

Corvallis Area MPO 2043 RTP Comment Tracker

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
1	ODOT-TPAU	2	Do what you wish with this, but I would avoid colloquialisms such as "time immemorial". The style seems inappropriate for a technical paper.	Staff considered the change but left the document as is
2	Corvallis Sustainability Coalition Transportation Action Team	2	The first known settlement of Euro Americans in the Corvallis area was not in 1945	Revised
3	Community member, member Corvallis Sustainability Coalition's Transportation Action Team	2	Last paragraph on page change 1945 to 1845 for Avery settlement. Tribal editor will probably notice and change.	Revised
4	FHWA - Oregon Division	7	Can you include the complete date for the Oregon Governor designation? Does CAMPO still have the letter?	
5	FHWA - Oregon Division	7	Please clarify that the policy board is the MPO.	Revised
6	FHWA - Oregon Division	9	Suggest including TAC and Policy Board links for easy access to meeting information (membership information) and how folks can provide public comments on federally required planning products.	All information is easily accessible on our website, where the plan will be.
7	ODOT-TPAU	9	I would drop the use of "nicknamed" and use the more accurate "acronym" e.g. acronym: CALM. I would be more specific with "modifications to CALM" and add "modifications to the CALM network and land use" since not modifications were made to the structure of the model	Revised
8	FHWA	11	the text states "MPO integration suggested" for the Transportation Safety Action Plan and transit plan. It's not clear what this integration means in terms of the MPO plan or what elements in these plans may engender coordination or review.	
9	ODOT-TPAU	16	demand definition should be switched to "population, demographics and employment".	Revised
10	ODOT-TPAU	16	Bullets three and four listed in the Key Takeaways are somewhat contradict each other as you indicate challenges in 3 and then use "robust" in 4	
11	ODOT-TPAU	16	To Sam's point above, most of TPAU readers felt that there could be more discussion around addressing the congested OR34/20 corridor with its long delays/queues and corresponding impacts to overall mobility, freight, etc. .	Will revise as appropriate
12	FHWA	16	minor editorial comments "spares" should read "sparse"	Revised

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13	FHWA - Oregon Division	17	Thank you for including social equity, take a look at the federal planning emphasis areas as well!	Glad to include it. Thanks!
14	ODOT-TPAU	18	you may want to include a map showing the CAMPO Planning Area in reference to the Regional Cities describing its location	Noted. Staff chose to leave the report as is.
15	ODOT-TPAU	21	I do have a 2019 version of this (Figure 6) as used in the model, rather the estimated average of a range of years from the ACS	Staff decided to keep ACS data to be consistent with other demographic maps
16	ODOT-TPAU	22	Footnote 3 is misleading. While we use census data, that is just one part and the values will likely be different than those in Census, so we might need to re-think the footnote. Maybe "2019 population and employment estimates developed from Census, Department of Employment, and other sources". To that point I would put approximate values like 67,500 and 34,600 for pop are jobs - there are several factors which make it so that we can't provide the level of precision suggested in the current draft.	
17	ODOT-TPAU	22	Statement "Other data sources were used when ACS information was not available" please clarify and provide a little additional information on the other data sources	
18	ODOT-TPAU	24	Table 5 - even though the numbers are from census, I would recommend displaying less precision - this is a comment for most of the context setting tables in general.	
19	ODOT-TPAU	24	Table 5 - Much of this can be pulled from data (with the exception of median home value) used to create the 2019 TAZ file used in the model. I am not sure how accurate the numbers are when derived at the block group level since the boundaries are not coincident with the mpo boundaries. Also pulling from the model would be consistent with the source for the future years in Tables 13 and 14. Would it be helpful to look at pulling some of these stats from CALM	
20	Community member, member Corvallis Sustainability Coalition's Transportation Action Team	30	Figure 9: Switch legend to female/male to match graphic.	
21	ODOT-TPAU	36	Statement "As traveling to work is often 1/3 of all trips". Unclear of the source of this statistic. Oregon Survey work has shown that Work trips only account for about 17 to 20% of all trips. Perhaps we could work with you to improve that figure and site a source.	

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22	Community member, member Corvallis Sustainability Coalition's Transportation Action Team	36	Typos in 2nd paragraph. Change "works" to "workers" in 2nd sentence	Revised
23	ODOT-TPAU	39	Curious if Figure 14 (FC Network) matches the model - Steve, can you provide the layer for Figure 14 so that we can compare to the model assumptions on the CALM network.	Staff confirmed this with TPAU
24	City of Corvallis / PW	42	Modify the second sentence of the CTS section to reflect that "Seven of thee provide local weekday service Monday through Sunday, two provide local weekday service Monday through Saturday, 2 provide peak-hour service for work and school commutes...." Contact Tim Bates at 541-754-1761 with further questions.	
25	City of Corvallis / PW	42	You may want to add that the Philomath Connection became fareless on October 1, 2021.	
26	City of Corvallis / PW	42	Modify the 99 Express paragraph to read "...between Adair Village, Lewisburg, and Corvallis...."	
27	City of Corvallis / PW	42	The North Albany service no longer exists as described in this paragraph. Contact Brad Dillingham at 541-754-1748 with questions.	
28	City of Corvallis / PW	43	Modify the last sentence of the Benton Area Transit Lift paragraph to read "This service is available Monday through Sunday throughout Benton County."	
29	City of Corvallis / PW	45	Modify to state that the City of Corvallis requires 9-foot minimum planted buffer on arterials and collectors.	
30	Oregon State University	45	Roadway Classification -- the font changes between the first and second paragraphs. Also, the following sentence seems oddly worded: "Basic to this concept is the recognition that individual road segments do not serve travel independently in any major way."	
31	City of Corvallis / PW	46	Perhaps you want to list a simple pedestrian crossing stop light along with or as an alternative to the PHB.	
32	Oregon State University	46	Crosswalks and crossings -- OSU also uses raised crosswalks on collectors within the campus boundary. It provides more visibility to pedestrians -- especially those in wheelchairs. Might be worth adding.	

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33	Community member, member Corvallis Sustainability Coalition's Transportation Action Team	47	Define a curb tight sidewalk. For example, NW Grant has several blocks that seem curb tight to me because the bike lane runs right next to the sidewalk without a parking strip buffer. In Figure 16, NW Grant is shown as "good" green in the graphic because there are sidewalks on both sides but if it was also curb tight that would make those sections yellow.	
34	Oregon State University	52	The Pedestrian System doesn't include sidewalks width requirements for OSU facilities, though OSU is listed on page 38 as having ownership of some facilities. If you want to include information on university sidewalk/walkway requirements for collectors, I can provide that information.	
35	Community member, member Corvallis Sustainability Coalition's Transportation Action Team	53	Figure 17: There are blue pentagon points in the map that don't appear in the legend	
36	ODOT-TPAU	68	Table 14 (and also 13) - round more	
37	ODOT-TPAU	69	The text for the scenarios only describes the desired scenarios, not the scenarios actually run. On page 72 it jumps right into results implying that the results are for these scenarios as stated. It would be good to have some additional context, or to point to TPAU documentation for further explaining the scenario revisions that were needed to run the tests in CALM. In general, it would be ideal to have a little more information and context on the modeling work that was done. It was also suggested that figures with the model area / TAZs might be good to add.	Comment included in revisions of Comment 38

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38	ODOT-TPAU	69	<p>When we talked on the 7th, one of the action items was for TPAU to draft edits that we would like to see around better explaining and describing the modeling work done. We could a couple of shots at this, and in the end we opted for less is more. Here are the changes we would like to see, both of which are on page 69 describing the future scenarios:</p> <p>Add a footnote. Suggesting linking the footnote to this text on page 69 – “The three scenarios are presented below*.”</p> <p><i>*To support these scenarios, ODOT conducted a variety of tests related to these three scenarios. More information on all the tests that were run and work conducted are available upon request.</i></p> <p>Scenario 2: Invest in Transit and Bike Infrastructure This scenario assumes a significant investment in transit and intercommunity paths. Corvallis Transit System identifies 15 min frequency during peak travel times in their long term scenario; this scenario assumes implementation of those changes plus increased transit frequency to outlying cities as well. Roughly equivalent to a doubling of transit service. <i>This scenario also examines the impact of roughly doubling bike ridership, such as might occur with improvements in bike infrastructure</i> (for example, multi-use paths such as Corvallis -Albany, Philomath - Corvallis, and include Corvallis - Adair Village).</p>	
39	ODOT-TPAU	70	I personally I don't care for unnecessary embellishment so I would drop the adjective "powerful"	Revised
40	ODOT-TPAU	70	Request change from - "For this plan update, CAMPO staff worked closely with TPAU to use a pre-built model, calibrate it to 2019 conditions, and assess regional conditions in 2043". To (or something similar) - "For this plan update, CAMPO staff worked closely with TPAU to use a pre-built 2010 model, update it to represent 2019 conditions, and for assessing regional conditions in 2043".	
41	ODOT-TPAU	71	Request change from - "As briefly discussed above, the 2010 CALM model was calibrated to 2019 conditions through updating land use, population, employment, and transportation network information collected by CAMPO staff." To (or something similar) - "As briefly discussed above, the 2010 CALM model was re-calibrated and validated to represent 2019 conditions. This was completed by first updating land use, population, employment, and transportation network information, along with reviewing and revisiting model parameters and settings."	
42	ODOT-TPAU	71	Even though we use the phrase "does not provide the "right answer"" in our materials, I think it's a little out of context here. By stating it that way it makes it sound like the model provides wrong answers. One suggestion might be to change this to "does not provide the "answer"".	

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43	ODOT-TPAU	71	"American Community Survey (ACS) 2014-2019" should 2014 be 2015	Revised
44	ODOT-TPAU	72	Table 16 does not align with the updated table provided to CAMPO staff via email on 9-17-21. Table 16 is an earlier draft provided on 9-3-21. The values should be updated accordingly and rounded to show less precision	Will insure language is clear about path terminus. Support for path noted
45	FHWA	73	There is a slight quibble with language here. While safety is measurable through historic patterns there is an emerging science for crash prediction or risk identification to enable the proactive development of strategies.	
46	FHWA - Oregon Division	79	Can you include the date of when the MPO adopted the State's targets? Any ODOT and MPO Coordination that can be captured? Clarify how CAMPO will follow the roles and responsibilities as outlined in the "ODOT Coordination Process with MPOs in Setting, Monitoring, and Reporting State Performance Measure Targets document. How is CAMPO addressing 23 CFR 450.324(f)(4) and 23 CFR 450.306(d)(4)?	
47	Corvallis Resident	80	AC6: The NE Corvallis neighborhood area would greatly benefit from the extension of the multi-use path from Circle to Conifer, at a minimum. There are not safe and accessible routes for kids and adults alike to reach the current multi-use path at Circle from the neighborhoods around Conifer Blvd. And our neighborhood feels a bit cut-off from the rest of Corvallis due to the highway and underdeveloped crossings. I believe that it would encourage more active transportation and open up the rest of Corvallis to this neighborhood for vulnerable roadway users.	
48	FHWA - Oregon Division	82	What about alignment to state plans?	
49	ODOT-TPAU	82	The "Differing Tools..." section attempts to boil a lot of complex issues down in a couple of paragraphs. There are couple of elements that TPAU would like to see revised. Instead of starting "Oregon Mobility Standards require...", it would be more correct to say "The Oregon Highway Plan requires...". Then we request that parenthetical on d/c be removed, as we use the term d/c in modeling because it's not the same as v/c, so we don't want to equate the two. We have concerns related to the paragraph that starts with "Shortcomings", mainly that there isn't enough space to fully discuss these issues and topics. As an example, on LOS, TPAU has added in analysis procedures around multi-modal LOS - MMLoS, which isn't mentioned here at all. So the paragraph and section as a whole focuses too much on the shortcomings without properly balancing and discussing the options available. Our request is to cut this section down and just define available performance measures and remove editorials, but at a minimum we hope that if the language stays that elements like MMLoS get added. On the second to last sentence on page 82 we request that it be changed to "Note, ODOT is currently in the process of updating the Oregon Highway Plan which may change or update performance measures".	
50	ODOT-TPAU	83	Table 19 (also 28) - update values for CALM with updates to Table 16	

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51	ODOT-TPAU	84	"Based on total population projections, allocate population, household and employer growth across the region" : add Population	
52	ODOT-TPAU	88	Table 21 - PC4 – just a note that the roundabout is also intended to improve safety for autos	
53	City of Corvallis / PW	89	The AC1 project description is somewhat confusing. Not sure exactly what you are connecting. Is this the same project as PB34 and/or PB85 (see attached) in the Corvallis TSP? Also, you may want to refer to the path in Riverfront Park as the Riverfront Path which is how it is commonly referenced (instead of waterfront).	
54	City of Corvallis / PW	89	Somewhat vague description for AC2. Maybe some additional verbiage about treatments to consider or situations to improve.	
55	citizen	89	I live in the Soap Creek neighborhood. I wholeheartedly agree with goals AC4 and AC6 and am excited about the ability to bike into town safely! Thank you! I am concerned that there is no plan for improvement to add a turn lane from the north (and perhaps widen intersection and improve the road) at Tampico and Hwy 99 if the landfill expansion is approved and Coffin Butte Road is closed. This will become an extremely dangerous intersection if logging trucks and garbage trucks are forced to use Tampico. Is there a way to change this document after the fact if Valley Landfills wins their appeal? I have major concerns but prefer that our tax dollars pay for the multiuse paths instead! That will truly add to the safety and quality of life in this area. Thank you!	

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56	Benton County resident	89	<p>We are concerned that there is no apparent reference to the proposed Republic Services CUP application for expansion of the Coffin Butte Landfill in the proposed Regional Transportation Update. Although denied by the Planning Commission, this CUP application is currently under appeal, and contains dramatic proposals that include impacts on the Hwy. 99W. Corvallis - Adair Village Corridor. Their plan is to close Coffin Butte Road, which is currently a major east-west intersection with Hwy. 99W, and redirect traffic either via Wiles Road to Robison Rd., or to Tampico Road. The Wiles Road/Robison Rd. proposal is a head scratcher, because of first having to go W. to Wiles, then N. to Robison, then E. to finally connect with 99W. Benton County has indicated a preference to see Tampico Road become the replacement route. Both the Wiles/Robison and the Tampico Rd. proposal will require considerable road improvements to accommodate the amount and kind of heavy traffic that currently use Coffin Butte Rd., as well as eliminating the direct East/West connections. The current Tampico Rd. intersection is poorly designed and difficult to navigate in the dark or during inclement weather. The possible improvements to Tampico Road would require widening and leveling the existing, narrow road, intruding into peoples property and upgrading the road weight limit to accommodate logging trucks, etc. There would most certainly need to be improvements on Hwy 99W to improve turn lanes, signage, suitable lighting, etc. There are no proposals that include considerations for bike traffic. Both OSU Forestry Dept. and Starker Forests have lodged objections to the proposed closure of Coffin Butte Rd., outlining the conditions they require in order for log trucks to travel this route. Finally, there have been many concerns about the elimination of the emergency route currently provided by Coffin Butte, not just in terms of possible future disasters such as fire, earthquake, etc., but even during current adverse weather conditions such as snow or ice storms. Since Sulpher Springs Rd. is often unsafe at those times, most residents exit the valley via Coffin Butte Rd., as Tampico Rd. is often unsafe as well. Please take the time to address these issues in the current Transportation Update. It is important to create a parallel review of Republic Services proposal alongside future planning for N. Hwy. 99W, rather than allow their project to proceed independent of this. Thank you.</p>	
57	Community member, member Corvallis Sustainability Coalition's Transportation Action Team	89	<p>AC6: As much as I would love to cycle safely from Adair Village to Corvallis, I think the \$8m would be better spent creating protected bike lanes in the Corvallis urban area for students to cycle to school on Walnut, or to upgrade the SW 53rd multi-use path.</p>	
58	City of Corvallis / PW	90	<p>Project WB1 should probably be listed as an investigation of the potential for a lane reduction/road diet. Not sure why it would be limited to between Glenridge and Highland. The Corvallis TSP discusses improving bike conditions between Jack London and Witham Hill through lane removals and/or lane width reductions.</p>	

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59	City of Corvallis / PW	90	Like the previous project, WB3 should be an investigation into the feasibility of constructing a protected intersection.	
60	Community member, member Corvallis Sustainability Coalition's Transportation Action Team	90	Disagree that it would be beneficial to add a right turn lane on SW 53rd at Reservoir. This will likely encourage even more speeding. When there is no car stopped at the light to go straight, drivers turning right onto Reservoir barely stop as it is. I would like to see a pedestrian scramble crossing at this intersection because there is increasing student housing south of Reservoir on 53rd so a fair number of cyclists and pedestrians who wish to cross diagonally on 53rd must wait for two crossing signals at the corner. When people wait on the NW corner to cross, they tend to block access to cyclists/pedestrians heading east/west on the multi-use path.	
61	City of Corvallis / PW	91	Could we provide additional information about CB1, or at lease the scope of work assumed for the \$800,000 estimate.	
62	City of Corvallis / PW	91	It is very likely that we will be moving the eastbound transit stop on this route from Harrison, to Circle.	
63	FHWA	95	Text notes that there are sections to be added on operations. It would seems there are opportunities for intersection signal optimization or other techniques which may be effective for short-term operations benefit.	
64	Department of State Lands	99	DSL is the Oregon DEPARTMENT of State Lands (not division).	Revised
65	Department of State Lands	100	You may or may not want to include an actual wetland definition. I suggest ours, which we got from/consistent with federal. 141-085-0510(110). The included mention of how important wetlands (and riparian areas) are for biodiversity is an important point to include.	Staff revised this as appropriate
66	Department of State Lands	101	DSL, as far as I know, had nothing to do with the Benton Co. Inventory. The paragraph is a little ambiguous about this. It would be beneficial to know more about the Benton Co. Inventory including methods. DSL does steward another inventory, the Statewide Wetlands Inventory that includes mapping to be used outside of LWI study areas. It would be good to know what the Benton Co. inventory includes so a comparison can be made, and how Benton Co. uses their inventory.	Noted, but with this level of information, staff left existing language
67	DEQ/Water Quality Assessment	106	I sent a revised Word doc. with corrected text separating the Category 4 waters from the Category 5. Category 4 waters do not require a TMDL. Also, Temperature Year Round was missing from Marys River (Muddy Creek to confluence with Willamette River). Edits are in red text.	
68	DEQ/Water Quality Assessment	106	Under the Category 4 waters, for the Willamette River, it is not necessary to to include human health after Dioxin and Methylymercury. Those are just indications that the human health use is impacted rather than aquatic life.	

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69	Oregon Department of Fish and Wildlife - District Wildlife Biologist	107	Bobcat (<i>Lynx rufus</i>) is listed in Table 29. Bobcats are present in the area, but are not Threatened, Endangered, or Candidates for listing. Canada Lynx (<i>Lynx canadensis</i>) are listed as threatened by USFWS but the Corvallis area is well outside their normal distribution. I would remove this line from the table.	
70	Oregon Department of Fish and Wildlife - District Wildlife Biologist	107	Red Tree Voles are listed as Sensitive by the state and are Oregon Conservation Strategy Species.	
71	Oregon Department of Fish and Wildlife - District Wildlife Biologist	107	The subspecies Streaked Horned Lark and the whole scientific name <i>Eremophila alpestris strigata</i> should be used instead of Horned Lark. State listing status is Sensitive-Critical and it is Oregon Conservation Strategy Species.	
72	Oregon Department of Fish and Wildlife - District Wildlife Biologist	107	Spotted Owl should be listed as Northern Spotted Owl, <i>Strix occidentalis caurina</i> . State listing status is threatened and it is Oregon Conservation Strategy Species.	
73	Oregon Department of Fish and Wildlife - District Wildlife Biologist	107	Oregon Spotted Frog is not found in this area and does not need to be listed.	
74	Oregon Department of Fish and Wildlife - District Wildlife Biologist	107	Oregon Vesper Sparrow (<i>Poocetes gramineus affinis</i>) could also be listed here, as their status with USFWS is currently under review. Federal Listing status is Species of Concern. State listing status is Sensitive-Critical and it is Oregon Conservation Strategy Species.	
75	Oregon Department of Fish and Wildlife - District Wildlife Biologist	107	Northwestern Pond Turtle (<i>Actinemys marmorata</i>) could also be listed here, as their status with USFWS is currently under review. Federal Listing status is Species of Concern. State listing status is Sensitive-Critical and it is Oregon Conservation Strategy Species.	
76	Oregon Department of Fish and Wildlife - District Wildlife Biologist	108	I would remove Upland Sandpiper and Common Kingsnake from the list. These species are not normally found in this area. All the others listed are Conservation Strategy Species found within or near the CAMPO. I think it would be worthwhile to cite that they are https://www.oregonconservationstrategy.org/ocs-strategy-species/	

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77	Oregon Department of Fish and Wildlife - District Wildlife Biologist	108	The CAMPO contains multiple Oregon Conservation Strategy Habitats (including Flowing Water and Riparian Habitats, Late Successional Mixed Conifer Forests, Oak Woodlands, Grasslands, and Wetlands). Strategy Habitats are habitats of conservation concern within Oregon that provide important benefits to Strategy Species. https://www.oregonconservationstrategy.org/strategy-habitats/	
78	Oregon Department of Fish and Wildlife - District Wildlife Biologist	108	The CAMPO overlaps three specific Conservation Opportunity Areas (Corvallis Area Forests and Balds, Finley-Muddy Creek Area, and Upper Willamette Floodplain). Conservation Opportunity Areas (COAs) are places where broad fish and wildlife conservation goals would best be met. https://www.oregonconservationstrategy.org/conservation-opportunity-areas/	
79	Oregon Department of Fish and Wildlife - District Wildlife Biologist	108	It may also be beneficial to reference some of the Sensitive Fish and Wildlife Habitat Overlay Zones within the county. These would include Bald Eagle nests or roosting sites, Northern Spotted Owl nests, Osprey nests, Great Blue Heron rookeries, and Band-tailed Pigeon Mineral Springs. Also, I think most of the CAMPO falls outside of Goal 5 designated Big Game Habitat for deer and elk, but there might be some small overlap.	
80	Oregon Department of Fish and Wildlife - District Wildlife Biologist	108	There could be a reference to the department's Fish and Wildlife Mitigation Plan. It might be usual to consider for when there may be impacts to Fish and Wildlife Habitat that must be mitigated. https://www.dfw.state.or.us/lands/mitigation_policy.asp	
81	Oregon State University	113	Need to add the word "generally" before "bounded -- as the district boundary does cross some of the listed streets in a few areas	
82			As the # of people who live in Philomath but work in Corvallis grows, it would be wonderful if there were increased options (more frequent) bus routes before the two cities.	Support for intercity transit noted
83	Department of State Lands	100-101	There is no mention of "Locally Significant Wetlands" that each city designated within their LWI as part of their Goal 5 compliance. Upon adoption of the LWI, part of the Goal 5 compliance is to adopt protective ordinances for wetlands, especially the LSWs that should have additional protections. Protection/avoidance of LSWs should be part of the planning process.	

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84	TMDL/Watersheds and Regional Solutions	106 and 111	<p>Water Quality Section (Page 106)</p> <p>The 2022 Integrated Report is currently out for public comment. Future reports may change assessment unit listing categories.</p> <p>Approved TMDLs in the CAMPO RTP include the Willamette Basin Mercury TMDL (DEQ, 2019) and the Upper Willamette Basin Bacteria TMDL (DEQ, 2006).</p> <p>The Category 5 temperature listings need additional clarification. The Category 5 listing reflects a court order for DEQ to replace the Willamette Basin Temperature TMDL. The 2006 Willamette Temperature TMDL is in effect until the new one is approved.</p> <p>https://www.oregon.gov/deq/wq/tmdls/Pages/tmdlreplacement.aspx.</p> <p>The flow modification category for Marys River is incorrect. The 2018/2020 Integrated Report for Marys River identifies flow modification as a Category 4C. Category 4C - The impairment is caused by pollution, not a pollutant. For example, flow, or lack of flow, are not considered pollutants, but may be affecting the waterbody's beneficial uses.</p> <p>The second sentence in paragraph two is incorrect. The 303d list of impaired waters only includes waterbodies with a Category 5 listing. The definitions of category 4 and category 5 waters are as follows: Category 4 - Data indicate that at least one designated use is not supported, but a TMDL is not needed to address the pollutant. Category 5 - Data indicate a designated use is not supported or a water quality standard is not attained and a TMDL is needed. This category constitutes the Section 303(d) list that EPA will approve or disapprove under the Clean Water Act. Please contact Sarah Sauter to discuss this section. She can be reached at sarah.sauter@deq.oregon.gov</p> <p>Brownfields Section (Page 112)</p> <p>On page 112, first paragraph, under Brownfields and Hazardous Waste Sites, you indicated that the brownfields site have been contaminated by pollution, hazardous chemicals or wastes. It would be better to indicated that brownfield sites have known or perceived contamination that inhibits redevelopment. Contamination can be from releases of hazardous chemicals or wastes used on site.</p>	
85		16, 59, 60,	<p>Highland Drive, between Walnut and Lewisburg, is a very busy road connecting central Corvallis to a rurally located high school as well as our expanding population and recreation areas. It is also very unsafe due to speed and dangerous curves. Please consider the safety of drivers, cyclists and pedestrians who utilize this route in your planning. Sidewalks are virtually non-existent, drivers speed and cross painted lines creating hazards for everyone. Based on traffic patterns, it appears that most students drive to CV High School. These are young and distracted drivers and perhaps they feel that they have no other options because it is unsafe to walk or ride.</p>	CAMPO Focused on corridors for this plan update, but has noted the safety concerns and will include strategies in the final RTP.

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86	West Hills Neighborhood Association	16,76,79,85	Pg 76 question Can we see the raw comments from round one and two public comments?	Concerns about priorities and projects will be discussed with the TAC and Policy Board for their consideration. No corridor projects were priroitized over others.
			Pg 79 states Air Quality standards do not apply to CAMPO (re: 200K population cap ?) The bottom paragraph on that page is a converse outlook due to multiple federal truck traffic highways in CAMPO. Less idling traffic reduces carbon footprint, fossil fuel consumption and residual exhaust air pollution. A carbon reduction model should drive CAMPO designs.	
			Pg 85 Corridor 1: 20/34 (accepted as top priority) PC 1- \$900K to improve 53rd intersection: EB RT and bus lane. This is only 30% of ODOT project CC-52 budget in TSP for this intersection which needs full funding.	
			PC 3- \$400K RRFB crosswalk at Safeway Drive Needs to be moved mid-block to closely align with the transit stop on N frontage and eliminate pedestrian vs. vehicle conflicts at the high stress retail outlet. Think paratransit.	
			PC 4- \$3Million Roundabout at Western interchange The 53rd intersection experiences more delays, conflict, congestion, vehicles polluting at idle, and a higher crash rate. 53rd is the higher priority for full funding	
			PC 6- \$225K 35th add right turn lane to avoid stacking on red light with limited RT on red	
87	Corvallis Sustainability Coalition Transportation Action Team	2, 3	P.2: You might want to mention the two epidemics which together wiped out about 90% of the native population. p3. The US numbered highway system didn't start until 1925. Hewlett-Packard was not started by an OSU graduate, but the president of the corporation at the time the Corvallis operation was started was an OSU graduate, John Young.	
88	TAT	30-36	The graph of male vs. female population has female on the left and male on the right while the key at the bottom of the graph has male on the left and female on the right. This is confusing to people with color-blindness. In general, the large number of OSU students makes most of these statistics meaningless, especially since student income does not represent student financial capacity, since many or most are supported by family. P. 36 "in-balance" should probably be imbalance	

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89	Benton Area Transit	40, 42	<p>Hello Stephen,</p> <p>I just want to help with a couple of edits.</p> <ul style="list-style-type: none"> - Page 40 - Benton Area Transit does not provide the 99 Express on behalf of Adair Village. This is a Benton County (Benton Area Transit) service. - Page 42 – Do you want information on any of the expansions that we are hoping to provide in the future? We are hoping to expand the CTV by a run but we are short on the number of drivers. We are also planning to add a 99W service from McMinnville to junction City/Eugene but we are waiting for vehicles/drivers. - Page 42 – North Albany Service has been discontinued due to low ridership. Individuals looking for service in this area can either catch the CTV, the Loop, or they can ride our BAT Lift service between North Albany and Corvallis. <p>Also, as a resident of Corvallis – YES PLEASE on a Walnut Road Diet</p>	
90	FHWA	45-55	<p>Admittedly this is not possible in context of plan work but is there, or could there be, identification of or consideration to identification of physical or operational barriers in pedestrian system – the bicycle network uses a level of stress approach but, even for bicycles, there may also be physical impediments to bicycle networks. This may be identification for future planning efforts. Additionally for pedestrian network there should be mention of Transition Plan and identification of priority connectivity needs.</p>	Staff will add this to future work efforts
91	Community Member	48 and 53	<p>Hi Steve,</p> <p>Going thru the RTP (great document, BTW; hefty read, though), and noticed figures 16 and 17 are displaying a bit odd (screenshot of 17 attached; 16 displays similar). Are you seeing the same? Mentioning because I know PDFs can render differently, and what may have appeared correctly formatted on one system, can render odd on many others. Let me know if I can help troubleshoot in case you all aren't seeing the same.</p>	Will insure final draft displays correctly

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Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
92	Community member	48 and 53	<p>Thank you for an exhaustive draft plan.</p> <p>Good to see housing/employment projects for all three cities.</p> <p>Several of the graphs were perhaps landscape or in any case I couldn't see the right side of the double projections of pg 48 Fig 16 pg 54 Fig 17</p> <p>And having experienced several flooding events in the past 50 years I am concerned about 99w/S.3rd flooding closing off South Corvallis from the main city. Fig. 31 the protected Riparian Areas — shows the millrace where it runs under 99w/S.3rd... Is there any responsibility of the road building to make sure that drainage is large enough or the mill race continues to the Mary's to protect the neighborhoods in that area?</p> <p>At one time (County Bldg maps) I saw the various drainages before much of the housing was added showing much land was developed on historical drainages. Historical can't be undone. And the Expansion of Crystal Lake drive (to meet Avery at 99w/S.3rd) has seemed to cause more flooding problems.</p>	Will insure figures display appropriately. Flooding noted for future planning efforts
93	FHWA	56-61	Suggest a more detailed examination of crash data to identify over-represented crash types or locations (e.g. arterial crashes or severity vs. extent or arterials in MPO).	Staff did not have time to do this for this plan, but we identified this as an action item in the RTP for future effort. Thanks!
94	VNEQS (Valley Neighbors for Environmental Quality and Safety)	88, 89	Re: the Adair Village to Corvallis corridor along Hwy 99 - There is a Conditional Use Permit application (CUP #LU-21-047) underway by the owners/operators of the Coffin Butte Landfill (at Coffin Butte Rd and Hwy 99) with Benton County that will have a huge impact on this corridor should it be allowed to go through, because in it they are requesting the permanent closure of Coffin Butte Road so that they can expand the landfill over it. This will divert some 70,000 or more vehicle trips per year (and growing) through the intersection of Tampico Rd and Hwy 99, a dangerous intersection at the north end of this corridor. There will also be significantly increased freight traffic with the landfill expansion. Further, Adair Village will be heavily impacted by eastbound traffic cutting through the city with the loss of the direct east/west connection at Coffin Butte Rd. if it is closed. These issues need to be assessed and addressed in the 2043 RTP.	Land use decisions are not the purview of CAMPO. This information has been forwarded to Benton County for their consideration.

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Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
95	Marketing, Communication, Community Health Promotion	88-89	On behalf of Samaritan Health Services, I am participating in a work group of property owners including the City of Corvallis, Benton County and the Greenbelt Land Trust concerning the development of an "access for all" trail plan on the former Owens Farm property along Highway 99 north of Corvallis. The conceptual trail plan calls for the construction of an elevated pedestrian bridge that would provide safe crossing across Highway 99 and connect the Jackson-Frazier Wetlands to the new trails to be developed on the Owens Farm site. We have begun initial outreach efforts concerning the proposed trail plan and will initiate a fundraising plan this year. The trail plan provides long-desired public access to a beautiful, currently underutilized scenic area in close proximity to Corvallis. We encourage and strongly support the inclusion of the pedestrian bridge as part of the revised regional plan.	We will include a project for a pedestrian bridge over 99W. Thanks for sharing this information!
96	City of Corvallis Parks & Recreation Department	94, 76-78	The entities of Benton County, City of Corvallis, Greenbelt Land Trust and Samaritan Health Services have been working in public-private partnership to plan for future public recreational and educational access to the Owens Farm open space property north of Corvallis, on Hwy 99. A conceptual plan has been developed that would construct several miles of universally-accessible trails and pathways through the property, accessible by Hwy 99 and Satinwood St. The plan also calls for pedestrian/bike access across Hwy 99 from the Jackson-Frazier Wetlands, to provide ped/bike connection from the east side of Corvallis to the west, through the beautiful open space area. Future plans would include multi-modal paths that connect to Crescent Valley, allowing for commuting on bike to various schools. Please consider adding reference to the Owens Farm Conceptual Plan into the RTP on the future projects list on page 94, as it supports Goals 1, 5, 6 & 8 listed on pages 76-78.	Same response as above.

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Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
97	none	All	<p>It is quite difficult for citizens to provide meaningful comments on this entire document in this format. So I will try to summarize.</p> <p>Goal 1 and objectives 1A and 1B in the 2017 update listed safety for all modes and connectivity as objectives. And I assume there is some priority here. The problem is that, in the end, about the most at-risk sections of the transportation plan either go ignored or don't receive the attention or emphasis needed.</p> <p>This is supposed to be a regional plan. Within the region being studied, the only major arterial or highway that has extensive, major deficiencies along its full length is Hwy 20/34 between downtown Corvallis and the west side of Philomath. Hwy 99 is fine except for some accidents caused by poor decision making regarding crossing locations. Hwy 20 north of Corvallis will soon see safety improvements. Yet Hwy 20/34 through a continuous urban area is lacking in sidewalks, bike lanes, and traffic lanes. No other part of the transportation system is as lacking in amenities than the stretch of Hwy 20/34 from the east side of Corvallis all the way to the west side of Philomath. Through the entire urban area. And this link is a major truck traffic route to the coast. Yet your plan does not draw attention to this very significant deficiency nor draw attention to the fact that it is the ONLY arterial that lacks sidewalks, bike lanes and adequate traffic lanes. Further, this two lane sub standard dangerous arterial WITHIN THE URBAN AREA lacks all the basic amenities that are already provided on other state and local arterials.</p> <p>It begs the question....are the transportation planners blind or are they simply interested in making a long list of possible future opportunities without really stepping up and focusing on the most needed investments?</p> <p>I fear the people working on this plan are more politicians than they are engineers or transportation planners.</p>	<p>Projects along Highway 20/34 were developed with safety in mind, and in concert with local and regional staff. Additional context and projects are added in the final draft related to this corridor. Both the TAC and Policy Board agreed the corridor approach was appropriate for this plan update.</p>

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Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
98	N.A.	All	<p>The Introduction to Corvallis Area is very well done.</p> <p>A better analysis of bicycle use and facilitation outside the main arteries is needed. There may be cost-effective improvements that could reduce hazards. On page 52, for instance, the bland statement “There are good parallel routes on local roadways” fails to acknowledge the often disappearing shoulders beyond the white lines on roads such as Sulfur Springs Road, Mountain View, Walnut/53rd. In some cases no attention has been paid to getting on and off bike lanes and trails, and navigating traffic circles.</p> <p>Pg 88 Adair Village Corridor-- I support a deeper look into a bike trail from Circle to Adair Village</p> <p>Pg 109-- I hope the AQI information will be updated from 2019. Yes, 2020 was a weird year but it may be closer to the new normal. Smoke and cars are contributors.</p> <p>Natural hazard areas interact with transportation?</p> <p>The risk from natural hazards requires a more comprehensive analysis. For instance, given the Flood plain (page 104), what will happen to transportation during a flood? Which roads and bridges will be underwater or washed out, and what will be the effect on routine and emergency access?</p> <p>Other natural hazards are addressed only superficially. Fire for instance, is an important risk and regional scenario modeling has shown wildfire to be one of the major consequences of earthquakes. I would like to see some realistic scenario modeling, e.g., effects of a grass fire on the east side, or a fire in MacDonald Forest to the north. There are a number of areas, especially in the Wildland Urban Interface, that have only a single road in and out. Which areas are these, and what can be done for them? What is being done to prevent more such subdivisions (e.g., Churchill)?</p>	
99	Oregon State University	Figure 16	<p>The GIS information for campus is not correct, as its showing sidewalks as poor in a section where there is no street (hence, no sidewalk). There's information in the OSU Transportation Plan Figure 3-8 which shows where there are sidewalk and walkway gaps, though not all of the gaps are along streets. Perhaps a follow-up conversation would be advisable.</p>	
100	City of Corvallis / PW	general	<p>The FHWA and ODOT have migrated from using the term multi-use path to shared use path (no hyphen). You may want to consider a similar shift to the more current nomenclature.</p>	
101	FHWA - Oregon Division	General Coi	<p>FHWA encourages MPOs and State DOTs to consider the FHWA/FTA Planning Emphasis Areas (PEAs). Also, what about the federal planning factors?</p>	
102	FHWA - Oregon Division	General Coi	<p>Appreciate the Tribal Coordination!</p>	Thanks!

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Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
103	FHWA - Oregon Division	General Coi	Appreicate Table 3, what about the remainder of the requirements in 23 450.324 (a)-(m)	Will add
104	FHWA - Oregon Division	General Coi	Clarify the future plans to update this MTP, aka it's on a 5 year cycle. Include the date of when the MTP was updated by the policy board to reference when the 5 year clocks starts! Also, what is the process for amending the MTP?	
105	FHWA - Oregon Division	General Coi	As part of the framework of this MTP, there should be a description of the public involvement process that is being followed as indicated in the PPP, how will these public comments be considered? Lastly, there should be some mention of virtual public involvement processes.	
106	FHWA - Oregon Division	General Coi	Any thoughts on mentioning AAMPO / CAMPO planning coordination relationship? I think it is a great planning best practice.	
107	FHWA - Oregon Division	General Coi	Include links to the UPWP, MTIP, PPP etc	The plans are available on the website, where this plan will be housed
108	FHWA - Oregon Division	General Coi	No Mention of "year of expenditure" per 23 CFR 450.324 (f)(11)	
109	Department of State Lands	general wet	Do you know if, on a project by project level, each project proposing work in mapped wetlands or waters will have local permitting, or if not will jurisdiction project team submit a wetland land use notice? This may be appropriate.	
110	FHWA - Oregon Division	iii	What is meant by Federal Plans?	
111	citizen of Corvallis	not know p	Walnut (not existent as a through fare 30 years ago) is now the way to cross, circle Corvallis on the North. And there is a school, Bessie Coleman (formerly Husky/Hoover) adjacent to Walnut. Many families could bike to school if it were safe for youth, it is not now, because of the many speeders, and just marking the 'school zone' 20mph doesn't assure folks passage from homes, roads entering Walnut from East of the school, to West beyond Witham Hill. Best to raise a generation of bicyclers rather than car driven children (and parents). I support a protected bike lane along Walnut... from the speeding traffic.	
112	Oregon State University / University Land Use Planning	Page 20	Plan current states "including residential neighborhoods north of the OSU campus". Looking at the map, it would be more appropriate to say "including residential neighborhoods north and east of the OSU Campus."	

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Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
113	philomath resident	page 84-86	<p>After reviewing the plans for the Hwy 20/34 road way, I have concerns that the proposals do not address supporting the increase in the number of vehicles on this two lane road. This roadway should be enlarged to a 4-5 lane roadway. The proposals do not mitigate the increased and increasing traffic levels on this roadway. With Philomath proposed to double in population this road way congestion will increase significantly. The Roundabout proposed for Western may be a viable traffic tool but only if it is a multi-lane round about otherwise it will slow down traffic and back up east bound traffic when Western travelers can not move across into Western due to the high concentration of traffic travelling west.</p> <p>I also wonder if the Hwy 20/34 road and Applegate Street will be paved in the future. These roadways in the business district in Philomath are quite uneven, cracked and of low quality asphalt. Who is responsible for the quality of the roadway in this area? City of Philomath, State Highways or Corvallis area mpo?</p>	
114	Business Owner / Citizen	pg. 87 & 88	<p>There are only 3 intersections for pedestrians to cross hwy 20/34 in Philomath - where the HWY is 4 lanes WIDE going west bound- very dangerous. Most of the improvements are in Corvallis. (Intersection with 15th is Corvallis or Philomath?) I have watched children near hits in Philomath crossing 20/34 westbound to get to Dollar General - Cars are escalating there to 40mph at exit of town and there is no blinking red light for pedestrians to cross there. A fatality happened last year near Jonas Market only 2 blocks away, same issue. There MUST be pedestrian crossing solutions in Philomath on the WEST side of 20/34 west bound along with traffic slowing reminders. The other place people are always scurrying to avoid being HIT is east bound 20/34 by McDonalds in Philomath. Please, please add funding before more needless fatalities happen, and a kid next time.</p>	
115	ODOT-TPAU	Possible Ap	<p>Is it possible for the RTP to reference the technical modeling write-up that we did for the RTP analysis in some way, maybe an appendix or footnote...</p>	

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Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
116	Post Carbon Institute / Corvallis CAAB	Table 16, p	<p>With all due respect, I was disappointed and frankly perplexed to see Table 16 (Model Scenarios and Corresponding Outputs) and unpack the assumptions baked into those scenarios. I understand that the authors chose (or were required?) to use population growth estimates from PSU, though I think you could make a very strong argument that by 2043 we'll see a much more significant population increase in the metropolitan area, in part driven by climate migration. But I was dismayed to see such relatively minor shifts from baseline in Scenarios 2 and 3.</p> <p>Scenario 2 assumes a very modest 8.3% reduction from baseline due to investments in alternative transportation solutions. That's woefully insufficient for meeting existing climate mitigation goals for the City of Corvallis, let alone what more updated climate science is telling us is collectively required to stay below 1.5°C or even 2°C warming thresholds.</p> <p>If we consider Scenario 2 as the mitigatory/proactive scenario and Scenario 3 as the scenario influenced by external factors, Scenario 3 may be even more faulty in only anticipating a relatively minor shift to work from home. Ignored is the possibility that one or more of the following may occur in the next 20 years (and these are just the ones that I can identify): major economic contraction; the depletion of fossil fuels (specifically oil) and the lack of a 1:1 substitution through EVs; and the breakdown of global supply chains.</p> <p>It is easy to criticize from the outside, I know, but I would have really appreciated to see a fourth scenario considered -- one that looked at much more significant shifts in transportation, due to either proactive or reactive measures or some combination. Even if the likelihood of such a scenario was deemed relatively low, the fact that such a scenario is not being considered could very well lead to unwisely modest planning and investments.</p>	

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Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
117	Department of State Landes		<p>Stephen, Thank you for reaching out again. I have some suggested thoughts to include below, but I am not as familiar with your audience of the use of the document as you are, so feel free to include them, change them, or leave them out.</p> <p>Wetlands: - Delay and store water to reduce flooding and erosion and provide cool water later into the warm season. - Capture pollutants including sediment and other pollutants. Chemical interaction is important, such as denitrification through microbial process in the wetland, and capture of phosphorus. - Besides providing a benefit to water chemistry and temperature for fish, wetlands near waterways also provide refuge and areas to forage for fish during high waters that flood the wetland.</p> <p>Waterways: - Waterways are corridors for wildlife providing “highways” between habitats that support different elements of their life stages: breeding, rearing, food, etc.</p> <p>Also, in the bullets on page 99 DSL is referred to as Division of State Lands, but the agency’s name is now Department of... I do not remember the year it was changed; my best guess is about 10 years ago.</p>	Revised

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Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
118	City of Philomath Councilor/ CAMPO Board		<p>Hi Nick, Great job today on the meeting. I had a question for you that did not seem appropriate to the meeting.</p> <p>From the presentation it seems like there are not really any good answers for the Hwy20/34 corridor to meet all of the transportation needs. I appreciate and understand the emphasis on bike/ped/transit, but it looks to me like there are a lot of conflicts in this corridor. It almost looks like we have decided that since we cannot increase capacity, or really even mitigate congestion at all, we really need to focus on safety. For example, creating the ped/bike crossing situation you described at 53rd Street or at Research Way would be great for walkers or bikers, but it certainly will not help with getting traffic through the corridor faster. Likewise, admitting that I still need to be convinced regarding the efficacy of traffic circles, I really do not see how adding one at the Western intersection is going to help vehicular traffic flow along this corridor either, but it might reduce the number of accidents at this location.</p> <p>As we have discussed before, I am very concerned that the amount of current, planned and inevitable development along this corridor will overwhelm this corridor well in advance of any transit projects, or frankly before active transportation methods are adopted by most of the current residents of Philomath and Western Benton County. For example, we might be able to, in the next 3-6 years, synchronize the traffic signals along the corridor. This is viewed as really the only feasible steps that can be taken to mitigate congestion that I have seen so far. And while you mentioned that Corvallis, Philomath, Benton County and the State have all acknowledged the need for more capacity along this corridor, this is just a smokescreen so that all of those bodies can say that they are considering it. Nobody is really considering it.</p> <p>I think that we should, as a region and County, take a much stronger look at enhancing alternate corridors for moving vehicles. As it stands now, we are already seeing a lot of folks moving to</p>	

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Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
			Good Morning Steve – hope you are preparing yourself for a long weekend, and some time to relax.	
			I wanted to forward some information on the RTP update, and apologize for clearly having a senior moment or two prior to your presentation on Wednesday. As my email to Brad indicated I honed in on the transit section, and found a couple things that need to be changed. Hopefully the way I laid them out to Brad aren't too confusing. Basically we'd like Benton Area Transit (BAT) used for all references to our transit program. As suggested – maybe we could put something up front to let folks know BAT is Benton County's program or something like that.	
119	Benton County Public Works		Remove the reference to 99 Express being done in behalf of Adair – not the case any longer.	Revised
			North Albany service came and went pretty fast. All those rides were rolled back into Demand Response. If you have any questions please let Brad or me know. He will be taking a closer look at the document as he mentions. Laurel will be taking one more look through the rest of our parts, but from what I saw I didn't have any other edits.	
			Thanks for your patience with us sir, and you have a great weekend.	

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Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
120	DEQ/Water Quality Assessment		<p>Hi Steve, Great job incorporating the impaired waters section! I made a couple of comments on the comment tracker, but it was difficult to include the comment in the right format so I've attached a Word version. Basically, I just separated out the Category 4 from Category 5 waters. Let me know if you have questions.</p> <p>Category 5 waterways located in the CAMPO Planning Area include (requiring TMDLs for specific water quality concerns):</p> <ul style="list-style-type: none"> • Dixon Creek (Dissolved Oxygen-Spawning) • Mountain View Creek (Dissolved Oxygen-Spawning) • Dunawi Creek (BioCriteria) • Marys River [Lasky Creek to Greasy Creek] (Temperature-Year Round) • Marys River [Greasy Creek to Muddy Creek] (Turbidity, Temperature-Year Round) • Marys River [Muddy Creek to confluence with Willamette River] (Iron, Dissolved Oxygen-Spawning, Temperature-Year Round) • Willamette River [Confluence of Middle Fork Willamette River and Coast Fork Willamette River to Luckiamute River] (Temperature Year Round, Temperature-Spawning, Iron-Aquatic Life, Dissolved oxygen-spaawning, Aquatic Weeds, BioCriteria) • Muddy Creek [Headwaters to confluence with Willamette River] (Dissolved Oxygen-Spawning, BioCriteria, Temperature-Year Round) • Booneville Channel [Middle channel between Bear Island and West Fork Bonneville Channel] (Dissolved Oxygen-Spawning) <p>Category 4 waterways located in the CAMPO Planning Area include (where a TMDL had already been developed or is not required):</p> <ul style="list-style-type: none"> • Marys River [Greasy Creek to Muddy Creek] (Flow Modification) 	

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Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
121	ODOT-TPAU		<p>One of our discussions this morning was on D/C vs V/C Here is the definition of D/C in the APM, and Peter provides the page reference below. Please use this to improve the discussion in the RTP:</p> <p>(Follow up) Somehow this sent without my paste. Trying again - Demand to Capacity Ratio When the estimated v/c ratio exceeds 1.0, it is referred to as a demand to capacity (d/c) ratio. Travel demand models generate demand which can be used to calculate d/c ratios. This means that for a given time period, there are more vehicles desiring to use a facility than it can accommodate. This is also known as oversaturation. The actual volume will never exceed the capacity of the facility. Instead, the excess demand (unserved trips) may do one or more of the Typically a travel demand model run would be a constrained run. An unconstrained (infinite capacity) run can be requested that will show the full desired demand on a facility. Analysis Procedure Manual Version 2 9-20 Last Updated 12/2019 following: divert to other routes; change the time of the trip; distribute to other destinations; change the travel mode; or queue up to be served in following time periods (incurring additional delay).</p> <p>Sorry – cleaning this up one more time: Demand to Capacity Ratio When the estimated v/c ratio exceeds 1.0, it is referred to as a demand to capacity (d/c) ratio. Travel demand models generate demand which can be used to calculate d/c ratios. This means that for a given time period, there are more vehicles desiring to use a facility than it can accommodate. This is also known as oversaturation. The actual volume will never exceed the capacity of the facility. Instead, the excess demand (unserved trips) may do one or more of the following: divert to other routes; change the time of the trip; distribute to other destinations; change the travel mode; or queue up to be served in following time periods (incurring additional delay).</p>	
122	Oregon Department of Fish and Wildlife - District Wildlife Biologist		I think it would be beneficial to include a reference to big game species found in the area, including black-tailed deer, Roosevelt elk, and cougars. A regional transportation plan should consider how the impacts of future development and changes in traffic can affect movement patterns. Additionally, they are commonly involved in vehicle collisions. -Reenie Owens	
123	Albany Area MPO		I was going over the projects in the draft RTP when I noticed a typo in PC10. Hunsacker should be Hunsaker. Small thing, and it looks like that’s the only mention of the path. I’ll change it in the maps.	

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Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
124	Corvallis resident		<p>Likely typo on p. 16 - "spares" (should be "sparse"). Symbology of the various maps (e.g. Population Density on p. 21, etc.) should be broken into consistent chunks to accurately represent data variation. The Corvallis City Council adopted a resolution stating its commitment to Vision Zero - might this be discussed as it relates to project selection?</p>	Fixed typo. Will include discussion on Vision Zero, and consider revising map
			<p>Overall, I really like the emphasis on Bike and pedestrian safety and infrastructure. Corvallis is a small, flat city-- we should be a leader in the state for bike and ped projects and use.</p> <p>I would like us to focus on the neighborhood bikeways, which would allow students to move independently around the community, thus reducing the number of cars dropping off students in the morning and afternoon. The school district has not been publishing the safe routes to school; they did not even know where the maps were (Josh Capps at the city found them for us).</p>	
125	Corvallis City Council, walker.		<p>Walnut should be redesigned to slow traffic. The restriping of Circle is a good model to begin thinking about Walnut, but it is just the beginning.</p> <p>Please do not increase the number of yellow flashing lights in town. No one who actually walks trusts them. We need red lights. Red means stop. Yellow means, as observed by Robin Williams many years ago, "speed up" to get through before the red light. They feel hazardous. I know about the studies, but I suspect the people doing the studies do not get around by foot.</p>	

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Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
126			<p>I appreciate being able to voice my opinions with regard to transportation planning that will impact my family, my community, and my business. Being a business owner is more than a fulltime job and as much as I'd like to be actively involved in community business, I don't have the bandwidth to do both well, so I'm thankful for those in our community who have time to dig in and give informed, educated commentary on the issues that impact us all. So my comments will be based on personal experience and honest frustration. As we've seen traffic increase, especially between Philomath and Corvallis due to so many factors, it has become increasingly frustrating to navigate the stretch of road we have to drive every day. Besides work travel that requires sometimes multiple trips for my family and my employees (depending on where our jobs land daily), we must travel toward Corvallis for groceries, clothing, and any other regular purchases. To say that traffic gets backlogged is an understatement. Roger and I lived in Dundee and fought the bottleneck in that town for years and we're reminded of those days often when we have to stop in Eastbound traffic a mile before the stoplight at 53rd street. Going AROUND the traffic by way of outlying roads is the chosen route much of the time and I'm sure the families who call those roads home, are even more frustrated than those of us who feel squeezed out in their direction. I'm all for progress and I can only imagine the factors that go into this kind of infrastructure planning, but the road less traveled is NOT the stretch between Corvallis and Philomath and we need help!</p> <p>Thank you for your time.</p>	
127	Benton County Health Department		<p>Thank you for incorporating the Owens Farm Conceptual Trail Plan into the RTP and adding the pedestrian bridge concept to the project list. This initiative aligns with the Benton County Community Health Improvement Plan priority area Mental Wellbeing and Community Resiliency and Benton County's 2040 Thriving Communities Initiative's values of access for all to a high quality environment, a resilient community, and equity and health in all actions. The Owens Farm project creates an opportunity to promote "healthy people in a healthy environment" through enhancing a thriving natural landscape and developing a radically inclusive trail system that supports the mental and physical health and wellbeing of all our community members. The Benton County Healthy Communities team looks forward to continuing to be a part of the Owens Farm partnership and supporting the next phases of the of the project. Thank you again for including this project in the RTP!</p>	

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Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
128	Greenbelt Land Trust		<p>I am writing to urge the inclusion of the Owens Farm Conceptual Trail Plan into the 2043 Regional Transportation Plan.</p> <p>The Owens Farm Conceptual Trail plan, including a pedestrian bridge to connect Owens Farm and Jackson Frazier Natural Area, is a unique opportunity to expand safe, outdoor access for all in North Corvallis. Through a strong partnership between Greenbelt Land Trust, City of Corvallis, Benton County, and Samaritan Health Services, Owens Farm is poised to be an engaging recreation and education site for our entire community. In order to realize this vision for connecting people to the outdoors, it is also important for us to be connecting natural areas. Prioritizing a pedestrian bridge across Hwy 99 will provide an important connection and access opportunity for residents and schools east of the highway.</p> <p>The Owens Farm Conceptual Trail Plan has been strategically crafted by partners over the last five years, vetted through community engagement and designed by trail professionals. The next step is to have the Owens Farm Conceptual Trail Plan incorporated into the 2043 Regional Transportation Plan!</p>	
129	Willamette Partnership		<p>I'd love to see the Owen's Farm Conceptual Trail Plan included in the Regional Transportation Plan! Several community groups, along with dozens of community members, have put lots of hard work into building that plan over the past decade, and it would be such a great asset for the community to have. Being so close to the hospital, it would provide doctors, nurses, staff and patients with a way to get outside during the day, a proven stress-reliever that can lead to better outcomes for patients. The group who worked on this plan has also been intentional about getting input from a variety of underrepresented communities, meaning people with disabilities and communities of color are already aware of the trail system and excited to see their input come to fruition. Having this on the RTP would help ensure that the vision can continue to move forward and bring the trail system to Corvallis. Thank you!</p>	

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130	Community member, member Corvallis Sustainability Coalition's Transportation Action Team		<p>The writing and organization of the draft is accessible and interesting. Reading Chapters 1 and 2, I learned more about Corvallis and the surrounding area than than I have from any other documents.</p> <p>I strongly support the overall goals of the RTP: safety and connectivity via multimodal transportation. Understanding that population growth has been and will continue happening, we will not build our way out of congestion by adding lanes as there is an inadequate supply of land. We must provide people with multiple means of transportation and encourage/support decreasing use of single-occupancy vehicles.</p> <p>On the whole, I found all of the suggestions of the draft RTP to be valuable and worth supporting. I have one specific suggestion to champion, and two additions to suggest.</p> <p>Regarding specific projects mentioned in this RTP, I support the goal of protected bike lanes on Walnut Blvd from the end of the multi-use path (at MLK Park) to Bessie Coleman Elementary School. That section of Walnut Blvd, near homes, a church and the school, needs protected bike lanes, not 4 lanes of motor vehicles moving at 35mph.</p> <p>There is a heavily traveled section of Highland Drive north of Walnut Blvd that connects to Lewisburg Avenue. This section of Highland is used to access Crescent Valley High School. It is also used to access Hwy 99W via Lewisburg Ave, especially if there are traffic issues anywhere on 99W south of the junction of 99W and Lewisburg Avenue. Most of Highland in this stretch is outside of city limits and lacks sidewalks. Near Highland Dell Drive, there is curvy section of road where vehicles regularly exceed the speed limit and go wide on the curves, erasing the paint that delineates the bike lane. It is an important stretch of road for connectivity as it also leads to Lester Ave, which will eventually push through in an east/west fashion, possibly bringing more traffic onto Highland Drive. At this time, more should be done to make walking and biking more safe</p>	

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Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
131	Community member, member Corvallis Sustainability Coalition's Transportation Action Team		<p>Hi Steve, I have a couple comments and a few nitpicking items on the draft RTP. I think the draft document has projects that will be beneficial to our growing transportation needs and the selected study corridors are important to move people through the region. My anecdotal experience is that fewer and fewer people are bicycling and I attribute that to a general feeling of lack of safety around increasing numbers of large speeding vehicles. Even on residential streets people are driving fast!</p> <p>There is going to be more and more development along SW 53rd so I would like to see a protected bike lanes along Walnut and SW 53rd so that students can get to K-12 or OSU safely. I think few people will bike to/from Adair Village so that money could be better spent in the more populous urban area.</p>	
132	Community Member		<p>I would like to encourage CAMPO to revise Figure 17 (page 53) and relevant other Figures to reflect that the Level of Traffic Stress should be increased along route 99w from it's intersection with Crystal Lake Dr. south to SE Rivergreen Ave. to match the piece south on 99W (LTS 2 revised to LTS 4).</p> <p>There are more deadly accidents in this stretch, as indicated in Figure 23. The gutter bike lanes are not separated from the truck traffic which barrels through my neighborhood, and the sidewalks are broken and incomplete, Figure 16. Thus current biking and walking is perilous.</p> <p>South Corvallis is mentioned only once on page 98: "Highway 99W South At the time of this report, the Oregon Department of Transportation, in consultation with the City of Corvallis, is pursuing a corridor plan for Highway 99W, or South 3rd Street, from the intersection with Highway 20 south to the Corvallis city limits."</p> <p>I believe this is specifically to address these deadly crossings and very poor bike and pedestrian connectivity, in light of predicted population growth, the fact that this highway corridor cuts South Corvallis into two demographic parts with essentially high speed through traffic, and also provides access to the new construction of the Lincoln School (built with solar panels and battery back up to provide disaster sanctuary for South Corvallis) on SE Alexander.</p> <p>Thank you for the opportunity to comment.</p>	

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Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
133	Community Member		<p>Hi, I would like to add my comments regarding the transportation plan. On page 89—Adair Village—there are just a few concerns cited. Please note that Republic, who runs the landfill, is appealing a decision on their expansion plan. In that plan they want to close the part of Soap Creek Road from Highway 99 to Wiles Road. This will severely impact egress for Soap Creek Valley residents in times of emergency. This is because they want to fill this area with garbage. It is a much safer turn onto Highway 99 than Tampico offers. The turn onto Tampico presently is inadequate and dangerous and the site for several accidents every year. Please take all this into consideration when working on your transportation plan. I refer you to CoffinButtefacts.org for more facts on this issue. Thank you for your time.</p>	
134	Community Member		<p>Hello Steve,</p> <p>In reading over the plan, I see that there is no mention (possibly: no awareness) of the potential changes coming to the stretch of Highway 99 beginning at Adair Village and extending north past Robison Road. I'm referring to the possible closing of Coffin Butte Road due to an expansion of the landfill over it.</p> <p>As things are now, Coffin Butte Road at 99W is the safest and most preferred way for traffic of any kind in this area to interface with Highway 99 – especially for cyclists crossing the highway and heavy trucks crossing the highway or entering or leaving the area. Although an idea of upgrading Wiles-Robison is being floated as an alternative route, I think in any real-world scenario we would see the Tampico-99W intersection take up almost all of the dislocated traffic, and that intersection is not suitable nor can it be made suitable within a reasonable budget.</p> <p>The traffic hazards and risks to health and life that would be caused by closing Coffin Butte are still under discussion, as perhaps the most serious impact of the landfill expansion scheme. I urge CAMPO to review the situation and if it finds reason for concern, to voice those concerns pro-actively to the Board of Commissioners when they take up their evaluation of the landfill scheme (sometime between now and March 21). This is a situation where an inch of prevention can save much more than a pound of expensive remediation, and it's important for the Commissioners to be able to weigh all of the costs and risks of the landfill expansion.</p> <p>Thanks for all you do!</p>	

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Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
135	Community member		<p>I highly recommend that when the Regional Transportation Plan is being written, it includes the Owens Farm Conceptual Trail Plan.</p> <p>To develop a universal trail access on Owens Farm, it's very important that this trail plan is included in the regional transportation plan.</p>	
136	Community member		<p>Currently I am commuting from West Salem to Philomath and the fastest way is to go east to I5 to 34 and in reverse to go home. This is primarily because 99W has no passing lanes between the signal at Lewisburg in north part of Corvallis to McMinnville.</p> <p>The main project, I feel, to improve area flow is to complete the Northside bypass and bridge from 34 to 99W. At the present time it is quicker to use 34 bypass from 20/34 to 34 and then West to 3rd Street than to follow US20 through Corvallis downtown.</p> <p>What basis do you see for not improving arterial roads? Such a plan forces use of residential and rural roads to expedite trips. Then this causes closures on such routes as was done on Timian at 20/34 this week. This also affects bus routes greatly, and I see that as a planned replacement for private automobiles.</p> <p>Changing to electric cars will not reduce auto travel. Poor roads have always limited economic growth. In fact the history of transportation has been to bring more flexible and comfortable modes of transportation in vogue. So the 5 to 10 year plan should show the improvements needed to arterial roads and perhaps the way to finance what is needed.</p>	

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Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
137	Community member		<p>Thanks for the detailed presentation today. It reminded me that the planning process undertaken by the City of Corvallis in 2016 includes increased traffic North-bound traffic flow from the residential developments between Kings and 29th north of Walnut and Crescent Valley Drive.</p> <p>My concern is the additional direct connection with Hwy 99W at Granger Road. As it stands, traffic is encouraged to use Walnut or Circle Boulevard to the signals which access Hwy 99W, but future city roads connecting the area north of Walnut with Lester Avenue will result in commuters taking North Highland to Granger Road.</p> <p>Thanks again for the opportunity and encouragement to comment.</p> <p>p.s. I know there is a signal at Lewisburg Road. I live on Mountain View Drive and that is becoming a significant short-cut to and from HWY 99W, especially when traffic backs up at the Lewisburg signal during commute hours.</p> <p>p.p.s This is actually a comment about the HWY 99W Mountain View Road intersection, which is coming under increadsing use.</p>	
138	Community member		<p>Hi Steve,</p> <p>I don't know where this belongs, but I think it should be noted that Corvallis buses cannot reach both the Benton County Health Department and the Senior Community Center. I understand this is because of the state of the streets, and possibly because of the size and weight of the buses. Do you have any idea where this belongs in the review & comment process?</p>	

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Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
			Hi Steve,	
			Just out of curiosity, why doesn't the model include a count of people who use the bus to go to work? (p. 72 of the draft plan)	
	Community member		Table 15: Journey to Work Model and Census Data Comparison & Model Outputs Employment Trips Travel Mode 2014-2019 ACS (Census) Journey to Work Reporting Model Shares Drove Alone 65% 64% Carpooled 9% 13% Biked 11% 10% Walked 11% 10%	
139			Table 16: Model Scenarios and Corresponding Outputs	
			Hi, Planner Dobrinich. Upon reviewing the draft 2043 Regional Transportation Plan (RTP), two key variables appear to be critical for planning. The first is that the region continues to grow in population and jobs. The second is that the street network is not expected to expand significantly during the RTP planning horizon. With these factors in mind, perhaps the following two strategies can be useful.	
	Community member		1. Rail-bus transit that provides service from the Albany Amtrak/Transit Center to Corvallis (HP, Samaritan Health Services/LBCC Benton/CAMPO Office, Downtown, and OSU on one line and Philomath, OSU, Southtown, and the Airport on a second line) 2. Build the new Corvallis bridge over the Willamette River between the two existing bridges while leaving the old bridge in place for biking, walking, and bus transit express service between Corvallis/OSU, LBCC Main, I-5, and Lebanon	
140			Thank you for your time and help regarding the matter of transportation planning for our region.	

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Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
141	Executie Director, Philomath Youth Activities Club		<p>Good morning Stephen, at a recent community meeting where concern over the increased traffic on the Philomath Blvd (Hwy 20/34) corridor was being discussed, I was provided your name and email below. I am the director of the Philomath Youth Activities Club and have been so for the past 25 years. With the recent developments going into Philomath and the improvements made to the hwy between here and Newport we have seen a SIGNIFICANT increase in traffic in our community. The short drive that our community members must make to Corvallis on nearly a daily basis has become increasing challenging. You can imagine our disappointment when we found that there is no current (or near future) plans to improve the flow of traffic in this area. It seams like there must be options that allow for smoother traffic flow and safety. I would think aligning the stop lights in the area? Adding a turn lane? Or widening areas where possible?? I realize there are so many variables that I am unaware of but I would strongly encourage the “powers to be” so consider making some improvements in these areas or find a way to communicate to our community why they are not seen as necessary. Thanks for your time and consideration.</p>	

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Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
142	Community member		<p>Hi Nick and Steve,</p> <p>Thanks for having the open house, I can definitely see the importance of this long term planning strategy. Must say that I was shocked that the CAMPO committees had not been informed about the possibility that our Benton County Board of Commissioners may be approving the vacation of Coffin Butte Road to allow for a landfill expansion.</p> <p>Coffin Butte Road is outside the CAMPO Region but it is the first road north. It is also the only East to West corridor for five miles in either direction. It has well developed acceleration and deceleration lanes. It has an excellent line of sight in both directions. All of which will never be replaced ever. It would be way too costly.</p> <p>CAMPO needs to focus on the effects of a vacation and the increased garbage truck traffic throughout the region due to the removal of the existing tonnage cap if expansion is approved. The landfill's own 2020 figures show less than 12% of Solid Waste comes from within Benton County. Removal of the tonnage cap will increase solid waste and garbage truck traffic entering Benton County, literally from all directions.</p> <p>The vacation will divert traffic including many forestry trucks and farming equipment to the Tampico Road and HWY 99 intersection (all of which is in the CAMPO area) which doesn't allow for Eastbound passage, nor does it have an excellent line of sight or acceleration and deceleration lanes. Not only does fog settle at this intersection, South bound traffic is traveling downhill often at high speeds. All East bound traffic will then take Arnold Avenue which happens to be the first left with a designated turn lane driving through Adair Village and a school zone.</p> <p>Please take these critical issues into consideration during the CAMPO transportation plan.</p>	

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Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
143	Community member/ Secretary Preservationworks		<p>Dear Sir,</p> <p>I bike this route two or three times a week in all seasons to get to MLK. It's not the most restful ride, but it's doable (for me). When the road narrows to one lane I generally get on the sidewalk, but if pedestrians are present I get back into the bike lane and it's not a problem (for me). I'm more concerned about the speed limit in terms of the occasional dead deer or wild turkey I see on the sidewalk or side of the road. Our urban growth keeps shrinking the areas where these creatures can roam, and that's on us, not them. Slow it down, and enforce it!</p> <p>By the way, when I came to town in 1971 Walnut was a little country back road and most pleasant to ride of a Sunday afternoon. Now it's basically used as a highway. I realize it's a conduit for all the new development going on out that way (Ponderosa Ridge! Yikes!), but isn't safety any transportation authority's number one priority?</p> <p>Just another perspective for you to add to the data base.</p>	
144	Community member/ Secretary Preservationworks		<p>Dear Sir,</p> <p>I'm on a roll! I'm copying you again because this historic bridge repurposing issue is one that every sort of transportation agency and transportation advisory board should be endorsing. (In my opinion.) It's hugely about safety.</p>	

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Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
145	Community member		<p>Hello Nick and Steve - thanks for hosting the open houses yesterday, I appreciate your time and energy in preparing and managing this Plan update. I know from prior experience that these planning efforts are not easy.</p> <p>As I mentioned in my comments last night, I think that it is important for the Plan to evaluate the impacts of the closure of Coffin Butte Road, just north of the CAMPO boundary.</p> <p>This road closure is being actively supported by Benton County to facilitate the expansion of the landfill.</p> <p>Closure of this road will result in the re-routing of at least 70,000 Coffin Butte Road trips per year by diverting traffic to Tampico Road and presenting at the intersection of Tampico and Hwy 99, which is in the CAMPO boundary.</p> <p>These trips will include all of the forest and agriculture freight trips that now use Coffin Butte Road to access Hwy 99 for both northbound and eastbound destinations.</p> <p>The increased number of trips (and 70,000 is a low estimate of existing trips, not projected increased trips) combined with the re-routing of the freight traffic to a much less safe intersection at Hwy 99 is a recipe for disaster from a safety perspective.</p> <p>Further, the closure of Coffin Butte Road will result in a dramatic increase of eastbound, cut-through traffic into and through Adair Village since the next closest eastbound connections are 5 mile south at Lewisburg or 5 miles north at Airlie Road.</p> <p>Lastly, but certainly not least, the closure of Coffin Butte Road and the subsequent expansion of the landfill will result in a dramatic increase in large truck, landfill bound traffic through some of the most dangerous intersections in the state (per ODOT statistics)</p>	

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Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
146	Community Member		<p>Walnut is an important route for travel from the west side of Corvallis to the north side for shopping, medical, hospital, etc. When I'm out on my bike on the west side and need to go to the north side Walnut is really the best (almost the only) choice of routes. I sometimes jump on the sidewalk when the MUP ends so rudely. And I REALLY don't like riding on the sidewalk. Bikes on the sidewalk is not a good thing for many reasons. That I put off joining the bike lane on the street tells me about my low level of comfort on that street. Motorist speeds are too high on a curve with only paint protecting me. A moments inattention by a motorist could end my life.</p> <p>I also remember that the gutter bike lane along all of Walnut is often gravelly and trashy, a huge hazard for cyclists.</p> <p>Lane reduction would reduce motorist distraction, widen the space for cycling, get cyclists out of the immediate gutter and the trash and gravel that accumulates there, and make road crossing safer for those crossing on foot.</p> <p>With new development happening along Reservoir road many of those folks will want to go to North Corvallis for shopping or work. Wouldn't it be great if some of them biked instead of driving.</p>	
147	Community Member		<p>Steve, I appreciate seeing the webinar. I favor the option to emphasize bicycling. I say that as an 82- year-old who does not use a bicycle in town at this time, but as one who depended on it for many many years (since moving here in 1974 until only about 2 years ago). So now I walk to near places and drive to others, always conscious of cyclists.</p>	