
  - Love INC (partnership of churches)
  - Pollywog – Early Learning Hub
  - LBCC Change Makers Club

## ADVERTISING

---

- Press release
- Website
- Facebook
- Instagram
- Twitter/X
- NextDoor
- Benton County newsletter
- Alsea newsletter
- Benton County calendar: Open House events
- Benton County Health Department newsletter
- TSAP project notification list
- Flyer distribution

## ROUND 2 - FALL 2025

### MAIN ENGAGEMENT ACTIVITIES

---

#### IN PERSON OPEN HOUSE

- November 4, 5 – 7 p.m. (*Corvallis Community Center*)
- Number of attendees: 82

#### ONLINE OPEN HOUSE

- November 4 – November 25
- 380 views / 51 survey responses

#### PHILOMATH FIRE & RESCUE AND STRENGTHENING RURAL FAMILIES OPEN HOUSE AND HEALTH FAIR

- Saturday, October 11, 11 a.m. – 2 p.m.
- TSAP booth with information on high priority projects and safety strategy recommendations
- Spoke w/ approx. 40 community members

#### OSU TABLING

- October 13, 11:30 a.m. – 2:30 p.m. (*outside Arnold Dining Hall*)
- Joint tabling opportunity w/ OSU Transportation Services
- Spoke w/ approx. 40 students; handed out flyers for in-person open house

### **CORVALLIS FARMERS MARKET**

- October 18, 9 a.m. – 1 p.m.
- Joint tabling opportunity with Corvallis-Albany Shared Use Path project
- Featured map of high priority project locations
- Spoke w/ approx. 32 community members; handed out flyers for in-person house

### **ALBANY FARMERS MARKET**

- October 18, 9 a.m. – 1 p.m.
- Joint tabling opportunity with Corvallis-Albany Shared Use Path project
- Featured map of high priority project locations
- Spoke w/ approx. 55 community members; handed out flyers for in-person open house

### **MID-VALLEY BICYCLE CLUB MEETING**

- October 20, 7 – 8:30 p.m. (virtual)
- Number of attendees: 35
- Staff presented high priority projects and safety strategy recommendations for input

### **NORTH ALBANY NEIGHBORHOOD ASSOCIATION MEETING**

- November 6, 3 – 4 p.m. (in person)
- Number of attendees: 9
- Staff presented high priority projects and safety strategy recommendations for input

### **TASK FORCE MEETINGS**

- **Task Force Meeting #4:** October 23, 2025
- **Task Force Meeting #5:** February 11, 2026

### **BOARD OF COMMISSIONERS MEETINGS**

- **Board of Commissioners Meeting:** January 13, 2026

## **ADDITIONAL OUTREACH**

---

### **COMMUNITY GROUP OUTREACH**

- Albany Transportation Advisory Committee: January 27, 2026
- Casa Latinos Unidos: November 6, 2025
- Linn Benton Hispanic Advisory Committee: October 28, 2025
- Strengthening Rural Families
- Philomath Library

- Oregon Food Bank: ½ sheets advertising online open house in food boxes

#### **OUTREACH EMAILS:**

- School Districts – PTAs/PTOs
  - Oak Grove Elementary School
  - North Albany Elementary School
  - North Albany Learning Center
  - Mountain View Elementary School
  - Santiam Christian Schools
  - Muddy Creek Charter School
  - Philomath Elementary School / Clemens Primary School
- Benton Community Foundation
- Benton Habitat for Humanity
- Community Services Consortium
- Community Outreach Inc
- Kidco Head Start/Early Head Start
- Love INC (partnership of churches)
- Pollywog – Early Learning Hub
- LBCC Change Makers Club

#### **ADVERTISING**

---

- Press release
- Website
- Facebook
- Instagram
- Twitter/X
- NextDoor
- Benton County newsletter
- Alsea newsletter
- Benton County calendar: Open House events
- Benton County Health Department newsletter
- TSAP project notification list
- Flyer distribution

# Appendices

## CONTENTS

### **Round 1 Engagement Summaries (Spring 2025):**

Appendix A: Interested Party Interviews Summary

Appendix B: Safety Comment Map & Online Open House #1 Summary

### **Round 2 Engagement Summaries (Fall 2025):**

Appendix C: In Person Activities Engagement Summary

Appendix D: Online Open House & Open House #2 Summary

### **Community Comments/Raw Survey Responses**

Appendix E: TSAP Comment Log

Appendix F: Raw responses from Online Open House #1 and Interactive Safety  
Comment Map

Appendix G: Raw responses from Open House #2 and Online Open House #2

# Appendix A - Interested Party Interviews Summary

## BENTON COUNTY TRANSPORTATION SAFETY ACTION PLAN

DATE: June 16, 2025  
TO: Project Team  
FROM: Franziska Elliott; Tuyen Ta | JLA Public Involvement  
SUBJECT: Interested Parties Interview Summary

---

### INTRODUCTION

---

As part of the Benton County Transportation Safety Action Plan (TSAP), the project team conducted seven interested party interviews to gather qualitative feedback from key users of the transportation system, focusing on four primary corridors: Springhill Drive, Independence Highway, Fern Road, and Bellfountain Road. Interviews were conducted between March and June 2025.

#### Interviews Conducted:

- Independent Community Club (March 3, 2025 | Virtual via Microsoft Teams)
- Republic Services (March 5, 2025 | Virtual via Microsoft Teams)
- North Albany Neighborhood Association (March 11, 2025 | In-Person)
- Mid-Valley Bicycle Club (March 17, 2025 | Virtual via Zoom)
- Marvin Gilmour, Farmer (April 9, 2025 | In-Person)
- Starker Forests (May 2, 2025 | Virtual via Microsoft Teams)
- Stokes Construction (June 9, 2025 | In-Person)

### FEEDBACK BY CORRIDOR

---

#### SPRINGHILL DRIVE

##### Freight-specific:

- Narrow lanes, limited shoulders, and curves create conflicts for larger vehicles and complicate sightlines.
- Freight use on Springhill Drive is limited compared to other corridors but present, including garbage trucks and occasional logging trucks.
- Starker Forests noted some log trucks may use Springhill when traveling between Polk County and Eugene.
- Republic Services uses Springhill; drivers noted the need for wider shoulders to safely accommodate both trucks and cyclists.

# Appendix A

## **Bike-specific:**

- Mid-Valley Bicycle Club members described Springhill as dangerous for biking due to narrow shoulders, poor sightline at curves, truck traffic, and fast-moving vehicles.
- Some riders prefer to avoid Springhill entirely, or only ride certain segments during off-peak hours, though one rider suggested it has potential as a future multimodal corridor if improved.
- Riders emphasized the need for wider shoulders, separated paths, or buffered bike lanes to improve safety.
- North Albany residents also expressed concerns for pedestrians and cyclists due to increased development, lack of sidewalks, and speeding.

## **INDEPENDENCE HIGHWAY**

### **Freight-specific:**

- Heavy freight activity includes hauling to Knife River (rock trucks) and Republic Services.
- Marvin Gilmour noted that gravel spills are a problem, and he personally avoids Independence Hwy due to poor visibility and challenges seeing divider lines at night.
- Republic Services reported this corridor as one of their more challenging routes because its narrow shoulders and lanes offer limited space for their large service trucks, often forcing them to stop for oncoming traffic and bikes.
- Starker Forests noted that recent truck traffic related to Coffin Butte Quarry overwhelmed this corridor in recent years.

### **Bike-specific:**

- Mid-Valley Bicycle Club riders almost unanimously avoid Independence Hwy due to safety concerns, including high vehicle speeds, narrow shoulders, aggressive truck drivers, and a general lack of bike infrastructure.
- Multiple riders reported being run off the road by service trucks.
- Republic Services acknowledged the lack of space for both trucks and bikes, and suggested widening shoulders as a priority.

## **FERN ROAD**

### **Freight-specific:**

- Fern Road sees frequent use by logging, construction, farm equipment, and heavy-haul freight vehicles.
- Stokes Construction's facility is located directly on Fern, making it a key route for their operations.
- Narrow lanes, soft shoulders, poor pavement conditions, and street ruts that force trucks toward opposing lanes were cited as major concerns for freight.
- Truck drivers and residents shared poor road surface conditions have resulted in near collisions and traffic accidents due to hydroplaning exacerbated by road ruts.
- North Albany residents noted significant safety concerns at intersections (especially at Fern & Airport and Fern & Llewellyn), citing poor sightlines and stop sign violations.

# Appendix A

- Stokes Construction and Starker Forests reported stressful, tight intersections at Fern & Airport and Fern headed into or out of Philomath at both 13th Street intersections (Main Street and Applegate Street).

## **Bike-specific:**

- Independent Community Club and Mid-Valley Bicycle Club members reported frequent close calls for bicyclists and described drivers attempting unsafe passes, particularly on curves where sightlines are poor.
- The narrowness, hills, blind curves, and freight volumes make Fern highly stressful for cyclists. Widening shoulders, adding bike lanes or separated paths, and improving driver education were key recommendations.
- Fern Road is sometimes seen as slightly preferable to Bellfountain for some riders due to fewer log trucks, but still unsafe.
- Mid-Valley Bicycle Club also noted that Fern Road doesn't go far enough for many cyclists.

## **BELLFOUNTAIN ROAD**

### **Freight-specific:**

- Bellfountain Road is heavily used by the timber industry for log truck hauling (Starker Forests, Thompson Timber [identified by Starker], and Stokes Construction contractors).
- Preferred over Highway 99 for direct access to mills and forest sites west of Philomath.
- Drivers reported limited shoulders, narrow lanes, and roadway departures as ongoing safety concerns.
- Marvin Gilmour noted that a blind corner near the bridge requires a spotter to scout ahead for safe passage of large equipment.
- Truck drivers noted poor visibility for cyclists around curves.

### **Bike-specific:**

- Mid-Valley Bicycle Club riders described Bellfountain as a mixed experience: some sections have 5-foot shoulders, but others have none.
- Riders prefer sections with shoulders but often avoid areas with no shoulders due to truck traffic and high speeds.
- Log trucks passing at high speeds create dangerous air drafts that destabilize cyclists.
- Several riders recommended Bellfountain as a high priority for shoulder widening or buffered bike lanes.
- Some suggested diverting cyclists to alternate routes like Chapel Drive or potential rail-to-trail conversions. Chapel Drive was noted as a good example of safety improvements for cyclists.

# Appendix B - Safety Comment Map & OOH #1 Summary

## **BENTON COUNTY TRANSPORTATION SAFETY ACTION PLAN**

DATE: May 9, 2025

TO: Project Team

FROM: Franziska Elliott; Tuyen Ta; Jessica Pickul | JLA Public Involvement

SUBJECT: Benton County Online Open House #1 & Safety Comment Map Feedback Summary

---

Benton County is developing a Transportation Safety Action Plan (TSAP) to help prevent crashes and reduce serious injuries and fatalities on county streets. The TSAP will identify key safety issues and recommend targeted strategies to improve conditions for everyone who walks, bikes, rolls, drives, or uses transit across the county.

To support a coordinated approach to regional street safety, Benton County is working in partnership with the City of Corvallis as they develop their own TSAP. This collaboration allows both jurisdictions to align goals, share data, and address shared safety challenges.

### **ONLINE OPEN HOUSE OVERVIEW**

---

To share project information and gather community input, Benton County hosted three in-person open houses—on April 2 (Adair Village), April 3 (Corvallis, in partnership with the City of Corvallis), and April 9 (Monroe)—as well as an online open house from April 3 to April 27.

The online open house presented the same materials available at the in-person events, including countywide crash data and trends; a map of high-risk intersections and street segments that make up the High Injury Network (HIN); and information about rural multimodal corridors such as Springhill Drive, Independence Highway, Fern Road, and Bellfountain Road, a key focus of this project to address safety challenges on rural roads where large trucks and bicycles share space.

The online open house also featured an imbedded interactive safety comment map shared by both the City of Corvallis and Benton County to solicit location-based comments where community members had experienced transportation safety concerns. For those who preferred not to use the map, an open-ended comment form was also available on the project website and within the online open house as an alternative way to share input.

The online open house was featured in both English and Spanish and received 142 combined views and 19 submissions.

# Appendix B

## MULTIMODAL CORRIDOR FEEDBACK

---

In the online open house, respondents were given the opportunity to provide open-ended comments to questions regarding their usage of Springhill Drive, Independence Highway, Fern Road, and Bellfountain Road.

- *Question 1:* How do you typically travel on Springhill Drive, Independence Highway, Fern Road, and/or Bellfountain Road (car, truck, bike, etc.)? How often do you use these routes?
- *Question 2:* What safety concerns have you experienced or observed when large trucks and people biking share the roadway? Are there any specific improvements you think would make these roads safer for everyone?

### QUESTION 1: TRAVEL PATTERNS ON RURAL ROADWAYS

Respondents reported frequent use of Springhill Drive, Independence Highway, Fern Road, and Bellfountain Road—primarily by car or truck, with a smaller number using bicycles for recreation or commuting. Independence Highway and Springhill Drive were the most commonly cited as daily travel routes, while Bellfountain and Fern were mentioned more often for recreational cycling. Several respondents indicated they no longer bike on these roads due to safety concerns. While some travel patterns have shifted over time, these corridors remain vital connectors for rural residents and recreational users alike.

### QUESTION 2: TRUCK AND BICYCLE INTERACTIONS

A prominent theme in the feedback was the lack of safe space for people biking on these shared-use rural roads. Many noted that narrow or nonexistent shoulders force cyclists to ride close to traffic, creating dangerous conditions—especially when large trucks or vehicles pulling wide trailers pass. This issue is compounded on hilly or curving segments, where limited sight distance reduces reaction time and increases the risk of collisions. Several people described near-misses due to drivers passing too closely, often with minimal clearance.

In addition to shoulder width, road edge conditions were cited as problematic—gravel, debris, and potholes make it harder for cyclists to maintain safe positioning. Some respondents emphasized that needing to constantly scan for hazards forces them to focus narrowly on the pavement ahead, reducing situational awareness.

Aggressive or impatient driver behavior was another repeated concern. Unsafe passing maneuvers, especially around farm equipment or slow-moving vehicles, were frequently observed. In several cases, respondents described commercial or agricultural vehicles operating appropriately, while regular drivers attempted to pass unsafely due to perceived delays. There were also complaints about cyclists riding two abreast, which some felt aggravated tensions on narrow roads.

# Appendix B

## Corridor-Specific Concerns

- **Springhill Drive:** Cited for excessive speeds, with winding curves attracting fast-driving vehicles and motorcycles.
- **Independence Highway:** Increased traffic from new development (e.g., Calloway Creek) and poor visibility at Ryals Avenue were noted.
- **Fern Road:** Lacks shoulder striping; described as especially dangerous for cycling.
- **Bellfountain Road:** Some shoulder exists, but it's inconsistent; high speeds and limited sightlines near intersections (e.g., Airport Ave, Llewellyn Road) raise concerns.

## Suggested Improvements

- Widen and smooth road shoulders, particularly on routes popular with cyclists.
- Add pullouts to allow farm equipment and slower vehicles to safely yield to others.
- Improve signage and visibility at key intersections and curves.
- Enhance enforcement of speed limits, especially on roads where aggressive driving is common.
- Sweep and maintain road edges to remove debris and improve cycling conditions.

## OPEN-ENDED COMMENTS

---

Respondents were provided the opportunity to type their comments into an open-ended text box instead of pinning a specific location on the online safety comment map. Below is a summary of that feedback.

### Emergency Access and Land Use Conflicts

Several respondents expressed concern over a proposed landfill expansion on Coffin Butte Road. Concerns centered on the sharp increase in truck traffic—estimated at 350 trucks daily—which could overwhelm Coffin Butte Road and key evacuation routes like Hwy 99W, Independence Highway, and Camp Adair Road. In an emergency (e.g., wildfire or earthquake), participants feared that heavy vehicle volume would block public escape and emergency access.

### Speeding and Driver Behavior

Excessive speeds on residential and rural roads were one of the most repeated concerns. Scenic Drive was described as increasingly dangerous for walkers, joggers, and cyclists due to speeding drivers and a lack of enforcement. One commenter called for speed cameras and a posted limit of 35 MPH. Quarry Road and North Albany Road were also flagged for speeding, tailgating, and aggressive driving, particularly near hills and curves where visibility is poor.

### Pedestrian and Bicycle Safety

Multiple areas were cited as hazardous for pedestrians and cyclists due to a lack of shoulders, speeding traffic, and limited visibility. Notable examples include:

# Appendix B

- Satinwood Drive, where speeding in a high-pedestrian area is common despite posted limits.
- Springhill Drive, where farm vehicles entering through curves create blind spots.
- Philomath Blvd (US 20/OR 34), which lacks safe bike infrastructure, especially between Philomath and Wren Hill.
- North Albany and Jones Road, where marked crossings remain unsafe due to poor visibility and driver behavior.

One participant requested a safe bike route between Walnut Blvd and Crescent Valley School.

## **Roadway Conditions and Design**

Poor surface conditions and unclear signage contribute to unsafe conditions were brought up by several participants. Specific examples include:

- The “T” intersection of Gibson Hill Road and Scenic Drive was described as confusing and prone to near-misses due to conflicting right-of-way expectations.
- A narrow segment of Metge Ave, where rough pavement, no shoulder, and increased traffic from new development have created a dangerous environment for vulnerable road users.

## **Enforcement Gaps and Rural Patrol Needs**

Concerns were also raised about enforcement gaps in remote areas. One respondent highlighted dangerous high-speed motorcycle racing on Hwy 34 near Waldport, pointing to the absence of law enforcement presence and shifting accountability between county and state agencies.

## **SAFETY COMMENT MAP OVERVIEW**

---

The interactive online safety comment map—developed as a shared engagement tool by Benton County and the City of Corvallis—was open from March 1 through April 27 and served as a central way for community members to share their transportation safety concerns.

This tool was created to complement crash data by capturing community members’ lived experiences. Since many crashes and near misses go unreported, the safety comment map allowed people to share where they feel unsafe—providing valuable insight into safety concerns that might not appear in official datasets.

Each comment was tied to a specific location and focused on issues related to walking, biking, rolling, driving, or accessing transit. Community members could also respond to others’ comments, helping to validate and expand on shared concerns.

Location-based input was also solicited during the in-person open houses. A combined total of 56 comments were collected and manually added to the safety comment map by project staff to ensure that all input was centralized in one place.

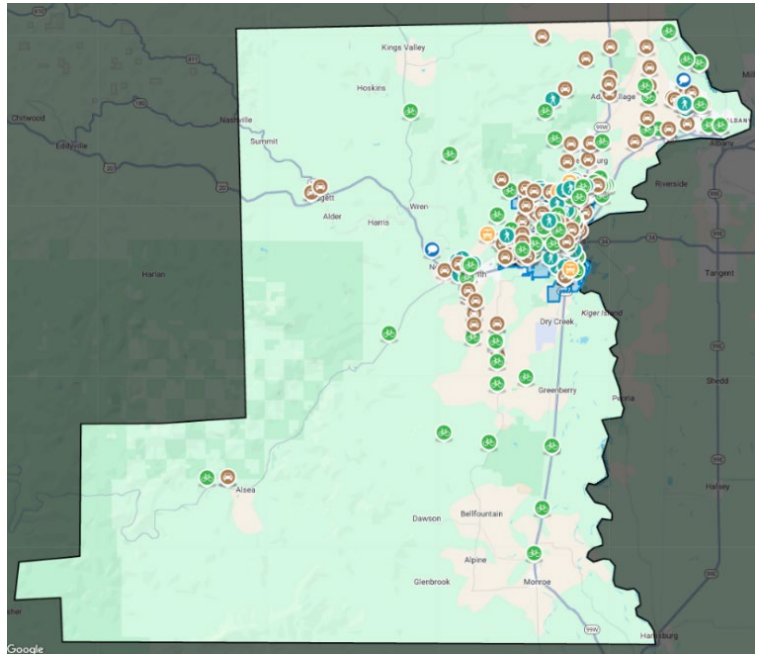
# Appendix B

## SAFETY COMMENT MAP STATISTICS

- 6,480 views
- 811 comments
  - Benton County: 171 comments (21.1%)
  - City of Corvallis: 640 comments (78.9%)
- Original comments: 607
  - Sub-comments: 204

### IP Addresses

- 210 unique IP addresses  
*(note: the top IP address with 78 submissions is registered to the Linn Benton Lincoln Education Service District. This suggests that a significant number of submissions may have originated from an educational institution/network.)*



### By Category (Benton County Specific)

- Driving: 83 comments (48.54%)
- Biking: 67 comments (39.18%)
- Walking: 17 comments (9.94%)
- Other Comment: 3 comments (1.75%)
- Transit: 1 comment (0.58%)

## SAFETY COMMENT MAP KEY THEMATIC CONCERNS

Each comment submitted through the safety comment map was reviewed and thematically coded to identify common types of safety concerns. Comments could be assigned up to three themes to reflect the range of issues described. Thematic categories were developed based on recurring topics observed in the data and in alignment with common safety focus areas in transportation planning. The following categories were used.

- Intersection visibility issues
- Speeding/traffic calming needs
- Pedestrian crossing safety
- Bicycle infrastructure problems
- Right-of-way confusion
- Road surface conditions
- Inadequate signage/markings
- Sidewalk gaps/condition

# Appendix B

- School zone safety
- Flooding/weather hazards
- Multi-user conflicts
- Transit access challenges
- Night safety concerns
- Cut-through traffic
- Infrastructure improvements
- Other

The following thematic sections provide a brief overview of the concerns raised under each category, along with example locations identified by community members. Themes are presented in order of frequency, based on the total number of comments coded under each category.

## 1. BICYCLE INFRASTRUCTURE PROBLEMS (72 MENTIONS)

Community members described dangerous biking conditions on rural roads due to narrow or gravel shoulders, lack of bike lanes, and high vehicle speeds. The most frequently cited roads included **US-20**, **Bellfountain Rd**, and **OR-51**, with additional mentions of **Fern Rd**, **Ryals Ave**, and **Springhill Dr**. These locations were often described as critical gaps in the regional bike network that prevent safe and comfortable cycling.

## 2. SPEEDING/TRAFFIC CALMING NEEDS (48 MENTIONS)

Speeding was a common concern on long rural corridors, especially when trying to make turns. Roads most often flagged included **OR-99W**, **Tampico Rd**, **Fern Rd**, and **Scenic Dr**. Respondents frequently called for more enforcement, better signage, and speed limit reductions.

## 3. INTERSECTION VISIBILITY ISSUES (43 MENTIONS)

Limited sight distance due to vegetation, curves, elevation changes or road design was a key safety concern. The most frequently mentioned problem areas were **Fern Rd** and **Independence Hwy**, followed by **Scenic Dr**, **Ryals Ave**, **Tampico Rd**, and **Bellfountain Rd**. These roads were often described as having blind corners or dangerous merging conditions, especially at highway or rural crossroad intersections.

## 4. INADEQUATE SIGNAGE/MARKINGS (20 MENTIONS)

Several locations were reported to have missing, faded, or confusing signage and road markings, contributing to driver uncertainty and safety concerns. Most frequently noted were **Scenic Dr**, **Tampico Rd**, and **Applegate St**. Respondents asked for clearer intersection controls, more consistent pavement markings, and better curve or speed advisory signs.

## 5. INFRASTRUCTURE IMPROVEMENTS (19 MENTIONS)

In addition to basic maintenance, residents identified corridors needing upgrades to improve road design, handle growing traffic volumes, and support safer multimodal travel.

# Appendix B

**OR-99W** and **OR-51** were most frequently cited, with requests for added turn lanes and signals. Specific roundabout suggestions included Grange Hall Rd & Old Peak Rd, SW Airport Ave & Bellfountain Rd, and NW 53rd St & NW Harrison Blvd.

## 6. ROAD SURFACE CONDITIONS (16 MENTIONS)

Respondents described deteriorating pavement, potholes, and uneven surfaces that created safety hazards, especially for cyclists. Cited areas included **Bellfountain Rd, NW Airport Ave, Pega Rd** and **Fern Rd**.

## 7. MULTI-USER CONFLICTS (11 MENTIONS)

Residents described tense interactions between drivers, bicyclists, and pedestrians on shared corridors. Many noted that roads lack clear space or separation for different users, leading to unpredictable or unsafe behavior—especially on rural roads with no sidewalks or shoulders. Cited roads include **Bellfountain Rd, NW Scenic Dr, Applegate St,** and **NW Blodgett Rd**.

## 8. PEDESTRIAN CROSSING SAFETY (10 MENTIONS)

Concerns were raised about the lack of safe pedestrian crossings, particularly on fast-moving rural roads. People mentioned long distances between marked crosswalks, limited lighting, and insufficient time to cross. Noted examples included **N 9th St, NW Rivergreen Ave, NW Scenic Dr,** and **Pioneer St**.

## 9. SIDEWALK GAPS/CONDITION (6 MENTIONS)

Several comments highlighted missing or broken sidewalks, particularly near schools and residential areas. These gaps force people walking into the street and pose barriers to accessibility for those using strollers or mobility aids. Noted areas were **NW Harrison Blvd, NE Conifer Blvd, Soap Creek Rd** and **NW Scenic Dr**.

## 10. SCHOOL ZONE SAFETY (6 MENTIONS)

Parents and other residents expressed concern about traffic conditions near schools—citing speeding, poor signage, and a lack of designated drop-off zones or crossing guards. The most commonly cited location was near **Oak Grove Elementary School**.

## 11. NIGHT SAFETY CONCERNS (5 MENTIONS)

Limited lighting on rural roads and at intersections was cited as a safety concern, particularly for pedestrians and cyclists. Some respondents reported feeling unsafe walking or biking after dark and early mornings due to visibility and lack of streetlights. Examples included intersections along **NW West Hills Rd, NW Rivergreen Ave,** and **NE Conifer Blvd**.

# Appendix B

## 12. OTHER (5 MENTIONS)

A small number of comments did not fit into common themes but included requests for wildlife crossings, litter cleanup, or enforcement of truck routes.

## 13. RIGHT-OF-WAY CONFUSION (3 MENTIONS)

Unclear signage or non-standard intersections created confusion about who has the right-of-way. Locations mentioned were the intersection at **US-34/NW Van Buren Ave/NW Harrison Blvd/NW Monroe Ave**, as **SW Western Blvd (between SW 5th St & SW 4th St)**, and **NW Oak Grove Dr & NW Scenic Dr**.

## 14. FLOODING/WEATHER HAZARDS (3 MENTIONS)

Poor drainage and flood-prone areas were flagged as dangerous in wet or icy conditions. Locations noted were **OR-99W & Tampico Rd**, **Bellfountain Rd & Llewellyn Rd**, and **SW Airport Ave & Bellfountain Rd**.

## 15. CUT-THROUGH TRAFFIC (1 MENTION)

One comment identified **Tampico Rd** as a shortcut used by drivers avoiding congestion, raising concerns about increased volumes and speeding on rural streets.

*Note: The “Transit Access Challenges” theme was defined in the coding but received no mentions in the comments and is thus not included in this summary.*

# Appendix

## **CONTENTS**

SECTION 1: TOP HIGH INJURY NETWORK (HIN) LOCATIONS

SECTION 2: HOT SPOT LOCATIONS (NOT IN HIN)

# Appendix B

## **SECTION 1: TOP HIGH INJURY NETWORK (HIN) LOCATIONS**

**FREQUENTLY COMMENTED LOCATIONS WITHIN THE HIGH INJURY NETWORK**

# Appendix B

## TOP HIGH INJURY NETWORK SEGMENTS

For HIN segments that also correspond to the City of Corvallis, see the City of Corvallis safety comment map summary.

	SEGMENT NAME	COMMENT COUNT	HIN REF #
1	US 20 (COUNTY BOUNDARY TO CORVALLIS CITY LIMITS)	9	7
2	BELLFOUNTAIN RD (AIRPORT AVE TO LLEWELLYN RD)	8	60
3	FERN RD (POWDERHOUSE RD NORTH TO POWDERHOUSE RD SOUTH)	5	42
4	RYALS AVE (BIRCH LN TO INDEPENDENCE HWY)	4	53
5	INDEPENDENCE HWY (PETTIBONE DR TO US 20)	2	46
6	OR 99W (CAMP ADAIR RD TO ADAIR FRONTAGE RD NORTH)	2	50

### 1. US 20 (County Boundary to Corvallis City Limits) (9 comments)

#### Concerns Noted:

- High-speed traffic and lack of turn lanes make turning into places like Hyak Park or onto Scenic Drive difficult, especially for vehicles with trailers.
- Cyclists report narrow bridge shoulders with no buffer from fast-moving cars.
- Requests include extending paths, improving sight lines, and adding turn lanes or bike infrastructure.

### 2. Bellfountain Rd (Airport Ave to Llewellyn Rd) (8 comments)

#### Concerns Noted:

- Road surface is rough, with crumbling asphalt and lack of adequate shoulder.
- Blind corners and poor sightlines create dangerous conditions for all users.
- High-speed truck traffic, especially from logging operations, increases risk.
- Cyclists describe near misses and call for continuous bike lanes along this entire corridor.

### 3. Fern Rd (Powderhouse Rd North to Powderhouse Rd South) (5 comments)

#### Concerns Noted:

- Narrow lanes and sharp curves leave little room for error.
- Drivers frequently speed through dangerous blind turns.

# Appendix B

- Shoulders are narrow or completely missing.
- Areas lack proper grading for steep curves and guard rails.

## **4. Ryals Ave (Birch Ln to Independence Hwy) (4 comments)**

### **Concerns Noted:**

- Shoulder conditions are poor—gravel, uneven, and not usable for biking.
- Drivers expect cyclists to use the shoulder (when there is none—gravel area).
- Cyclists are forced into the travel lane due to surface conditions.
- Visibility/limited sight distance is also a concern at intersecting locations.

## **5. Independence Hwy (Pettibone Dr to US 20) (2 comments)**

### **Concerns Noted:**

- Drivers heading south don't anticipate the Pettibone intersection, contributing to unsafe speeds.
- Northbound visibility is limited by a blind hill, making it difficult to safely pass around people biking.

## **6. OR 99W (Camp Adair Rd to Adair Frontage Rd North) (2 comments)**

### **Concerns Noted:**

- Heavy industrial truck traffic from all directions creates frequent conflict points.
- Slip lanes and limited visibility make it difficult to safely enter or cross the intersection at Coffin Butte Rd.
- Large trucks often obscure sightlines for smaller vehicles.

# Appendix B

## TOP HIGH INJURY NETWORK INTERSECTIONS

For HIN intersections that also correspond to the City of Corvallis, see the City of Corvallis safety comment map summary.

	INTERSECTION NAME	COMMENT COUNT	HIN REF #
1	INDEPENDENCE HWY & METGE AVE	4	43
2	RYALS AVE & INDEPENDENCE HWY	2	14
3	OR 99W & CAMP ADAIR RD	2	29

### 1. Independence Hwy & Metge Ave (4 comments)

#### Concerns Noted:

- Heavy truck traffic (especially from Coffin Butte) is frequent and fast-moving.
- Narrow shoulders, hills, and dips make the road dangerous for all users—especially cyclists and pedestrians.
- Lack of consistent bike facilities and inadequate enforcement of speed and littering worsen safety.
- Residents recommend wider shoulders, reduced speed limits, and traffic patrols to improve safety.

### 2. Ryals Ave & Independence Hwy (2 comments)

#### Concerns Noted:

- Limited visibility when turning from Ryals onto Independence Hwy, especially due to hills.
- Southbound dip on Independence Hwy obscures oncoming traffic.
- High vehicle speeds create a hazardous environment for drivers turning left.

### 3. OR 99W & Camp Adair Rd (2 comments)

#### Concerns Noted:

- Heavy dump truck and industrial traffic from all directions.
- Slip lanes and turning trucks create multiple conflict points.
- Large vehicles often block sightlines for those entering the intersection.

# Appendix B

## **SECTION 2: HOT SPOT LOCATIONS (NOT IN HIN)**

---

### **FREQUENTLY FLAGGED INTERSECTIONS OUTSIDE THE HIGH INJURY NETWORK**

# Appendix B

## HOT SPOT LOCATIONS (NOT IN THE HIGH INJURY NETWORK)

The following list summarizes five intersections and corridors in Benton County that received four or more community comments that do not correlate to a HIN intersection.

### 1. OR-99W & Tampico Rd (7 comments)

#### Concerns Noted:

- High vehicle speeds and limited sight distance make left turns onto Tampico extremely dangerous.
- The left turn lane on OR-99W is too short for highway speeds, forcing drivers to slow or brake abruptly.
- Multiple commenters describe “white-knuckle” near-misses, especially with trailers or during fog.
- Sight lines from Tampico are obstructed by hills.

### 2. NW Oak Grove Dr & NW Scenic Dr (6 comments)

#### Concerns Noted:

- Drivers are confused; a three-way stop is suggested for clarity and safety.
- Cars speed near the school, endangering kids—calls for lower limits or crossing guards.
- Crosswalk feels unsafe; requests for islands or extended school zone.

### 3. OR-99W & NE Arnold Ave (5 comments)

#### Concerns Noted:

- Drivers turning left or right face poor visibility and fast-moving traffic.
- A large tree obstructs views of southbound vehicles approaching around a bend.
- Traffic volumes and speed make it difficult to find safe gaps to turn.

### 4. OR-99W & NW Ryals Ave (4 comments)

#### Concerns Noted:

- Increased traffic from Calloway Creek subdivision has made the Ryals Rd & OR 99W intersection more dangerous.
- Lack of turn lanes or refuge areas creates challenges, especially for left turns during peak hours.
- Multiple near misses reported; commenters fear a serious crash if improvements aren't made.

### 5. NW Gibson Hill Rd & NW Scenic Dr (4 comments)

#### Concerns Noted:

- Intersection is awkward and high-traffic; many call for an all-way stop.
- Right turns from Gibson Hill occur without stopping, creating safety issues.
- Drivers frequently cut corners or run stop signs, especially when turning at speed.

# Appendix C - In Person Activities Engagement Summary

## BENTON COUNTY TRANSPORTATION SAFETY ACTION PLAN

DATE: November 14, 2025

TO: Project Team

FROM: Franziska Elliott and Tuyen Ta | JLA

SUBJECT: Fall 2025 Community Engagement Summary

---

### OVERVIEW

---

The project team participated in various meetings and fall events via an information booth in areas within Benton County to promote the Transportation Safety Action Plan (TSAP) project to people who live, work, and recreate in the County. These events included:

- Philomath Fire & Rescue and Strengthening Rural Families Open House and Health Fair
- Oregon State University's Transportation Services Department
- Albany Saturday Farmers Market
- Corvallis Saturday Farmers Market
- Mid-Valley Bicycle Club meeting
- North Albany Neighborhood Association meeting



These fall engagement events were in addition to the November 4 joint open house with the City of Corvallis's Safe Streets for All (SS4A) project, which gave community members a chance to learn about proposed high-priority projects and safety strategies in both jurisdictions.

The goal of these outreach events was to share the TSAP project's nine ranked project locations and countywide strategies aimed at reducing serious and fatal crashes.

The project team heard community feedback on the recommended improvements and strategies and **engaged with more than 211 total community members across all events.**

### ADVERTISING

---

The County advertised the project and in-person open house through the following channels:

- Social media, including:

# Appendix C

- Facebook
- Instagram
- Nextdoor
- City e-newsletters (October 2025 and November 2025)
- Email outreach to organizations and PTAs previously emailed in Spring 2025
- Interested party interviewees from interviews conducted in Spring 2025
- Benton County Health Department outreach

## OUTREACH

---

### PHILOMATH FIRE & RESCUE AND STRENGTHENING RURAL FAMILIES OPEN HOUSE AND HEALTH FAIR

Saturday, October 11, 2025, 11:00 AM - 2:00 PM  
*Philomath Fire & Rescue Station 201*

#### Community member interactions: ~40

The project team, Gary Stockhoff (Benton County) and Tuyen Ta (JLA Public Involvement), interacted with community members and shared information about the TSAP and the upcoming open house. Two display boards highlighted high-priority project locations and emphasis area strategies. A flyer to promote the in-person open house was distributed. Sign-in sheets were available for people interested in receiving project email updates.



**Key themes:** Strong support for safety improvements on Bellfountain Road, Fern Road, and West Hills Road, citing issues such as speeding, sharp curves, lack of bicycle shoulders, and feeling unsafe exiting driveways. Additional concerns included distracted drivers and poor sightlines on Benton County roads.

### OREGON STATE UNIVERSITY'S TRANSPORTATION SERVICES DEPARTMENT



Monday, October 13, 2025, 11:30 AM - 2:30 PM  
*Oregon State University*  
*(outside Arnold Dining Hall)*

Note: This was a joint tabling opportunity with OSU's Transportation Services and Public Safety

#### Community member interactions: ~40

The project team, Franziska Elliott (JLA Public Involvement) and Tuyen Ta promoted the joint open house with the City of Corvallis's Safe Streets for All (SS4A) project to nearly 40 students.

# Appendix C

## ALBANY SATURDAY FARMERS MARKET

Saturday, October 18, 2025, 10:00 AM - 12:00 PM  
*Albany Farmers Market*

Note: This was a joint tabling opportunity with the Corvallis to Albany Shared Use Path Project.

### Community member interactions: ~55

The project team, Laurel Byer (Benton County) and Tuyen Ta, chatted with community members and shared an update on the project and the upcoming open house. Two display boards highlighted high-priority project locations and emphasis area strategies. A flyer was distributed to promote the in-person open house. Sign-in sheets were available for people interested in receiving project email updates.

**Key themes:** Community members supported safety improvements on Independence Hwy and Springhill Dr, describing them as scary for driving and biking due to speeding and unsafe conditions.



## CORVALLIS SATURDAY FARMERS MARKET

Saturday, October 18, 2025, from 10:00 AM to 12:00 PM  
*Corvallis Farmers Market*

Note: This was a joint tabling opportunity with the Corvallis to Albany Shared Use Path Project.

### Community member interactions: ~32

The project team, Franziska Elliott and Mac Gillespie (Benton County), spoke with community members and shared information at the Corvallis Farmers Market. Since this Farmers Market took place in Corvallis, the team showcased display boards featuring high-priority project locations for both the City of Corvallis and Benton County. A flyer was distributed to promote the joint in-person open house and sign-in sheets were available for those interested in receiving project email updates.

**Key themes:** Community members expressed appreciation for recent improvements at Hwy 20 & Granger Ave and provided feedback at Ryals Ave/Independence Hwy, noting that the gravel shoulder on Ryals Avenue is unsuitable for biking.



# Appendix C

## MID-VALLEY BICYCLE CLUB MEETING

Monday, October 20, 2025, 7:00 PM - 8:30 PM via Zoom

**Number of attendees:** 35 (25 members online and 10 members in-person)

Laurel Byer participated in person, while Franziska Elliott and Tuyen Ta joined virtually and supported the online discussion. Laurel presented a PowerPoint outlining the project's process, the high-priority project locations and proposed countermeasures, and countywide strategies. Laurel also handed out half-sheet flyers to promote the in-person open house.

**Key themes:** Bike safety considerations including log truck traffic on Fern Road; driver confusion around the multi-use path on 53rd Street; widening shoulders; recommendations for rumble strips and pullouts; and adding 'Share the Road' signs and sharrows on Bellfountain Road, Fern Road, and King Valley Highway.

## NORTH ALBANY NEIGHBORHOOD ASSOCIATION MEETING

Thursday, November 6, 2025, 3:00 PM - 4:00 PM  
*North Albany Community Church*

**Number of attendees:** 9

Laurel Byer, Franziska Elliott, and Tuyen Ta, attended in person and set up seven display boards showcasing the high-priority project locations and their recommended countermeasures, countywide strategies, and multimodal improvements. All members provided verbal feedback and/or written comments. Many walked up to view the boards and took flyers promoting the online open house to share with others.

**Key themes:** Concern that crash data does not reflect recent spikes in North Albany; driver behaviors; road sweeping to include shoulders on Independence Highway for safer biking; and education for older drivers and teens.





## BENTON COUNTY TRANSPORTATION SAFETY ACTION PLAN

DATE: December 1, 2025  
TO: Project Team  
FROM: Franziska Elliott; Tuyen Ta; Jessica Pickul | JLA Public Involvement  
SUBJECT: Benton County Fall Feedback Summary  
Open House & Online Open House #2

---

Benton County is developing a Transportation Safety Action Plan (TSAP) to help prevent crashes and reduce serious injuries and fatalities on County roads. The TSAP will identify key safety issues and recommend targeted strategies to improve conditions for everyone who walks, bikes, rolls, drives, or uses transit across the county. Benton County collected community feedback through a second series of in-person and online engagement opportunities in fall 2025.

### ONLINE OPEN HOUSE

To gather feedback on the recommended safety improvements, Benton County hosted a second online open house from November 4 through November 25, 2025. This online open house presented the draft Transportation Safety Action Plan (TSAP) recommendations, including the nine high-priority project locations, proposed multimodal corridor improvements for Springhill Drive and Bellfountain Road, and countywide safety strategies focused on the five emphasis areas (roadway and lane departures, risky driving behaviors, intersections, aging drivers, and bicyclists).

Participants could review recommended improvements for each project location; learn about the proposed approaches to improving biking safety on key rural roads where freight and bicycles share space; and explore draft strategies intended to reduce serious and fatal crashes countywide.

The online open house was available in both English and Spanish and received 264 combined views and 24 survey submissions. The feedback gathered will be incorporated into the final TSAP and will help refine project priorities and safety strategies across Benton County.

### HIGH PRIORITY PROJECT LOCATION FEEDBACK

---

To gather input on the high-priority project locations, the online open house presented a description of the recommended safety improvements for each of the nine locations and then provided an open-ended comment box for participants to share their thoughts (“*Do you have feedback on the proposed safety improvements?*”). Below is a summary of the responses.

#### 1. INDEPENDENCE HIGHWAY – SYSTEMIC SAFETY IMPROVEMENTS

# Appendix D

- Strong support for widening shoulders along the full corridor, especially on hills and curves with limited visibility.
- Concern that profiled or rumble-style edge lines would push cyclists into traffic in areas where the shoulder is still narrow.
- One respondent expressed concern about pavement damage from heavy truck traffic between Metge Ave and Highway 20 and whether this has contributed to any accidents.
- Request for planting more trees along Independence Highway to create a visual narrowing effect to encourage slower, more attentive driving.

## 2. INDEPENDENCE HIGHWAY AT RYALS AVENUE

- One respondent shared concern about sight-distance issues caused by a berm on the southwest corner and requested the County require the property owner to flatten the berm.
- Request for clearer explanation on what changes will happen to Independence Highway to “flatten the vertical curves” and an explanation of what vertical curves are.

## 3. INDEPENDENCE HIGHWAY (US 20 TO SPRINGHILL DRIVE)

- Strong support for smooth, wider shoulders to improve safety for people biking.
- Concern that profiled edge treatments would make conditions more hazardous for cyclists.
- One respondent acknowledges that driver behavior contributes to run-off-road crashes at this location, but wider shoulders still improve safety for all users.

## 4. BELLFOUNTAIN ROAD AT AIRPORT AVENUE AND LLEWELLYN ROAD INTERSECTIONS

- Support for smooth, wider shoulders to improve safety for people biking.
- Concern about limited sight distance at the Llewellyn–Bellfountain intersection; request to move the power pole on the northeast corner because it obstructs the view of northbound traffic.
- Support for improvements throughout the Bellfountain corridor, citing it as a major road for cyclists and drivers.
- Preference for prioritizing lane realignment to visually narrow the roadway and help slow traffic.

## 5. SULPHUR SPRINGS ROAD (FOREST SPRINGS LANE TO WILDVIEW PLACE)

- Support for wider shoulders to improve safety and comfort.
- Request for clearer explanation of “profiled edge lines” and how they would function.

## 6. SPRINGHILL DRIVE (WESTMINSTER WAY TO ALBANY UGB)

- Support for adding smooth, wider shoulders to improve safety for people biking.
- Concern that profiled edge lines would reduce usable space for cyclists and increase noise for nearby residents.
- Support for speed feedback signs to help manage driver speeds.

## 7. SPRINGHILL DRIVE (FERGUSON DRIVE TO NORTH ALBANY UGB)

- Support for adding smooth shoulders, sidewalks, and bike facilities to improve safety for people walking and biking.
- Concern about speeding through this segment and interest in measures that meaningfully slow traffic.

# Appendix D

- Preference for roadway designs that visually narrow the corridor (such as trees or physical barriers) to encourage safer driving behavior.

## 8. FERN ROAD (POWDERHOUSE ROAD NORTH TO POWDERHOUSE ROAD SOUTH)

- Support for wider, smoother shoulders or bike lanes to improve safety for people biking.
- Concern that guardrails or profiled edge lines would push cyclists into the travel lane; preference for flat, usable shoulders.
- Interest in adding mirrors or other visibility improvements on curves.
- Concern about steep, abrupt pavement edges that leave little room for driver recovery and create hazardous conditions.

## 9. WEST HILLS ROAD (RESERVOIR AVE TO 19TH ST)

- Support for adding smooth shoulders to improve safety for people biking.
- Desire for stronger speed-reduction measures and driver awareness due to the history of serious and fatal crashes.

At the end of the project location page, respondents were also given the opportunity to provide additional feedback: *“Are there other comments or ideas you have around the proposed safety improvements you would like the County to consider?”* Below is a summary of those comments.

### ADDITIONAL COMMENTS

- Support for improving and maintaining multiuse paths (e.g., Midge Cramer Trail, Bald Hill, Walnut Boulevard), which several respondents described as deteriorated and unsafe.
- Requests to resurface the short segment of Oak Grove Drive near Oak Grove Elementary due to long-standing pavement concerns.
- Concern that shoulder or edge-line rumble strips create hazards for people walking and biking, particularly where shoulder space is limited.
- Concern about noise and livability impacts from centerline rumble strips near homes.
- Support for upgrading Springhill Drive from Country Club Lane to Highway 20, including sidewalks and improved traffic control at Springhill–Hickory.
- Concern about adding profiled edges would increase risks for cyclists in areas where the shoulder is not rideable.
- Strong support for exploring a Rails-to-Trails connection on the Bailey Branch line to create a safer north–south route between Corvallis and Monroe.
- Request to address the long-standing sight-distance issue caused by the berm at Independence Highway and Ryals Avenue.
- Support for roadway designs that visually narrow streets (such as adding trees, landscaping, or protected bike lanes) to slow drivers and improve safety.
- Support for safety improvements along Bellfountain Road, including better visibility at the Llewellyn and Airport intersections (e.g., vegetation removal and improved rumble strips).
- One respondent asked why the entire Springhill corridor (all the way to Highway 20) was not recommended for improvements.

### MULTIMODAL CORRIDOR FEEDBACK

---

To collect feedback on the recommended multimodal corridor improvements, the online open house summarized the proposed safety solutions for Springhill Drive and Bellfountain Road, the two roads the County is focusing on for the most impactful safety improvements to enhance biking safety.

# Appendix D

Participants were then provided open-ended text boxes for each corridor to comment on how well the proposed improvements address the issues they have experienced or observed.

## SPRINGHILL DRIVE

- Preference for wider shoulders along the entire corridor to improve safety and separation between people biking and driving.
- Support for a radar-activated warning system to alert drivers when cyclists are present; some interest in ensuring it also detects pedestrians.
- Concern about safety at the Springhill–Hickory intersection and desire for additional traffic control at this location.
- Concern that radar and widening the roadway will not slow drivers; preference for protected bike facilities or roadway designs that visually narrow the corridor and reduce speeds.

## BELLFOUNTAIN ROAD

- Strong support for widening shoulders or adding bike lanes, especially south of Airport Road and through curve areas where bicycling currently feels unsafe.
- Appreciation for proposed improvements and recognition that the corridor needs substantial upgrades to support safer biking and driving.
- Support for exploring alternatives, such as converting the Bailey Branch rail right-of-way as a potential shared-use path, noted as a quieter and safer north–south route to riding on Bellfountain Road.
- Suggestions to extend a future multiuse path to Decker Road to serve destinations such as Muddy Creek School.
- Interest in routing heavy trucks away from segments with high bicycle activity to reduce conflict (e.g., from SW Plymouth to Decker Road).

## SAFETY STRATEGIES FEEDBACK

---

For the countywide safety strategies, the online open house outlined the five emphasis areas (roadway and lane departures, risky driving behaviors, intersections, aging drivers, and bicyclists) and described potential strategies associated with each.

Participants were given open-ended opportunities to suggest additional ideas the County should consider and to identify community groups or organizations the County should partner with when implementing these strategies. The suggestions are summarized below into key theme categories.

### Roadway Design

- Support for adding physical or visual design cues, such as landscaping or roadway narrowing, to alert drivers to upcoming changes (e.g., intersections) and encourage slower, more attentive driving.
- Desire to remove the roadway divider at Oak Grove Drive and Scenic Drive due to turning-movement safety concerns and the belief that it no longer serves a purpose.

### Bike Facilities and Shoulder Treatments

- Concern that vertically raised or profiled edge strips near shoulders are hazardous for cyclists and should only be used where adequate shoulder width exists.
- Support for creating a Rails-to-Trails connection to Monroe and opening the gated Starr Creek Road to cycling to provide quieter, safer alternatives to Bellfountain Road.

# Appendix D

## Enforcement and Driver Education

- Concern that speed signs and radar alone are ineffective at influencing driver behavior.
- Interest in increased enforcement on rural roads using speed cameras, especially to address high-speed motorcycle and muscle-car groups on weekends.
- Questions about whether driver education is still taught in high schools.
- Support for bicycle-safety training for truck drivers working for industrial or forestry firms.
- Suggestion to engage local cycling clubs about group riding behavior and to post informational signs at cyclist destinations such as Hyatt Farm Store.

## RECOMMENDED COMMUNITY PARTNERS

- Mid-Valley Bicycle Club (MVBC)
- Bicycle organizations at Oregon State University
- Safe Streets Corvallis
- Greenbelt Land Trust
- Corvallis Sustainability Coalition
- Community groups and neighborhood associations involved in active transportation

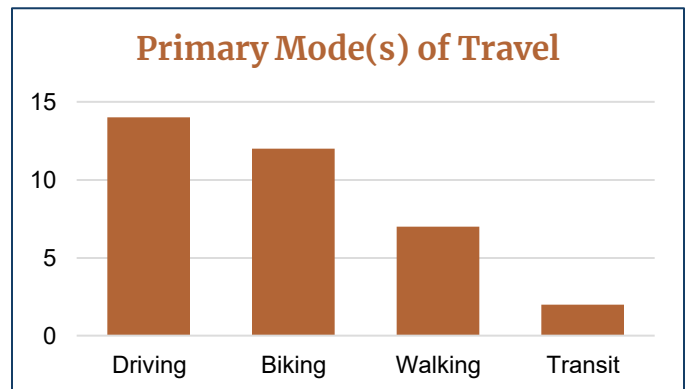
## DEMOGRAPHIC INFORMATION

A total of 16 community members responded to the optional demographic questions. These responses help the project team understand who participated in the process and identify any gaps in representation. The following section summarizes respondent demographics, including age, race and ethnicity, disability status, and primary modes of travel. “Prefer not to answer” responses are included in counts to reflect the full response profile.

### PRIMARY MODE(S) OF TRAVEL

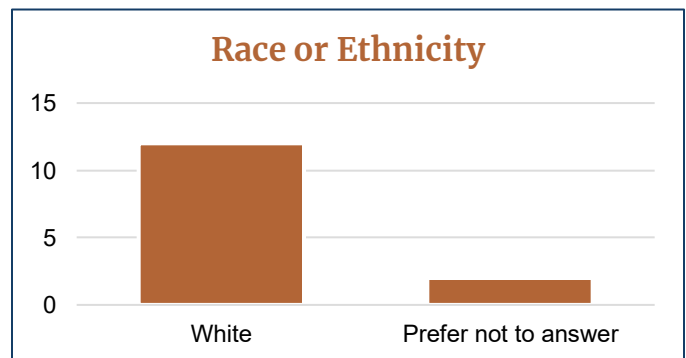
*(Multiple selections allowed; all modes separated and counted individually)*

- **Driving:** 14
- **Biking:** 12
- **Walking:** 7
- **Transit:** 2
- **Other:** 0



### RACE OR ETHNICITY

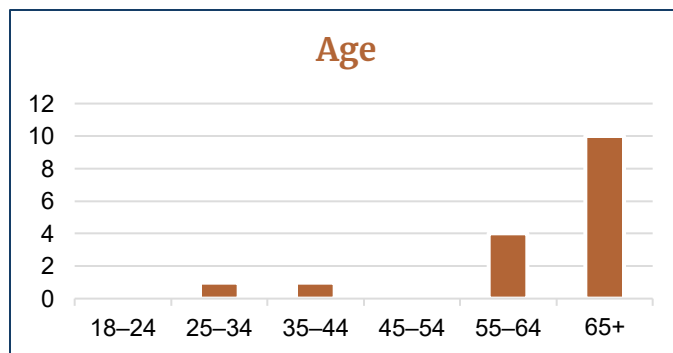
- **White:** 12
- **Asian or Asian American:** 0
- **Hispanic / Latino/a/x:** 0
- **Black or African American:** 0
- **American Indian / Alaska Native:** 0
- **Middle Eastern or North African:** 0
- **Native Hawaiian or Pacific Islander:** 0
- **Prefer not to answer:** 2



# Appendix D

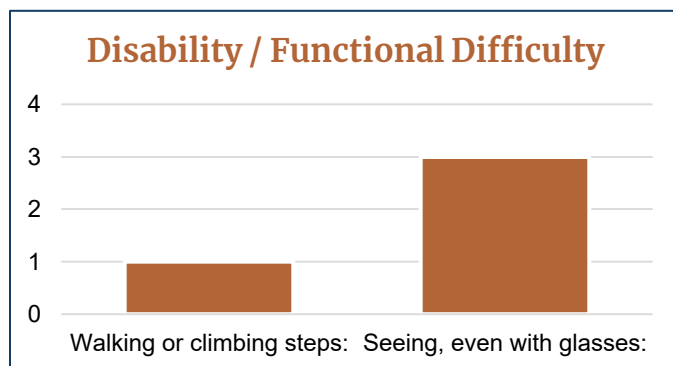
## AGE

- 18–24: 0
- 25–34: 1
- 35–44: 1
- 45–54: 0
- 55–64: 4
- 65+: 10



## DISABILITY / FUNCTIONAL DIFFICULTY

- Difficulty seeing (even with glasses): 3
- Difficulty walking or climbing steps: 1
- Difficulty hearing: 0
- Difficulty remembering or concentrating: 0
- Difficulty with self-care: 0
- Difficulty communicating: 0
- Prefer not to answer: 0



## IN PERSON OPEN HOUSE

Benton County hosted a second joint open house with the City of Corvallis for their Transportation Safety Action Plan (TSAP) on Tuesday, November 4, 2025, from 5-7pm at the Corvallis Community Center (2601 NW Tyler Ave, Corvallis, OR 97330). Community members learned about the identified high-priority project locations and the proposed improvements, as well as countywide strategies to enhance safety for all users. They had an opportunity to speak with project staff and share feedback on the recommendations.

### Number of Attendees: 82

*(68 community members + 14 staff)*

## HOW DID YOU HEAR?

- Email / Newsletter
- Social Media: Facebook
- Word of Mouth: Friends / Family / Neighbors
- City of Corvallis Council Meeting
- Benton County TSAP and Corvallis SS4A Task Force committees
- Corvallis Community Center
- Community Orgs: HOA, SAFE
- Benton County Health Department
- Oregon State University
- Corvallis Farmers Market

## NUMBER OF COMMENTS

- Project locations: 24 comments
- Safety strategies: 9 comments

## WRITTEN PROJECT LOCATION COMMENTS

*Note: some respondents checked multiple boxes; those comments have been consolidated*

# Appendix D

## 1. INDEPENDENCE HIGHWAY – SYSTEMIC SAFETY IMPROVEMENTS

- Support for adding rumble strips with smooth shoulders.
- Widen shoulders by narrowing travel lanes to both slow drivers.
- Use lane markings (e.g., dashed lines) to better guide turning movements on curves.

## 2. INDEPENDENCE HIGHWAY AT RYALS AVENUE

- Install a flashing warning light for northbound vehicles approaching the intersection.
- Apply the same shoulder-widening and turn-guidance concepts noted for the broader Independence Highway segment (and all project locations).

## 3. INDEPENDENCE HIGHWAY (US 20 TO SPRINGHILL DRIVE)

- Concern that heavy truck traffic makes this stretch unsafe or uncomfortable for people biking.

## 4. BELLFOUNTAIN ROAD AT AIRPORT AVENUE AND LLEWELLYN ROAD INTERSECTIONS

- Add a weight limit on Fern Road to shift freight traffic to Bellfountain.
- Improve sight distance for drivers traveling east on Airport Avenue looking south on Bellfountain (currently impacted by hill).
- Continue widening and repairing shoulders between Airport and Llewellyn to address broken pavement, edge deterioration, and recurring potholes.

## 5. SULPHUR SPRINGS ROAD (FOREST SPRINGS LANE TO WILDVIEW PLACE)

- Maintain road edges, fix holes, and refresh white edge lines for clarity.
- At Highland Road & Lewisburg Road, improve left-turn safety (e.g., consider a dedicated turn lane or mirror) to address visibility issues.

## 6. SPRINGHILL DRIVE (WESTMINSTER WAY TO ALBANY UGB) &

## 7. SPRINGHILL DRIVE (FERGUSON DRIVE TO NORTH ALBANY UGB)

- Restrict large trucks on Springhill Drive.

## 8. FERN ROAD (POWDERHOUSE ROAD NORTH TO POWDERHOUSE ROAD SOUTH)

*Note: This project location received the most comments with 10 mentioned out of the 24 total comments.*

- Questions and concerns about rumble strip noise impacts on nearby homes.
- Request to reduce the speed limit (e.g., to 45 mph) due to bike traffic, blind hills, blind curves, and history of crashes and fatalities.
- Concern that the road is too narrow for both trucks and bikes; suggestions to reduce truck traffic or limit truck routes.
- Requests to add or improve guardrails near the slide area and along steep/blind curve sections.
- Note of deer crossings and icy conditions at blind curves (e.g., near Powerhouse) as key risk areas.
- Concern about overall traffic noise, in particular from truck engines, and the added stress it causes for residents.

# Appendix D

## GENERAL COMMENTS

### **Alsea / West County Coverage**

- Request that County-managed portions of OR 34 (Alsea Highway) and nearby county roads receive safety investment.
- Questions about how roads in areas like Summit and Blodgett are being addressed.
- Concern about increased traffic associated with the planned Hubert K. McBee Park and Campground.

## SAFETY STRATEGY SUGGESTIONS (POST-IT NOTES)

---

### KEY THEMES

#### **Emergency Response**

- Improve roadway design to help emergency responders reach crash locations more quickly.

#### **Shoulder Design & Bicyclist Safety**

- Use shoulder designs that work safely and comfortably for bikes; design rumble strips and shoulder treatments so they do not force people biking into travel lanes.
- Avoid profiled treatments directly on fog lines or at the very edge where bikes need to travel.
- Ensure shoulders are not crumbling (cited specifically as a problem on Fern Road).
- Widen shoulders to improve conditions for bicyclists.

#### **Speed Enforcement & Driver Education**

- Enforce existing speed limits to improve safety on rural corridors.
- Provide education reminding drivers to share the road with people biking.

#### **Sight Distance & Visibility**

- Add mirrors or similar treatments at intersections or locations with limited sight lines to improve visibility.

# Appendix E - TSAP Comment Log

## TSAP COMMENT LOG

### TSAP Website Comment Form:

- What would it take to have a seasonal bus route to MTB trailheads in and near Corvallis? . I am thinking, stops at Crescent Valley High (thus adjacent to Jackson Creek trail entrances), Lewisberg Saddle (which it is very unsafe to ride to up and down on the Soap Creek paved hills), Oak Creek (a great many cars and bikes mix at the entrance, this is esp bad for younger kids), Chip Ross Park (same, plus takes some bikes off Highland).
- A portion of the bike path along NW Walnut Blvd. between MLK Park and NW Harrison Blvd. is in need of repair. This stretch is a few hundred yards (?) long at most and is just north of the entrance to the OSU Equestrian Center. The fill beneath the path is slumping down. The path is full of cracks which have both opened and had the west-side move down several inches. It is like riding over a small active landslide and is inviting a crash. Thank you for the opportunity to provide input.
- One of the worst sections of paved surface in Benton County is located on Fern Road between Llewellyn and Airport Roads. This stretch exhibits nearly every form of asphalt degradation—from subsidence to extensive alligator cracking. It appears the contractor responsible for the most recent resurfacing may have run short on materials, resulting in patchwork paving. There are numerous rough transitions where thin layers of new asphalt meet the older surface beneath, creating an unpredictable and uncomfortable ride. Simply chip sealing this segment would not address the underlying structural issues.
- Additionally, there has been a recurring practice in the county of surface grinding the travel lanes before chip sealing or repaving. The coarse grindings are then spread along the shoulder to widen the roadway and create what appears to be a bike lane outside the fog line. However, these grindings are often applied to an unprepared base, and the material itself does not compact well. The result is a shoulder that looks like a bike lane but is not safely rideable. NW Ryals Avenue is a prime example of this issue, but the same approach is evident on multiple roads throughout the county. Some form of corrective repair is warranted. Given the extent of the surface failure, chip sealing alone is unlikely to provide a lasting or safe solution.
- There should be a two-way bike route that connects downtown to campus on Madison. The current route requires bikes to ride on the sidewalk for a couple of blocks.
- Highway 99, especially the intersection of Tampico and 99 as well as the intersections around Adair Village is an area of concern. Turn lanes/lights, reflectors, etc. are needed.

# Appendix F - Raw responses from Online Open House #1 and Interactive Safety Comment Map

## ROUND 1 ENGAGEMENT (SPRING 2025)

### ONLINE OPEN HOUSE #1 RESPONSES

---

**How do you typically travel on Springhill Drive, Independence Highway, Fern Road, and/or Bellfountain Road (car, truck, bike, etc.)? How often do you use these routes?**

- Daily on independence highway  
Several times a month on Bellfountain
- rarely these days
- i have been on all of those roads by car and by bike. i do not use any of them often. i used to bike ride bellfountain road and fern road often but don't anymore (because of life changes).
- Travel by car on Indy hwy and Springhill. Lots of cyclists, needs broader SMOOTH shoulder and/or pullouts. Travel by car and bike on Bellfountain and Fern. Lots of cyclists. Bellfountain needs broader smooth shoulder south of Airport. Fern needs shoulder, too.
- Occasionally bicycle - more often the north routes than south. Rarely drive by car but again the north more often than south.
- Car, 3-4 times/week
- I walk, bike and drive Scenic Dr in North Albany; over the years the trends are being followed on Scenic Dr; as local citizens are no longer feeling safe on Scenic Drive NW ..... We need to come together as a community to enforce Oregon's Basic Driving Rule ..... "You cannot drive at a speed that is unsafe for the current conditions, even if it is slower than the speed limit". ..... that is the law! and the speed limit needs to be posted at 35 MPH on Scenic Drive ..... The road is called Scenic Drive for a reason, it is a beautiful drive, with hills and curves and views .... and used by pedestrians of all ages, their pets, bicyclist, runners & joggers, wildlife ..... they should not have to fear for their life if they are out on Scenic Dr NW using the side of the road. WOW THE TRANDS SHOW THE TRUTH .... DRIVERS NEED TO SLOW DOWN !!!! IT IS THAT SIMPLE !!! OH YES, SPEED CAMERA'S PLACED ON SCENIC DR WOULD SLOW VEHICLES DOWN!! AND HOPEFULLY AID IS ARRESTING HIT AND RUN DRIVERS!!
- Almost daily on both Springhill and Independence.
- Daily
- "I drive a car/truck and ride a bike on Springhill & Independence (live in the area). 2-5x/week
- I ride bikes on Fern & Bellfountain but rarely drive there."
- Springhill daily! Sometimes on bike taking my life families life into play. We walk also on Springhill and have to go clear down into the ditch just to stay away from the speeding cars. Springhill road is a corridor that would be used by bikes and pedestrians more often it provides safe route. More people could transport downtown to jobs farmers market restaurants movies etc if there was a safe way to do it. Pedestrians and bike riders deserve a safe route thank you
- Bellfountain. by car

# Appendix F

**What safety concerns have you experienced or observed when large trucks and people biking share the roadway? Are there any specific improvements you think would make these roads safer for everyone?**

- When tractors on the road, vehicles get impatient and speed around them. If there were places where the tractors could temporarily pull over to let them pass it would reduce issues. Bicycles are annoying and most of the “racers or marathoners” on the country roads are JERKS because they ride side by side rather than tandem purposefully to create roadblocks.
- A big problem is when a vehicle/truck is overtaking a bike but can not move over because another vehicle/truck is coming in the opposite direction. There is not enough road width for a truck and a car and a bike at the same spot on the road. If a pickup is pulling a wide trailer it is even more of a problem.
- On all of those roads, I have experienced large trucks and regular vehicles (of varying sizes) come 1-2 feet to me when there are not oncoming cars. I have to guess some of these times are less about the drivers' driving situation and more about their mentality about sharing the road with bikers. What would be useful is a wider shoulder like the section on Bellfountain that is south of Chapel Drive up to the first hill. There's enough space there such that if an ornery driver wants to hug the white line, then I can at least have 1-2ft of room to move farther away from it.
- Aggressive motorists using compression release/jake brakes when alongside cyclists. No where to pull out for either.
- Vehicles passing bicycles when not safe to do so (oncoming traffic). Have also seen oncoming cars passing another oncoming car and thus being a bicycle with an oncoming car much too close for comfort. Specific for large trucks - hay haulers or logging trucks leaving debris: it's hard to keep your wits about you when you've just inhaled a mouthful of straw or a chunk of tree bark flies past your head. Not sure about improvements. The range of speeds on these roads seems very problematic. The joyriders that want to fly at 70 mph get upset at the folks out for a scenic drive and \*gasp\* drive under the speed limit. On top of that the cyclists going 10-25mph and daring to take up space on a road with no shoulder. One thought is better maintenance at the edge where cyclists ride. That means both street sweeping to remove debris, and addressing potholes. When I bike and have to focus on avoiding road hazards I know I am less able to ride defensively because I'm looking down only 10 feet in front of me at the road rather than my broader surroundings.
- Fern is dangerous to bike on, no shoulder/fog line. Many near misses observed. Bellfountain is slightly better, but speeds and limited sight distance (particularly at intersections at Airport and Llewellyn) is a factor on this road.
- I walk, bike and drive Scenic Dr in North Albany; over the years the trends are being followed on Scenic Dr; as local citizens are no longer feeling safe on Scenic Drive NW ..... We need to come together as a community to enforce Oregon's Basic Driving Rule ..... "You cannot drive at a speed that is unsafe for the current conditions, even if it is slower than the speed limit". ..... that is the law! and the speed limit needs to be posted at 35 MPH on Scenic Drive ..... The road is called Scenic Drive for a reason, it is a beautiful drive, with hills and curves and views .... and used by pedestrians of all ages, their pets, bicyclist, runners & joggers, wildlife ..... they should not have to fear for their life if they are out on Scenic Dr NW using the side of the road. WOW THE TRANDS

# Appendix F

SHOW THE TRUTH .... DRIVERS NEED TO SLOW DOWN !!!! IT IS THAT SIMPLE !!!  
OH YES, SPEED CAMERA'S PLACED ON SCENIC DR WOULD SLOW VEHICLES  
DOWN!! AND HOPEFULLY AID IS ARRESTING HIT AND RUN DRIVERS!!

- Not enough shoulder width. Not enough speed limit signs in Independence.
- People walking, bike riding and cars moving at high speeds. This is further complicated by school busses and school zones which drivers sometimes do not follow. Backed up traffic on Springhill makes it difficult to see pedestrians and bike riders.
- Springhill is/was a winding country road but people treat it as a high speed highway (see average speeds above). Commercial trucks, for the most part, drive reasonably on this road. Motorcycles and sports cars like the curves and speed through the turns at higher rates than posted. Impatient people following (and passing) slower vehicles appears to contribute to some of the unsafe passing, high speeds on Springhill.  
Independence Highway: Intersection of Ryals & Independence has poor visibility and increased traffic with the new development at Calloway Creek.  
Along the hills on Independence, minimal/poor quality shoulder creates a narrow road way for bikes to share with big trucks. Bikes go slower up hill and the hills create decreased visibility.  
Improvements: quality of shoulder. Enforcement of speed zones. Remote electronic signs don't seem to be enough.
- Trucks think they own the road and for some reason even homeowners driving trucks seems to get an attitude or power trip when behind the wheel and they will run your ass over in the blink of an eye. A segregated bike lane maybe using concrete barrier in between the road or lowering the speed limit or speed bumps or anything really that would offer pedestrians and bike riders safe passage.
- Speed of CARS appears problematic. CARS can make big problems for bicyclists.

**Want to share feedback with us but not on this map? Use the comment form below to share your thoughts.**

- Republic Services has filed a land use Conditional Use Permit request to open a new landfill on the South side of Coffin Butte Road. By opening this new working face, road use along Coffin Butte Road will be dominated by cross-traffic from commercial trash trucks coming in from Hwy 99W or Camp Adair Road, turning left across Coffin Butte Road, into the new dump. Heavy equipment and truck traffic will also move between the two dumps, making it dangerous and difficult for any through-traffic to travel on Coffin Butte Road.  
I am particularly concerned about public safety during an emergency, whether wildfire, landfill fire, or earthquake. With approximately 350 commercial trucks a day (based on Republic Services Coffin Butte landfill 2022 Annual Report) coming into and leaving Coffin Butte landfill, an average of 35 trucks per hour will be entering and exiting the dump over a 10-hour day. This steady influx of trash haulers will be difficult if not impossible for RS to divert during an emergency, causing trucks to stack up along the major evacuation routes: Hwy 99W, Independence Highway, and Camp Adair Road."
- Traffic congestion in Corvallis is a PROBLEM especially since the implementation of reduced lanes and silly road diets. This impediment is an issue for emergency vehicles.

# Appendix F

- The full length of Satinwood is a major venue for walkers, many with dogs. The 25mph signs are very rarely obeyed, in both directions. The 2 crosswalks near the Walnut end have helped safety but the excessive speed is an accident waiting to happen with so many pedestrians. Thank you for gathering input!
- Crossing 20/34 ANYWHERE in Philomath is difficult. 53rd @ Country Club is at an angle, dangerous to cross, especially East-West. Traveling by bike is dangerous along 20 From Philomath to Wren Hill, due to lack of shoulder. In general, I try to use the multi use paths, and frequently encounter aggressive ebike operators.
- Needed- safe bike path between walnut and crescent valley school... !!!!!
- "Walking, biking and driving Scenic Dr NW in North Albany from Gibson Hill Rd to Fir Grove Elementary, approximately a 2 1/2 mile segment; over the years the DANGEROUS trends are being followed on Scenic Dr NW; as local citizens are no longer feeling safe on Scenic Drive NW ..... We need to come together as a community to enforce Oregon's Basic Driving Rule ..... ""You cannot drive at a speed that is unsafe for the current conditions, even if it is slower than the speed limit"" ..... that is the law! and the speed limit needs to be posted at 35 MPH on Scenic Drive ..... The road is called Scenic Drive for a reason, it is a beautiful drive, with hills and curves and views .... and used by pedestrians of all ages, their pets, bicyclist, runners & joggers, wildlife ..... they should not have to fear for their life if they are out on Scenic Dr NW using the side of the road.  
WOW THE TRENDS SHOW THE TRUTH .... DRIVERS NEED TO SLOW DOWN !!!! IT IS THAT SIMPLE !!! OH YES, SPEED CAMERA'S PLACED ON SCENIC DR WOULD SLOW VEHICLES DOWN!! AND HOPEFULLY AID IN ARRESTING HIT AND RUN DRIVERS!!"
- "T" intersection of Gibson Hill Road and Scenic Drive needs to have stop correction. Very confusing and high risk as currently marked. Should be no stops/full right of way for Scenic, and one stop sign for Gibson Hill as it T's into Scenic. Lots of near misses as people try to sort out the "free right except, oncoming traffic does not yield" etc. Very unclear and people don't always know what to do. Have been in near misses. Could be an easy fix.
- Cannot overstate the danger of this narrow section that is also in terrible "patch" condition. Impossible to give oncoming vehicles more room if necessary (maintenance, RV, trash). Frequently must cold stop and carefully navigate around each other. Pedestrians and cyclists are in extreme danger. No shoulder or safe exit strategy. Animals cross at the creek and frequently hit at night. Drivers speed at dangerous levels, rough surface throws vehicles off their lane. Someone will die soon. Development means more traffic coming as Metge is the shortcut from N. Albany to Independence Hwy, 99 W, and commuting to Corvallis.
- Going from hwy 20 to Springhill can be tricky to see peds and bike riders and some people drive too fast for the intersection.
- I was unable to add the comment to the map. At Springhill near Scenic farm vehicles pulling out of driveways have poor visibility through curves. Much of the traffic exceeds posted speed limits creating multiple near misses. Mailbox was hit 2x in less than 6 months. Moved it closer to Scenic and it only got hit 1x after that (~2 years ago.)"

# Appendix F

- North Albany road from highway 20 up around the traffic circle all very dangerous. Tailgating aggressive drivers bolting up and down the hill... north Albany and Jones unsafe crossing the north Albany road even with crossing. Quarry speed limit is too high. Pedestrians have come close to getting hit on quarry as the speed is too high there are curves and low visibility
- Dry season racing of motorcycles between Philomath and Waldport is terrible, motorcyclists drive past us on highway 34 MP 41 racing 100 MPH. They take advantage of the remoteness and distance from state troopers who never patrol out here. The county says it's not their responsibility, the state says they don't have the resources to put patrol out here, because their focus is keeping I-5 safe. Why can't a BCSO patrol out here once in a while?

## **SAFETY COMMENT MAP COMMENTS, INCLUDES IN-PERSON OPEN HOUSES #1:**

---

- The pavement to the right of the fog line is very lumpy. I usually ride in the travel lane, but I have had drivers honk at me as they pass.
- The pavement on the shoulder is very lumpy and not even with the roadway in places. It is safer to cycle in the travel lane.
- It seems like no one is paying attention to the County on this project website. Sulphur Springs Road sees lots of bike traffic as a part of a loop out to Tampico Rd and then south again, plus riders going to McDonald Forest. Walkers and runners too. The road is usually terribly maintained after the CAMPO boundary and marginal before that. One OSU student with a bike group died at the 800 gate/Baker Creek blind corner a few years ago, nothing was done to improve the sight lines and only recently was the horrible pavement resurfaced. No shoulders, big chunks out of the shoulders, a disgrace. Linn County does a much better job maintaining their roads and it's safer to ride there, but this is close to Corvallis/OSU and could be much better with some recognition from the Benton County public works. Sad.
- A better shoulder was added to a portion of Independence Hwy up to about Metge Rd but stops right at the top of a blind hill. Crazy! Why not continue the wider shoulder all the way to at least Pettibone if not to Hwy 20?? Very scary and unsafe with all the huge amount of truck traffic to Coffin Butte and associated industries. Even better would be to have a bike lane along all of Independence Hwy but Benton County hates bike lanes as far as I can tell since they don't have any. Really low level of concern for cyclists and anyone not in an oversized truck.
- Eastbound cars do not yield to cyclists when we are in the green protected crossing. I've had several near misses here and was only safe because I was cautious and skeptical that cars would not yield. I'm glad there is a small island between the east- and west-bound lanes. Can signage be added for cars to yield to cyclists?
- "Drivers do not yield to westbound cyclists when we have the right of way to turn north/south. This intersection seems both confusing and annoying to drivers who seem to ignore cyclists right of way. The ""No Right on Red"" symbol should stay illuminated longer (and maybe flash) to allow cyclists to complete the turn before cars are given a green light.

# Appendix F

- Also, the green paint is extremely slippery when wet. Can something be added to increase traction?? I almost crashed due to the slippery green surface while trying to brake hard because a driver made a right on red."
- Bad crack/gaps/surface shifts in the bike lane! Very dangerous for bicyclists. Bicycle wheels can get caught in the cracks causing bad accidents and injuries! The practice of filling the cracks with asphalt sealer over and over is NOT working, in fact it makes the matter worse as it camouflages the the uneven surface. Wheels can slip, get stuck and bike can go over handlebars easily in this location.
- It was disappointing to see the media blitz that our County officials went on for this project after they failed (yet again) to create adequate jailspace to house all the violent drug addicts the City has forced into Southtown's parks. That such a meager achievement was noteworthy at all speaks to the low ambition of our leadership. That they didn't even both to think of the benefit of securing passage for cyclists, sparing them from having to ride on a significant stretch of Oak Creek where traffic travels at 55 mph, reflects that the County is not serious about alternative transit. It is getting harder and harder for people to get to the Mac-Dunn, and our County administrators first thought is to expend resources on behalf of a very small group of rich people who live on Oak Creek Drive.
- These are the most significant breaks in the recreational bicycle network. Whether by voluntary partnership or eminent domain, the County needs to get serious and create a connection from the Mac to Fitton and the Mac to Bezell. It is dangerous to ride Kings Valley and Oak Creek is not great. Gravel and mountain biking are the future of the tourism economy here if anyone on the County commission would get out of their cars long enough to see it. It would take so little ambition to go such a long way here.
- This segment between Benton County Corvallis Albany bike path (which ends at Hwy 20 and Conifer) and the Corvallis bike network needs safety improvements
- There are no alignments connecting this orphaned stub of a prior bike path plan
- Belfountain is a wonderful arterial to get to many great riding areas both paved and gravel. It is dangerous in areas with no paved shoulder to allow bikes to get out of the car traffic lane.
- This is a good bike route, but is dangerous due to lack of paved shoulder to allow cyclists to get out of the vehicle travel lanes .vehicles driving at excessive speeds are also a hazard  
Simply renaming this to call it multi modal will not change a thing or make it any safer. Cyclists need just a bit of space
- My wife and I rode our bikes on this section of Greenberry Road (from 99 to Belfountain) on Sunday and three cars passed us at a very unsafe distance in an aggressive manner. We were riding single file and completely obeying the law.
- This is one of the only two ways to bicycle from Corvallis to Monroe. The other is 99. Both are unsafe. There is no shoulder on Belfountain on this hill and limited sight distance for motorists on the curves. There needs to be a better alternative, which could include opening Hells Canyon Road to bicycle travel and/or completing a bike path on the Bailey Branch between Finley Refuge Road to Bruce Road.
- This is one of the only two ways to bicycle from Corvallis to Monroe. The other is Belfountain Road. Both are unsafe. The shoulder on 99 is of substandard width (see Oregon Department of Transportation Bicycle and Pedestrian Design Guide - Appendix

# Appendix F

L). There needs to be a better alternative, which could include completing a bike path on the Bailey Branch between Finley Refuge Road to Bruce Road and/or opening Hells Canyon Road to bicycle travel.

- There are only two ways to bicycle between Corvallis and Monroe: Hwy 99 and Bellfountain Road. Both are unsafe for bicycling. Hwy 99 has a substandard shoulder (see Oregon Department of Transportation Bicycle and Pedestrian Design Guide - Appendix L) and Bellfountain Road has no shoulder and limited sight distance on the curves of the road. There needs to be a safer way to bicycle between these two cities. Opening the Starr Creek to Hells Canyon Connector to bicycle and pedestrian travel would be one of the two ways. The other way is to open the Bailey Branch between Finley Refuge Road and Bruce Road. The citizens of Benton County have paid well over \$1 million dollars for these two corridors in the past several years, and yet have no access to them.
- Bicycling on 99W from Monroe to the Alpine Cut-Off Road is very dangerous. There is very little shoulder. The abandoned railroad corridor parallels the highway and would provide a much safer alternative for bicyclists. The citizens of Benton County paid \$400K for this corridor and yet have no access to it.
- Lack of shoulder and rough pavement. Also blind corner.
- No shoulder
- No shoulder
- Road is very rough
- This stretch has no bike lane and is heavily traveled by large trucks
- Fern Rd from Chapel to Llewellyn. a beautiful route but it needs dedicated bike lanes to promote safety
- Hi (I sent this comment to Benton County Public Works last July, but got no response.) I've been a bike rider for several summers along the county roads mostly south of Philomath and Corvallis. I would like to point out what I consider a potentially dangerous situation along one certain stretch of Bellfountain Road. Riding from north to south on Bellfountain, beginning at Chapel Dr., there is a bike lane on both sides of the road, until arriving at Airport Rd. There is from that point, until the intersection with Llewellyn Rd., no bike lane on either side. The Bike lane then picks up again and runs until the intersection with Decker Rd. After that point, there isn't as much need for a bike lane, because the traffic is much decreased due to vehicles exiting Bellfountain to Greenberry Rd.

Bellfountain Rd. is the best option riding south, as Fern Rd. has no bike lanes at all, but it is a concern that there is this one stretch that is not covered. From north to south, the road follows down a steep hill, and then around a curve for which there is no visibility ahead for drivers and riders, and traffic is usually moving pretty fast. It is just as challenging approaching from the other direction. Then, from north to south, there is an uphill stretch which then turns into a curve to the east, with not much room for both a rider and a vehicle, and not good visibility around the curve ahead. There are a few Share The Road signs along this stretch, someone apparently recognized the need, but not all drivers pay attention and traffic is still moving really fast through that area. What really is a concern is that some truck drivers don't seem to want to slow down for anything, and don't want to move over even a little, even with no traffic approaching from the opposite direction. I had a pretty close call along that section last summer. (two

# Appendix F

vehicles approaching from opposite directions leave almost no space for a rider if they choose not to slow down.)

Since that close call, I've tried to choose alternative routes to avoid the area, depending on the time of day and week. Fern Rd., as I said, with no bike lanes at all, is not a great option, although there is generally less traffic. It kind of doesn't make sense that the one stretch of Bellfountain Rd. is left without bike lanes, to me it make more sense for safety's sake to have the whole stretch from Chapel to Decker outfitted with bike lanes. Thanks for your consideration.

- It would be very helpful to have a shoulder on Independence Highway between Metge and Pettibone. This is a needed stretch of road to ride when coming from Albany to Corvallis via Metge. The heavy truck traffic makes it a scary section.
- Safe connection on Conifer between the Corvallis-Albany bike map and the Corvallis Bike network
- Bike path along westside 53rd intersection bike lane NE ride. Cyclist has to cross 43rd St and cars have no warning sign.
- Public opinion shows that cyclists opt out of using provided "ped button" signals in favor of walking across. City staff applied for scoping study grant for safety improvements.
- The fill beneath the bike path is failing (slumping), so a section of the path is essentially on a landslide. The path is highly cracked with a sharp drop across one of the cracks. I've emailed about this. thank you.
- Cracks in path surface at the width of bike tires. South of MLK Park, near horse facility.
- Almost flattened by a truck turning right (biker was going straight) and going downhill.
- Getting to the bridge; ODOT was supposed to do improvements, no center turn lane or any type of turn lane / no separated bike path for how fast cars are going.
- Very dangerous as a cyclist, line separation just drops off into ditch in places.
- Shoulder narrows
- People often ride bikes on hwy, but no shoulders and bad sight distance due to curves. Dangerous!
- Designate Bike Route to encourage focused use and more use. More awareness and places to focus investment. Make connections to residue key bottlenecks.
- The shoulder on this road is not a good surface for bicycling (bumpy with lots of loose gravel). However, it looks like pavement to some drivers. I was yelled at by an angry passing driver to "use the bike lane" when in fact there is no bike lane. I noticed a sign that says something like "bicyclists in roadway" but clearly that is not sufficient. Fully paving the shoulder would be great.
- I agree with this comment-- please address bike/pedestrian access to the gated section of Starr Creek Rd. It should be public right of way. It is a great way through for bicyclists.
- Benton County repaved this road recently but did not add ANY shoulder. Now traffic goes faster than ever. Why not add a bike lane or at least some decent shoulders to this road when repairing it? Our county is hopeless. Only giant trucks count.
- This section of Springhill Drive, North of Country Club Drive to Independence Highway, is very dangerous for bicyclists. There is not adequate shoulder to be safe, especially for the amount of heavy truck traffic. Since it's a state-designated Scenic Bike Route, expanded shoulders should be installed. If that's not possible, consider restricting traffic to cars and light trucks only.

# Appendix F

- The amount of truck traffic makes Independence Highway from Highway 20 to Suver Road very dangerous for bicyclists and passenger vehicles. Installing bigger shoulders would improve safety.
- Make it safe and convenient to walk or bike between the new courthouse and the rest of Corvallis--to the south/downtown and to the north/Circle
- Extend the path along the highway down to the new courthouse.
- I make a left turn from northbound 99W onto westbound Lewisburg. The intersection does not detect me on my bike. I am extremely vulnerable standing in the middle of the road waiting for a left turn light. Sometimes a car comes behind me and it seems they don't want to crowd me but then they aren't on the detection area so the light won't ever change and I have to just go on the red when it seems safe enough rather than waiting for the green.
- The usable bike lane crossing this bridge is way too narrow. I'm not religious but I say a prayer before I go across it that no one comes behind me in a vehicle that is distracted from staying perfectly in the car lane because just a small drift and I have nowhere to go but get squished. No rumble strips because it would be legally too narrow so there's even less to keep drivers aware they are drifting over.
- I bike along Springhill Drive frequently. I feel somewhat safe when you first turn onto Springhill Drive and coast along the road. The road begins to feel unsafe once I have passed the golf course area. The shoulder space is limited, and cars are going well above the speed limit. I always feel that biking that road is a matter of when I could be hit, not if. The curves that create blind spots, mixed with the fast traffic, big trucks and limited shoulder space are not a safe combination. And it is a shame, because there is this amazing loop that I take from my house (West Albany area) to Springhill Winery, that loop includes using Springhill Road, and although it is fun, I feel discouraged and nervous every time I ride it. At the very least, traffic violations should be taken seriously so maybe cars will be more considerate of bikers. Maybe limit the number of commercial trucks on the road as well?
- Longitudinal cracks in pavement going north force riders to take full lane of hwy, slowing vehicles and endangering riders. Pavement failure has been there for at least 4 years.
- This path could be so great, but it is crumbling and rough to bike on. It needs new pavement and should be widened at the same time.
- Bridge is too narrow; 2 cars are okay, add a truck and it's tight, add a log truck and you're 'SOL', if not dead if you're on a bike or walking.
- Potential connection between the Corvallis Albany bike path and Corvallis bike network. Needs intersection safety treatment
- Limited visibility, high speed cars, cars cut corners on turn, narrow bridge. It would be helpful to slow traffic before the intersection
- Curves on Springhill, lack of visibility, can't see traffic coming around the corners, potholes make it hard to get out of the way
- Because there's a dedicated right turn lane, going northbound is a blind hill, concern about passing cars to get around bikes.
- People don't look when exiting the fairgrounds. Put in a stop sign, or better yet, a swinging arm, so that they have no choice but to stop. Maybe do something productive with this eye sore of a property while you're at it. Would be better off as a homeless shelter than a vast empty swath of dust.

# Appendix F

- There have been a couple collisions here between bikers and motor vehicle users. There should be a sign to give extra caution to both the the bikers and the motor vehicle users.
- Since the repaving and improvements, I wait through several light cycles waiting for a car to trigger the light to cross from Fern Rd to 13th.
- The crack/gaps in the path surface are very dangerous, especially to bicyclists. Bicycle wheels can get caught in the cracks causing bad accidents and injuries! The practice of filling the cracks with asphalt sealer over and over is NOT working, in fact it makes the matter worse as it camouflages the the uneven surface. One can go over handlebars easily in this location, especially if going downhill and hitting one of those crack holes. A friend broke their femur getting their bike stuck in one of those crack gaps there!
- The crack/gaps/surface shifts in the path surface have gotten very bad and are very dangerous, especially to bicyclists. Bicycle wheels can get caught in the cracks or slip in the shifts in surface causing bad accidents and injuries! The practice of filling the cracks with asphalt sealer over and over is NOT working, in fact it makes the matter worse as it camouflages the the uneven surface. One can go over handlebars easily in this location, especially if going downhill and hitting one of those crack holes/crack edges!
- Rough asphalt road surface and no shoulders between Airport and Llewelyn roads. Bellfountain, contrarily, has decent shoulders before Airport and after Llewelyn roads.
- Segments of path base are cracked with gaps that are wider than bike tires; very hazardous for all levels of cyclists
- This road doesn't have sidewalks or a shoulder- speed for cars is 40 mph & often travel faster. No street lights. For those in the Asher-Pilkington neighborhood, & others off Hwy 20, this is the only way to get to the nearest city bus stop, and to Cheldelin Middle School.
- Fill the gap between the path on 53rd and the path on Harrison Blvd so that kids can get out to the fairgrounds more safely.
- Heavy truck traffic to/from Coffin Butte driving at unsafe speeds is a major safety issue on this road. It's become a major truck route especially for garbage trucks which are always in a hurry (not to mention, spreading trash all over the fields). It's a hilly route with many blind spots, so this adds to the hazards.  
It's unsafe to walk along most of this road, and bicyclists are really taking their life in their hands. Even driving a passenger vehicle, there are very few safe places to pull over out of traffic due to narrow shoulders and steep ditches.  
Widening the road isn't possible along most of the route without destroying prime farmland, though there are places where the shoulder could be widened.  
But an easy first step could be to try patrolling this road to enforce the speed limit, and slow down the truck traffic (and enforce litter ordinances) especially. The speed limit on this road ought to be 50 mph at most on the straight stretches, and 45 mph or 40 mph on the curvy/hilly stretches (which is most of the road). Maybe if the whole thing was signed and enforced for 45 mph, truckers in a hurry would choose an alternate route.
- The speed limit is too high for the bicyclists and pedestrians trying to ride either north or south with the traffic, or to cross : as drivers get south of Park, they appear to think they are boogieing out of town, and they are generally doing 60 miles per hour when they pass Rivergreen. -Either a bicyclist or a pedestrian is going to get struck, and possibly killed, right there. Efforts have been made to get the speed limit down to to 40-45 there,

# Appendix F

and it was done during some highway construction a few years back, then the higher speed sign was put back up. Also, the median right there is barely visible at night-a few wimpy plastic posts do not make it easy to see in the dark, Cant there be some glow in the dark paint, some actual illumination, more and better reflectors, or something? Again, in the dark drivers may not see the median and the left turn lane directly after it when they are doing 60mph, until its too late! Dangerous and inconvenient."

- What is the rule about e-bikes here on trails? At times e-bikers appear from nowhere and are going FAST towards hikers/walkers. I see a regular commuter on e-bike cargo style in this locations coming down for the hills in full speed, seems like the person is expecting everybody to clear from their way! Are e-bikes allowed here? Maybe some signage would help to calm the traffic here and prevent accidents?
- Excellent point. A priority matter.
- Lanes are very narrow with no shoulder at all, frequent near misses with vehicles and bikes
- Paving the gravel section of this road was a major mistake. In recent years it's turned into a freeway used by long-distance commuters who want to cut a few seconds off their route from Airlie to Corvallis by using this road, instead of using the established and much more suitable route (Airlie Rd. to Hwy 99W). I've nearly gotten t-boned a couple of times while driving to/from farms where I work seasonally along this road. Word is that some people in Benton County govt. want to turn this into a major arterial road -- did you ask anyone who actually lives out here? That's disruptive to residential communities along the SE part of Tampico Rd., and also brings traffic out into a partly blind intersection with Hwy 99W. It's also unsafe for visitors who walk along Tampico Road while accessing the Dunn Forest trail system. I suggest returning the last stretch from Trillium Lane to gravel to slow down traffic. Focus on keeping the long-distance commuter traffic on Airlie Rd., and improving that if necessary.
- This is a very hard to navigate intersection in the best of conditions such as low traffic volume and clear weather conditions. With heavy traffic and poor to severe weather conditions (fog is common in this low lying intersection as is ice) it is an intersection to avoid. I do recall one fatal traffic accident at this intersection in the last about five (?) years. Due to the geography of the area coming off Tampico Rd onto Pacific Hwy W traffic from the north is coming downhill and traffic from the south is also coming downhill with short visibility in both directions. If traveling north on Pacific Hwy W the left turn lane onto Tampico Rd is extremely short ( I assume due to the driveway entrance for the farm on the corner of Tampico Rd and Pacific Hwy W). Having this extremely short turn lane also adds to the danger at this intersection. The turn lane is just too short considering the speed limit for that section of Pacific Hwy W.
- Turning out of Dollar General parking lot seems to be an unmarked/unclear one way road. No signage to indicate that it is a one way road, and drivers cannot turn right. Accidently turned into the one way road in the past, and have seen and heard other drivers frequently do the same as well.
- Awkward intersection, especially with how busy it is--should be an all-way stop.
- At the least, the no stop right turn from Gibson Hill needs to be changed to a stop.
- The first stretch of North Ranch really needs no parking signs on at least one side of the road. There are regularly cars parked on both sides and with the curve there is only

# Appendix F

enough room for one car to pass at a time. Cars turn off Gibson onto North Ranch and if there's a car exiting the neighborhood there is almost a head on collision

- Really needs a 4-way or 2-way stop! I have almost been in an accident here and a friend has been. Squire feels like a main road and you don't expect to have to yield to people on Sunny to
- Turn lane is way too short! When going north on 99, to stay within the allowed turn lane, you have to slam on your brakes to make the turn onto Tampico. The only options are to slow other traffic down before you get to the turn lane or cross into the center area before the turn lane begins.
- The intersection of Hwy 99 and Tampico Rd is dangerous. Going North on Hwy 99 and turning left onto Tampico creates a no win situation. The dimensions of the left turn lane may work on city streets, but it doesn't work on a highway with vehicles driving 55 - 60 mph. You can't very well brake while in the main hwy lane, and yet you can't turn off into the left turn lane and slow down enough to make the turn. Turning into the left turn lane early (before the opening in the yellow line) is illegal, but often the safest option.
- With all the recent construction along this highway, you would think they could have made turn lanes to get into/out of Hyak Park. Hard to do with a boat trailer and very fast traffic in both directions, as well as a curving roadway from the south.
- It gets backed up with people trying to turn left onto 53rd. After they turn, 53rd St gets backed up and is slow traffic. (this is mainly in the evening when people are going home.)
- Main artery for Philomath residents returning home in evenings. 53rd x Harrison often is gridlocked and with the median on 53 rd, it is a blockade for emergency vehicles to reach their destination. I would love to see a round about here.
- Traffic increasing with residents of the Calloway Creek development needing to turn left onto Hwy 99 and also exit Hwy99 without a turning lane or refuge
- Used to have two left turn lanes at traffic signal, moved traffic through intersection faster (would like to see that reinstated).
- Adding a left-turn signal to this intersection (Lewisburg/Granger & 99W) would help to reduce the number of head-on accidents as cars take left turns.
- The development of Calloway Creek subdivision has put increase pressure on the intersection of Ryals Road and Hwy 99 W. This is an intersection waiting for a fatal traffic accident. With the development of Calloway Creek subdivision North and South turn lanes and deceleration lanes should have been required with the development approval.
- Safety benefits if Old Peak and Granger were aligned into a 4 way intersection? Roundabout?
- Blind hill with no visibility over summit. Vehicles travel fast with bicyclists and no shoulder. Deer crossing.
- This intersection is labeled from every direction but still feels like a blind corner when coming from the West or South. Might be a better spot for a roundabout or 4-way stop.
- Blind corners, very narrow road, limited shoulder that is sluffing and is prone to slide, narrow or non-existent bike lane.
- Humps in road make it nearly impossible to see cars coming in either direction if turning out of driveways.

# Appendix F

- Making a left onto Harrison from circle has some really poor visibility problems, especially at night. Plus as another comment mentioned, a lot of cars run the stop sign here
- It's hard to turn left because the hill on the right blocks visibility
- Large tree on City property obscures the view south as 99W curves. the lower branches could be trimmed to improved visibility.
- Coming from a dead stop taking a left, other cars coming down at 55mph (sight distance issue).
- Sight distance issue at intersection coming up from Camp Adair to Independence to turn right.
- Can't see from the left southbound right turn vehicle blocks your view (visibility issue).
- Dangerous intersection -- Bridge blocks vision, store property is below grade.
- Yes, it has become very dangerous as Adair expands. Have seen multiple near misses as Calloway residents turn east. Didn't we just spend a gazillion bucks fixing a similar mid highway turn situation at Granger Road and Independence Highway junctions off Hwy 20???
- There is limited sight distance when driving east on Ryals to Independence Highway due to the hills on either side of the intersection. Given the high speed on Independence Highway, it makes for a dicey situation to take a left turn North onto Independence Highway.
- Almost had an accident at this intersection (Ryals & 99W) because I couldn't see a car heading north while two other vehicles were driving on the shoulder to make a right turn. Traffic has greatly increased with the subdivision and making a left turn during the morning commute is challenging.
- Cars parked on Sarah Ave between Patrick and North Ranch block the view of this intersection. Dangerous when cars come whipping around the corner especially since it's a bus stop, too. No parking signs on the North side or Sarah between Patrick and North Ranch would help with visibility
- Traffic heading southbound to turn east at this intersection regularly cuts the corner, sometimes at high speeds as they have no stop. Any vehicles approaching westbound and trying to turn south cannot stop at the front of the intersection without risking being clipped
- This is a white-knuckle intersection! When turning left from 99W onto Tampico, the left turn lane is way too short, and one fears being rear-ended by vehicles traveling at very high speeds. When on Tampico and turning right onto 99W, sight distance is so short given the speed of travel of most vehicles, one has to just cross their fingers and gun it, hoping no one comes over the rise. Lots of trucks on this stretch of 99W, which doesn't help matters.
- The amount of truck traffic at this intersection is astounding, coming from all four directions. Much of it is headed to/from the landfill and the quarry. Visibility is often obscured by large trucks when attempting to enter or cross the intersection.
- The road is not cambered or graded for the steep curve. Too many misjudge the curve even though signposted. Lots of near misses with bikes and vehicles as sight limits also are here.
- Just as bad as Bellfountain/Airport - trees make sight issues trying to cross Bellfountain and lots of heavy trucks and regular cars going too fast in the area. Fog and rain make

# Appendix F

things worse. Many more near-misses than reported accidents (as personally observed).

- I usually turn right at this intersection because I need to turn left onto Tampico. Turning right requires attention, patience, and a heavy foot on the gas! There's a slight turn in the road just south of this intersection which prevents drivers from seeing how much oncoming traffic is coming. Waiting until the road is clear of traffic is my strategy...difficult during high traffic times.
- There's a dip in the south bound Independence Highway. You need to pause to make sure there are no cars in that dip before you pull out to turn onto Independence Highway.
- The intersection of NE Elliott Circle and Highway 99 is very dangerous! Turning right or left onto Elliott Circle are both dangerous because you have to slow down on the highway. I believe at least one person was killed at this intersection. I avoid this intersection these days because it's just not safe.
  - Nearby address:3315 NE Elliott Cir, Corvallis, OR 97330, USA"
- The intersection of NW 25th Ave and Scenic Drive is dangerous because cars pulling out of 25th have limited sight distance to the north. The distance is often reduce further by untrimmed vegetation. Cars on Scenic are often speeding as they come down the hill, and they can't see the intersection because of the curve. This intersection is also a school bus stop.
- Everything is a problem here. Bridge is too narrow and right at the end of a long speedy downhill merge. Getting across the road is almost impossible and worse for a pedestrian or cyclist . I have lost count of the accidents I have seen along this stretch in Blodgett.
- A left turn from Reservoir onto West Hills is dangerous, especially at night. It is hard to tell where lane divide is because West Hills sits higher than Reservoir. There are no street or intersection lights and no reflective paint on street. Many cars turning left here, turn into oncoming traffic.
- Congestion issue that becomes safety issue, visual issue to get across quickly to turn/cross Hwy (at night can't see painted lines for middle lane).
- Speed limit should be faster, I got pulled over for going 48, #wtf
- Large hills and ditch outside of road. Also deer.
- Feels complicated
- road is fast, narrow, not maintained, and with a ditch on the side
- No shoulders. Pot holes in shoulder area. Narrow road with no room for large freight vehicles. Fast speeds. Slumping south of Stokes rd. Striping gets dull very quickly (need reflectors).
- Pot hole got so large this winter that it takes almost the whole lane!
- Horrible pot holes in the parking lot!
- Airport and Bellfountain intersection surface is in rough shape, causing riders to weave around potholes, crumbling asphalt
- the roads leading to pega are very bumpy and has huge holes and its very hard to get in and out of without running into a deep hole.
- Cannot overstate the danger of this narrow section that is also in terrible "patch" condition. Impossible to give oncoming vehicles more room if necessary (maintenance,

# Appendix F

RV, trash). Frequently must cold stop and carefully navigate around each other. Pedestrians and cyclists are in extreme danger. No shoulder or safe exit strategy. Animals cross at the creek and frequently hit at night. Drivers speed at dangerous levels, rough surface throws vehicles off their lane. Someone will die soon. Development means more traffic coming as Metge is the shortcut from N. Albany to Independence Hwy, 99 W, and commuting to Corvallis.

- Shoulder should be wider for cars waiting to turn into Oak Grove Elementary parking lot during drop off and pick up, or parking during school events. There is not enough room for bigger vehicles to get past the traffic on the shoulder when there is oncoming traffic.
- I know two families who have had sideview mirror damage from passing cars or bicycles during school pickup times because the road is too narrow when traffic is sitting on the shoulder as is necessary with the too-small Oak Grove parking lot. It is unsafe for the traffic to sit on the westbound shoulder waiting to turn across the moving westbound lane into the school parking lot as parents have been instructed to do
- Two-way stop sign is often ignored and have seen many vehicles blow through at high speed.
- Blind turn where drivers are going very fast often passing bicyclists. No guard rail. Lots of deer crossing. No shoulders.
- A while ago I saw a comment on Reddit from a driver who said they loved that there was no speed limit on Walnut Blvd. And that is exactly how people drive on this street. There are too many speed zone changes and overall the speed limit should be lowered.
- I see near misses daily at this intersection both when I am biking and driving. Cars, trucks, and log trucks come way too fast from the South on Fern and motorists often just miss the stop when coming to the intersection on Airport; especially traveling East to West.
- This curve is extremely dangerous; lanes are way too narrow and cars, trucks, log trucks take the turn way too fast even though it is posted as a 35 mph curve.
- Cars often speed up approaching the intersection from Walnut going south (slight down hill) to make the light. I almost got hit few times while biking through the intersection going from Oak Creek east to Harrison on my green light. Reducing speed limit on Walnut north of the intersection, so cars are going slower closer to the light, as well as adding adequate signs (slow down approaching light intersection) would be beneficial and could prevent tragedy!
- Tampico Rd. has become a speedway, with dangerous "line of site issues" at Trillium (recent motorcycle/vehicle collision), Brennaman Lane, and several driveways in the more populated area near Tampico/Hwy 99 intersection. Bikers, runners /walkers are at risk when people in a hurry are passing on the straight stretch. While pulling a stock trailer, I've had people try to pass me on the narrow bridge.
- There is a good bit of congestion in this area with people accessing the food bank and the Harvest Church. Traffic is moving too fast and sometimes collisions are only narrowly avoided.
- Narrow roads and cars drive too fast around curves
- Turning onto southbound highway 99 during busy times can be dangerous and take many minutes to safely turn. Cars are coming at high speed and also turning left from 99 onto Arnold. There have been multiple accidents in this area as well as multiple cars waiting at key times especially in the morning waiting to turn.

# Appendix F

- Lots of dump truck traffic turning all directions, right turn slip lanes, lots of conflict points.
- Speed is issue on Independence Hwy, southbound vehicles don't anticipate Pettibone intersection (driving too fast).
- Food Bank: Leaving is dangerous. Drivers on Hwy are driving fast, especially after leaving town. People exiting the Food Bank are often elderly.
- Pulling out onto US20 is dangerous. Hwy lanes are narrow so cars are speeding to get in front.
- The 45 mph speed limit is too high considering pedestrians and traffic entering Scenic from cross streets and driveways. The risk of collisions will only increase as development continues in North Albany.
- Dangerous intersection. Cars cut the corner and run the stop sign
- Very hard to turn out of during rush hour
- People never slow down for this intersection even though it's a 50 MPH zone and posted for 40 MPH for the approach. Limited sight distance approaching this from many angles makes judging cross traffic difficult for people on Airport. Fog is an issue that obscures the flashing light. Heavy truck traffic (log trucks in particular) rumble through at speed - no chance to slow down. Bikes are at risk here.
- I agree, it is dangerous to make this turn and vehicles are going a high speeds.
- I agree, this intersection is very dangerous. When going north, traffic moves so fast and does not slow down, even though I indicate that I am going to turn. I feel obligated to move into the turn lane before the actual (short) turn lane begins. Turning onto 99 from Tampico going south, you have to hope no one comes over the ridge at high speeds.
- Vehicles and motorcycles drive too fast on Soap Creek road. Some seem to be on joy rides, going north, then turning around at Tampico and going south. Many neighbors walk on Soap Creek Rd and there is little to no shoulder. This S curve frequently shows signs of someone going off the road.
- From Hwy 99 through the Tampico neighborhood is becoming more hazardous. People are driving way too fast, almost all of the driveways have poor sight distance. I have had people at high rates of speed pass me on the straight stretch at the narrow bridge over Soap Creek. Very scary.
- Turning right or left from Tampico onto Hwy 99 (N or S) is also dangerous. Given the speed of vehicles going in either direction, you must time your turn from Tampico with great care. I usually wait until there are no cars in sight before I turn. Not a feasible strategy during high traffic times. If weather conditions are limiting (ice, snow, fog, heavy rain), the risks go up!
- Vehicles come down the hill at excessive speeds. The residents of the neighborhood have to drive onto scenic hoping that a vehicle is not going to speed down the hill and hit them as it is a blind intersection when the trees have over grown. In the past I have had oncoming vehicles go onto the oncoming traffic lane, rather than slow down to accommodate us turning onto the road. It is only a matter of time before a serious accident is going to happen at this intersection, Especially given that there is more traffic due to the increase in houses in this area.  
Also the 25th ave neighborhood has multiple families with kids. However the posted speed is 25mph. That speed seems excessive considering that there are no side walks in the whole neighborhood.
- People drive stupid trying to get on the bridge.

# Appendix F

- I agree with the other comments. This intersection is also a challenge to navigate while pulling a stock trailer (or for any other slower moving vehicle). No acceleration lane and traffic dropping over the hill are picking up speed.
- Will the highway between Philomath and Wren ever be made safe for bikes, walkers, and even vehicles? It would be lovely to walk between Marys River Estates and Philomath, it's so close but so far as the road is so hazardous, no shoulders, winding and poor sight lines.
- The section of Hwy 20 from Philomath to Woods Creek Road is a better way to bicycle the C2C route than Old Peak Road, as it involves less climbing. Unfortunately, it is unacceptably dangerous, with minimal to no shoulder and a high volume of high speed traffic. Just north of Woods Creek Road, highway 20 begins a long stretch of wide shoulder all the way to Blodgett. It is unfortunate that this 2 mile stretch is so inhospitable to bicycles.
- NW Scenic Dr has limited visual (angles in roadway) and excessive speeds! Unsafe for pedestrians and bicycles, pets and wildlife; unsafe getting mail! The Oregon Basic Rule should apply here at 35 MPH.
- I keep chasing myself when ever I hear the busses downtown. It makes me incredibly peeved
- Why aren't people who live in Southtown allowed to go here? This is a vital part of Southtown's transportation network. It would make it much easier to get to Brooklane on foot or by bike without being killed by cars. Did the City spend all of its Park bond money on MLK park? When will public access be provided and the bridge be completed?
- Being able to get across the river here on foot or by bike would be a huge improvement
- Add a path to Hyak Park.
- This road needs a shoulder for walking and biking to destinations such as the Grange Hall and Gathering Together Farm. It also would be a better route to connect to Old Peak Road for the C2C Trail than along Hwy 20/34.
- The intersection of 25th Ave NW is at the bottom of an "S" curve, several hazards exist for pedestrians. The speed is posted 45 mph at the top of the hill, so by the time the majority of motorists are at the bottom, their speeds are much higher. There is a bus stop on the intersection of 25th Ave NW and Scenic but since the curves block the view, there is also a blind spot. There is not a crosswalk and many residents on 25th Ave crossover Scenic to walk to North Albany Park or the Laura Vista neighborhood. I have requested more warning signs north of the intersection and another speed sign at the bottom of the hill, but no action has been taken. The use of Scenic by cars, bikes and pedestrians is increasing as North Albany continues to grow. I feel like this area is unsafe and additional measures are required to keep citizens safe.
- Crosswalk lights are ignored by drivers. They need to be placed at eye level for drivers. I've come close to being hit several times by drivers who didn't see the flashing lights above.
- I have seen many near misses at this crosswalk. Even with the lights flashing unfortunately cars speed past at over 45 speed limit and nearly hit kids. Should reduce speed limit or have crossing guards during school commute times
- Street too narrow to support walking/bikes limited sight distance over the hill. Cars always speed through ramping up the hill or coming down the hill. The intersection of N

# Appendix F

9th and Pioneer is very dangerous for pedestrian traffic - many people that I have observed (and have personally experienced) having to jump out of the way when cars don't slow down/see people. Need raised crosswalks here at the very least.

- Should be a three way stop. Drivers frequently confused and over pause or jump out not understanding the unusual rules. Simple fix!!
- I agree. I've reported a few scary situations to LO. Is it possible to get an "island" or extend the school zone?
- It would be great to have path or sidewalk connectivity between the 53rd bike path and the walking paths that head north along Circle. Currently pedestrians have to walk in the bike lane in this section between Circle and 53rd. It is a small missing piece of connectivity that would make a big difference.
- The school zone stops before the end of the walking zone for elementary children. The "bike/walking path" that was installed does not have sufficient protection for pedestrians and children and traffic passing at 45mph when children are walking to/from school is too fast.
- There is a stretch of road that should have a side walk. Kids and bikes almost get hit every day.
- Yes, agree. I've walked this regularly for school drop offs or pickups since the school rebuild was completed, and this setup has never made sense. Cars move too fast at highway speeds to be so close to young children and families walking to school
- Lots of speeding here - observe lots of people rolling through the stops and 40+ MPH down the hills. Dangerous for bikes and people crossing Pioneer.
- Soap Creek Rd has no marked speed limit and limited space on the side of the road. Many people use it as a walking trail and car speed and visibility is a concern. I recommend posting speed limits of no more than 45 mph in the northern section and no more than 35 mph from Writsman Creek to Sulphur Springs.
- Absolutely agree! So many kids and parents walking and biking along here and those little posts only provide false sense of safety.

# Appendix G - Raw responses from Open House and Online Open House #2

## ROUND 2 ENGAGEMENT (FALL 2025)

### IN-PERSON OPEN HOUSE #1 RESPONSES

---

#### PROJECT LOCATIONS FEEDBACK:

##### 1. Independence Highway – Systemic Safety Improvements

- Rumble strips with the smoother shoulders -- yes!
- 1. Widen shoulders by narrowing lanes => less speeding
- 2. Put turn guides on roadway at turns to guide turners e.g.. dashed lines along the curves

##### 2. Independence Highway at Ryals Avenue

- Flashing light for NB vehicles, warning for vehicles at Ryals intersection.
- 1. Widen shoulders by narrowing lanes => less speeding
- 2. Put turn guides on roadway at turns to guide turners e.g.. dashed lines along the curves

##### 3. Independence Highway (US20 to Springhill Drive)

- High heavy trucks, not good for bicyclist.

##### 4. Bellfountain Road at Airport Avenue and Llewellyn Road Intersections

- Adding weight limit to Fern Rd to encourage freight onto Bellfountain.
- Traveling east on airport, the line of sight south on Bellfountain is very limited due to the hill.
- Continue development of wider shoulders between airport + Llewellyn. Improve road surface; currently broken up pavement, road edges and recurring potholes.

##### 5. Sulphur Springs Road (Forest Springs Lane to Wildview Place)

- Maintain road edges. Fix hole + clear white lines
- At the corner of Highland and Lewisburg Road, turning left of Highland northbound, traffic heading east on Lewisburg isn't visible until they are ~150ft from the corner and some are going 50 MPH. Clear the sightline or install a mirror across Lewisburg for more visibility!

##### 6. Springhill Drive (Westminster Way to Albany UGB)

- Restrict big trucks on Springhill

##### 7. Springhill Drive (Ferguson Drive to North Albany UGB)

- Restrict big trucks on Springhill

##### 8. Fern Road (Powderhouse Road North to Powderhouse Road South)

- Center line rumble strip - sounds like a good idea, but how intrusive is the noise to adjacent homes?

# Appendix G

- Can the speed on Fern Rd be reduced to 45 MPH? Reasons: bike traffic, blind hill, blind curves, multiple accidents and deaths.
- Guard rails in two places: Fern + Powderhouse - west side of road. Fern at the curves where the landslide was.
- Reduce truck travel from Philomath 13th to airport Rd. Road is too narrow for both trucks and bikes.
- Is there a way to limit truck noise? Reduce truck traffic?
- There needs to be guardrails put on the slide by south powder house rd. You just repair it last year.
- 45 MPH between Mary River bridge and Airport Road
- 13th + Main, Airport Rd, Deer crossing at bottom of powerhouse Rd, and the curves before Powderhouse and the Henderson driveway.
- 45 mph between 13th and Airport. Car speed and near collisions with bike riders and pedestrians. Sharing road with trucks going both directions and no shoulders; several deaths (3) since living on Fern. Cars passing on the blind curve just past powder house toward Waverly.
- And south up the hill. Guardrails at Powerhouse (south) and Fern. Guardrails as you had north near the landslide area (ice is a concern). Traffic noise is a huge concern that adds stress to locals.

## No Location Listed:

- Alsea Hwy 34 scenic byway needs investment in any areas managed by County.
- What about Alsea County roads? Summit / Blodget?
- Alesa is concerned about the increased traffic, especially bicycle traffic due to planned McBee campground.
- Alsea along on summit have mixed positive and negative reviews
- Please consider county residents when making safety improvements. For example rumble strips would add noise to an area already stressed by truck engine braking.

## COUNTY-WIDE SAFETY STRATEGIES STICKY NOTE RESPONSES

- Help emergency responders get to crashes faster
- Education to share the road with bikes
- Be aware of dangers to cyclists & rumble strip at shoulders. Example shown in photos could cause problems.
- Please, no rumble stripes along road edges and no profiled additions on fog lines. Both of these force bike riders into truck lane.
- Force on crumbling road edges as on Fern Rd.
- Enforce Speed limits
- Widen road shoulder for bike safety!
- Shoulder treatments that work for bikes too
- Add mirrors at intersections with limited sight lines

# Appendix G

## ONLINE OPEN HOUSE #2 RESPONSES

---

### PROJECT LOCATIONS FEEDBACK:

#### 1. Independence Highway – Systemic Safety Improvements

- Good shoulder for bicyclists please!
- Profiled edge lines are an impediment to bicyclists which could increase vehicle and bicycle conflicts. It is imperative that shoulders be widened in low visibility road areas (like hills and curves) so it is safe for both vehicles and cycles.
- As a bicycle rider who regularly uses Independence Hwy, I am concerned about the idea of using 'profiled edge lines' in areas where there is no rideable shoulder. While I must ride in the traffic lane anyway, bumps on the fog line would increase the danger when I am trying to stay as far right as possible when being passed by a vehicle.
- As a biker I would love to have wider shoulders along the WHOLE road. I'm worried about the profiled edges, if it would make it more dangerous for bikes.
- I worry about the damage to the pavement between Metge and Hwy 20 caused by heavy truck traffic. Has that contributed to accidents?
- There needs to be more of an emphasis on creating more visual objects next to the road which makes the roadway appear smaller. Research consistently shows that drivers pay more attention and drive safer when the roadway appears and feels smaller. This can be done in the case of independence highway by planting more trees next to the highway which provide the additional benefit of a wind barrier. Sources: <https://narrowlanes.americanhealth.jhu.edu/report/JHU-2023-Narrowing-Travel-Lanes-Report.pdf> (Johns Hopkins University), <https://www.urbanismspeakeasy.com/p/street-design-influences-driver-behavior>

#### 2. Independence Highway at Ryals Avenue

- Would you please explain what has to happen to Independence Highway to "flatten the vertical curves..."? what are vertical curves? Thanks!
- The visibility problem is caused by a berm on the southwest corner. Get the owner to flatten that berm. (What driveway in NW corner?)

#### 3. Independence Highway (US20 to Springhill Drive)

- Good smooth shoulder for bicyclists please!
- Same comment as I made for item 1. Profiled edges could increase the danger for cyclists.
- Yes to wider shoulders. No to any bumpy markings in the shoulder.
- Driving off the road there is a driver problem, not the fault of the road. But wider shoulders would help people on traditional bikes.

#### 4. Bellfountain Road at Airport Avenue and Llewellyn Road Intersections

- Good smooth shoulder for bicyclists please!

# Appendix G

- Move power pole on NE corner of Llewellyn-Bellfountain intersection: it obstructs vision to the north of Bellfountain Road. One has to drive almost into the intersection by a couple of feet to see approaching traffic from the north on Bellfountain.
- Wider shoulders are needed for the whole road !
- The proposed changes are important, and Bellfountain Road needs help as it is a major road used for cyclists as well as those driving. Has thought been given to creating a desirable alternative to Bellfountain for people biking, such as that rail-banked Bailey Branch line? If converted into a multi-use path, one could walk, roll or bike from Corvallis to Monroe with almost no worries about being struck by a car or truck (except at road crossings of course). The shoulder on Bellfountain Road still needs to be accessible and safe for riding/walking/rolling/stalled vehicles/etc but where in this TSAP process could I find information about IF consideration is being given to a multiuse path on the old Bailey Branch Line?
- No feedback since I'm never on that road.
- Realigning lanes should be prioritized over removing vegetation. Making the roads feel smaller will force drivers to slow down and pay more attention

## 5. Sulphur Springs Road (Forest Springs Lane to Wildview Place)

- Wider shoulders would be appreciated.
- Would you please explain the term "profiled edge lines"? what does that look like?  
Thanks
- No feedback. I don't use the road.

## 6. Springhill Drive (Westminster Way to Albany UGB)

- Good smooth shoulder for bicyclists please!
- Profiled edge lines DECREASE the space for cyclists and pedestrians and increase noise for residents.
- Wider and smooth shoulders would be safer for bikers.
- I like the speed feedback sign idea.

## 7. Springhill Drive (Ferguson Drive to North Albany UGB)

- Good smooth shoulder for bicyclists please!
- Sounds good!
- Sidewalks please. I often walk this segment and it feels unsafe with cars and trucks exceeding the speed limit.
- Sure, or find ways to slow traffic to safer speeds.
- If sidewalks and bike lanes are added, the road must be designed so that the driving lanes feel and appear smaller (i.e. add more visual barriers on sides of road like trees or physical barriers between bike lanes and roadway). This is supported by research (<https://narrowlanes.americanhealth.jhu.edu/report/JHU-2023-Narrowing-Travel-Lanes-Report.pdf>). Drivers will continue to drive fast if the roadway appears open/wide, regardless if there are bike lanes and sidewalks.

# Appendix G

## 8. Fern Road (Powderhouse Road North to Powderhouse Road South)

- Maybe adding a mirror to better see oncoming traffic? Good smooth shoulder for bicyclists please!
- please add sufficient bike lane width to aid bicyclist safety. we are pushed into the roadway due to narrow to absent bike lane
- Guardrails and profiled edge lines will force cyclists into the driving lane. Please provide a flat, safe surface for bicyclists.
- Wider shoulders would be appreciated
- The edges of Fern Rd are sharp and steep, and very close to the white line. This gives a driver almost no chance to recover control if you were to steer out of the lane toward the nearly non-existent shoulder.
- No feedback. Don't know this road.

## 9. West Hills Road (Reservoir Avenue to 19th Street)

- Good smooth shoulder for bicyclists please!
- Why isn't all of Springhill being improved? (all the way to Highway 20)
- How about a billboard: "Dangerous road; two fatal crashes; slow the hell down."

### **Springhill Drive - do the proposed safety improvements address the issues you've seen or experienced?**

- I like the idea of a warning system to alert drivers to the presence of cyclists.
- A radar-based warning is an interesting concept. I do believe that most drivers would like to avoid running anyone off the road. Would the warning system be able to be triggered by pedestrians? Walking or jogging Springhill in the rural area is not uncommon by locals.
- Not all of them. The corner of Springhill and Hickory needs some sort of traffic control. Turning north onto Springhill from Hickory is extremely dangerous.
- Prefer wider shoulders for the whole road.
- People on bikes ARE traffic. Thus, they don't need to "move out of traffic lanes." Saying "so people biking can move out of traffic lanes" makes it sound as if being in the lane is illegal when it is NOT. If there was a safe, useful, consistently clean lane for biking, hopefully it would be used. Perhaps say "so people biking and people driving could travel safely and separately." Yes, please widen the shoulders and also keep them clean of debris.
- Good ideas.
- Making the roadway wider (including shoulder) does not make drivers slow down. It only encourages faster driving by design. Adding protected bike lanes or making the roadway narrower visually will protect cyclists and result in slower driving speeds. Research supports this. Radar and speed limits have far less influence on driving speeds and behavior than roadway design.

### **Bellfountain Road - do the proposed safety improvements address the issues you've seen or experienced?**

# Appendix G

- Thank you! I'm a bike rider who uses Bellfountain Rd. quite often, and would greatly appreciate the widening of the bike lanes. In fact, I made an entry into the online county safety map describing the safety issues that concerned me, and explaining why I try to avoid the stretch between Airport and Llewellyn Rds. I didn't have much hope for anything changing, so this is a great and welcome surprise. Fred Senecal
- Would love to see bike lanes on Bellfountain south of Airport Road, especially at curves.
- it is sooo dangerous now on Bellfountain for bicyclists..essential to construct bike lanes along entire length or do so on Fern so bicyclists have safe option for riding south
- Widening the shoulder will make Bellfountain a safer road for driving and cycling.
- Rail right of way is my vote: further away from road noise (hopefully!) too.
- Sounds good. The more bike lanes, the better.
- Please do explore the nearby rail line into a shared use path!
- A little bit, but should focus instead on the Bailey Branch rail line as a better/safer north-south route for biking.
- Consider extending the potential multi use path to Decker Road. Muddy Creek School is at the corner of Decker and Bellfountain and is at the bottom (going south) of a hill.
- Having separate path for cyclists, provided it is protected from the roadway will improve safety.
- Route log/semi trucks off of Bellfountain Rd altogether, from SW Plymouth to Decker Rds.
- Are there any other comments or ideas you have around the proposed safety improvements you would like the County to consider?
- At the spring Transportation summit at Corvallis Benton Public library, many of us were requesting improvements of local multi use paths that are within the county (Walnut, Multi path at Bald Hill) and some shoulders/bike lanes along west Harrison Blvd. These paths are in terrible shape and are not safe anymore. The cracks are wide and bicycle tires can easily get trapped in them and the cyclist go over the bars. The current approach of sealing the cracks is just not working, it makes things worse as the black top keeps shifting and the seal either gives false sense of even surface or adds to irregular surface. This issue does not seem to be covered in this survey. In my opinion Corvallis and Benton county is no longer a safe bicycle community it once was!
- Yes, please consider improving a small portion of Oak Grove Drive between Metge and the curve just before Oak Grove Elementary School. This section was supposed to be resurfaced years ago but budget constraints had pushed it out. The road is often used as a cut-through from 99W to North Albany. Please determine the best method of re-surfacing such as slurry seal or chip seal and implement next year. Again, this section is small and would not break the budget bank so please seriously consider getting this completed. Thank you.
- Rumble strips: the ones on the road edge create a hazard for those walking or biking on the (often limited) road edge.  
I live near center rumble strips and they create a surprising amount of noise throughout the day making being in my front yard a less than quiet experience. Yes, rumble strips keep drivers more aware of where they are in relationship to the road but isn't staying between the lines that you can SEE the primary way drivers should be navigating their cars?!?

# Appendix G

- PLEASE upgrade Springhill from the Country Club all the way to Highway 20 with at least sidewalks (while keeping the existing bike lanes). The intersection of Springhill and Hickory really needs some sort of traffic control --- turning north onto Springhill from Hickory is incredibly dangerous due to increased traffic. A double-turn lane from Springhill onto Highway 20 into Albany would be helpful. We need something similar to what was done at the North Albany Rd, Hickory & Highway 20 area.
- I am concerned that adding profiled edges along the fog line will increase danger to cyclists in areas where the shoulder is not rideable.
- Rails to Trails to Monroe!
- I made some comments earlier on this page regarding use of the Bailey Branch Rail Line as a multi-use trail between Corvallis and Monroe, and I'd like to reiterate them here. Now that the railroad bridge at the Mary's River/Avery Park is damaged, will rail traffic ever flow again on the northern section of this line? If not, consider using the rail-banked line to create an attractive, useful path between Corvallis and points south. This would help divert some biking/walking/rolling off of roads such as Bellfountain.
- Thanks for asking. The only real road problem I know of is the sight-obscuring berm at Ryals and Independence. Pointed this out to county years ago, with absolutely no result.
- Please acknowledge and support in the TSAP that the County-owned Bailey Branch rail line would be a wonderful north-south walking/biking alternative to Bellfountain and 99W. The rail line could become a safe and convenient share use path connection between Avery Park in Corvallis and the City of Monroe. The Marys River rail bridge at the north end collapsed recently so the future for trains there is even more questionable.
- Consider making streets appear narrower with trees or other visual complements next to roadways. Research shows that making roadways appear narrower makes drivers pay more attention and drive more safely (<https://narrowlanes.americanhealth.jhu.edu/report/JHU-2023-Narrowing-Travel-Lanes-Report.pdf>). This comes with added benefits in many cases such as providing wind breaks, beautification, sound deadening for residents near roadways, habitat for wildlife, and air quality. If bike lanes are added, please consider adding protected bike lanes rather than a simple extension of the road. A wider appearing roadway will simply encourage drivers to go faster regardless of the speed limit and endangers cyclists just as if there were no bike lane.
- Please improve the Midge Cramer paved trail at Bald Hill. The current state of disrepair of the pavement, with wide and deep crevices, is a safety hazard to cyclists and pedestrians.
- Yes! I feel safer knowing you are on the job!
- Yes, the need for improvements along Bellfountain Road at both Llewellyn Rd. and Airport Ave. are much needed. I was involved in one of the crashes at Llewellyn in 2021, being t-boned by a west-bound driver on Llewellyn that went straight through the intersection. The rumble strips are minimal and set too far back of the intersection, and are only on the east side on intersection. And yes, trees and vegetation should be removed to make the intersection more visible. The Bellfountain-Airport intersection may be more of a challenge to address. I had a near accident during the spring of 2025 with someone pulling out not seeing my vehicle in the middle of the day. Engineers can figure this one out, but please include the removal of trees and brush on the NW corner,

# Appendix G

if not the other two corners with vegetation. Thank you for addressing these issues. The other part of Bellfountain Road that needs to be addressed is the need of bike lanes. As you know, it is a very common route for cyclists. Please include this in any repaving of the road. Thank you.

## **Are there other safety strategies or ideas you think the County should consider?**

- Improve multi use paths at Bald Hill and Walnut as well as the shoulder/bike lane on Harrison (west). At the spring Transportation summit at Corvallis Benton Public library, many of us were requesting improvements of local multi use paths that are within the county (Walnut, Multi path at Bald Hill) and some shoulders/bike lanes along west Harrison Blvd. These paths are in terrible shape and are not safe anymore. The cracks are wide and bicycle tires can easily get trapped in them and the cyclist go over the bars. The current approach of sealing the cracks is just not working, it makes things worse as the black top keeps shifting and the seal either gives false sense of even surface or adds to irregular surface. This issue does not seem to be covered in this survey. In my opinion Corvallis and Benton county is no longer a safe bicycle community it once was!
- I don't know if accidents might involve groups of cyclists, but I occasionally see clusters of what appear to be bike racers on Bellfountain Road that ride 2 or more abreast, thus into car lanes. Individual cyclists are almost always in bike lanes where available. Perhaps reaching out to cyclist clubs who ride together? Perhaps posting signs at Hyatt Farm store, a destination for many cyclists?
- Yes, please remove the road divider at the intersection of Oak Grove Drive and Scenic Drive as it causes a blocking safety hazard for those drivers turning left onto Scenic from Oak Grove. I have nearly hit this road hazards on a couple of occasions when I turned to sharp. In addition, it no longer serves any purpose since other improvements were completed in this area.
- increase law enforcement, speed cameras have not been popular near the schools but could generate some serious dollars from groups of motorcycles and muscle cars speeding in the rural areas ... particularly on the weekends in the summer. education of drivers: do high schools still teach drivers ed?
- The 'edge line visibility' photo above is extremely disconcerting for cyclists!
- Rails to Trails to Monroe would solve a lot of problems. Also opening the Starr creek gated road to bikes would get some bike traffic off of Bellfountain and onto a quiet road.
- Vertically raised strips near the shoulder are dangerous and uncomfortable for cyclists to cross, thereby inappropriately discouraging cycling. They should only be placed in areas where there is an adequate shoulder so that cyclists will not need to cross such strips.
- All sounds reasonable, if expensive.
- Hold bike safety education for truck drivers for nearby firms at their workplaces.
- Add physical indications in the roadway design/landscape that indicate a change in the roadway (ex. approaching intersection) which make the roadway appear narrower and force the driver to pay attention. Speed signs and radars are ineffective at changing driving behavior.
- This really sings. You are an artist.

# Appendix G

## **Are there community groups, organizations, or partners we should work with for these strategies?**

- Well there no longer is a Bicycle advisory committee... but i think there is a group dedicated to safe bicycle transportation/recreation. Maybe Corvallis Sustainability Coalitiion?
- Please continue to seek out feedback from Mid Valley Bicycle Club. Our 400+ membership can offer insights, ideas for consideration. Thank you already for those times you have already reached out to us!
- The Mid-Valley Bicycle Club includes several hundred community members. There are also bicycling organizations at OSU.
- MVBC
- Mid-Valley Bicycle Club
- Safe Streets Corvallis, Greenbelt Land Trust
- All of them. Everywhere.



**Benton  
County**  
OREGON

---

# **Transportation *Safety Action Plan***

*Appendix 5:  
Regulation and Procedure  
Change Recommendations*

# BENTON COUNTY TRANSPORTATION SAFETY ACTION PLAN

DATE: December 10, 2025

TO: Project Team

FROM: John Bosket, PE; Harshala Sardar, PE; Brianna Velasquez, EIT |  
DKS Associates

SUBJECT: Benton County Transportation Safety Action Plan

Regulation and Procedure Change Recommendations

Project #25003-000

---

## BACKGROUND

The Safe Streets for All Grant (SS4A) requirements include the grant recipient to assess their current policies, plans, guidelines and/or standards to identify ways to improve transportation safety. The following sections present a menu of ideas for the County to consider.

## OPERATING PROCEDURES

---

- Modify Traffic Impact Study guidelines to require safety evaluations and establish provisions for private developers to mitigate for safety deficiencies in addition to capacity/mobility deficiencies
- Modify land use and zoning code to encourage mixed-use development and align pedestrian and bicycle generators with roadways that are designed to accommodate those modes
- Establish an Intersection Control Evaluation process to identify the most effective intersection treatment from a safety perspective
- Identify a road safety audit program to do an assessment of the facilities with the highest crash risk
- Institute a “safety review” of all capital and private development projects to identify low-cost safety enhancements that can be incorporated into designs prior to construction
- Ensure safety is considered in one or more criteria for prioritizing transportation projects of all types
- Establish an annual budget for the construction of traffic calming countermeasures

- Ensure at least one staff person is knowledgeable in safety analyses and best practices, including the Safe System Approach, the Highway Safety Manual, and FHWA's Proven Safety Countermeasures
- Collaborate with the cities to ensure that rural to urban transitions are treated consistently in the Cities' and County TSPs
- Update fleet vehicle purchasing procedures to prioritize in-vehicle safety technologies such as speed moderators, collision avoidance, back-up cameras, etc.
- Budget for and update the High-Priority Network every five years.

## STANDARDS

---

- Modify roadway design standards to make the construction of sidewalks and bike lanes required in rural communities unless an exception is approved
- Modify roadway design standards to provide wider shoulders, wider clear zones, edgeline and/or centerline rumble strips, safety edge treatments, etc.
- Modify roadway design standards to allow for narrowed travel lanes, on-street parking, chicanes, curb extensions and other speed management design strategies
- Modify roadway design standards to require sight distance standards (e.g., removing visual obstructions like vegetation, utilities, street furniture, and on-street parking) near intersections, driveways, and mid-block crossings
- Establish street standards to provide adequate street lighting and pedestrian-level lighting at intersections and along segments
- Develop standard design details and specifications for safety enhancements such as safety edge on shoulders, high-visibility signing and striping at unsignalized intersections, bicycle signals, RRFBs, curb extensions, pedestrian refuge islands, bike boxes, green conflict markings, etc.

## OUTREACH

---

- Partner with agencies/organizations such as CAMPO, AAMPO, AARP, and senior centers to promote travel options programs and training for older adults
- Partner with ODOT to advance safety training in driver education with focuses on safe driving around freight and over-size vehicles and how to pull over to the right when approached by emergency response vehicles
- Create "How do I get there?" info tab for each County event and promote forms of transportation (e.g., transit, designated driver)

- Partner with neighboring jurisdictions on safety campaigns to develop regional campaigns that are coordinated, not duplicative, and share resources

## **MAINTENANCE**

---

- Update maintenance policy to include policies/processes for maintenance of facilities like bike lanes, crosswalk enhancements, and other safety treatments

## **FUNDING**

---

- Dedicate a portion of capital funding to fund safety projects.
- Ensure at least one staff person is regularly monitoring safety grant funding opportunities and is knowledgeable in grant writing
- Continue to coordinate with partner jurisdictions to jointly apply for grants that bundle projects for systemic application across the greater area

## **MONITORING AND EVALUATION**

---

- Establish an inter-agency, multi-discipline team (e.g., City and County representatives from public works, fire, law enforcement, etc.) that meets twice a year to discuss lessons learned from responses to significant crashes, contributing factors, approaches for improvement, and opportunities for data sharing and joint training exercises.
- Establish an annual budget to fund before/after evaluations of safety projects. Include before/after evaluations in project scopes



---

# **Transportation *Safety Action Plan***

*Appendix 6:  
Safety Performance Measures*



# BENTON COUNTY TRANSPORTATION SAFETY ACTION PLAN

DATE: December 18, 2025

TO: Project Team

FROM: John Bosket, PE; Harshala Sardar, PE | DKS Associates

SUBJECT: Benton County Transportation Safety Action Plan

Safety Performance Measures

Project #25003-000

---

Performance measures are essential for evaluating progress toward achieving goals and informing future actions. The USDOT Safe Streets and Roads for All grant program requires that Transportation Safety Action Plans (TSAPs) provide a description of how progress will be measured over time that includes, at a minimum, outcome data. Additionally, TSAPs must include annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries, with public posting of the Plan online.

However, the types and number of performance measures that must be applied is not specified and is left to the discretion of the agency. Considering the overarching goal of Benton County's TSAP will involve the moving toward the elimination of fatal and serious injury crashes on County-owned roadways, at a minimum, the number of crashes resulting in fatalities or serious injuries on County-owned roadways should be used as a performance measure (this would also fulfil the requirement to use outcome data). The County could also choose to supplement this with other performance measures that track progress on completing recommended actions in the Plan or reducing types of crashes and contributing factors often associated with fatal or serious injury crashes (e.g., emphasis areas).

Performance measures typically fall into two categories: outcomes and outputs. Outcome measures can quantify the effect of safety activities, however, the data for these measures is often lagging and it is not always possible to make a one-to-one comparison between an activity and output. However, it is important to measure and monitor outcomes to confirm the effectiveness of outputs and the County's overall progress in reaching a goal of zero fatalities and serious injuries.

Output measures are focused on effort and often include the number of installations or activities completed. Typical traffic safety output measures include installation of

infrastructure treatments and enforcement or education-related activities. These measures are often easy to quantify through data collection; however, the result is not measured directly.

The County decided to track the following performance measures on an annual basis and make the results available to the public.

## **OUTCOME MEASURES**

---

- Number of fatal and serious injury crashes (fatal and serious injury crashes could also be tracked separately)
- Number of fatal and serious injury crashes by emphasis area
  - Roadway and Lane Departure
  - Risky Behaviors (e.g., Drug and Alcohol Impairment, Distracted Driving, and Speeding)
  - Intersections
  - Aging Drivers (65+ years of age)
  - People Biking
- Number of fatal and serious injury crashes on the High Priority Network

## **OUTPUT MEASURES**

---

- Number of intersections receiving safety treatments
- Miles of roadway and lane departure countermeasures installed
- Number of outreach and education efforts to encourage safe road user behavior
- Number of warning signs installed or upgraded