



**Benton County Public Works
Corvallis-Albany Bikeway
Board of Commissioners Work Session**

December 20, 2016

Agenda

- History
- Purpose
- Phase 1 Process
- Considerations for Moving Ahead
- Proposed Phase 2 Process

Corvallis-Albany Bikeway - history

- In the works over the past 10 years
- Corvallis section constructed in 2013 at a cost of \$651,927 (\$575,797 Federal, \$76,130 City) – does not include \$80,000 add'l of railroad work
- Albany section to be designed in 2017 with construction in 2018 or 2019 at a cost of \$2.72M (Federal \$2.32M, City \$304,000, County \$100,000)

Corvallis-Albany Bikeway - history

- Consultant Survey Costs = ~\$26,000
- *Phase I Outreach Costs (to date) = \$44,517
- *Phase 2 Projected Cost = \$51,081
- *Phase 3 Projected Cost = \$59,782
- *ODOT paying up to \$50,000 of the Phase 1-3 costs
- Staff Costs and Other Consultant Costs to date = \$697,000 (mostly reimbursed through state grants)

Corvallis-Albany Bikeway - history

- US 20 (at Willamette bridge) and the bridge crossing between Rondo and Independence, Granger, Metge, and Independence are listed in Existing Transportation System Plan (TSP) as Future Condition Needs for Bicycles
- The TSP states the addition of bicycling and walking as alternatives to automobiles as being the new policy of Benton County
- Policies of incorporating bikeway routes where possible is referenced in the Benton County Comprehensive Plan
- The Oregon Bicycle and Pedestrian Plan encourage the increased availability of alternative transportation options

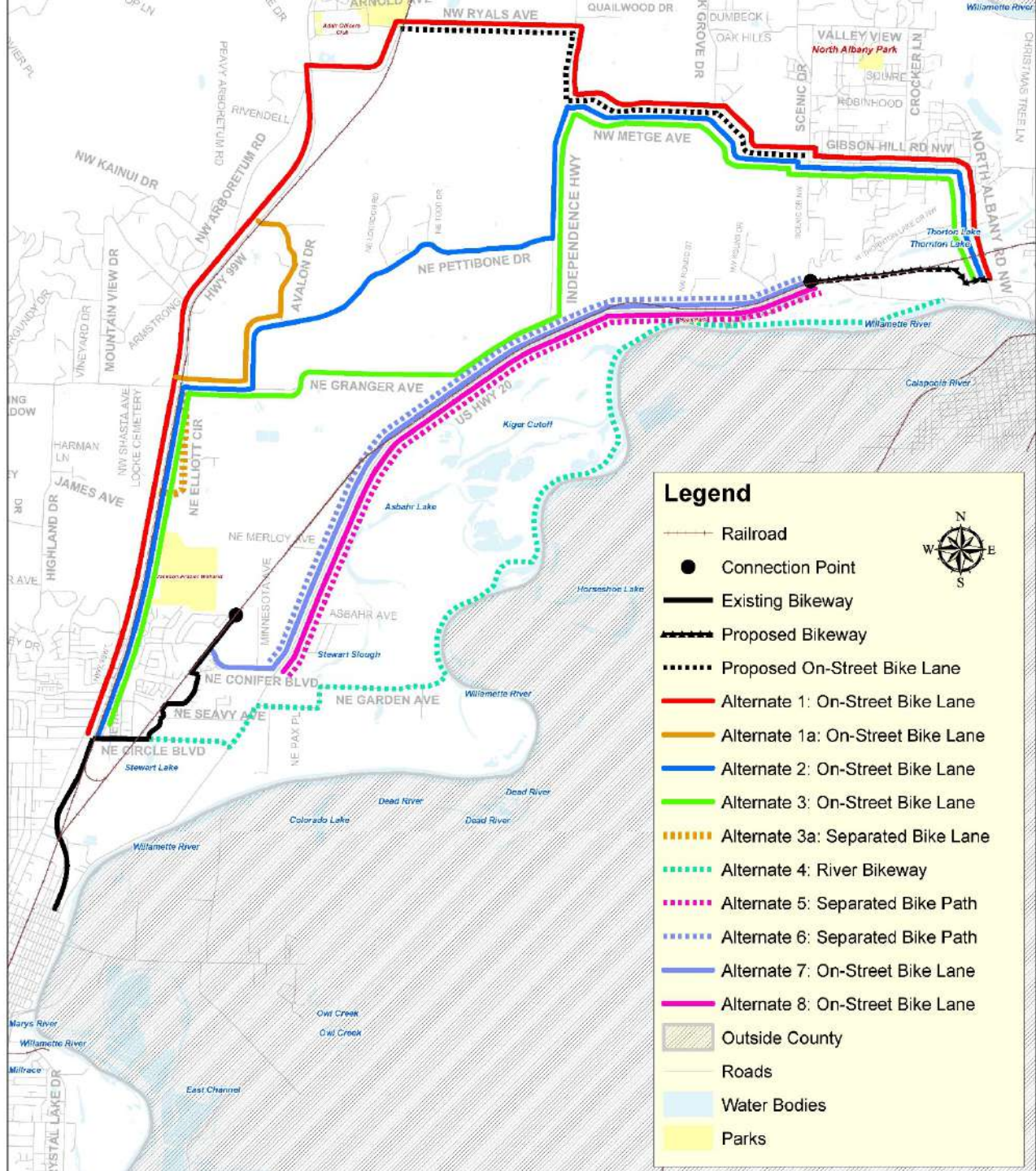
Purpose of Bikeways

A safe, useable, and fundable bicycle and pedestrian system is an essential element in meeting Benton County's transportation goals:

- Providing transportation choices
- Safe operations for all travel modes
- Maintaining the qualities that define Benton County as a highly desirable place in which to live

Bicycling and walking are important elements in all of these concerns.

Benton County Transportation System Plan, Chapter 4-
Bicycle & Pedestrian Plan



Legend

- Railroad
- Connection Point
- Existing Bikeway
- Proposed Bikeway
- Proposed On-Street Bike Lane
- Alternate 1: On-Street Bike Lane
- Alternate 1a: On-Street Bike Lane
- Alternate 2: On-Street Bike Lane
- Alternate 3: On-Street Bike Lane
- Alternate 3a: Separated Bike Lane
- Alternate 4: River Bikeway
- Alternate 5: Separated Bike Path
- Alternate 6: Separated Bike Path
- Alternate 7: On-Street Bike Lane
- Alternate 8: On-Street Bike Lane
- Outside County
- Roads
- Water Bodies
- Parks



Project Process

Phase 1: Listening to the community to determine need and support:

- Telephone survey results
- Stakeholder interviews
- Public open house



✓ **County Commissioners Decision Point**

Phase 2: Community invited to participate in the development of route alternatives

✓ **County Commissioners Decision Point**

Phase 3: More in-depth engineering analysis of community accepted route

Considerations for Moving Ahead

1. Is it a viable project?

A bikeway from Corvallis to Albany improves community livability: provides public health benefits; increases recreational opportunities and transportation options.



Benefits of Bikeways

- ✓ Economic
- ✓ Health and Fitness
- ✓ Social
- ✓ Educational
- ✓ Recreation
- ✓ Environmental
- ✓ Preserving our History and Culture

**A Healthy Active Oregon:
Statewide Physical
Activity and Nutrition
Plan** identifies the need
for more community trails
as a top priority.

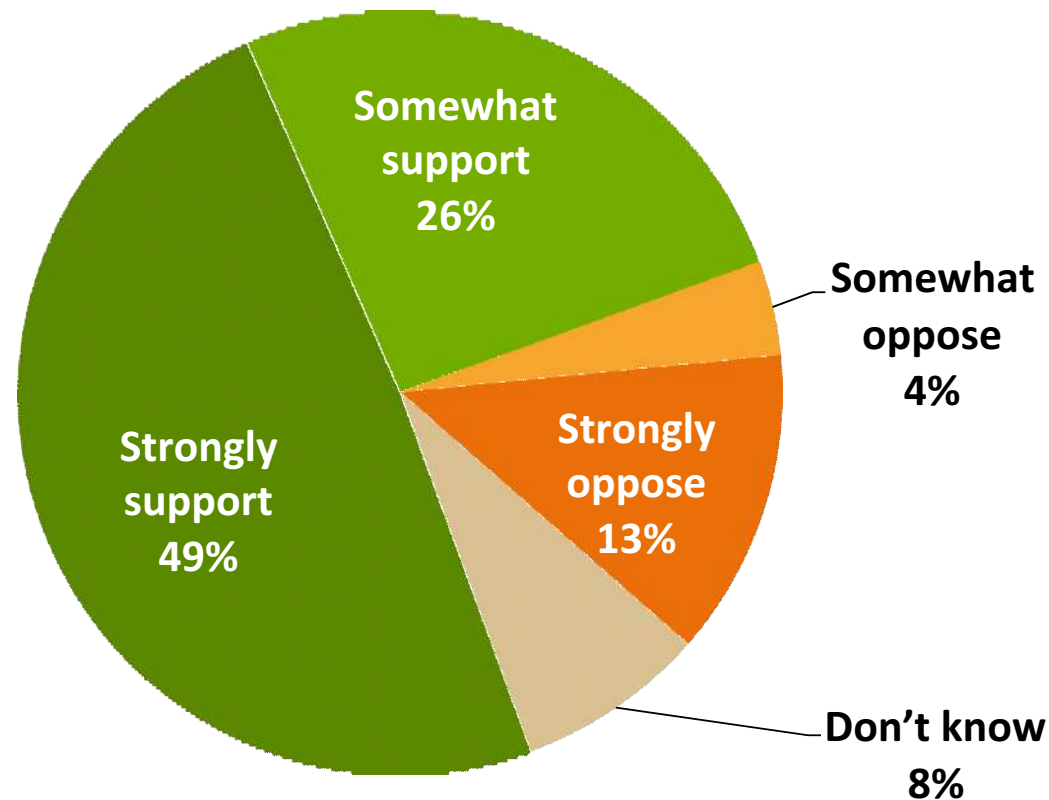
Benefits of Non-Motorized Trails, Oregon Parks & Recreation Department

http://www.oregon.gov/oprd/PLANS/docs/trails/trail_benefits_nonmoto.pdf

2. Is a bikeway supported and will community members use it?

Public opinion research shows support for building a bikeway.

December 13 public meeting—most participants support a bikeway.



75% of voters support building the Corvallis- Albany path

Respondents would use the path for:

Do You Think You Would Use the Path For...



December 13 Public Meeting



- Around 100 attendees
- 75% provided comments
- Approximate 3 to 1 are supportive of a bike path / moving to Phase 2.

Support: 48

Neutral: 12

Opposed: 16



Strongly support this project and emphasis on safety and design for greatest number of users, including recreational users and pedestrians.

YES

A safe, direct path between Corvallis and North Albany is critical!

I am thrilled to see this process moving forward. I know it will take time. I have been commuting by bike from N. Albany to HP for 17 years I have signed up as a stakeholder.

I live in Corvallis and would like to use this path to ride to the train station in Albany.

I am glad to hear that the route along the RR through farms is off the table!

Thank you for trying again and taking the time to talk to residents about this important project.

This is a better process than in the past.

Thank you for hosting this event. My husband work commutes via bicycle from N. Albany to Corvallis and we are CSA participants wh support our farmer as well.



Go to Phase 2 please! Get a move on!



NO

Don't need a bike path already have one along Hwy 34.

Why do we need a 2nd bike path from Albany to Corvallis when Linn Co. already built one? This money could be used for the huge epidemic of homeless kids in Benton County!

A waste of time, money, and resources.

Very few people in the farming community want to see any property affected that doesn't choose to be. Paths or levies that have 100% support are the only way we can support a path. If you want trust - transparency had better become a priority.

As you noticed I am against path idea because of environmental impacts and [I] live along Hwy 20. I don't think a bike path helps anyways to take care of congestion on Hwy 20.



3. Are key stakeholders willing to participate in a decision process?

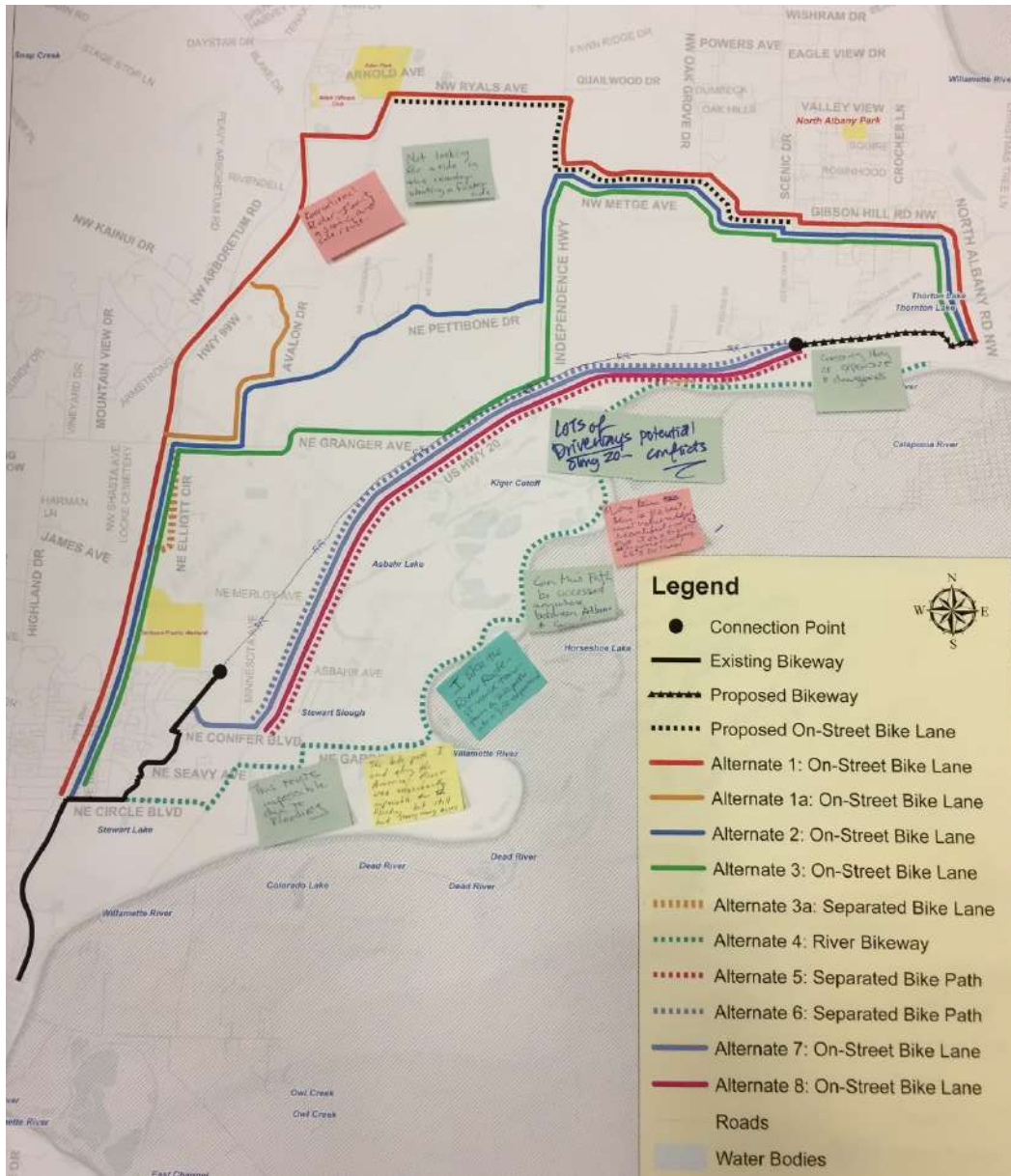
- ✓ Stakeholders willing to participate in a process that considers new alignments.
- ✓ A majority says original rail line route should be excluded.

Stakeholder Interviewees

**Neighbors/Private Property
Owners
ODOT
City of Corvallis
City of Albany
City of Adair Village
Bike Advocate
Benton County**

Stakeholder Interviews—Highlights

- The current public outreach effort for the potential bikeway is appreciated.
- Stakeholders value the bikeway.
- Potential impacts to the farming community is the most common concern.
- Public safety is also cited as a concern.
- Alternative route suggestions are varied—there is no shared vision.
- Routings within the Railroad right of way are viewed as unlikely.
- **Best advice: involve the citizens, and take the necessary time.**



4. Are route options contained in existing public right-of way or on property purchased from a willing seller possible?

Multiple options are possible for further study and community consideration.



Proposed Phase 2 Process

- Create community and technical advisory groups (Participants at Dec 13 public meeting signed up to help)
 - Refine bikeway goals with community input
 - Study benefits and impacts
 - Consider recreation vs. commuting needs
 - Determine if a viable route exists
- Continue with broader public engagement

There is an opportunity now to move forward to create a community vision for a bikeway.



Based on considerations for moving ahead:

- ✓ Is it a viable project? **Yes**
- ✓ Is a bikeway supported and will community members use it? **Yes**
- ✓ Are key stakeholders willing to participate in a decision process? **Yes**
- ✓ Are route options contained in existing public right-of way or on property purchased from a willing seller possible? **Yes**