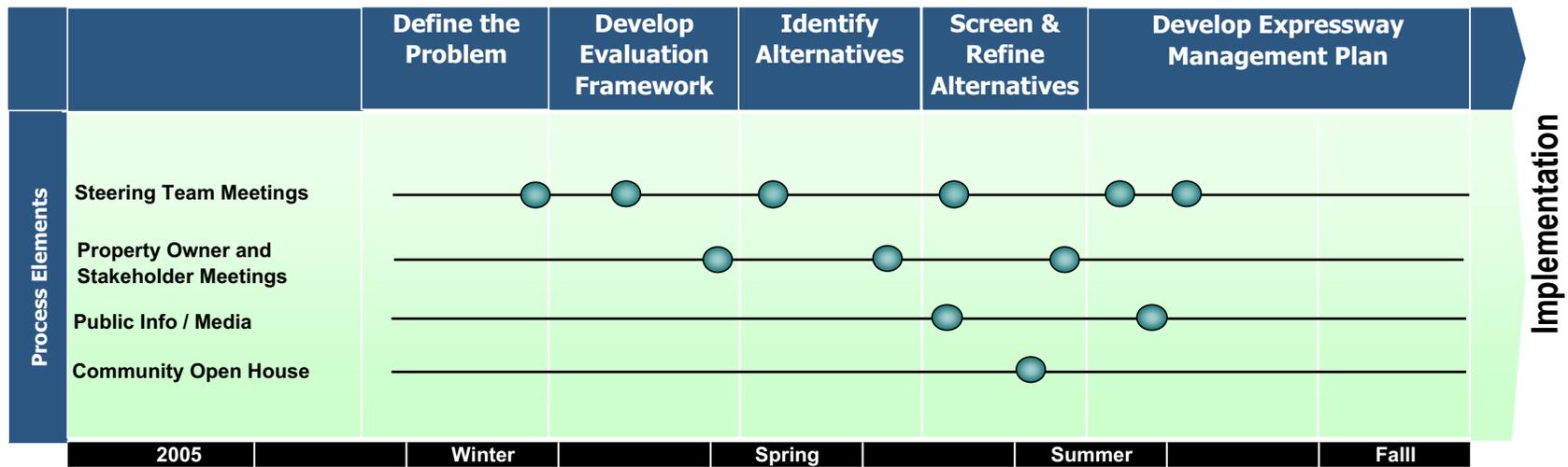


APPENDIX L

Public Involvement Summaries

OR 34 ACCESS MANAGEMENT PLAN

(APRIL 2005)



**OR 34 Expressway Improvement Project
Property Owner Interview Summary – Round I
April 2005**

OVERVIEW

Between March, 2005 and April, 2005, John deTar, Oregon Department of Transportation and Jamie Damon, facilitator, JLA, Inc. met with fifty-one property owners and stakeholders in thirteen separate meetings. The purpose of the meetings was to introduce the Ore.34 Expressway Improvement Project, identify issues and discuss ideas. At each meeting, John explained the upcoming left turn project.

MEETING HIGHLIGHTS

The following are highlights and common themes heard at the meetings:

- All participants were aware of the safety problems within the study area, particularly at the Peoria Rd. intersection with Ore. 34. Many of the participants had personal experience or an account from someone they know who had been involved in an accident at the Peoria Rd intersection.
- Most participants expressed concern with traffic congestion during the commute times in the morning and afternoon and on “game days.” Participants stated that traffic routinely stacked up on Ore. 34 past the Morse Brothers entrance and often to Peoria Rd.
- Concern was expressed about insufficient signage prior to the traffic signal at Peoria Rd traveling east on Ore. 34.
- There was much discussion in the meetings about truck movements. The slow speed of trucks entering, exiting and turning onto Ore. 34 combined with the length of trucks in the turn lanes and at intersections adds to the congestion.
- Some participants discussed that the corridor was used frequently by bicyclists and they were concerned with providing safe bicycle travel in the area.
- The following ideas were discussed to address the traffic and safety issues; a frontage road along Ore. 34 on the north, south or both; developing an alternative for Morse Brothers to access their property off of Peoria Rd.; an additional right turn lane at Ore. 34 and Peoria Rd; overhead signage alerting travelers of the traffic signal at Peoria Rd.; removing the “expressway” designation on Ore. 34 within the study area and reducing the speed; and realigning Wolcott Rd. to intersect with Peoria Rd. at Ore. 34;
- When discussing ideas to address the traffic and safety issues, participants were concerned about impacts to private properties, businesses, the golf course and the agricultural experiment fields; the impact to historic properties;

the ability to provide access to the undeveloped park facilities; and the need to adequately address flood plain issues.

MEETING SUMMARIES

The following is a summary of the issues, questions and ideas discussed at each meeting. Staff responses are in italics.

3/2/05 (10:30am)- OSU Group

Attendees: Bill Humphreys, Daryl Ehrensing, Randy Hopson, Pat Doran, Aaron Henderson, Sean Arey, Jim Lloyd, Vincent Martorello, Scott Robbins, Dan Arp, Steve Dockins

Current transportation problems include:

- Increase in traffic congestion
- Stacking back past Electric Ave and stopped traffic on OR34
- Peoria Rd high accident location
- Difficult access to Walcott Rd
- Difficult mix of traffic with large, slow moving vehicles entering Morse Bros.
- Speed limit in the area east of Electric Ave encourages high speed travel.
Difficult to judge how fast folks are going when pulling out in front of people.
Speed is 40mph at Electric Ave- westbound coming to the light then it changes to 25mph.

What about Frontage Rd? *We are looking at Frontage Rd both South and North Side*

How about more traffic signals to maintain the “urban feel” of the section?

What drives the ability to install traffic signals? *Warrants at the intersections/turning movements. The “expressway” designation dictates free flow of traffic*

Is there another access for Morse Bro’s? If they can access their property within their property they could access 34 through Peoria Rd.

Difficult to make left into Electric Ave to access Golf Course. Will become increasingly difficult as traffic volumes increase.

Concerned about potential loss of crop land due to a frontage Rd.

Concerned about conflicts with through traffic and farm vehicles.

There is potential farm related activity conflicts regardless of it is an orchard or other crop. A hand harvested crop will mean cars parked along the roadway and safety issues for the walkers due to through traffic.

The golf course can make land swap changes and redesign the golf course to free up some land for a frontage Rd. The golf course needs to know the long term plans for the

roadway, for example how to access the crew docks if an interchange is put in for a bypass.

What is the worst case scenario for accessing the crew docks if the interchange makes access difficult?

The land along OR34 will be taken out of farming here in the next few years. The best option for OSU is to expand the existing right-of-way and leave the best land (further N) for farming.

Another option is to extend Electric Rd. to Karlene Rd. as a "Backage" Rd.

Probably could connect a road along the Golf Course between Electric Rd and the light. Willing to accommodate, will cost about \$1million to OSU. Need assurances that it is more than a 5 year fix.

Shorten the expressway designation to open up more options for access in the area. Rethink the expressway classification.

Aren't frontage roads more expensive than traffic signals? *Not a cost driven decision. It is based on what will result in safer, better traffic flow.*

Currently see people using the crew docks as a way to beat the stacking- putting a frontage road in may contribute to cut through traffic and create a new problem for the farm traffic.

Bicycle traffic is quite heavy accessing the research station- they stay on the north side, against traffic, because it is wider and then swing into Electric Rd. There is usually up to 20 bikes a day.

Look forward to matching up Wolcott/Peoria driving tractors on OR34 is very dangerous. There are a lot of people coming/going to the farms. The fish labs generate more traffic.

Delivery trucks, access vehicles etc have begun using the gravel road just east of Electric Ave to avoid the queuing at Electric.

Every interface between the public roads and the farms is a problem

When will the golf course know the status of the bypass? *Probably not for at least 10 years, ODOT isn't doing anything to further the bypass at this time.*

Where is this in the priority list? *Out there 10 years. A "flyover" type interchange could occur more quickly for less cost. There isn't any money allocated to address this for at least 6 years- not programmed in the STIP.*

What is the timeframe? *Time frame for planning part completed by June 30, 2005. A project could be developed in '08. The double left project will be completed Spring/Summer '05- nighttime construction.*

3/2/05 (11:30am)- Recreation Group

Attendees: Jacqueline Rochefort, Park Planner, City of Corvallis; David Livingston, Riverfront Commission

Most interested in how to access the park (MLK) land which is not envisioned to include parking. Access could be for pedestrians and bicycles only, however we do need to provide access for maintenance vehicles. The park land to the southeast is suitable for ball fields if we can get access to the land.

There was a ferry in the 1800's across the channel (which was the main channel) maybe an opportunity for historical information in the area.

Any kind of access to the potential ball fields is desirable. A northern frontage Rd. could even work.

When Van Buren St. Bridge becomes bike/ped then they can access the ball fields.

Aren't there flood problems in the area? *Yes- ODOT will have to mitigate for the flood plain.*

Speed is an issue. People aren't slowing down to 25mph in the area now. Something to slow people down in the area is a good thing.

How much R.O.W do you need for a frontage road? *Probably 60'*

What do the southwest property owners close to Peoria thing about this? *We haven't met with them yet.*

Issues Provided by the Corvallis Riverfront Commemorative Park Commission:

- 1) Maintain historic Van Buren Bridge in existing place as State property, use for multimodal access to east side of river, including Martin Luther King, Jr. Park, and park trail south along the river.
- 2) Create multimodal crossing at South Bypass Bridge area, to complete a loop trail across Van Buren Bridge and back into town along South Bypass Bridge area.
- 3) Maintain pedestrian crossing and continuity of Riverfront Park at multimodal path and along First Street when new Van Buren Bridge is added.
- 4) Coordinate future north side bypass details and issues with immediate and long-range plans to develop Riverfront Park marina area north of Tyler.

- 5) Pedestrian crossing between Berg Park and Martin Luther King, Jr. Park at the interchange.
- 6) Access for maintenance equipment to MLK Park.
- 7) Vehicular access to Berg Park.

3/2/05 (2:00-3:00pm)-Landowners Group

Attendees: Mary Beach, Michael Berger, Gary Booth, Cathy Lewis, Joan M. Taylor, Harry Lacerstadt, Pam Knight, Steve Dockins

What is considered “long range” for thinking of a frontage road? *20 years is our planning horizon*

How many feet would need to be added to add a turn lane? *It will be done entirely within existing ODOT R.O.W.*

Speed is a problem on 34!

There are many accidents at Peoria Rd. The majority of the accidents are rear-end, although there have been several severe accidents as well, including fatalities.

It is difficult to get to the market

Trucks-(semi-trucks), pickups etc... park on the side of the road across from the market.

We would like to see “no parking” signs installed across from the market.

We are very supportive of re-aligning Wolcott and Peoria roads.

What about slowing traffic down more in the area?

We would like to have the entrance to Electric Ave. widened slightly to make it safer to make left turn at Electric when traveling east.

Concerned about property impacts with a frontage road.

Interested in information about the Van Buren Street Bridge.

3/2/05 (3:30-4:30)- Oregon Department of Fish and Wildlife

Attendees: Ken and 10 of his employees

High bicycle use in the office- would be higher if it wasn't for this one mile section.

Would like to see a detached bike way parallel to the highway.

The high speeds and high volumes are intimidating for cyclists.

The farm equipment using the shoulders is a problem for cyclists.

Turning left at Roche is unsafe.

Traffic stops in the left turn lane as people try to turn into the Golf Course in the morning- people stop in the left travel lane and oncoming traffic does not expect it.

Enhancing bike commuting is desirable.

How will the park be accessed?

How can we support alternative modes to reduce traffic and vehicle dependence?

Perhaps include a park-n-ride within the project vicinity for cyclists and for transit use.

Supportive of a frontage road taking us to a controlled intersection if we are in a car or a bike.

You may want to include a discussion with recreational cyclists who use the area East of Peoria.

Is there some way to alert drivers to the fact that there are cyclists on the roadway?

Are there issues with flood waters if you build a frontage road and remove the swales?
We would either build the road on the other side of the swale or move the swale which would be expensive.

Can one bike lane stay clear at all times during construction of the double left project so we can continue to commute through construction this summer?

We have an ongoing concern with trying to keep the shoulders clean.

3/2/05 (6:30-7:30)-Landowners

Attendees: Judy Swanson, Steven Smith, Elaine Smith, Jim Honey

Concerned about lack of sufficient drainage across the highway. The double left project will add one more culvert. If water cannot drain properly it backs up to Peoria road and even further east.

The store generates a fair amount of traffic- people use the store parking lot as a cut through to avoid the light.

From White Oak up Peoria to Ore 34 many trucks use this route- Morse Brothers, chip trucks, seedling shippers, etc...

Concerned about back access for businesses on the south side of Ore 34 east of Peoria. Would like to see traffic slowed down in the area.

What about a right turn lane at Peoria prior to the intersection or even as a separate road behind the veterinarians' office and over the slough at a narrow point. Allow traffic to get out of the through lanes.

Need to look at the circulation pattern for the market. Most Eastbound traffic accesses the market from Peoria and then blocks Peoria.

Biggest problem is drivers running the red light.

Moving farm equipment is dangerous along the highway.

Acknowledge a lot of bike use in the area.

Very little law enforcement in the area.

Questions about the Van Buren Street Bridge.

Need some better signage or warning that a traffic signal is coming @ Peoria and OR34 heading west bound. Drivers aren't expecting a signal.

3/17/05 (2:00)-SHPO

Attendees: Sarah Jalving, Oregon State Historic Preservation Office

There may be archeology issues on the section of the project area by the park.

The house SW of Wolcott has been determined to be eligible for the National Register.

Will Wolcott be moved completely or just slightly re aligned.

Can't assume "no significant archeology" since we can't see them (underground)

Anytime near water-need to consider archeology.

The "historic complex" SW of Walcott is a concern need to wait and see the design.

State's primary concern is section 106- federal process

The local historic society and local community may have strict guidelines than section 106.

Linn County is a “CLG” Certified Local Government, Corvallis Historic Preserve and Benton County Historical Society are both CLG as well.

3/23/05 (10:00am)-Morse Brothers

Attendees: Warren Johnson, Fred Parish, Steve Mote, Dave Bill

Will there be access changes to the pond? *Consolidated access concerns about too much access*

When is the earliest a bypass could be built? *At this point we don't show any construction of a bypass until 2009- However \$2 million has been dedicated to this section. Perhaps to begin addressing the idea of a flyover. Want to make sure the investment in a flyover matches with the long term solution at the interchange.*

What is the process for the Van Buren Street Bridge? *Steve explained the process is just beginning- 2010 target for when bridge could be replaced.*

The bridge doesn't allow a break of traffic in front of MBI property- funnels a steady stream of single lane traffic that makes it difficult to exit MBI property. 7-9 min waits to get out of the gate.

Often traffic backs up past the MBI gates.

Has there been thought given to a reduced speed zone from bridge to Peoria when traffic hits OR 34 heading East over the bridge they get up to 55mph as quickly as possible.

Traffic is moving so quickly that the turn lane in front of MBI gets filled with MBI long vehicles making it difficult for locals to turn safely- facing them to use the grocery store cut through for example.

Is there some way to break the flow coming up the bridge to allow some breaks?

A few years ago MBI met with ODOT and discussed some plans with a frontage road on the south side- what is the status of the plan? *They are one of many plans still under consideration- one of the constraints to a new connection to Peoria Rd. is the need for a fairly long bridge over the slough.*

The single lane getting onto the bridge is a problem.

Traffic anticipates the need to turn left as far back as Peoria-cars begin merging to the left lane.

What about a signal at the MBI gate? *Given the expressway designation for the corridor it is not desirable to put signals in a rural area.*

There is a connection to Stalbush Rd- There is a weight restriction on the county roads- the bridge is fine

The river breaches the banks and makes the route impossible at times during the winter. Creating an undesirable condition.

3/23/05 (11:30-12:30)- Emergency Services Group

Attendees: Roy Emery, City of Corvallis Fire Dept and EMS; Corporal Rodney David, Linn County Sheriff; Jim Swinyard, Benton County Sheriff

Regarding the upcoming left turn project, Linn County and the fire dept. say that the traffic backs up to Peoria Rd. regularly- Glad to see the project happening.

What is the timeline for the 2005 construction project? Will it be done before football season? *The project will be completed late summer/early fall, and construction will be at night time.*

Is an exit off of the bypass to the ball fields an option? *Typically isn't done*

Seems very expensive to pursue a frontage road to connect access to private property and the park, would need to provide a right in right at Ireland road.

Understand the safety issues understand the cut through traffic issue at the market.

State troopers and Linn County provide police services, fire service provided by Corvallis to the area.

Peoria road is the highest speed road in Linn County, clocked 139mph out there.

Tremendous number of rear end accidents not reported to ODOT.

Traffic backs up heading east from Peoria to Morse Bros.

People aren't expecting the traffic stopping on OR34 as far back as MBI when traffic has just cleared the light at the bypass.

What about a dedicated right turn lane at Peoria heading East on 34

Peoria road carries a lot of traffic

Highway 34 is almost to the point where one sheriff cannot work traffic

Frontage roads increase response time to the incidents.

Concerned about sports complex access- emergency services accesses for incidents to a large sports complex could be problematic.

Is it cost effective to provide a frontage road to Peoria if there are no ball fields?
Commuting issue will only increase need to come up with solutions.

Bring back the alternatives when they are further along. Keep in touch through email updates.

3/23/05 (1:30pm)-Transportation Group

Attendees: Brian Maxwell, school district transportation; Darrin Lane, Linn County Road Master

Regarding the upcoming left turn project: Supportive and on board with the double left turn project. Consider measure 37 impacts-if a frontage road were to bisect a farm. It may open up development opportunities for the land owner under measure 37.

What is the zoning on the north side? *Exclusive farm use (EFU)*

Why not impact the public agencies (OSU, F/W) rather than private properties- it may be that the OSU research lab could be rezoned to allow a new opportunity for development of the land "cut off" by the frontage road.

Frontage road on the south side would open up some development opportunities to better utilize the existing commercial and industrial zoning that is in place. It will increase the value of the land.

Re aligning Wolcott will help- put it to a light will help the busses get back into traffic.

There is a Head Start program down Peoria at (Dixie?)- special needs bus uses that a lot.

Three buses are within the study area daily

Support a frontage road, additional left turn project, having roads realigned to signals will help the buses get back out in traffic.

Buses pull off onto the shoulders and then have trouble getting back into traffic due to congestion and the speed of travel.

Easy to build bike lanes within the ROW of OR34 rather than the frontage road- it is out of direction travel. Linn County has tried to create a bicycle friendly route from Corvallis to Lebanon- 2/3 complete.

Have to provide bike facilities where the frontage road

Possibly a 2-way bike path on the north side that connects with the existing bike under crossing at the interchange. Bike/Ped path doesn't need to be at the same grade. The bikeway could be a lower grade.

Bike/ped \$ are available and could be spent to build a multi-use path. County would be supportive of using bike/ped funding for this.

If the project focuses on the frontage road a multi-use path to north- less throughway concentrate frontage road east of Electric road.

What about the idea of a traffic light in the middle between Peoria and the interchange to serve as a "traffic calming" measure to help regulate speed- perhaps timing the signal to a certain speed.

Be sure to talk to the property owners and get a good idea of what the issues are prior to bringing the issue to the local ACT, get information to Roger Niquist.

3/23/05 (3:30pm)-Government Group

Attendees: Steve Rogers, Jim Mitchell, City of Corvallis Public Works

MLK Park needs maintenance access and pedestrian access

Need some way to connect the MLK Park with the park to the east for pedestrian access.

Has had at least one trucker tell the county that the yellow signal is not long enough to stop.

Previous history with property owners on north side is that in the 60's the road was widened to the north and properties were impacted.

Is this the project that just received the federal earmark? *Could be applied to this.*

We need to be mindful of not making the signal more unsafe at Peoria by rerouting additional traffic to Peoria through the MBI rerouting.

What about using an "all red" condition at Peoria to allow the intersection to clear out.

City is considering a traffic management change at the end of games to involve not allowing west bound left turns onto the 34 bypass so that traffic leaving the city east bound have a true right from 34 bypass to 34 heading east and traffic heading east on Van Buren Street have a free movement through the intersection.

A bike scenic byway route is being developed with state parks and cycle Oregon which includes bringing bicycles.

Jim M will participate on the steering committee. We should consider having Vivian inform the Act about this process as an FYI.

3/23/05 Ireland Rd Property Owners

Attendees: Bob Pucillo

Bob noted that both he and his neighbor find it almost impossible to make a left onto OR-34 from Ireland Road and that making a right is quite difficult as well because there is often no break in the stream of eastbound traffic.

He seemed to agree that a frontage road would be a good solution to the current problem in the area.

3/31/05 Corvallis Market

Attendees: Kulwinder Singh “Ken”

Has seen many accidents at the Peoria Rd. intersection. Ken thinks people are not expecting the traffic signal and are traveling at high speeds.

Re aligning Wolcott Rd. is a good idea.

Need an overhead sign to warn east bound drivers of the traffic signal at Peoria Rd. The current sign is easily hidden by trucks in the right lane.

The majority of the accidents are in the westbound lanes.

Cars entering the market tend to enter the lot off of Peoria or at the NW entrance. Cars exit off of Peoria or at the SW access.

Trucks enter the market off of Peoria and exit out of the NW entrance and head east.

Ken noted that he had seen a dramatic increase in truck traffic on Peoria in the last few years.

4/6/05 Eastgate Veterinarian Clinic

Attendees: Pat Long

Concerns about crashes at Peoria Road and personal concern about vehicles attempting to enter Wolcott Road from the west because of the offset intersection.

He lives south of the clinic on Peoria Road.

In the last few years, the AM queue at the Peoria Road traffic signal has gotten longer, to the extent that he often has to wait for the traffic signal to change before he can get to the clinic's driveway.

Has plans to divide his property, based upon what he knows of the county zoning requirements. He would like to separate the house from the clinic property, and to create an additional lot between the clinic and Peoria Road. If right-of-way is taken from his property, it may impact his property division proposal. He discussed using the clinic's driveway as the only access for the resulting 3 parcels. He also asked how a frontage road could be built between the highway and the house, wondering how the Peoria Road intersection would work in such a circumstance.

The slough west of the clinic is on the clinic property. The slough overtopped the banks in 1996, but neither the clinic nor the house was affected. There has never been a flood that affected the house since the 1940s (probably since it was built) because of its constructed elevation, although the rest of the property has flooded. The clinic was built at the same elevation as the house.

**OR 34 Expressway Improvement Project
Property Owner Interview Summary – Round II
June 2005**

OVERVIEW

During the week of June 13th, 2005, John deTar, Oregon Department of Transportation and Jamie Damon, facilitator, JLA Inc. met with thirty four property owners and stakeholders in seven separate meetings. The purpose of this second round of meetings was to introduce property owners and stakeholders to the different project alternatives, and give the opportunity for input on the project choices. At each meeting attendees were updated on the project and informed of some upcoming project milestones, such as the Open House scheduled for July 6th, 2005 at the Corvallis/Benton County Library.

MEETING HIGHLIGHTS

The following are highlights and common themes heard at the meetings:

- There was much support among all participants for the low cost, short-term alternative.
- Variations on the alternatives were suggested to refine the existing alternatives – for example, Trysting Tree and the OSU Crop Science program suggested moving the multi use path in front of the fields rather than the golf course.
- Many participants had questions about when the short term/low cost alternatives would be implemented as well as questions about when the south side alternative would be implemented.
- There were many questions about coordinating with the Van Buren St. Bridge project.
- Most of the property owners and stakeholders who were most affected by the alternatives were favorable of the alternatives with minor modifications. The Corvallis Market owner and the owner of the property at the corner of Wolcott and Ore. 34 have the most concerns about impacts.

MEETING SUMMARIES

The following is a summary of the issues, questions and ideas discussed at each meeting. Staff responses are in italics.

6/15/05 (9:00am) - Morse Brothers

Attendees: Warren Johnson, Fred Parish, Steve Mote, and Glen Morgan.

When will this project begin construction, and how many years will it take to complete?
This project will have a phased construction schedule. The money to begin construction will be available in 2009. With meager construction and modernization we may not have enough money until 2014.

Is there a point where there are too many signs? Does it become a hindrance?

What is the a.m. peak traffic split @ the bypass? *A majority of traffic is heading downtown.*

Can the signal timing at the light allow more traffic flowing in to town? Where is the bottleneck downtown?

The traffic signal causes a problem for MBI trucks that are trying to merge into the left turn lane.

Do we need a left turn into downtown with the bypass? It might be possible to take one of the phases off the signs to open up the traffic flow.

The volumes of traffic are high on Peoria Road.

There might be potential for a double left onto the highway to allow for more green time at the intersection.

There is 100 yards on both sides of the driveway; there have been several small accidents mostly due to Peoria Road.

The trucks coming out of MBI are driving aggressively. It is difficult to get a truck to get up to speed to turn left, especially when the OR 34 traffic is moving quickly.

What about an acceleration lane for East bound travel at the MBI driveway? *An acceleration lane would need to be extended to Peoria; it would create an unsafe merge with trucks trying to merge onto the highway and with ORE 34 travelers looking to exit on Peoria Road.*

MBI supports exploring a signal timing option to allow more green time.

MBI needs more breaks to enter the highway, the current phasing of signals doesn't allow for breaks. *The double left buys about 5 years of life out of the intersection before an interchange may be needed.*

How do bicyclists cross the river now? *They are currently using existing bridge.*

Why not extend the north side frontage road to the entrance of the crew docks? *There are some golf course issues with that idea.*

There is more traffic using Electric road than there is on Wolcott road.

Would the south side frontage road end in a stop sign at Peoria Road?

There is a sight distance issue at Peoria and S. Frontage Road.

What is the cost difference between the three levels of alternatives?

MBI would support construction of a south side frontage road sooner rather than later.

MBI would like to see the traffic volumes on Electric Road as compared to Wolcott Road.

What about extending the south side road to the bypass? *This may not work depending on the interchange design.*

When is the Van Buren Bridge scheduled to be replaced? *We are looking at a 2011 timeframe.*

The weight limits on the bridge pose a problem for MBI, out of direction of travel.

The south frontage road concept is primarily resolving issues in part due to MBI operations. What about reducing the south side road to only access for MBI to Peoria?

MBI has concern about the south frontage road bringing in transient populations, the road provides better access.

Why not look at a several mile stretch east of Peoria, look at a larger fix on Peoria.

Feedback from the MBI group:

- 1) MBI Supports the south side alternative
- 2) The cost to MBI due to developing ways to get onto ORE 34 is high
- 3) The low-cost option will greatly improve the current situation

6/15/05 (11:00am) - OSU Group

Attendees: Jim Lloyd, OSU Facilities, Sean Arey, Trysting Tree Golf Course, Randy Hopson, OSU Horticulture, Aaron Henderson, OSU Botany, Peter Barnheel Trysting Tree Golf Course.

Bicyclists will use a multi-use path to a greater degree if they were provided.

Bicycle use fluctuates with summer help at the research fields.

There was concern that the multiuse path will encroach onto the golf course, ODOT may not have enough right of way in that area.

How much separation between the multiuse path and the roadway?

Would like to see multiuse path pulled closer to the road.

How wide will the north side frontage road be? How much encroachment into the Crop Science research farm? *Most likely it will be constructed within the ODOT right of way.*

What are the access limitations to the frontage road and how can you get in or out of the frontage road? *Volumes are low all access will be open.*

We need to limit golf balls on the highway, a multi-use path will open balls on the highway, and it will impact the cyclists.

There would need to be screening between the 5th hole and the path.

Hole #5 should be redesigned and moved away from the highway.

The golf course would be willing to redesign the hole if given enough time. *Nothing would be built until 2009.*

It takes about 3 years to redesign the course, shaping the land, obtaining permits, redesigning. *Keep in mind that when a transportation facility adversely impacts a public use recreation facility such as a course, the transportation facility is required to mitigate the impact.*

Why not a south side multiuse path? *The multiuse path is connected to the lower cost south side alternative.*

There is an option to not do the multiuse path at all.

Have there been accidents with bikers and pedestrians with the current situation? *An incident 20 years ago, but the cyclists cite many close calls.*

Would like to mitigate on the golf course for the future interchange sooner rather than later.

Need to consider screening options for the multiuse path; replacing the established trees, shorten up the hole, and provide screening.

Is there funding identified? *\$2 Million secured for design and some construction. Building a roadway on the south side is a larger term solution.*

Peoria road is a higher need; it would be good to start there.

Understand the severity of the crashes at Peoria.

Trucks can't stop easily at the intersection they tend to slow through.

Trysting Tree will need some written evaluation of the outcome of a south side multiuse path.

Would like to see Electric Road access closed. Safer for customers, there have been many close calls at Electric Road.

The golf course is willing to give the land along the 5th and 6th tees to provide frontage road and safer access to the golf course.

OSU research lab doesn't like having to back track to Peoria to head west on ORE 34. They would rather see a frontage road all the way to the crew docks.

Need some certainty on whether the interchange would be built, is it 5, 10, 15 years? *Nothing will happen given the current funding situation with the bypass, unless significant new \$ is identified.*

What about swapping the multiuse path to in front of the golf course to the front of the research farm? This might have less flooding issues and less impact to the research farm.

Build the frontage road from Electric to the crew docks. Encroach on the golf course so the course can redesign, there is potential for more if mitigation occurs.

Interest in pursuing flood plain mitigation or the golf course, creating more water hazards.

The research farm would lose about 5 acres, only 39 acres is tillable, could already fill. Cant lose more acreage. This creates micro plots that aren't worth tilling. The Bike path option works. Little encroachment, fish and wildlife has used a dirt road across the research farm in the past. OSU is unable to provide the access anymore due to conflicts with farm vehicles.

The golf course would like some level of certainty.

6/15/05 (2:00pm) - Fish and Wildlife

Attendees: Gary Susak, Karla Yeager, Lori Turner, Stephanie Gunckel, Julie Firmen, Peggy Kavanagh, Erik Suring, Dave Jepsen.

Will the low cost solutions happen? *Some of the solutions will happen within the 2009 construction time.*

Would like more information about curb treatment will it run along the entire highway? *Maybe used in this section, helps to define an urban section.*

Interested in lighting, it would help bicyclists in the winter by making it more safe. The fog gets really thick in the valley. *Cost may disallow street lighting.*

Support the north side frontage road either what is shown or the OSU option.

Like the idea of 2 bike lanes on the multiuse path and the frontage road.

Has seen accidents at Peoria, and the safety issue is understood.

6/15/05 (4:00pm) - Southside Property Owners

Attendees: Kulwinder Singh “Ken”, Corvallis Market, Abby Ghiassy, Landowner.

The overhead warning sign is a good idea, glad to see it being implemented.

Need more advanced warning signs prior to Peoria east, alert drivers that the speed limit is lowering-reduce speed.

Good to realign, there is not very much traffic at Wolcott.

Concerned that closing access on ORE 34 will create more accidents, we need two ways in and out.

Interested in the Van Buren project.

Abby owns several properties around 2nd street at the Van Buren Bridge. He would like to see an attractive bridge into town. He owns the “old chicken ranch” and has been improving it. His son lives in the house in front.

-Melissa needs to contact Ken about ROW impacts and options.

When will access control happen?

Interested in making things look nice, Abby buys older run down properties and fixes them up.

He is very concerned about the speed of drivers. He is supportive of trying to solve the safety issues. Abby is willing to work on resolving the problems.

6/15/05 (6:00pm) - North side Property Owners

Attendees: Gary Booth, Joan Taylor, Bob and Dottie Abernethy, Virginia Cannon, Steve and Elaine Smith, Mary Beach, Ed and Wray Lipton.

Have we thought about slowing traffic down? For example, back to white oak?

What will happen to the two lanes when they merge? (Intersection at Peoria Rd one of the top 10 most accident history in the region)

Trucks parked in “no parking” area.

It is difficult to make turns at Peoria.

When will the north side road be built?

Golf course traffic doesn't make sense to go to Peoria.

Very supportive of realigning Wolcott and Peoria as a 1st priority.

Understand the need to maneuver large vehicles through the realigned section.

Is there a cost impact to the property owners? *No*

What is the timeline for the Southside?

When will the construction for the double left begin? *July 2005- nighttime work.*

What year is the 100 year flood plain established? *1981- Mapping, 1887 was when the 100 year flood plain was established. 1964 the highest flood level was established.*

6/16/05 (10:00am) - Emergency Services

Attendees: Dave Livingston, Brian Maxwell, Jackie Roachefort, Roy Emery

When will access at Ireland be closed? *Not until a south side frontage road is built.*

Will we be adopting a full plan that we can't fund right away? *We will adopt an ODOT facility plan. We may ask Linn County to adopt as part of their TSP.*

If cost sharing helps to build the road, who will maintain it? *Local government or land owners would take over the road and maintain for the long term.*

What if MBI builds a connection to Peoria themselves, would a south side road be put in anyway? *We are unsure at this time.*

Parks and Recreation:

Parks is very interested in when the south side road could go in.

School Transportation:

School transportation needs to be able to meet the turn around requirement in rural areas, for kids to be dropped off and picked up in front of their home.

If the north side frontage road is an access road, the bus turn around could occur on Wolcott with kids walking down the access road.

Emergency Services:

Concerned about mixing trucks bikes and pedestrians, would like to see separation between them.

Discussion about federal funding.

What is the affect or safety of the south side accesses? *Accidents are mainly rear end; the volumes are low out of the driveways on the south.*

Is there a way to make a dedicated lane for MBI? Paint on the road where the MBI turn lane would start. (Need follow-up on the double left).

Any update on the bridge replacement process? (Steve follow-up).

Would like us to consider ways to reduce demand for vehicle capacity, possibly look at some kind of park-n-ride facility with a shuttle to OSU.

6/15/05 3:30pm OSU Fish Research Lab

Note: This was an impromptu meeting with the manager of the facility after the meeting with Fish and Wildlife. We did not meet with the lab in the first round of meetings because we did not know the lab was a separate function from the Fish and Wildlife office next door.

A pump exists within the footprint of a potential north side frontage road, it is critical to the operation of the lab (100gal min).

Occasionally get semi trucks into the facility.

Generally supportive of the alternatives – “seems doable”.

Need a sign that encourages people to merge politely.

If a frontage road is put in we will have parking constraints because

Concern about security issues.

Potentially expanding building facility, the only way to expand is to the south.

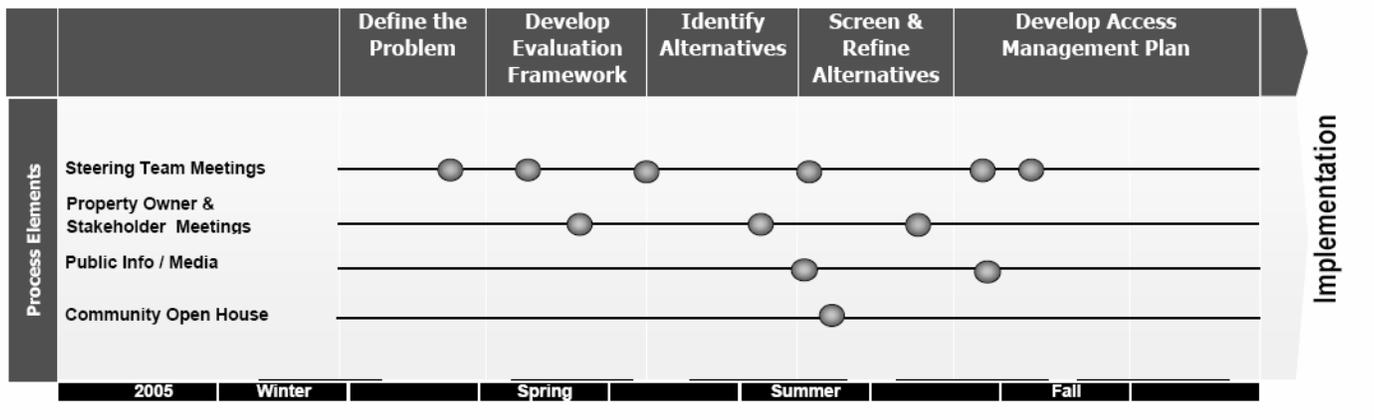
Like the OSU option.



Oregon 34 Expressway Management Plan

Information Update June 2005

The Oregon Department of Transportation (ODOT), together with Linn County, Benton County and the City of Corvallis, are developing an Expressway Management Plan for the section of Ore. 34, also known as the Corvallis-Lebanon Highway, that is between Roche Rd. and Wolcott Rd. This section of state highway has a high accident history, particularly at the intersection with Peoria Rd. and is often congested during the morning and afternoon commute times. In addition, an increasing number of bicyclists use Ore. 34 for commuting to work and recreation. The purpose of the Plan is to develop a range of solutions that can be implemented over time. ODOT has met with property owners, businesses, emergency services and other area stakeholders to discuss issues to address and possible solutions. Examples of top priority solutions include additional overhead signs alerting travelers of the traffic signal at Peoria Rd; adding a “free right turn” lane on Ore. 34 eastbound at Peoria Rd. and realigning Wolcott Rd. and Peoria Rd to create a “T” intersection. Examples of solutions that may be implemented over time include building “frontage roads” on the north and south side of Ore. 34 to provide safe access for businesses and residents to the highway through intersections with traffic signals. Maps and information about the range of solutions will be available for the community to offer additional input at an open house on Wednesday, July 6, 2005. Come any time between 5:00 and 7:30 to discuss ideas, questions and concerns with project staff.



Project Schedule

For More Information

Attend a Meeting

Attend the Open House, July 6, 2005 in the meeting room of the Corvallis-Benton County Library. Come anytime between 5:00pm and 7:30pm. Project maps and information will be on display. Staff will be available to answer your questions.

Contact

John G. de Tar, Project Manager
(541) 757-4159
John.g.detar@odot.state.or.us

Oregon Department of Transportation
District 4 Office
3700 SW Philomath Blvd.
Corvallis, OR 97333

*Oregon 34 Expressway
Management Plan*

Community Open House

Wednesday, July 6, 2005

Come anytime between
5:00pm and 7:30pm

Corvallis-Benton County
Library
Meeting Room
645 NW Monroe Ave.
Corvallis





Oregon Department of Transportation

NEWS RELEASE

Northwestern Oregon: Region 2

Clatsop, Tillamook, Yamhill, Polk, Marion, Linn, Lincoln, Benton and Lane Counties

June 29, 2005

For More Information:
Lou Torres
Region 2 Public Affairs Office
503-986-2880
lou.torres@odot.state.or

ODOT Conducting Community Open House Regarding Proposed Improvements to Oregon 34

Corvallis – The Oregon Department of Transportation will provide information about improvements proposed for Oregon 34 between Wolcott Rd. and the Willamette River at a Community Open House on July 6, 2005 at the Corvallis-Benton County Library.

Area residents and others are encouraged to come and talk with project staff to learn more about the improvements under consideration and to offer additional ideas. The Oregon Department of Transportation (ODOT), together with Linn County, Benton County and the City of Corvallis, are developing an Expressway Management Plan for the section of Ore. 34, between the Willamette River and Wolcott Rd. This section of state highway has a high accident history, particularly at the intersection with Peoria Rd. and is often congested during the morning and afternoon commute times. In addition, an increasing number of bicyclists use Ore. 34 for commuting to work and recreation. The purpose of the Plan is to develop possible solutions that can be implemented over time. ODOT has met with property owners, businesses, emergency services and other area stakeholders to discuss issues and address possible solutions. Examples of top priority solutions include realigning Wolcott Road and Peoria Road to create a single, signalized intersection and a standard right-turn lane at Peoria Road. Examples of solutions that may be implemented over time include building frontage roads connecting to traffic signals in order to improve safety for all highway users, including businesses and residents.

ODOT

For updated information on highway work and current travel information throughout Oregon, visit www.tripcheck.com, or call the toll-free Oregon road report at (800) 977-6368. Visit the ODOT News Media Center at www.odot.state.or.us.

Wednesday meeting will cover Highway 34 plans

July 2, 2005

By The Gazette-Times

The Oregon Department of Transportation will provide information on proposed improvements to Oregon Highway 34 at an open house from 5 to 7:30 p.m. Wednesday at the Corvallis-Benton County Public Library, 645 N.W. Monroe Ave.

ODOT is working with officials from Corvallis, Benton County and Linn County to develop an expressway management plan to cover a short stretch of the highway just east of Corvallis. Area residents are invited to speak with project staff, comment on the plan and offer additional ideas.

**Oregon 34 Expressway Management Plan
Open House July 6, 2005
Summary**

OVERVIEW

A community open house was held at the Corvallis-Benton County Library, 645 NW Monroe Ave., Corvallis, on July 6, 2005, from 5:00 P.M. to 7:30 P.M. The meeting was announced through a press release and subsequent newspaper article in the xxxxxx and through the distribution of a flyer to all households within the study area. The purpose of the meeting was to share maps, information about the Expressway Management Plan including what the Plan will address, and what alternatives were under consideration. The meeting included a power point slide show, maps of the alternatives – both currently under consideration and dismissed, and information about issues to address from meetings with property owners. Fifty-two people signed in as attending the meeting. Twenty-one completed comment forms were received.

Comment form questions:

1. The purpose of the Oregon 34 Expressway Management Plan is to resolve safety issues in the corridor including reducing congestion, providing safe and reliable access, increasing safety for bicyclists and pedestrians and reducing left turn conflicts. Are there additional safety issues we should be aware of?
2. The Steering Team has highlighted realigning the Peoria Rd. intersection with Wolcott Rd. as the number one priority. Do you support this recommendation? (circle one) Yes or No. Please let us know why.
3. Do you have ideas and/or concerns that you would like to share with the project team?

INPUT FROM COMMENT FORMS

Comment Form #1:

- Dorothy A. Hughey
1. How about make traffic signs so people slow down and possible have it policed occasionally to be sure they do.
 2. No. I like the suggestion better that Bob Beaches' son-in-law gave whereas the east traffic light was moved to Wolcott Rd. but the west one us left as is so we can still turn left or right from Peoria Rd.
 3. We would be very concerned if they put Morse Bros. traffic onto Peoria Rd. where the one plan shows because it is nearly at our driveway and it is difficult enough to get out as well as how much noisier it would be at our house.

Comment Form #2:

- Gary Martin
2. No. This will impact Beach Farm, a century farm in this state. We have a thorough breed horse breeding and racing business. This will cut in half our front field. This is how we separate the boy & girls. The could force the change of our pump for irrigation, fence, etc. My father-in-law was born in that house 80 years ago. We are also very concerned about having the new Wolcott Rd forcing flood water back up to the houses and barns.
 3. I would suggest moving the light on he west bound side back to Wolcott Rd. Reduce speed to 40mph!

Comment Form #3:

- Brad Upton
1. Not that I am aware of.
 2. No. Mainly use this area on a bicycle and don't have issues with this intersection (Don't use Wolcott). My main concerns are related to bicycle safety! Trash on shoulder combined with high speed traffic makes bike transportation difficult. It's often difficult for bikes to traverse Peoria Rd. intersection safety headed east.
 3. Multi-use paths are great, but it is important that bicyclists maintain access to the roadway also! Another popular bicycle route is taking Hwy. 34 east from Corvallis to Riverside Rd. (@Parrots)-a main route to Albany.

Comment Form #4:

- Ruth and George Chadwick
1. Leave Wolcott Ave as it is but put the west-bound traffic signal at Wolcott to provide a buffer zone.
 2. No. There has got to be a better solution that taking traffic off Peoria Rd. and onto 34 both east and west and straight across with one set of signals.
 3. Need right turn lane from Peoria onto 34 for those cars going east, as well as a left turn lane for those going west. It would help to have the west-bound stop signal at the (present) Wolcott Ave. site.

Comment Form # 5

- Robert Hughey
1. Traffic backed up on Peoria Rd. Traffic too fast on Peoria Rd.
 2. No, Put west bound light at Wolcott Rd. take Morse Bros. traffic to Stahlbaush to enter Peoria Rd.
 3. Morse Bros. would have a hard time getting on Peoria Rd in the first ½ mile due to visibility and connection.

Comment Form # 6

- Steve and Jackie Ramsing
1. My children cross the “bypass” road to walk or ride their bikes to town. We live down Ireland Lane and it is difficult if not impossible for a bike or pedestrian to cross 34 so they must cross at the intersection and it has poor markings for peds. See map on reverse for our “path”.

2. No opinion

Comment Form #7

- NO NAME
1. Deer crossing OSU orchards and cause problems in Fall. Traffic lights not easily seen going west when sun is low.
 2. Yes, accidents at high speed are common.
 3. Bike path should continue to L.B.CC.

Comment Form 8

- NO NAME
1. In the meantime, keeping the shoulders swept would be a great help to cyclists- this is a safety issue.
 2. Yes, I don't know much about this problem area since I don't use Wolcott and rarely drive on Peoria Rd. but it makes sense.
 3. I do not support the frontage road(s) idea, nor do I support the multi-use path. What I think is needed is better enforcement of existing traffic laws and others traffic calming measures. People drive too fast and are too impatient-the solution is not to remove other users (bikers) from the roadway. Why not make the zone in question a 45 mph zone? Instead of more roads how about increased education of drivers about the rights of cyclists to use the roads (bikes need edu. Too)?

Comment Form 9

- NO NAME
1. Making the bike lane pleasant to use. The more it's shielded from fumes, noise and danger of fast cars, the better it will be. A hedge and/or shade trees along the south side?
 2. I don't know enough about the accident pattern to say. My priority is a pleasant bike path from Corvallis to LBCC.
 3. Putting a traffic light at the intersection of Colo Lake Dr. Slowing the speed of 34 as it approaches Corvallis, so people are going 45 or so by the time they pass Colo. Lake. Putting in a 2 lane bridge eastbound. Adjusting traffic lights at Harrison and 2nd. Those coming west bound over the bridge wait a long time and there is very little traffic going north and south on 2nd.

Comment Form #10

- Dagmar Johnson
2. Yes, high incidence of traffic accidents.

Comment Form # 11

- Bob Abernathy
1. I agree with and support the initial proposal presented.
 2. Yes, I support the realigning because it will relieve traffic congestion, create a safer access to my property and Wolcott and create a safe area for bicyclists.
 3. I think the team has to been thorough and have addressed all the question I have had. Good job!

Comment Form #12

- NO NAME
- 1. One big safety issue is the “left turn conflicts” mentioned above-the middle lane is a scary, scary place to be all along 34-but especially between Peoria and Riverside Dr. either turning into or out of the various side roads. A frontage road on both sides of 34-with bike paths/lanes-would be ideal from town out to Riverside.
- 2. Yes, to lessen the accidents out there-too many, too often.
- 3. To repeat from above-bike access via a separate multi use path from the Van Buren/Harrison bridges out to White Oak Rd. and Riverside Drive would be an excellent addition. Riding on the side of 34 is not very much fun. The bike access would be a big plus-especially if you extend it out past the current plans.

Comment Form #13

- NO NAME
- 1. People making a U-turn in front of the bridge to avoid the long lines in the left turn lane at the Bypass.
- 2. Not sure how often this would help. There is already a light. Wolcott is a dead end-so not much traffic goes there. I can see it as a precursor to the frontage road.
- 3. We need a bike path all the way to LBCC!!

Comment Form #14

- NO NAME
- 3 The store at the intersection, it is possible to direct access only through the intersection. Many turn before the light going west and cross traffic.
- 3 Yes, it addresses a problem intersection and turns it into a proper intersection with all the warnings.
- 3 It is also possible to address Hwy 34 as these access ways are designed and built meaning ways of making the section of proposed work a model for ways to slow/control traffic all the way to the freeway. As stands 34 is driven like a freeway with no safety features like a medium strip for example.

Comment Form #15

- Don Morris
- 1. Hwy 34 is very dangerous for bicycles. I live off White Oak Rd. and wish I could feel safer riding my bicycle into Corvallis where I work. I know the Willamette Valley Bicycle Route is going to cross 34 at Riverside or White Oak. There is an alternative to cross at Peoria Rd, is this alternative considered in our plan?
- 2. Yes, most wrecks.
- 3. Some of the congestion at 34 and the bypass could be eliminated by having two lanes turn from 34 (westbound) onto bypass, having a couple of lanes then merge to one. Also a turn only lane eastbound 34 onto bypass. I would be more inclined to use the bypass from Corvallis if I knew I could turn when I crossed the bridge-could have an acceleration turn only from bypass onto 34 eastbound. (see back of comment form)

Comment Form #16

- Mike Blair
3. I would like to see the long term plan for accessibility and leaving downtown Corvallis (2 bridges) resolved prior to implementing “short term” solutions. Especially when it requires R-O-W acquisition. The plan does not show if Morse Bros will have direct access (now or in future) to the bypass. The plan appears to provide proprietary treatment to Morse Bros-at the expense of private land owners R-O-W. Is there another option? Example create additional turn lane for Morse Bros. access by taking property (R-O-W) from Morse Bros.

Comment Form # 17

- Walter H. Prichard
1. The road marking at Peoria Rd. should be more clear, i.e. wider cross walk marking. Right turn lane onto Peoria Rd. southbound should start sooner and be separate between Peoria Rd. This would help the bike be seen and they (traffic) would know what the bike were going to do when continuing east.
 2. Yes, I believe Peoria Rd intersection should be 4 way and eliminate access to the road except at controlled intersections.
 3. I am concerned that the proposed multi use path will restrict the use of bike lanes on the road-we (MVBC) use this corridor to commute to work and to business in Corvallis as well as for recreation on weekends and weekdays.

Comment Form #18

- Gary Martin

Would you please send me the preferred solution file? Thank you

Comment form #19

- Daniel Godard
3. No comments – contact information only

Comment Form #20

- George Chadwick
3. In the past you have raised the level of the highway several times. This causes worse flooding south of the highway. DO NOT RAISE THE LEVEL OF THE HIGHWAY.

Comment Form #21

- Carolee Kirkelie
1. Van Buren St. Bridge widening w/enhance thru-put. Speed is the prominent safety issue on Hwy. 34, once drivers get out of Corvallis, they just don't slow down. Peoria is where Linn & Benton County's meet. It's no mans land as far as traffic management is concerned. As a business owner on Hwy 34, there is zero presenters for traffic management, photo radar, consistency in patrols...and increased optimization of traffic lights could greatly reduce existing problems for short term.

2. Yes, its most feasible and clearly makes greatest impact short term. My concern is this cannot happen fast enough; Peoria intersection and bypass are sub-optimized, thus creating more problems then necessary.
3. Speed is the greatest impact to all relevant areas, secondly the optimism of intersections. If you implement priority 1 you've only taken care of ½ the problem....you still have speed. As mentioned above the boarders of Linn & Benton County's are not well managed with resources to assist in speed control down this corridor. Do we need one more light on #34? Do we need more patrol on # 34? How about a light at Riverside and 34? How about photo radar? How about more patrol presence on Hwy? It's a well known fact that you can speed all the way to I5.

Comment Form #22

- Elizabeth G. Bargsten
1. Living close to Highway 34, I use it daily. I have never felt any kind of problem with Wolcott Rd and wish I had been able to attend the meeting so I could find out what it would possibly be. The biggest problem on highway 34 is excessive speed. The 50 mph needs to start at White oak rd and west to the Corvallis Bridge. The second biggest problem is the Peoria Rd intersection. I heard that at the meeting ODOT was planning frontage roads in that vicinity. These are expensive and will give Highway 34 even more of a freeway appearance which will encourage even more speed. A simpler, far less costly approach would be to install a flashing reader board warning drivers they are approaching a signal. People would slow sown if Morse Brothers needs additional truck routing, they should plan and pay for it. Tax payers should not. Thank you for reading this.

Comment Form #23

- Ed & Wray Lipton
1. I have another area of concern with present Wolcott Rd, street signs and poor visibility in particular in darkness and fog conditions. Illuminate better road marker/sign. Also shrubs on Beech property corner block view of/for in turning vehicles.
 2. Yes, We live on Wolcott and access off of Highway 34 was of concern to us eight years ago when we purchased our home. With the increase of traffic and speed of vehicles, we are greatly relieved that Peoria/Wolcott intersection is #1 priority!
 3. No others at this time. Good Work!

Comment Form

Oregon 34 Expressway Management Plan

Open House July 6, 2005

1. The purpose of the Oregon 34 Expressway Management Plan is to resolve safety issues in the corridor including reducing congestion, providing safe and reliable access, increasing safety for bicyclists and pedestrians and reducing left turn conflicts. Are there additional safety issues we should be aware of?

2. The Steering Team has highlighted realigning the Peoria Rd. intersection with Wolcott Rd. as the number one priority. Do you support this recommendation? (circle one) YES NO
Please let us know why:

3. Do you have ideas and/or concerns that you would like to share with the project team? (use the map on the back of this sheet to highlight areas of concern or ideas)

Check if you are already on mailing list

To be added to the mailing list, please complete the following:

Name: _____

Business or Affiliation: _____

Address: _____

City, ST ZIP: _____

Phone: _____ Email: _____

Drop this form in the comment box or mail to:

John G. deTar

Oregon Department of Transportation

3700 SW Philomath Blvd.

Corvallis, OR 97333



*Oregon 34 Expressway
Management Plan*

Open House

July 6, 2005

5:00PM – 7:30PM



Welcome!

This 3 minute slide show explains:

- ✓ **The purpose of the plan**
- ✓ **The problems to address**
- ✓ **Where we are in the process**
- ✓ **What we have heard from property owners and community stakeholders**
- ✓ **How you can provide input today.**

Ore.34 Expressway Management Plan

- ❑ The Oregon Department of Transportation (ODOT), Linn County, Benton County and the City of Corvallis, are developing an Expressway Management Plan for the section of ORE. 34, between the Willamette River and Wolcott Rd.
- ❑ The Plan proposes solutions to the safety problems that can be implemented over time, beginning with a construction project in 2009.



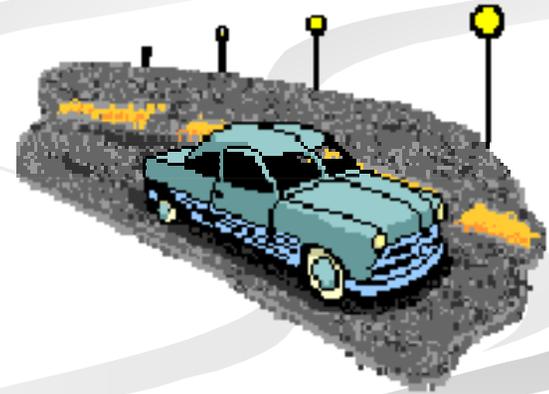
The Planning Area

The project area extends along ORE. 34 from Wolcott Road west to the Willamette River.

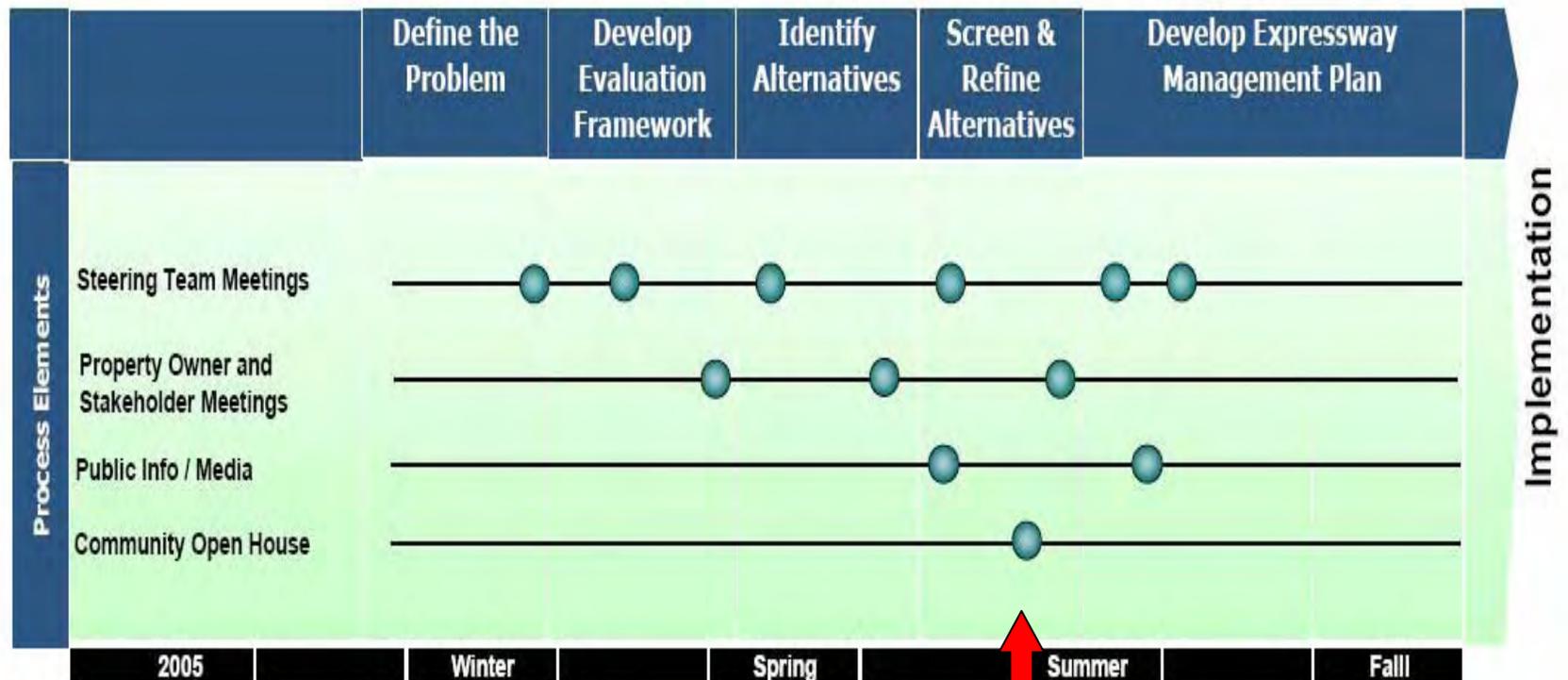


Reasons for the Plan Include:

- This section of state highway has one of the worst accident locations in the Linn-Benton County area. Peoria Rd. is one of the worst accident locations in Oregon.
- This section of highway is highly congested during the morning and afternoon commute hours.
- The high traffic volumes and high speeds create an unsafe condition for bicyclists.



Process Steps & Schedule



We Are Here

The Steering Team:

- **Includes representatives from:**
 - **Oregon Department of Transportation**
 - **Linn County**
 - **Benton County**
 - **The City of Corvallis.**

- **Will make the final decision regarding the solutions to implement over time.**

Property Owner & Stakeholder Meetings



To better understand the issues to address and to enlist property owners in developing solutions, ODOT met with over 60 people in March and again in June including:

- Private property owners
- Trysting Tree/ OSU Golf Course
- Morse Bros.
- U.S. Dept. of Fish and Wildlife
- Emergency Services (police & fire)
- OSU Crop Science
- Corvallis Parks Department
- School transportation

Issues to Address Include:

- ✓ Improve safety, especially at the Peoria Rd. intersection
- ✓ Improve conditions that cause congestion.
- ✓ Provide safe, reliable access to private properties, recreation areas and business.
- ✓ Reduce the left turn conflicts
- ✓ Improve bicycle safety and access through the area.



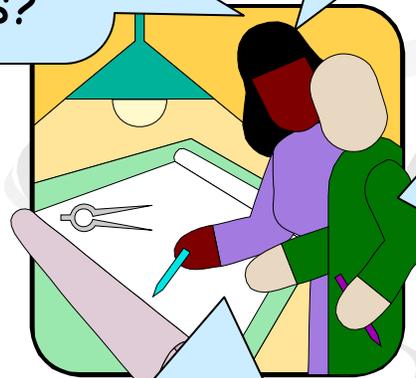
Proposed Solutions

The Steering Team has analyzed the safety and traffic issues in the area and consulted with the property owners and stakeholders.

As a result, the Steering Team has a set of proposed solutions that can be implemented over time.

How about better signs?

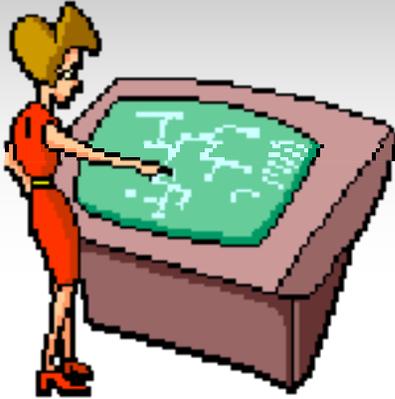
Relining Peoria Rd. and Wolcott Rd is the top priority!



Frontage roads will help provide safe access in the future.

A multi use path will make it safer for bicyclists and pedestrians.

Tell Us What You Think!



Take a look at the maps showing proposed solutions.

- ✓ What do you think about the proposals?
- ✓ Do you have other ideas or concerns?
- ✓ What do you think about how the Steering Team has prioritized the proposals?

For More Information

Call: John G. deTar, Project Manager, (541) 757-4159

Email: john.g.detar@odot.state.or.us

Write: Oregon Department of Transportation

3700 SW Philomath Blvd.

Corvallis, OR 97333



Thank you for coming tonight!

Affiliation	First Name	Last Name	Address	City	State	Zip	Phone
Linn County	Darrin	Lane	3010 Ferry Street S.W.	Albany	OR	97321	541-967-3919
Laidlaw	Brian	Maxwell	945 NW Hayes	Corvallis	OR	97330	541-754-7525
ODOT	Stephen	Dockins	3700 SW Philomath Blvd	Corvallis	OR	97333	541-757-4164
MBI	Dave	Bull	32260 Old Hwy 34	Tangent	OR	97389	541-928-6491
MBI	Warren	Johnson	1001 Division Ave	Eugene	OR	97404	541-689-6600
MBI	Fred	Parish	32260 Old Hwy 34	Tangent	OR	97389	541-928-6491
Benton Coun	Jim	Swinyard	180 NW 5th Street	Corvallis	OR	97330	541-766-6858
Linn County	Rodney	David	1115 Jackson Jackson St	Albany	OR	97321	541-967-3950
City of Corva	Jim	Mitchell	PO Box 1083	Corvallis	OR	97339	541-754-1780
MBI	Steve	Mote	32260 Old Hwy 34	Tangent	OR	97389	541-928-6491
OSU Founda	Bill	Humphreys	707 SW Washington	Portland	OR	97205	
OSU Horticul	Daryl	Ehrensing	107 Crop Science Buildin	Corvallis	OR	97331	541-737-5891
OSU Horticul	Randy	Hopson	107 Crop Science Buildin	Corvallis	OR	97331	541-737-3202
CGCS	Pat	Doran					541-752-3027
OSU Botany	Aaron	Henderson	2082 Cordley Hall	Corvallis	OR	97331	541-737-3435
Trysting Tree	Sean	Arey	Hwy 34 and Electric Rd	Corvallis	OR	97333	541-752-3332
OSU	Jim	Lloyd	107 Crop Science Buildin	Corvallis	OR	97331	541-737-7686
OSU	Vincent	Martorello	107 Crop Science Buildin	Corvallis	OR	97331	541-737-9634
OSU	Scott	Robbins	107 Crop Science Buildin	Corvallis	OR	97331	541-737-5483
OSU Botany	Dan	Arp	2082 Cordley Hall	Corvallis	OR	97331	541-737-1297
Landowner	Mary	Beach	28711 Hwy 34	Corvallis	OR	97331	541-753-3040
Landowner	Michael	Berger	34125 Riverside Dr	Corvallis	OR	97331	541-753-7764
Landowner	Gary	Booth	34241 Wolcott Rd	Corvallis	OR	97331	541-757-9520
Landowner	Cathy	Lewis	29090 Hwy 34	Corvallis	OR	97331	541-758-3161
Landowner	Joan	Taylor	34241 Wolcott Rd	Corvallis	OR	97331	541-757-9520
Landowner	Harry	Lagerstedt	34151 Electric Rd	Corvallis	OR	97331	541-753-4725
Landowner	Carol	Lagerstedt	34151 Electric Rd	Corvallis	OR	97331	541-753-4725
Landowner	Pam	Knight	29342 Hwy 34	Corvallis	OR	97331	541-760-1263
ODFW	Stephanie	gunckel	28655 Hwy 34	Corvallis	OR	97333	
ODFW	Lisa	Borgerson	28655 Hwy 34	Corvallis	OR	97333	
ODFW	Kevin	Leader	28655 Hwy 34	Corvallis	OR	97333	
ODFW	Peggy	Kavanogh	28655 Hwy 34	Corvallis	OR	97333	
ODFW	Erik	Suring	28655 Hwy 34	Corvallis	OR	97333	
ODFW	Dave	Jepson	28655 Hwy 34	Corvallis	OR	97333	
ODFW	Lanoah	Babcock	28655 Hwy 34	Corvallis	OR	97333	
ODFW	Ken	Kenaston	28655 Hwy 34	Corvallis	OR	97333	
ODFW	Jeff	Rodgers	28655 Hwy 34	Corvallis	OR	97333	
ODFW	April	Waters	28655 Hwy 34	Corvallis	OR	97333	
SHPO	Sarah	Jalving	725 Summer St. NE	Salem	OR	97301	503-986-0679
SHPO	Steve	Poyser	725 Summer St. NE	Salem	OR	97301	503-986-0679
Landowner	Judy	Swanson	29065 Hwy 34	Corvallis	OR		541-981-8114
Landowner	Steven	Smith	33576 SE Peoria Rd	Corvallis	OR		541-752-2817
Landowner	Elaine	Smith	33576 SE Peoria Rd	Corvallis	OR		541-752-2817
Landowner	Jim	Honey	28970 Hwy 34	Corvallis	OR		541-753-3049
Corvallis Fire	Roy	Emery	400 NW Harrison	Corvallis	OR		541-766-6931
Landowner	James	Sydney	28970 Hwy 34	Corvallis	OR	97333	
Landowner	Terrence	Williams	28860 Hwy 34	Corvallis	OR	97333	
Landowner	Michael	Calderon	28856 Hwy 34	Corvallis	OR	97333	
Landowner	Mark	Paulson	28830 Hwy 34	Corvallis	OR	97333	

Landowner	Merle	Neere	28816 Hwy 34	Corvalli: OR	97333
Landowner	David	Jack	28800 Hwy 34	Corvalli: OR	97333
Landowner	Robert	Clark	28494 Hwy 34	Corvalli: OR	97333
Landowner	Kulwinder	Singh	28788 Hwy 34	Corvalli: OR	97333
Landowner	Abby	Ghiassy	250 NW 1st Street	Corvalli: OR	97330
Landowner	Steven	Ramsing	PO Box 324	Corvalli: OR	97339
Landowner	Evanite	Fiber	PO Box E	Corvalli: OR	97339
Landowner	Harry	Legerstedt	34151 Electric Rd	Corvalli: OR	97333
Landowner	Barbara	Ellis	32934 SE Peoria Rd	Corvalli: OR	97333
Landowner	Virginia	Cannon	28804 Karlene Ave	Corvalli: OR	97333
Landowner	Brent	Deatherage	26799 Bellfountain Rd	Monroe OR	97456
Landowner	Jim	Henderson	28760 Karlene Ave	Corvalli: OR	97333
Landowner	Peter	Kalk	33860 Se Peoria Rd	Corvalli: OR	97333
Landowner	Serrao	Leslie	33870 Se Peoria Rd	Corvalli: OR	97333
Landowner	Mark	Bohrod	33880 SE Peoria Rd	Corvalli: OR	97333
Landowner	Robert	Beach	28757 Highway 34	Corvalli: OR	97333

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