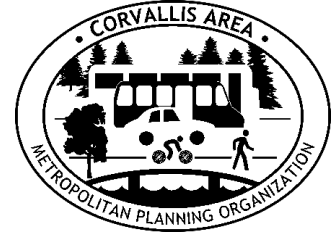


# MEMORANDUM

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**Date:** December 3<sup>rd</sup>, 2021  
**To:** CAMPO Technical Advisory Committee and Policy Board  
**From:** Steve Dobrinich, CAMPO Staff  
**Re:** RTP Project Priorities Survey Results

## Background

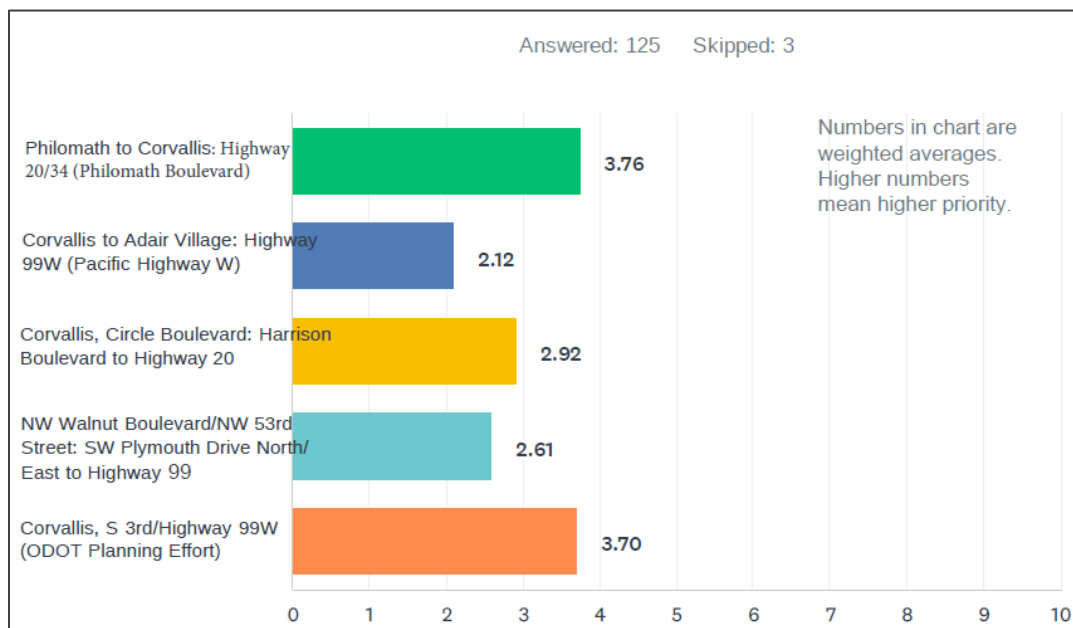
The purpose of this memorandum is to provide an overview of results from the Regional Transportation Plan (RTP) Project Priorities Survey. The survey was introduced to the public by CAMPO staff following the virtual open house events held on October 25<sup>th</sup> and held open for two and half weeks. The survey asked members of the public to provide input on future projects and investment corridors in order to help prioritize the list of projects included in the RTP. A total of **128 surveys were completed**. An overview of survey results can be found below.

## Feedback on Regional Corridors

### Priority Ranking of Five Corridors (Question 1)

- When complete, the CAMPO RTP will outline future projects to be implemented over the next twenty years including projects along five regional travel corridors. When asked to prioritize the five corridors for future improvements survey respondents indicated that **Philomath to Corvallis (along Highway 20/34)** and **South 3<sup>rd</sup>/Highway 99W (in South Corvallis)** were the highest priorities. See **Figure 1** for additional details.

Figure 1: Corridor Scores (By Weighted Average)



### **Philomath to Corvallis Corridor (Hwy 20/34)** (Questions 2 and 3)

As part of question 2 survey respondents were asked to identify intersections or segments along the Philomath to Corvallis Corridor where safety is a concern (for any mode of travel). Building on this, question 3 asked respondents to identify specific improvements that are needed for people biking or taking transit along the corridor.<sup>1</sup>

Input gathered in response to these two questions included a broad range of topics and suggestions:

- The most frequently cited location of concern was the intersection of SW 53<sup>rd</sup> Street and Philomath Boulevard
- Intersections along Philomath Boulevard at Country Club Drive, SW 35<sup>th</sup> Street and SW 15<sup>th</sup> Street were also frequently mentioned as problematic locations. Issues related to bicycle and pedestrian safety were commonly cited in reference to the crossings at SW 53<sup>rd</sup> Street and SW 15<sup>th</sup> Street.
- Two segments along Philomath Boulevard came up as problematic stretches numerous times: (1) SW 53<sup>rd</sup> Street to Western Boulevard and (2) Country Club Drive to SW 53<sup>rd</sup> Street. Some respondents also identified issues stretching further east to SW 15<sup>th</sup> Street at the entrance to Avery Park and beyond.
- A need for better connected sidewalks and bike facilities along Philomath Boulevard was cited by several survey respondents; the missing sidewalk segment on the north side of Philomath Boulevard between SW 53<sup>rd</sup> Street and SW Technology Loop was particularly concerning to respondents
- High speeds throughout the corridor were mentioned as a safety concern, especially in reference 45 MPH zones
- A lack of safe pedestrian/bicycle crossings were mentioned numerous times including references to intersections and a desire for mid-block crossings. Access to the Sunset Shopping Center, Technology Loop, and bus stops along the corridor were mentioned multiple times.
- Issues mentioned at the Philomath end of the corridor included high speed travel, safety at the intersection of 19<sup>th</sup> Street and Philomath Boulevard, and wayfinding to and from the Hunsacker Bike Path
- Comments related to increasing capacity along the corridor included suggestions for additional travel lanes as well as improvements to transit frequency and efficiency (e.g. bus only lane, better access and lighting at bus stops)

Key takeaways related to Highway 20/34 include:

- Survey respondents have direct experience along the corridor and provided detailed accounts of safety issues
- Safety is a concern for people using the corridor both for thru travel and accessing businesses/shopping amenities locally

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<sup>1</sup> Note- these questions were applied to four of the five corridors with the exception of the South 3<sup>rd</sup>/Highway 99W Corridor. RTP projects for south Corvallis will be incorporated through ODOT's ongoing corridor study.

- Highway 20/34 (Philomath Boulevard) is a barrier to safe bicycle and pedestrian access in numerous locations throughout the corridor
  - One survey respondent captured this sentiment stating: *“The 53rd area needs to be designed in accordance with the “Neighborhood Center” designation in the comp plan. Sidewalks, crossings, low speed limits. Highway divides the neighborhood and is dangerous and inconvenient for non-auto users.”*
- Congestion at intersections lead to acute slow-downs raising the risk of rear end crashes

**Adair Village to Corvallis Corridor (Hwy 99W)** (Questions 4 and 5)

As part of question 4 survey respondents were asked to identify intersections or segments along the Adair Village to Corvallis Corridor where safety is a concern (for any mode of travel). Building on this, question 5 asked respondents to identify specific improvements that are needed for people biking or taking transit along the corridor.

Input gathered in response to these two questions included a broad range of topics and suggestions:

- The Lewisburg area was commonly cited as being a safety concern for people riding bikes, taking transit and driving motor vehicles
- Access in and out of Adair Village was cited as being challenging and unsafe by a number of respondents
- A number of survey respondents described traveling by bike along this corridor as being scary and dangerous
- Numerous respondents indicated interest in a separated multi-use path between Corvallis and Adair Village, respondents also indicated interest in seeing the existing multi-use path along Highway 99W in Corvallis extended in both directions
- Several intersections along Highway 99W in Corvallis were described as being dangerous including Circle Boulevard, Walnut Boulevard, and NW Elks Drive; left turns at the NW Elks intersection were cited as a specific safety concern
- Several intersections along Highway 99W north of Corvallis were also cited as being safety concerns including Lewisburg Ave, Mountain View Drive, Arboretum Rd, Ryals Ave, Vandenberg Ave, and Arnold Ave
- Increased visibility of bus stops and a need for more amenities (i.e. signage, lighting, benches) were both mentioned in reference to bus stops along the corridor

Key takeaways related to Highway 99W between Adair Village and Corvallis include:

- There is a great deal of interest in biking along this corridor, however, safety is a major concern with many survey respondents indicating they would not feel safe walking or biking along the corridor as currently configured
- Survey respondents are interested in the development of a separated multi-use path for people walking and riding bikes between Corvallis and Adair Village, this includes extending the existing multi-use path which currently ends at Circle Boulevard
- Survey respondents are interested in proactive solutions along this corridor and are keenly aware that residential growth in Adair Village is likely to generate more demand along the corridor

### **Circle Boulevard Corridor** (Questions 6 and 7)

As part of question 6 survey respondents were asked to identify intersections or segments along the Circle Boulevard Corridor where safety is a concern (for any mode of travel). Building on this, question 7 asked respondents to identify specific improvements that are needed for people biking or taking transit along the corridor.

Input gathered in response to these two questions touched on several topics:

- The most frequently cited locations of concern along the Circle Boulevard corridor were the intersections with NW 9<sup>th</sup> Street and Highway 99W; specific comments cited safety issues caused by backups between the two intersections, proximity to the railroad, and difficulty for people walking and riding bikes to cross
- A number of survey respondents identified the eastern end of the corridor as problematic mentioning NW Kings Boulevard to Highway 20, NW Highland Drive to Highway 20 and NW 9<sup>th</sup> to Highway 20; issues with road condition east of Highway 99W were also mentioned
- The intersection of Circle Boulevard and NW Harrison Boulevard was also mentioned several times

Key takeaways related to the Circle Boulevard Corridor include:

- Circle Boulevard intersections with NW 9<sup>th</sup> Street and Highway 99W were frequently mentioned as safety concerns
- Survey respondents provided overall favorable feedback on the Safer Circle road reconfiguration but many indicated a desire to maintain fewer travel lanes through intersections

### **Walnut Boulevard/ 53<sup>rd</sup> Street Corridor** (Questions 8 and 9)

As part of question 8 survey respondents were asked to identify intersections or segments along the Walnut Boulevard/53<sup>rd</sup> Street Corridor where safety is a concern (for any mode of travel). Building on this, question 9 asked respondents to identify specific improvements that are needed for people biking or taking transit along the corridor.

Input gathered in response to these two questions included:

- Speeding along this corridor is a major concern among survey respondents, several respondents mentioned a need for reduced speed limits and better signage; in a couple of instances survey respondents suggested increased speed enforcement or utilization of speed cameras
- Bicycle and pedestrian safety on Walnut Boulevard was noted by several respondents, especially in the areas around Husky and Wildcat Elementary Schools; related comments identified crossing Walnut Boulevard as a barrier to people walking and riding bikes
- Comments related to the multiuse path along SW 53<sup>rd</sup> Street included:
  - A request for improved crossings over SW 53<sup>rd</sup> Street (including protected crossings) to help people on bikes reach the multiuse path
  - A desire for on-street buffered or protected bike lanes along SW 53<sup>rd</sup> Street between Philomath Boulevard and the railroad underpass
  - Comments indicating that the multiuse path along Walnut Blvd/SW 53<sup>rd</sup> Street is in poor condition in several places

- Frequent flooding and limited space on SW 53<sup>rd</sup> Street under the railroad trestle were cited by several survey respondents
- Intersections along SW 53<sup>rd</sup> Street were mentioned as safety issues by several survey respondents (intersection with SW Country Club Drive, Philomath Boulevard); an issue with visibility when crossing SW 53<sup>rd</sup> on Country Club Drive was specifically mentioned including a desire for four way stop signs
- The intersections of Walnut Boulevard and NW 9<sup>th</sup> Street as well as Walnut Boulevard and Highway 99W were cited as being complicated and dangerous
- Intersections with SW Reservoir Ave and NW Harrison Boulevard along 53<sup>rd</sup> Street were also mentioned; this includes instances of southbound vehicles backing up on 53<sup>rd</sup> Street from Reservoir Ave to Harrison Boulevard, survey respondents noted a large number of vehicles turning right onto Reservoir Avenue and suggested the addition of a right turn lane

Key takeaways related to the Walnut Boulevard/53<sup>rd</sup> Street Corridor include:

- High speed traffic along this corridor is a major concern causing some people, especially people traveling by bike or with children, to avoid the area entirely; various strategies for slowing down traffic were suggested by survey respondents
- Crossing Walnut Boulevard is seen by several survey respondents as a barrier to safe walking and biking
- Survey respondents suggested making access to the 53<sup>rd</sup> Street multiuse path easier and safer as well as extending the multiuse path along Walnut Boulevard

## Feedback on Region-wide Topics

### **Improvements to trips by bicycle** (Question 10)

When asked to provide input on what would improve trips by bicycle safety was an underlying priority. Survey respondents made a variety of suggestions including the following:

- A desire for more physically separated bicycle facilities was one of the primary themes to emerge in response to this question
  - Survey respondents indicated a desire for more multiuse paths, buffered bike lanes, and suggested using concrete barriers to create physical separation from automobile traffic
  - Several survey respondents suggested protected intersections while others expressed appreciation for painted green indicators used on approaches to intersections
  - A desire for wider bike lanes was also mentioned by several respondents
- Several survey respondents called for better lighting throughout the city with specific comments about lighting at intersections and along multiuse paths
- Traffic calming and a desire for lower speed limits were mentioned by several respondents
- A number of survey respondents suggested making improvements to bicycle detection equipment at intersections

### **Improvement to trips via transit** (Question 11)

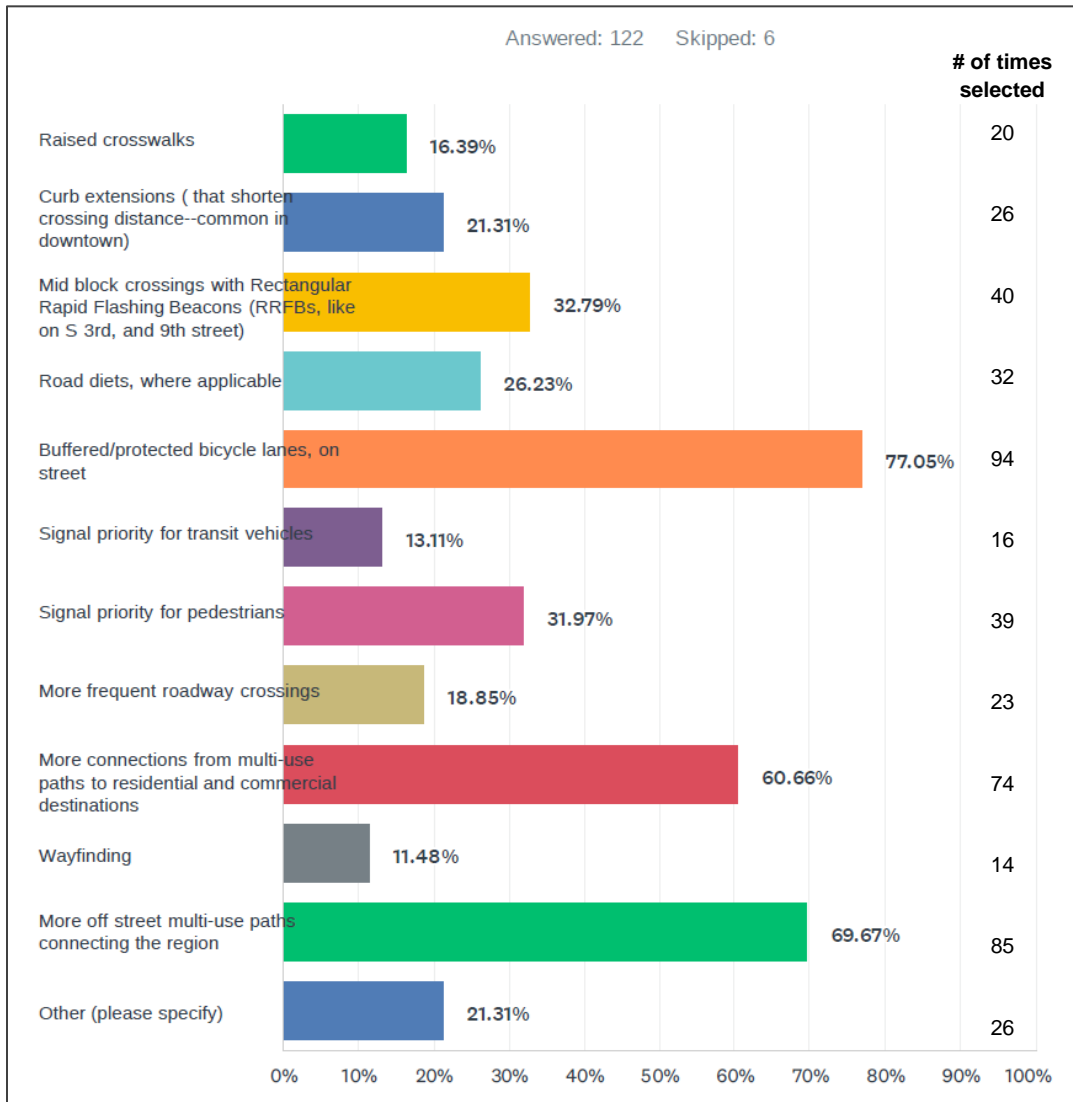
When asked to provide input on what would improve trips by transit survey respondents provided a variety of suggestions:

- One of the most common suggestions for improving transit in the CAMPO Planning Area was increased frequency along existing routes; improvements to transit efficiency including dedicated travel lanes and signal prioritization were also suggested by respondents
- Several respondents suggested bus stop improvements including development of covered shelters, bus pull-outs, real-time arrival info, raised platforms, additional lighting, and better visibility
- Several survey respondents supported increases to parking costs and the development of more park and ride locations (including on Highway 34 on the east side of the Willamette River) as strategies to push more people towards taking transit
- Survey respondents pointed to a desire for more inter-city transit options including, more trips to Albany as well as connections to Eugene and Portland
- More amenities, such as free wifi on buses were recommended by some survey respondents

### **Strategies for improving safety, trips by bike and trips by transit** (Question 12)

- CAMPO staff asked survey respondents to choose their **top four strategies** for improving safety, trips by bike and trips by transit throughout the region
- The top three strategies selected by survey respondents were (1) Buffered/protected bicycle lanes, on street (selected by 77% of respondents); (2) More off-street multi-use paths connecting the region (selected by 70% of respondents); and (3) More connections from multi-use paths to residential and commercial destinations (selected by 61% of respondents)

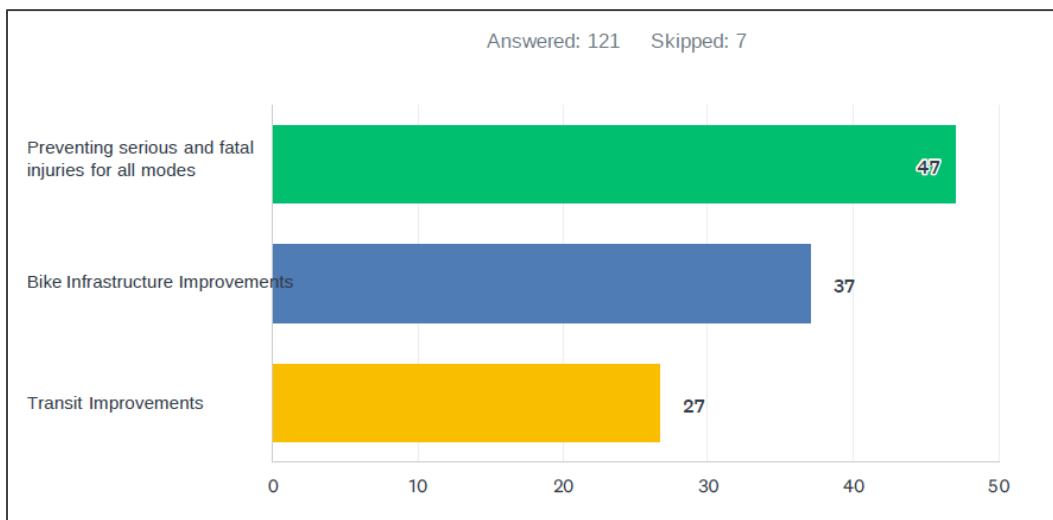
**Figure 2: Top strategies for improving safety, trips by bike and trips by transit**



**Project Funding Prioritization (Question 13)**

- When asked to allocate \$100 across three spending categories, survey respondents prioritized “Preventing serious and fatal injuries for all modes” over other categories

**Figure 3: Project Funding Prioritization (Average Number)**



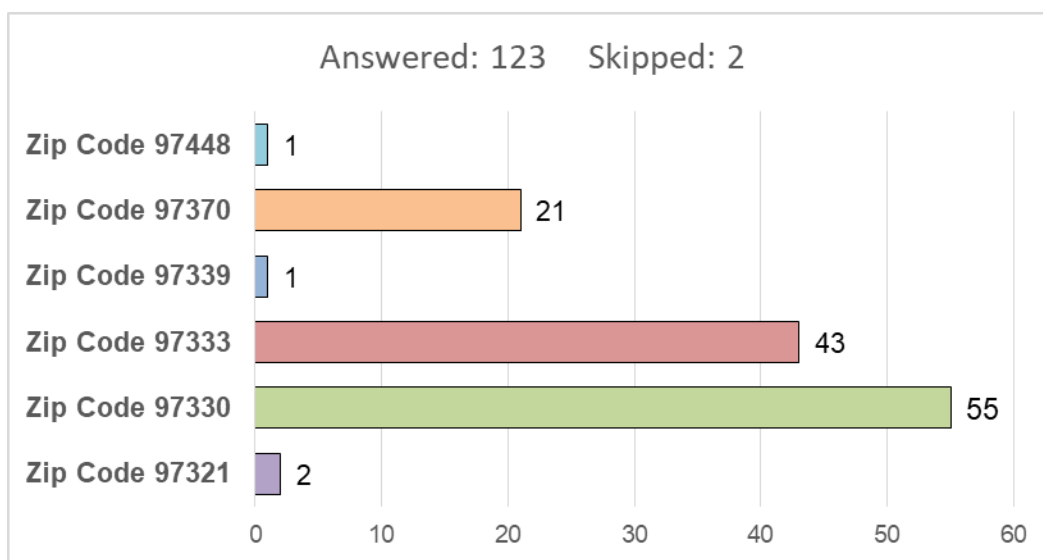
## Other Input

### Is there anything else you would like to share? (Question 14)

- Responses to question 14 were wide ranging with individual priorities similar to the views expressed in other survey questions
  - Numerous respondents emphasized the needs of active modes of travel (i.e. bicycling, walking and transit ridership)
  - Other respondents expressed concerns over increased congestion resulting from ongoing population growth
  - One final theme to emerge from this question was concern that if automobile capacity is overlooked in favor of active modes of travel congestion in the region will continue to increase

### Respondent Zip Codes (Question 15)

**Figure 4: Respondent Zip Codes**



**Figure 5: Respondent Zip Codes**

Zip Code	Area	# of Respondents	Percentage
97448	Junction City	1	0.8%
97370	Philomath and outlying area	21	17.1%
97339	Small area in Downtown Corvallis	1	0.8%
97333	Corvallis (Roughly south of Monroe Ave, does not include OSU)	43	35.0%
97330	Corvallis and Adair Village (Roughly north of Monroe Ave)	55	44.7%
97321	North and west Albany	2	1.6%

## Next Steps

- Discuss survey findings including feedback on regional travel corridors with CAMPO TAC and Policy Board
- CAMPO staff will incorporate survey input and subsequent discussion with TAC and Policy Board into draft RTP project list