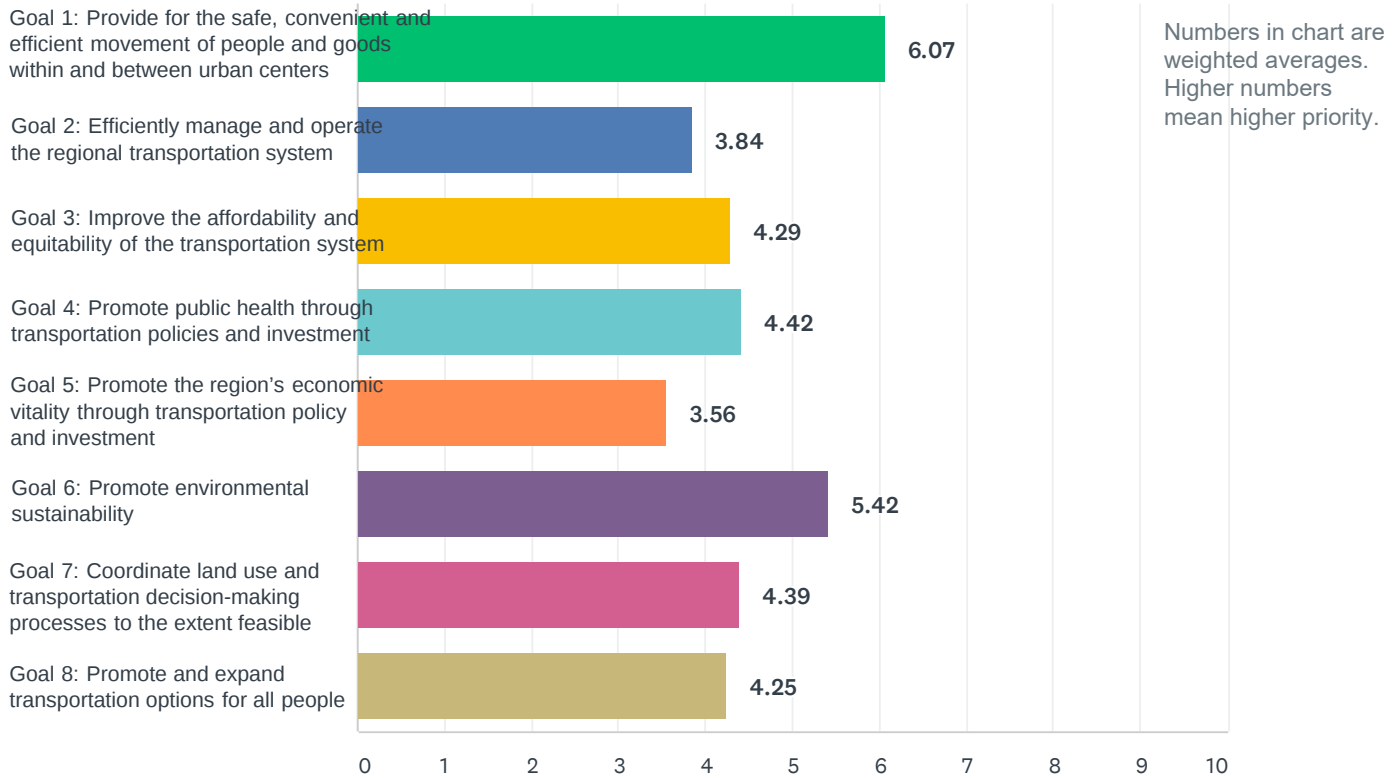


Q1 Please rank the CAMPO RTP goals from most important to least important (1 being most important and 8 being least important)

Answered: 45 Skipped: 0



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	1	2	3	4	5	6	7	8	TOTAL	SCORE
Goal 1: Provide for the safe, convenient and efficient movement of people and goods within and between urban centers	46.67% 21	13.33% 6	6.67% 3	6.67% 3	8.89% 4	2.22% 1	8.89% 4	6.67% 3	45	6.07
Goal 2: Efficiently manage and operate the regional transportation system	0.00% 0	13.33% 6	13.33% 6	13.33% 6	8.89% 4	20.00% 9	17.78% 8	13.33% 6	45	3.84
Goal 3: Improve the affordability and equitability of the transportation system	2.22% 1	13.33% 6	13.33% 6	17.78% 8	17.78% 8	15.56% 7	11.11% 5	8.89% 4	45	4.29
Goal 4: Promote public health through transportation policies and investment	4.44% 2	20.00% 9	15.56% 7	13.33% 6	6.67% 3	13.33% 6	13.33% 6	13.33% 6	45	4.42
Goal 5: Promote the region's economic vitality through transportation policy and investment	2.33% 1	11.63% 5	16.28% 7	4.65% 2	11.63% 5	9.30% 4	16.28% 7	27.91% 12	43	3.56
Goal 6: Promote environmental sustainability	31.11% 14	2.22% 1	11.11% 5	13.33% 6	26.67% 12	8.89% 4	4.44% 2	2.22% 1	45	5.42
Goal 7: Coordinate land use and transportation decision-making processes to the extent feasible	4.55% 2	15.91% 7	13.64% 6	15.91% 7	6.82% 3	22.73% 10	13.64% 6	6.82% 3	44	4.39
Goal 8: Promote and expand transportation options for all people	9.09% 4	11.36% 5	11.36% 5	15.91% 7	13.64% 6	9.09% 4	13.64% 6	15.91% 7	44	4.25

Q2 What changes (e.g. additions, deletions, edits) would you suggest for the CAMPO RTP Goals?

Answered: 33 Skipped: 12

#	RESPONSES	DATE
1	Rail bus to serve Albany Train station to Philomath, Corvallis, OSU, and South Corvallis.	8/6/2021 1:10 PM
2	More emphasis on safety.	8/1/2021 2:25 PM
3	widen highway between philomath and corvallis now. This is NOT a robust section in the system	7/31/2021 8:59 PM
4	specifically call out carbon fuel reduction/CO2+ production	7/29/2021 5:48 PM
5	None	7/29/2021 5:30 PM
6	Using bus system more effectively New and improved bike lanes and paths	7/29/2021 4:58 PM
7	none	7/29/2021 2:15 PM
8	none	7/29/2021 2:14 PM
9	Goals 3 and 8 seem kind of redundant. 3 seems to be better-worded.	7/29/2021 10:56 AM
10	Heavily emphasize safety for bicyclists and pedestrians. Emphasize human factors approach to safety for arterial roads. Utilize Vision Zero principles.	7/28/2021 8:00 PM
11	More emphasis on options that address climate change	7/28/2021 3:18 PM
12	Explicitly focus on safety improvements for walking and biking	7/28/2021 11:49 AM
13	Emphasis on connecting the surrounding rural communities with urban infrastructure.	7/28/2021 8:20 AM
14	Climate change needs to be taken into account on any transportation decision.	7/28/2021 12:20 AM
15	?	7/27/2021 8:56 PM
16	none at this time....you seem to have considered the most obvious and important areas of concern at this time...	7/27/2021 4:33 PM
17	looking at broader regional connectivity to Eugene and Salem as there a number of folks who live there and work in Corvallis	7/27/2021 4:01 PM
18	Emphasis on "design for safety" E.g., eliminate hazards such as dangerous intersections that make the list every year... lackadaisical bike lane safety (talk to people who do this in Eugene) Enforce speed limits, esp. at crosswalks (3rd/99) and schools	7/27/2021 3:56 PM
19	NA	7/27/2021 3:52 PM
20	none	7/27/2021 3:35 PM
21	Promote and/or incentivize human-powered transportation options	7/27/2021 3:22 PM
22	Specifically, promote active and alternative transportation and disincentivize car trips.	7/27/2021 2:50 PM
23	Reduce the need for transportation by setting land use policies which enable people to meet their needs without powered travel.	7/27/2021 2:47 PM
24	Personally I think the goals lack focus and attempt to address all possible goals when in fact even the most basic goals can not be met.	7/26/2021 9:39 AM
25	Please, please, please deal with West Corvallis issues. hwy 20/34 is the only major road out of town that is a two lane roadway with multiple, poorly timed traffic lights, minimal turn lanes. It's a disgrace!!!	7/23/2021 4:03 PM
26	None	7/22/2021 2:28 PM

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27	Strategize how to change business as usual and create systemic change in practice, not just in plans.	7/21/2021 10:04 PM
28	Climate first. Plan for less automobile traffic, more transit, more bike/ped.	7/21/2021 6:53 PM
29	Remove "to the extent feasible" from Goal 7.	7/21/2021 5:08 PM
30	Consider rewording goal 6 to "Promote adaptability and environmental sustainability?" Environmental sustainability is a rather static concept. For the future transportation planning needs to help communities adapt to a changing future. It is important to consider the environment in making these adaptations.	7/21/2021 2:28 PM
31	fewer goals, focus efforts	7/21/2021 4:13 AM
32	Avoid land grabs. Allow for maximin efficiency for vehicular traffic. Make bike and pedestrians lanes totally separate from roads	7/20/2021 6:31 PM
33	Add a bypass of HWY 99 and 34 though the golf course and link to HWY 20 north of town. Also incorporate Albany as much traffic on HWY 20	7/20/2021 6:12 PM

Q3 After reviewing the existing conditions and changes in the community, is there anything in particular we should consider when planning for the future transportation system?

Answered: 36 Skipped: 9

#	RESPONSES	DATE
1	Rail bus to serve Albany Train station to Philomath, Corvallis, OSU, and South Corvallis.	8/6/2021 1:10 PM
2	none	8/2/2021 8:20 AM
3	Future conditions. I anticipate much less viability, let alone wisdom for use of internal combustion motors in the coming decade.	8/1/2021 2:25 PM
4	improved east-west secondary routes	7/31/2021 8:59 PM
5	Comments on the map displays: It was difficult to see the sidewalks as green with other green layers such as parks. Just the existence of sidewalks does not make them functional. Need to include condition of the pedestrian system, not just the layout. Same is true of the bicycle facilities (blue with other blue layers like water and other). When planning for transportation, keep in mind different needs for different functions. For example, freight, recreational and leisure travel requires good highways/arterials for connections and through travel, employment and local commerce needs regional connections, but also local roadways, pedestrian and bicycle and transit facilities. Residential/community needs safe and functional local street/collector streets with many safe and functional ped/bike/transit facilities and services. The funds managed by CAMPO should be used on city and county facilities with in the MPO boundary while ODOT should fund state facilities.	7/29/2021 5:48 PM
6	Expect increased motor fuel costs, and increases in the proportion of electric vehicles. Also, plan for continued presence of the Covid 19 virus, and appearance of other pandemics. A number of prominent persons, including Bill Gates and the younger president Bush, publicly warned about the possibility of a pandemic.	7/29/2021 5:30 PM
7	More electric cars, and planning for autonomous vehicles.	7/29/2021 2:15 PM
8	Find ways to reward people for not driving.	7/29/2021 2:14 PM
9	Between Philomath and Corvallis, add in analysis for Reservoir Road as it is and will be used as a major transportation corridor between the two cities.	7/28/2021 8:00 PM
10	How to put in place transpo hubs as Corvallis grows. Hubs meaning space dedicated to that future so no one loses a home or farmland for lack of foresight.	7/28/2021 3:20 PM
11	Better bike options, particularly for parents commuting with kids.	7/28/2021 3:18 PM
12	Focus on connecting Corvallis with other cities/regions such as Albany, Philomath, Salem, Eugene	7/28/2021 3:11 PM
13	Dramatically increase the focus on walking, biking, and transit	7/28/2021 11:49 AM
14	Use designs, materials, and methods that result in very long reliability and lifespan. Reducing future maintenance, repairs, and replacements costs more up front, but saves \$ in the long term. What considerations have been given for pickup/dropoff, and parking when much of the local passenger transportation becomes fleet-owned self-driving vehicles, i.e. SDV Ubers? Are there plans to incorporate embedded roadway guidance, 6G (the next level beyond the current 5G) communications relays, and automated road condition telemetry for automated navigation and vehicle control? I would like to see avoidance of offset lanes at intersections unless raised reflective markers and paint are replaced when worn or missing. I see too many drivers unfamiliar with the lane offsets drive into oncoming traffic or adjacent lanes at night when the pavement is wet. Circle & 9th, 99W & Walnut, Kings & Buchanan.	7/28/2021 1:42 AM
15	Impact of fossil fuels, and explore opportunities for alternative fuels.	7/28/2021 12:20 AM

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16	I question if the 2040 demographic/employment projections will hold up. The number of live births in the area is declining, I understand the fastest growing demographic is those 55+, more retirees are moving here, Corvallis is becoming more of a bedroom community, and who knows what the long term impacts of the pandemic on education delivery will be.	7/27/2021 10:30 PM
17	importance of bicycles and promoting bicycling commuting and recreation	7/27/2021 8:56 PM
18	only keeping an eye on the demographics of the area...which i'm certain you are doing....perhaps being mindful of where majorities of an area's population is impoverished in order to give them full access to transportation to potential jobs and/or educational opportunities...often the inability to get to these activities is the big obstaclealso perhaps a "voting" express during election seasons	7/27/2021 4:33 PM
19	more thinking from the perspective of full-time alternative transportation users or people who might be considering it - e.g. if someone works at OSU and gets off at 5pm - does having to wait 30 minutes for a bus to the transfer station make them more or less likely to take it... likewise folks who might want to go to Albany to shop/run errands during on a weekday	7/27/2021 4:01 PM
20	GO NOT oeerbuild (when you build it, they will come....more roads generate more traffic. Focus on making walking, biking safer and improving public transport (e.g., smaller buses, more frequent trips, on-demand...)	7/27/2021 3:56 PM
21	Future housing needs	7/27/2021 3:52 PM
22	Do not facilitate urban sprawl	7/27/2021 3:35 PM
23	Yes. The current Van Buren bridge would be a great way for people to access a City park that currently has no access, and it would be great to use that resource instead of it just being a place where some of the worst behaved people experiencing homeless take refuge from the law.	7/27/2021 3:22 PM
24	I'd love to see more multimodal paths, like getting on built between Corvallis and North Albany, or extending the path on highway 34 heading east out of Corvallis. Or a path in and out of Monroe from neighboring communities. Ways for people to use paths for fun and transportation.	7/27/2021 2:50 PM
25	Provide options which make car ownership unnecessary and undesirable. This can include land use planning (see answer to Q2), ride sharing, communication and delivery services.	7/27/2021 2:47 PM
26	It isn't clear what "future" you are planning for. Perhaps you should first describe the future you think you are planning for. Where will people live, work, play? How will economic centers be serviced by truck, train, air.? Will electric vehicles result in more cars and more trips because it is cheap? Will rural development be discouraged because of its inefficiency? Will business be conducted over the internet, resulting in fewer shopping trips and fewer work trips? Etc. Maybe you already did this "future conditions" description and need to describe it. But in any case, you don't have the money or ability to actually get ready for the future - it is going to consume and overwhelm the transportation systems leaving you to follow, not lead.	7/26/2021 9:39 AM
27	Making the environmentally and socially responsible transportation choice the easy choice, and making choices that harm, bear the true cost of that choice.	7/25/2021 5:39 PM
28	West Corvallis and Philomath are the areas with the most development, which is likely to continue into the future. This area should absolutely be a priority in the RTP. The truck traffic on hwy 20/34 is forced to deal with whacko traffic lights. Why aren't there slow lanes for trucks forced to stop at one of the many multiple lights in this corridor?? The traffic light at 20/34 and Technology way was recently changed to allow left turns across 20/34 onto Technology Way. This has made a dramatic positive impact in how that intersection works. All intersections/lights along that corridor should be the same. Also, multi-model options on this corridor are pretty much non-existent. Really, where is the committment to this stated goal?	7/23/2021 4:03 PM
29	Transportation issues in SW Corvallis in and around Highway 20 to promote pedestrian, bicycle and automobile travel safety.	7/22/2021 2:28 PM
30	safety at intersections for most vulnerable travelers	7/21/2021 10:04 PM
31	Plan on fuel costs increasing ten-fold.	7/21/2021 6:53 PM
32	We need equity to extend to our streets by giving as much roadway space to bicyclists and pedestrians as we do to cars. Although drivers may have to go more slowly, making driving	7/21/2021 5:08 PM

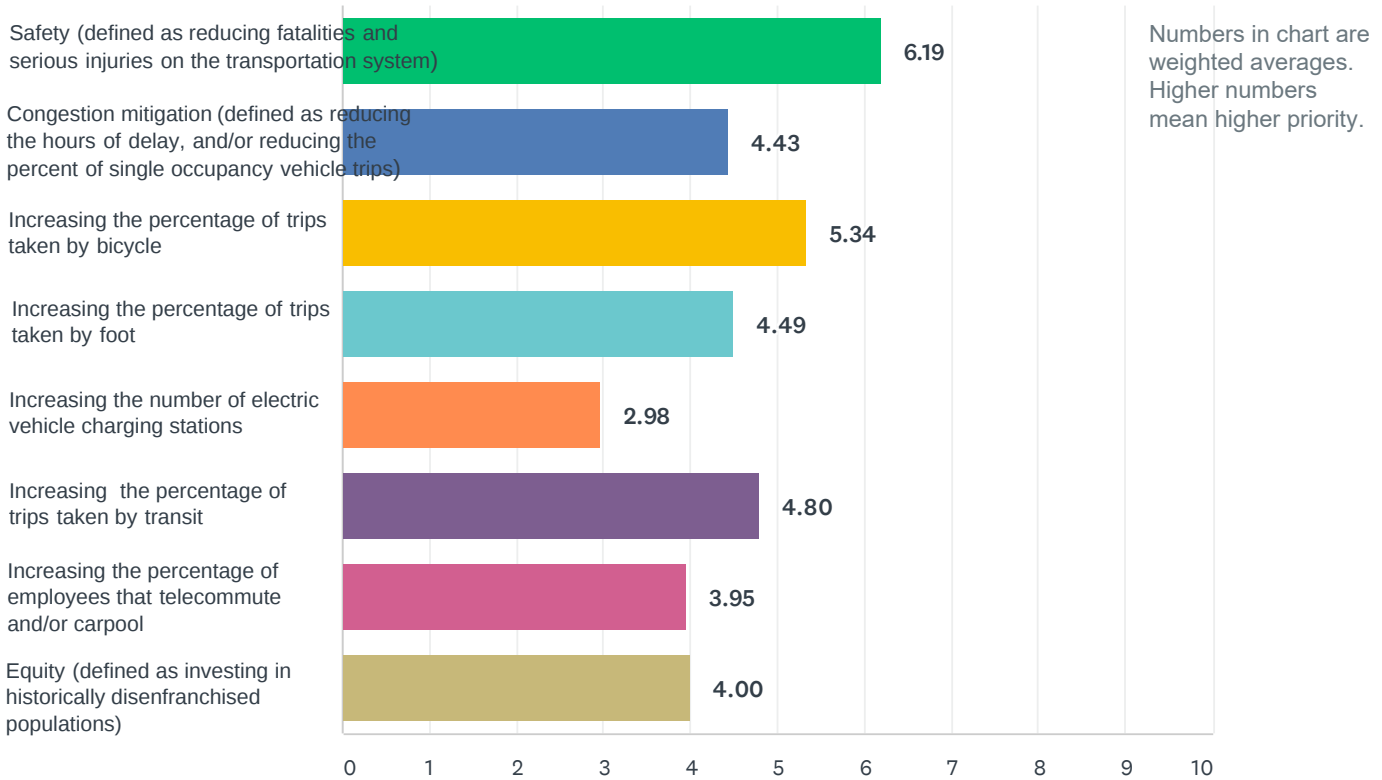
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less convenient and non-motorized transportation safer will motivate more people to get out of their cars and choose walking and biking.

33	The future transportation system needs to have greater connectivity to transportation, particularly transit, outside the CAMPO. Future transportation needs to connect the household to the larger system by aggregating trip and mode choices upward particularly by developing effective low-mass and fixed route autonomous transit.	7/21/2021 2:28 PM
34	promote EV adoption (dont' get trapped by chicken vs. egg - be the egg); consider a future of drive-by or delivery retail models and how those will change traffic patterns; prioritize safer school routes for kids	7/21/2021 4:13 AM
35	Fix downtown traffic flow	7/20/2021 6:31 PM
36	Improve main car ways esp 99 and 34/20. Promote electric vehicles. Aging population will be needing cars	7/20/2021 6:12 PM

Q4 Please rank the potential metrics for project selection from most important to least important (1 being most important)

Answered: 44 Skipped: 1



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	1	2	3	4	5	6	7	8	TOTAL	SCORE
Safety (defined as reducing fatalities and serious injuries on the transportation system)	44.19% 19	13.95% 6	9.30% 4	11.63% 5	6.98% 3	0.00% 0	11.63% 5	2.33% 1	43	6.19
Congestion mitigation (defined as reducing the hours of delay, and/or reducing the percent of single occupancy vehicle trips)	11.36% 5	22.73% 10	13.64% 6	6.82% 3	4.55% 2	2.27% 1	13.64% 6	25.00% 11	44	4.43
Increasing the percentage of trips taken by bicycle	11.36% 5	20.45% 9	18.18% 8	18.18% 8	11.36% 5	15.91% 7	2.27% 1	2.27% 1	44	5.34
Increasing the percentage of trips taken by foot	9.30% 4	9.30% 4	11.63% 5	16.28% 7	18.60% 8	16.28% 7	16.28% 7	2.33% 1	43	4.49
Increasing the number of electric vehicle charging stations	4.55% 2	6.82% 3	2.27% 1	6.82% 3	9.09% 4	15.91% 7	27.27% 12	27.27% 12	44	2.98
Increasing the percentage of trips taken by transit	9.09% 4	11.36% 5	15.91% 7	20.45% 9	20.45% 9	6.82% 3	11.36% 5	4.55% 2	44	4.80
Increasing the percentage of employees that telecommute and/or carpool	2.27% 1	9.09% 4	11.36% 5	13.64% 6	18.18% 8	25.00% 11	9.09% 4	11.36% 5	44	3.95
Equity (defined as investing in historically disenfranchised populations)	9.09% 4	6.82% 3	18.18% 8	6.82% 3	11.36% 5	18.18% 8	6.82% 3	22.73% 10	44	4.00

Q5 Is there anything else you would like to share related to potential metrics for project selection?

Answered: 28 Skipped: 17

#	RESPONSES	DATE
1	no	8/2/2021 8:20 AM
2	east-west congestion mitigation is top problem	7/31/2021 8:59 PM
3	Condition of the roadway, pedestrian and/or bicycle facilities. Urbanization of county and state facilities inside city limits and UGB's. Environmental impacts of projects. Congestion in an urban setting may be more tolerable than on a regional connection facility. Don't use one-size fits all.	7/29/2021 5:48 PM
4	No	7/29/2021 5:30 PM
5	Emphasize getting people out of there cars and using altenatives.	7/29/2021 2:14 PM
6	No	7/28/2021 8:00 PM
7	What are the environmental impact measured? Air and water quality metrics against number of combustion engines! Coal fired electricity costs borne outside of town? Lung condoms and other human health metrics? Etc. I see no environmental quality/land-water-air and community health metrics here. See earlier comment: measure planning with future space considerations. This will address some access/equity matters and potentially help buil economic futures.	7/28/2021 3:20 PM
8	No	7/28/2021 3:18 PM
9	I don't see any considerations for road noise or synchronization of traffic flows.	7/28/2021 1:42 AM
10	Projects should be ones that focus on the least impact on the environment.	7/28/2021 12:20 AM
11	no	7/27/2021 8:56 PM
12	not at this time.....	7/27/2021 4:33 PM
13	I wasn't sure what "on the transportation system" meant in regards to safety. I would like to see more done to make cyclists and pedestrians feel safer. I have no concerns as a bus passenger on the bus.	7/27/2021 4:01 PM
14	Yep, consider public input–have "the people" rate the projects (ranked choice!))	7/27/2021 3:56 PM
15	No	7/27/2021 3:35 PM
16	Actually, yes. Quite a lot.	7/27/2021 3:22 PM
17	One metric should be collaboration and working to get support from counties and cities. CAMPO can't do it all alone.	7/27/2021 2:50 PM
18	Total weekly travel miles per person.	7/27/2021 2:47 PM
19	Not all of your metrics carry equal weight or are potentially equal in terms of populations served. For instance, the effectiveness of a highway corridor may have very important implications for serving economic centers with freight and serve many thousands of persons. A bikepath in a rural area may serve a handfull. Serving a handfull of people who elect to live in rural areas should not get funding simply because they make poor decisions. People choose to live where they want and should not be given favored status because they are "under served". You should stick to solving the congestion problems in urban areas which in turn serves thousands, promotes economic growth and enables freight and commerce to operate economically. Bike paths and sidewalks are important in urban areas.	7/26/2021 9:39 AM
20	Total lifecycle greenhouse gas emissions; Effect on particulate emissions in the immediate area	7/25/2021 5:39 PM

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21	obviously, these are all goals we would like to see happen. But for West Corvallis, equity needs to happen. South Corvallis has seen improvements. It is our turn for some attention!!! What is driving our neighborhood concerns are safety and congestion. Especially if the new Justice Center gets slapped down in our neighborhood. (heaven forbid the NW Corvallis gets it! - yes, I'm very cynical here)	7/23/2021 4:03 PM
22	no	7/22/2021 2:28 PM
23	greenhouse gas reduction or carbon sequestration accomplished by particular programs or policies	7/21/2021 10:04 PM
24	Please do NOT try to reduce congestion; it only results in more traffic and more speeding, making our roadways even more dangerous.	7/21/2021 5:08 PM
25	Number of fixed-route, autonomous transit options available. Percentage of the population without cars. Cost per mile of driving a car in the CAMPO area. Percent of miles traveled without use of fossil fuels. Percent of trips that are nonautomotive.	7/21/2021 2:28 PM
26	none	7/21/2021 4:13 AM
27	Question 4 options are not applicable Only thing to improve is safety. Allowing more vehicles smoother traffic	7/20/2021 6:31 PM
28	The transit system is ineffective - buses should run every 15 min and run to Albany, Adair, Philomath and Corvallis. The buses run too infrequent. Electrify all buses.	7/20/2021 6:12 PM

Q6 Are there any upcoming events or meetings you would recommend CAMPO staff attends in order to share information about the RTP update?

Answered: 22 Skipped: 23

#	RESPONSES	DATE
1	no	8/2/2021 8:20 AM
2	We're currently dreaming about a craft, art & music fair in So. Corvallis in late September. Wanna come and have a booth?	8/1/2021 2:25 PM
3	webinar on west justice center proposal	7/31/2021 8:59 PM
4	No	7/29/2021 5:30 PM
5	Perhaps a meeting all in Spanish, and/or at a location convenient to Spanish-speaking folks in the community.	7/29/2021 2:15 PM
6	no	7/29/2021 2:14 PM
7	???	7/28/2021 8:00 PM
8	South town neighborhood development planning. And the group that promotes noon car trips, Jay Thatcher is a member.	7/28/2021 3:20 PM
9	N/A	7/28/2021 3:18 PM
10	Green Party meetings, Sustainability Coalition	7/28/2021 12:20 AM
11	no	7/27/2021 8:56 PM
12	none of which i am aware	7/27/2021 4:33 PM
13	Might be good to have groups such as NAACP and OSU cultural centers involved to hear more about specific equity and safety concerns from POC as it relates to alternative transportation	7/27/2021 4:01 PM
14	Why not hold your own meetings	7/27/2021 3:56 PM
15	No	7/27/2021 3:35 PM
16	I notice in your slides that Hwy 20/34 from Corvallis to Philomath has some current limitations and some indications of future rather alarming conditions (demographics). This corridor has a lot of urban area designated and probable future growth. It is also a long stretch and is a primary route to the coast. Hwy 20 is one of the best routs to the mid coast and Newport has become an economic engine. I also noted that you state that "the region has a robust street network". This is blatantly false when you look at the areas around Hwy 20/34. This should be listed as an exception. Does your CALM model properly account for the heavy truck traffic on Hwy 20/34? As a regular user of Hwy 20/34 I obsrve two different congestion situations. One involves volumes (mostly auto) that exceed the capacity of this roadway given the 2 lanes and numerous signals. The other is truck traffic that simply can not efficeintly pass through and limit lane capacity because of their stop and go. Both of these conditions seem to indicate a need for additional lanes. ODOT addressed a similar issue on Hwy 99 north of Corvallis by adding lanes on 99 (overpass to Elks Dr.) by giving the trucks a lane and letting the autos get by. This vastly improved capacity on that limited stretch. If there isn't money to improve all of the 20/34 corridor, try some creativity....but address it rather than ignore it. The "status Quo Minimum Investment" is not really a viable option. "Significant investment in Transit and Bike" won't get it done. It admits defeat and ignores the problems.	7/26/2021 9:39 AM
17	WHNA will probably be reaching out at some point for a meeting with our association. Is Steve Dobrinich the best person to make contact with?	7/23/2021 4:03 PM
18	no	7/22/2021 2:28 PM
19	League of Women Voters upcoming webinar on land use and transportation	7/21/2021 10:04 PM

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20	Please send additional announcements through the Sustainable Corvallis Google group to encourage greater participation in the survey.	7/21/2021 5:08 PM
21	N/A	7/21/2021 4:13 AM
22	Motorcycle meetings to address safety	7/20/2021 6:31 PM

Q7 What is your Zip Code?

Answered: 44

Skipped: 1

