

DATE: Updated June 30, 2026

TO: James Feldmann, Project Manager, ODOT
Mindy McCartt, Public Information Officer, ODOT
Laurel Byer, Benton County

FROM: Eddie Montejo, Parametrix
Ryan Farncomb, Parametrix
Kyle Stanton, Parametrix
Matt Flodin, Parametrix
Nick Meltzer, Kittelson and Associates

SUBJECT: **Engagement Milestone #2 Summary**

PROJECT NAME: Corvallis to Albany Shared Use Path: NE Merloy Avenue to NW Rainwater Lane

1. Introduction

This report summarizes public engagement from January to June 2026 for the Corvallis to Albany Shared Use Path project. The project team asked residents, businesses, and other community members for feedback on path alternatives (i.e., options for where the path will go) and project challenges. Outreach included online and in-person events, a survey, and direct mail to residents and businesses in the study area. The following sections summarize these activities, the feedback received, and key lessons learned.

2. Engagement Methods

2.1. Project Website

The ODOT project website is the main information hub for the project.¹ The website was updated in early 2026 to promote in-person tabling at the Corvallis and Albany Farmers' Markets. Visitors could also access the online open house through the website. Visitors could also sign up to receive project email updates or contact project staff.

2.2. Direct Mailer Postcards

The project sent postcards to approximately 738 homes and businesses near the U.S. 20 corridor. The postcards were sent the week of April 27, 2026. The postcard shared updated project information and invitations to share input (see *Appendix C*). The postcard QR code generated 16 visits to the online open house. The front side of the mailer is shown in Figure 1.

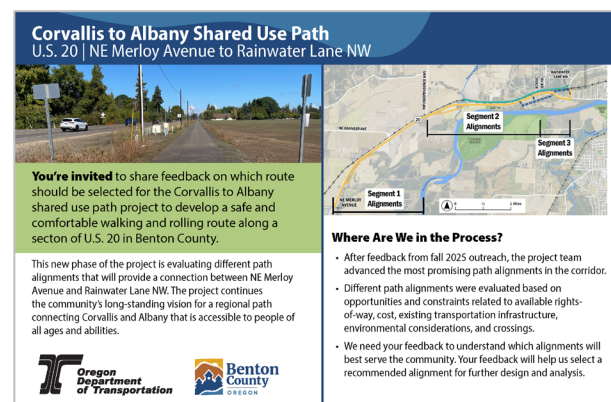


Figure 1. Direct Mailer

¹ <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=23493>



2.3. Project Video

The project video was updated to promote the summer 2026 outreach events. The video interviews businesses, farmers, commuters, families, an university representative, and an elected official.

The video was published to YouTube by ODOT Region 2 and has received over 60 views since being published. The short version of the video had two comments and 16 likes.

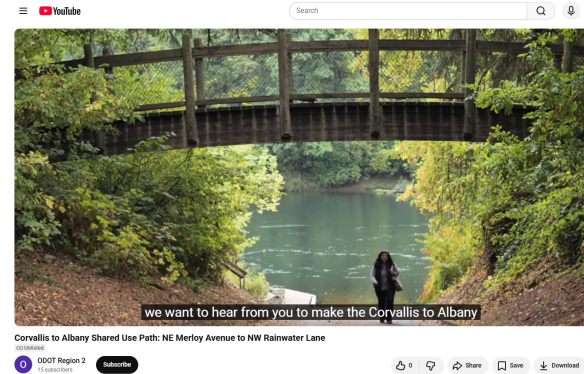


Figure 2. Screenshot from Project Video #1 on YouTube

2.4. Online Open House #2

The online open house was available from May 15, 2026, to June 14, 2026. It included a project overview, a virtual tour, and a survey. A screenshot of the virtual tour is shown in Figure 3.

The online open house attracted **657 views**, averaging about 22 visits per day.

2.5. Farmers' Market Outreach

The project team tabled at the Corvallis and Albany Farmers' Markets on Saturday, May 16, 2026. Materials included flyers, posters, and a large map of the study area. Community members shared their thoughts on different path routes and crossings. Participation highlights include the following:

- Over 64 attendees who provided a mix of verbal and written feedback.
- 10 paper surveys filled out.
- 29 completed online surveys.
- 6 new email sign-ups.
- 5 visits to the online open house generated from the QR code on the project flyer.

2.6. Survey and Comment Form

The survey was available at both Farmers' Markets and online open house. The survey focused on gathering community feedback on core needs and priorities. Community responses helped inform path routes, crossing locations, and design considerations. Participants completed a total of **39 surveys**.

The survey included multiple-choice questions and open-ended comments. The complete record of responses is available in *Appendix D: Survey Responses*.

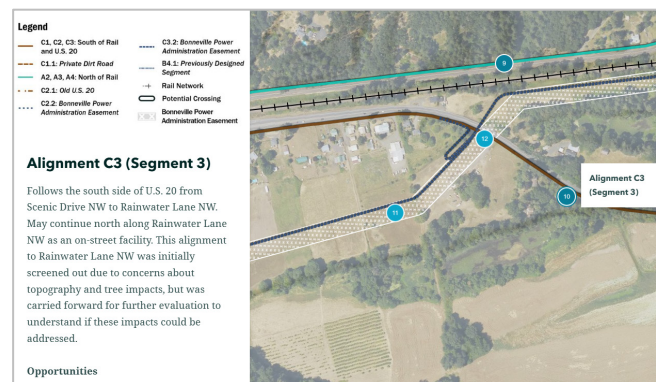


Figure 3. Online Open House Screenshot

2.7. Direct Outreach to Property Owners

The project team contacted property owners and business owners near U.S. 20 from January 8, 2026, to June 30, 2026. Building the path would likely mean negotiating easements or purchasing private property. Modifications to drainage and utilities would also be likely. Property owner input helped the team understand trade-offs for different path options.

The project team tried to contact 100 property owners near U.S. 20. using the following methods:

- On January 8, 2026, the project team sent a letter to all properties within approximately 1/4 mile from U.S. 20 (see *Appendix B*). The letter described the project and route options. It provided contact information to get in touch with the project team. Project staff spoke with seven property owners in the spring. They also spoke with a neighborhood group. The neighborhood group included 12 property owners. Representatives from the City of Corvallis and Benton County also attended the meeting.
- The project team made phone calls and visited property owners along the U.S. 20 corridor in the spring. Project staff went on field visits to meet with property owners on April 24, 2026, and March 25, 2026.
- The week of June 15, 2026, phone calls and emails were sent to property owners and businesses near the Bonneville Power Administration (BPA) crossing option.



Photo 1. Direct Outreach to Property Owners

Project staff meeting with a property owner on March 25, 2026

Property owners and businesses shared the following common themes:

- Strong opposition to a path route that would follow the BPA easement south and west of U.S. 20. They questioned if an easement or purchase was more likely for their property.
- Concerns about theft, litter, unhoused people, and liability from farming operations. Some said that lighting and fences could help address some security concerns.
- Questions about the possibility of moving U.S. 20 to lessen impacts on private property.
- Need for continued access to an existing gravel drive from Rainwater Lane NW. This gravel drive is regularly used by trucks, combines, and other agricultural equipment.
- Concerns about the path worsening flooding near the BPA easement. This area already has drainage concerns.
- Questions about path lighting and future maintenance responsibilities.
- Some support for lowering speed limits on U.S. 20 and adding intersection controls.

3. Survey Results

Figure 4 through Figure 8 chart responses collected from the project survey. The second outreach milestone was able to gather 39 completed surveys.²

Figure 4 asked participants if they lived, worked, or owned property along the study corridor. This helped gauge which community members were taking the survey. Eight respondents lived, worked, or owned property along the study corridor.

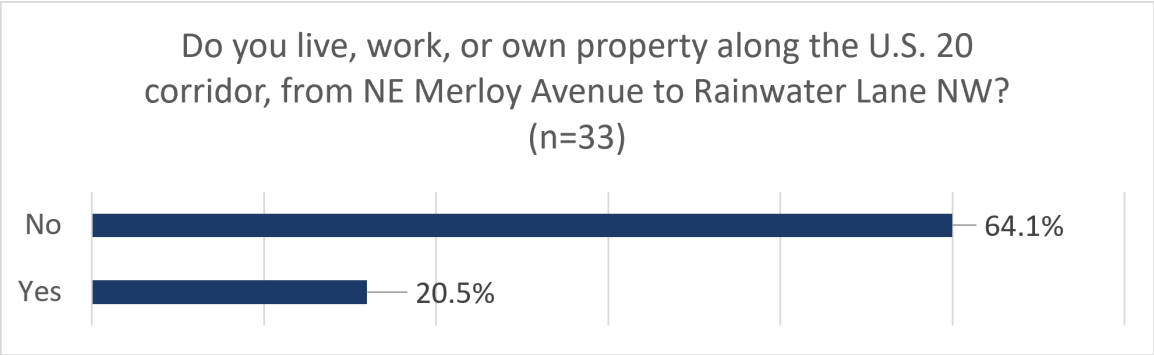


Figure 4. Relation of Survey Respondents to Study Area (n=33)

Figure 5 shows that 31 of the 38 respondents plan to walk, roll, or bike along the future path between Corvallis and Albany. Four of the eight project corridor members said they did not plan to use the future path. 24 of the 25 respondents outside the project corridor did plan to use the future path. This question provides evidence that there is demand and support for a path along the highway. Support is stronger among those who do not live in the immediate corridor. Opponents expressed concerns about unhoused people, high costs, the lack of space, and how the path would get built.

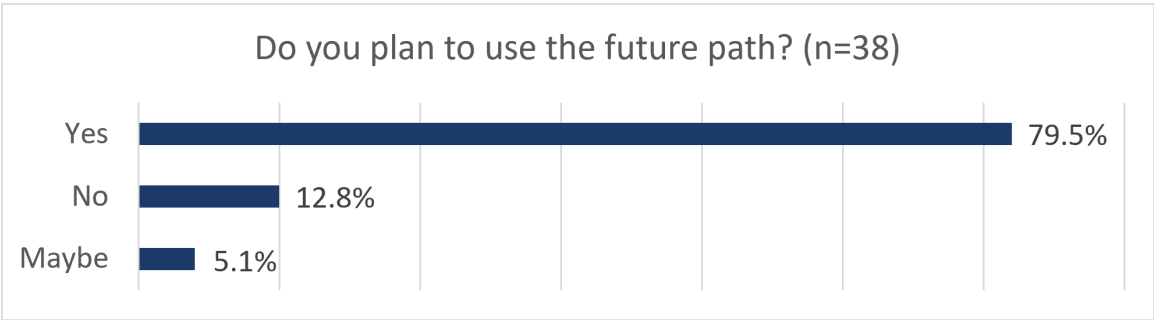


Figure 5. Planned Use of Future Path by Survey Respondents (n=38)

Figure 6 shows that respondents wanted to increase safety and separation for path users. Personal security and being in a scenic setting were ranked lower.

² The survey results are inclusive of responses collected online and in-person. Responses to each question do not total 39 due to respondents skipping some questions.

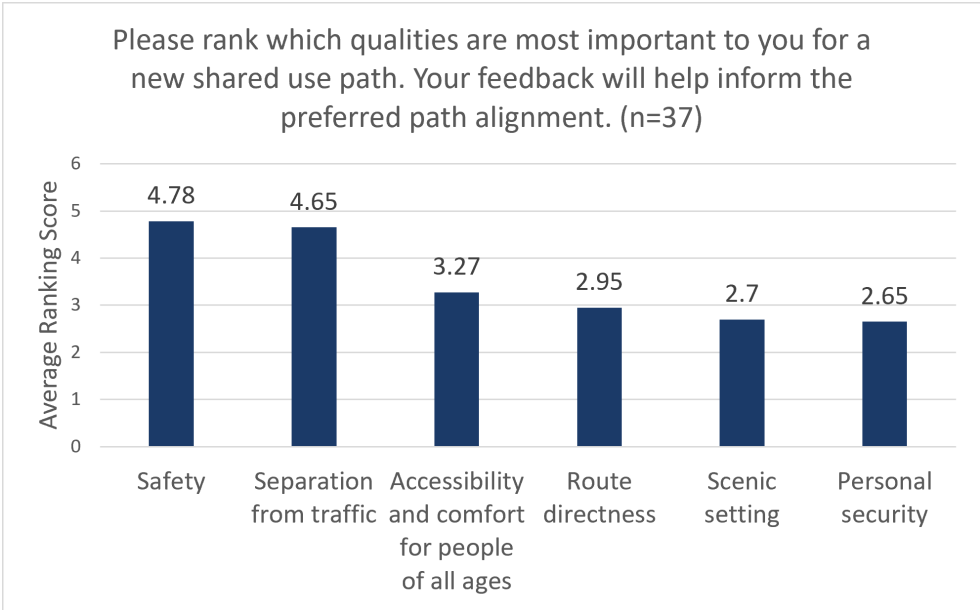


Figure 6. Path Qualities Desired by Survey Respondents (n=37)

Figure 7 shows that safety and comfort for people using the path was the most important factor in selecting a path route. One respondent who did not plan on using the future path said that riding near U.S. 20 was a horrible experience. Four of the eight project corridor members prioritized private property and residences. Some respondents with a disability prioritized safety and convenience for people driving.

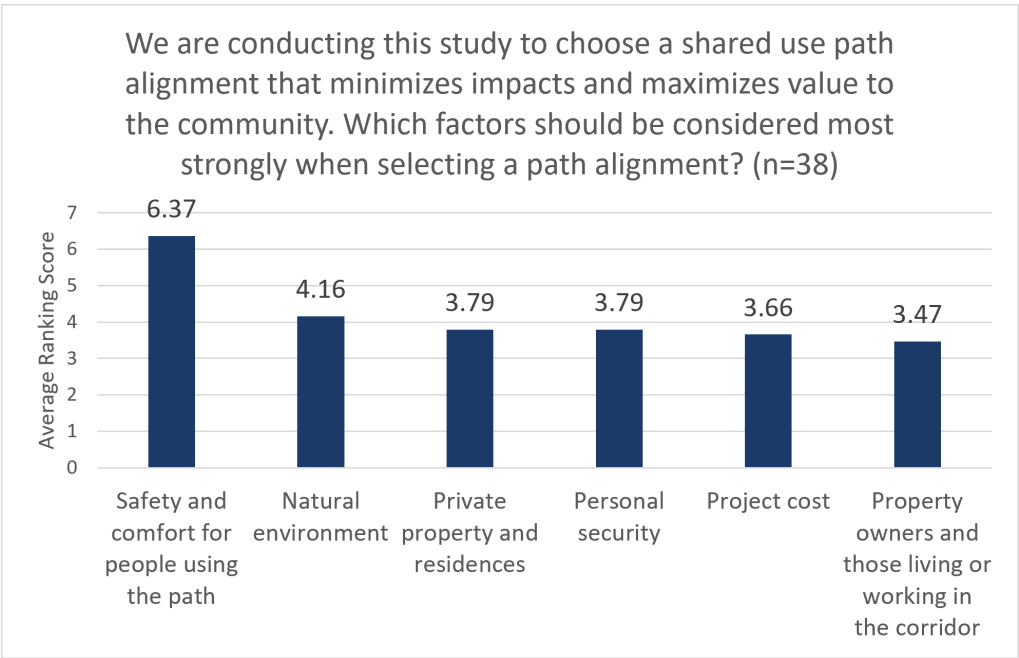


Figure 7. Priority Factors to Consider for Path Alignment Desired by Survey Respondents (n=38)

Figure 8 shows that most survey respondents liked the path options. The other survey respondents wanted the path to follow existing roads. One respondent thought that widening roadway shoulders was a better way to help more people get between Corvallis and Albany. Another respondent felt that narrow roads like Rainwater Lane NW could not support more users.

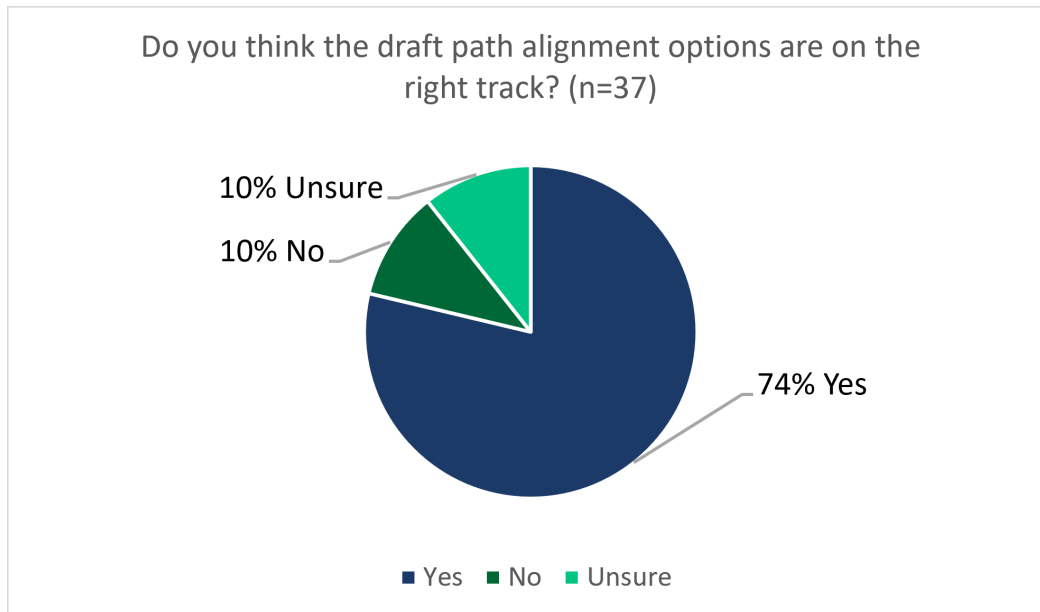


Figure 8. General Support for Draft Path Alignment Options by Survey Respondents (n=37)

3.1. Demographic Summary

Figure 9 through Figure 12 summarize the optional demographic questions at the end of the survey. The answers helped the project team compare the views of people in the U.S. 20 corridor and people outside it. This information will also help Benton County and ODOT be more effective in their future outreach. Figure 9 through Figure 12 summarize the responses.

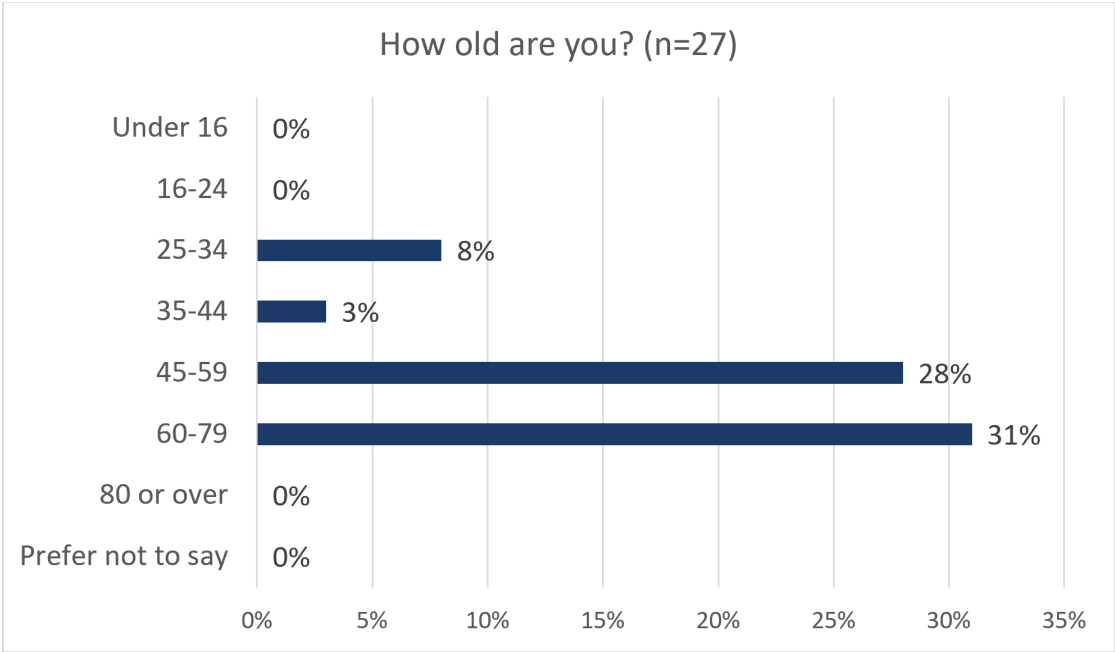


Figure 9. Age of Survey Respondents (n=27)

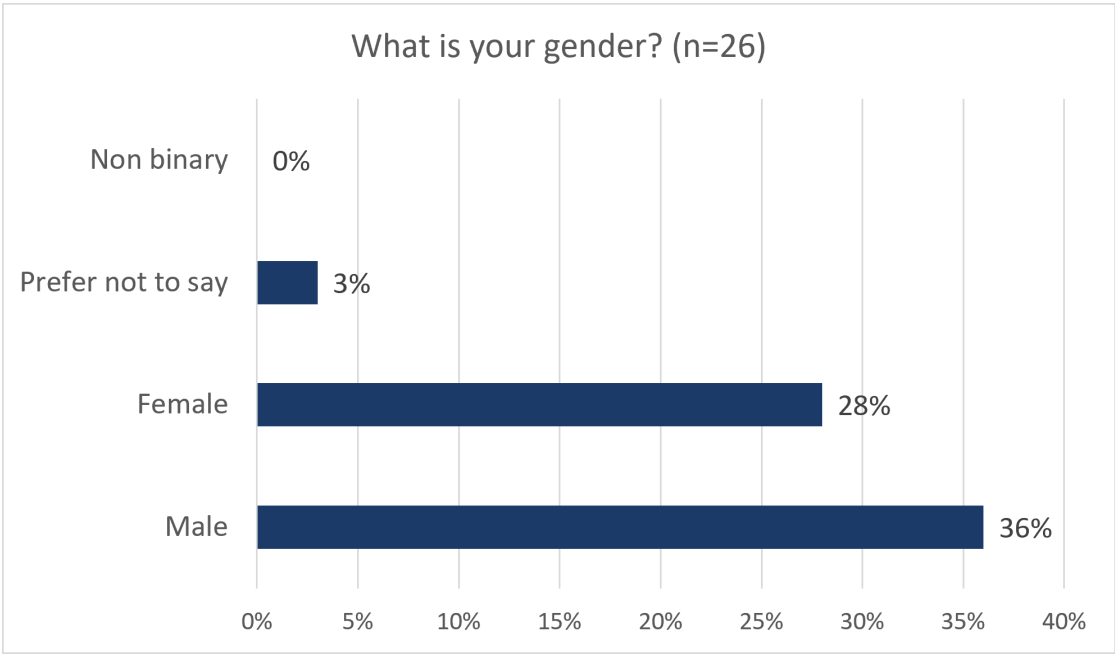


Figure 10. Gender of Survey Respondents (n=26)

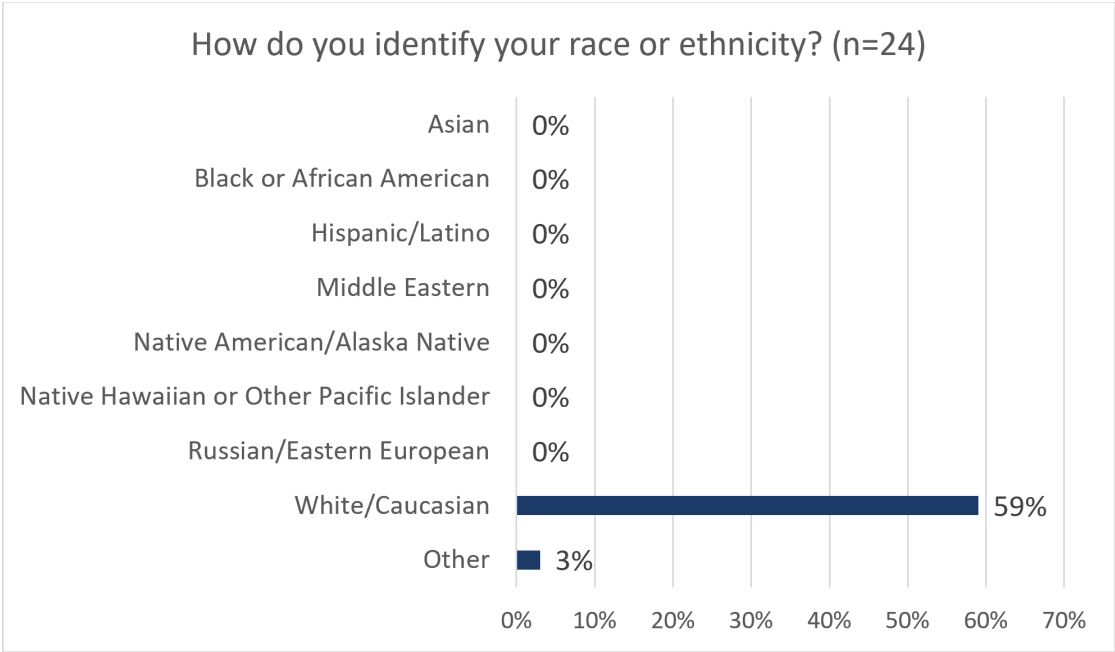


Figure 11. Race/Ethnicity of Survey Respondents (n=24)

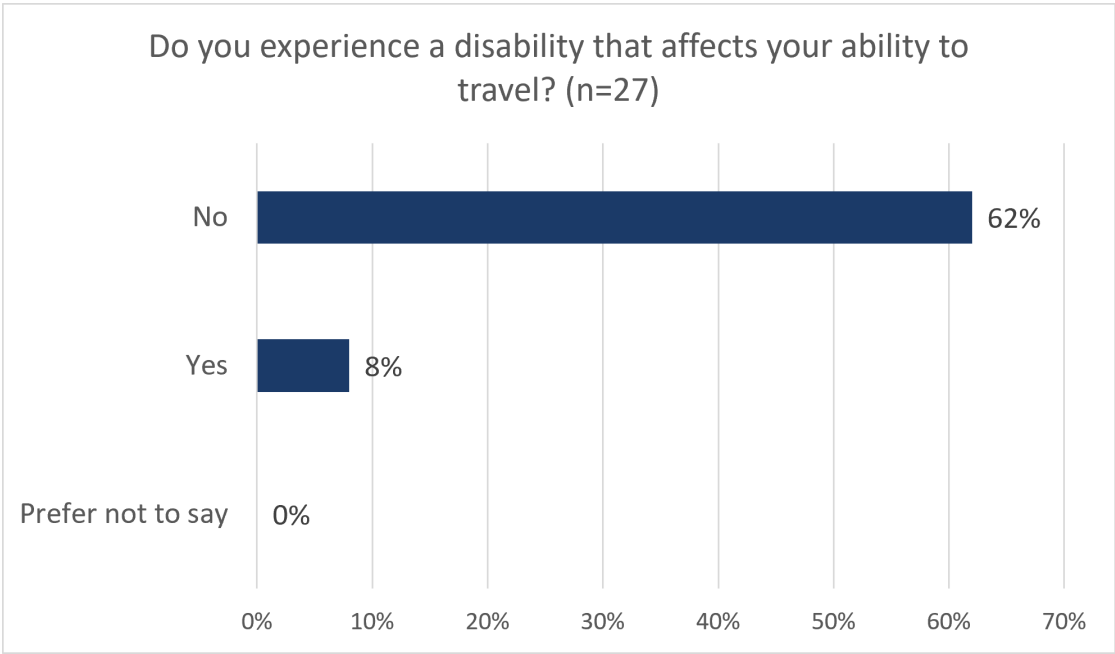


Figure 12. Survey Respondents that Identify as Having a Disability (n=27)

4. Engagement Findings

The project team identified the following summary findings through this phase of engagement.

- **The project is generally supported by the community.** Supporters included property owners, businesses, families, and students. College students at the Farmers' Market events were especially enthusiastic about the project. Many community members said they would use the path for both fun and commuting. Participants also highlighted the path's potential economic, health, and safety benefits. Many supporters were curious about when the path would be built.
- **Private property impacts are a concern.** Several property owners expressed concerns about how the path would bring more activity near their homes. They were also concerned that the path would attract unhoused people. If the path were to be constructed, they wanted it as far away from their property as possible. However, some property owners supported path routes near their property because they felt it would improve safety along U.S. 20.
- **Most respondents prioritized comfort over directness.** Some respondents preferred a path route near U.S. 20 because it would be direct and save them time. These respondents were more likely to have already ridden between Corvallis and Albany. Most respondents preferred path routes on quieter roads. These respondents prioritized safety and quiet over a shorter trip.
- **Personal security is important but was not ranked as a top priority by most respondents.** Most property owners expressed fear of unhoused people on the path. They felt this would make path users feel unsafe. Most respondents living outside the U.S. 20 corridor ranked personal security as a lower priority. They favored path routes that prioritized safety, comfort, and separation from traffic.
- **Some thought the project was poor use of public money.** Some respondents thought the path would have low use and that the money could be better spent elsewhere. Supporters thought the path could support people commuting and shopping at nearby businesses.
- **Future maintenance responsibilities must be identified.** Community members and project staff wanted to identify who would clean, inspect, and repair the path.

Appendices

The following appendices are available upon request.

- **Appendix A: Comment Log** – In-person, email, and phone comments.
- **Appendix B: Letter Sent to Property Owners** – Letter sent to property owners in January 2026.
- **Appendix C: Direct Mailer** – Postcard sent to addresses within the project area in April 2026.
- **Appendix D: Survey Responses** – Complete online and in-person survey record.