

Memorandum

Date: September 19, 2025

To: **Laurel Byer**
Benton County

James Feldmann
Oregon Department of Transportation (ODOT)

From: **Cameron Grile**
David Evans and Associates, Inc.



RE: **Alternative Analysis – Evaluation Criteria**
North Benton County Communities Pathways

Project Description

The North Benton County Communities Pathways project is part of a larger vision to build a connected system of shared use paths linking neighborhoods, parks, schools, and services throughout the region. This project plans to develop a multimodal facility for pedestrians and cyclists traveling in north Corvallis and the nearby communities. The project includes a shared use path to connect northwestern and northeastern Corvallis neighborhoods via a new overcrossing of the Pacific Highway (OR 99W) and Portland & Western Railroad (PWRR). The project also includes a north-south connection to the Lewisburg area near NE Elliott Circle. These connections will reduce barriers, improve access to essential destinations, and create safer crossings for people to travel car-free. The purpose of this memo is to provide a summary of the alternative analysis process for the east-west and north-south connections. Once alternative alignments have been selected by the Benton County Board of Commissioners, the project will move forward with a conceptual path design in order to pursue future design and construction funding.

It should be noted that the project will need to navigate approvals from the County and Greenbelt Land Trust related to conservation easements which could include but is not limited to Comprehensive Plan updates, Jackson-Frazier Wetland Management Plan update, and/or conditional use permitting.

Alternatives Analysis

Two alternatives have been developed as part of the project consisting of two north-south path alignments and one east-west path alignment (Appendix A). The north-south alignment would be either on the west side of OR 99W or east of the highway. The east-west connection is identical in both alternatives because the initial layout shown in the Owens Farm and Jackson Fraiser Conceptual Trail Plan met the project's objectives. Other east-west alignments would have had more private property conflicts, environmental impacts, and/or constructability concerns.

Alternative Analysis Memorandum

For the north-south alternatives, the westside alignment generally follows the right-of-way (ROW) line along OR 99W from the vicinity of Elks Drive toward Lewisburg Avenue with a project area terminus near the OR 99W and Elliott Circle intersection. Although the westside alignment provides a more direct route to the Lewisburg community, provides convenient connections to Owens Farm, and lower construction cost than the eastside alignment, its proximity to the highway and low separation from vehicular traffic may not provide as enjoyable of a user experience for all ages and abilities. A particular challenge with this alignment is the project area terminus of the pathway. The current limits end near the Elliott Circle intersection where users would need to either continue along the highway's shoulder or cross the highway and use Elliott Circle to continue north to Lewisburg. (This could be avoided if path construction continued past the current project limits to Lewisburg Avenue.) In case of emergencies, emergency vehicles would access the westside alignment via Samaritan Drive or directly from OR 99W.

The second north-south alternative would be several hundred feet east of the highway and would generally follow the floodplain boundary and tree line of the Jackson-Frazier wetland north of Lancaster Street to Elliott Circle, approximately 450' east of the OR 99W intersection. This alignment would be a more indirect route to and from Corvallis for destinations in the Lewisburg and Adair Village area, but provides greater separation from OR 99W, a safer facility for all ages and abilities, and provides a quieter and more scenic user experience than the westside alignment. With the eastside alignment terminating at Elliott Circle, users can continue north via Elliott Circle, which has significantly less traffic and slower speeds compared to the highway. It also provides a better connection from northeastern Corvallis neighborhoods to the Mountain View Elementary School. Lastly, emergency vehicles would access the eastside path alignment from Lancaster Street or from Elliott Circle.

Selecting either north-south alignment would not preclude adding a spur trail. For example, if the eastside alignment is selected, a future west side trail can still serve Owens Farm from the south. If the westside alignment is selected, a future east side trail spur from the south can serve additional areas of Jackson-Frazier Wetland as defined in the Management Plan.

The east-west alignment begins at NW Samaritan Drive next to Good Samaritan Hospital and heads northeast where it wraps around an existing hillside near the southern portion of Owens Farm and crosses over OR 99W and the Portland & Western Railroad (PWRR). The path continues east, avoiding an existing conservation easement and terminates at the northeastern end of NE Lancaster Street, just west of the Jackson-Frazier Wetland trailhead. Minor adjustments to the east-west alignment are anticipated to minimize or avoid existing or proposed utility (power, communication and sanitary lines) conflicts.

Alternatives Evaluation Criteria

The following criteria were used to evaluate the pros and cons of the two north-south alternatives and to provide preliminary recommendations and justifications between the west and east side pathway alignments, as shown in the attached exhibits. The overall goal for the future path is to provide safe, multimodal connectivity between the existing shared use path near the Good Samaritan Hospital and the northern project limits near Elliott Circle. Six major criteria were analyzed to help facilitate the preferred baseline path alignment. Each are described more in the attached matrix, including the considerations that went into evaluation and scoring.

Alternative Analysis Memorandum

1) Connectivity

- Future northern pathway connection between Elliott Circle and Adair Village/McDonald Forest.
- Connections to local destinations north of project limits.
- Connection to Owens Farm.
- Regional path network compatibility.
- Proximity and connection to underserved areas
- Integration with the Owens Farm & Jackson-Frazier Wetland conceptual trail planning summary report.

2) Safety

- Meets shared used path design standards.
- Proximity to roadways for visibility and to facilitate access to incidents on the pathways.
- Termination/crossings of the path at the northern project limits.
- Separation from motorized vehicular traffic and errant vehicle roadway departures.

3) Property & Infrastructure Impacts

- Right-of-way impacts.
- Rail impacts and interactions.
- Impacts to existing conservation easements.
- Impacts to farming permit holders.
- Potential utility impacts.

4) Environmental Impact

- Threatened or endangered species impacts.
- Native vegetation impacts.
- Wetland and floodplain impacts.
- Anticipated archeological and historic impacts.

5) Constructability & Costs

- Compatibility with existing land uses.
- Overall path and structure lengths.
- Aesthetic structural treatments.
- Potential length of boardwalks to minimize environmental impacts.

6) User Experience

- Local versus regional path user experience.
- Suitable for all ages and abilities.
- Scenic quality.
- Noise pollution from vehicular traffic.
- Integration with the natural environment.
- Minimizing visual impacts.

Alternative Analysis Memorandum

The alignments were evaluated against the above scoring criteria and given a score of 0 for poor, 1 for sufficient, or 2 for preferred/exceeds the evaluation criteria. Appendix B to this document is the detailed evaluation matrix for the north-south path alternatives and the project team's score for each individual metric. The table below summarizes each scoring category and the composite score for the overall alternative:

Screening Criteria	Westside Alternative	Eastside Alternative
Connectivity	11	9
Safety	4	6
Property & Infrastructure Impacts	6	7
Environmental Impacts	6	6
Constructability & Costs	6	5
User Experience	4	11
Total Score	37	44

As seen from the table above, the eastside alternative scores better than the westside alternative. Both alignments score within a point or two of each other in each criteria with the exception of the User Experience. Under User Experience, the east side scores higher due to the greater separation from highway, better integration with the natural environment, and more scenic experience with less noise.

Key Interested Parties Feedback

The project team has met twice with the Key Interested Parties (KIP) group that consists of representatives from the County, City of Corvallis, Good Samaritan Health, Greenbelt Land Trust, and community representatives that are active users in the area (Appendix C). The first meeting on June 10, 2025, was used to provide project background, discuss the project design criteria, and present a high-level overview of the alternatives. The second meeting on July 29, 2025, was used to provide an update on the alignment alternatives, discuss the screening criteria, and seek KIP feedback.

General feedback from the KIP group included:

- Consider planned future growth on the west side of the highway.
- Planned collector streets could support path connectivity.
- The westside alignment connects to Owens Farm.
- City of Corvallis has a desire for a path to the Lewisburg/Granger intersection per the City's Transportation System Plan.
- The east side may provide a more pleasant user experience.
- Consider environmental and flooding impacts for both the east-west and north-south portions of the path.
- Safety concerns for crossing OR 99W at Elliott Circle with a westside alignment.
- There are concerns about how the unhoused community may affect path use.
- All KIP members were supportive of the overall project. Most KIP members were open to either north-south alignment.

Alternative Analysis Memorandum

Community Feedback

The project team held an in-person open house on August 14th and an online open house from August 13 through September 2, 2025. The event included a survey that was accessible through the project website's online open house and paper copies were available at the in-person open house (Appendix D). The survey was promoted on the project website through ODOT's GovDelivery system, emailed to interested parties, and advertised on a handout distributed during the in-person open house. The survey was also promoted through Benton County's social media channels.

There were several key takeaways from the online survey and in-person open house:

- Respondents included both local residents and recreational visitors where approximately 75% either recreate or travel through the area. About half of the respondents live near the project area while 63% reside outside the area, reflecting a regional interest in the pathway system.
- Over 80% of respondents stated that safety and separation from traffic were their top concerns. At the in-person open house, visibility or proximity to vehicles was not a topic of concern.
- Connectivity and easy access to local destinations were another top priority from the public. Popular destinations listed included the Jackson-Frazier Wetland, McDonald Forest, and the Owens Farm Natural Area.
- The eastern alternative alignment for the path was strongly preferred with about 60% of respondents in favor of the eastern alignment versus 21% for the west side with the remainder having no preference.
- Lastly, the community also valued environmental protection and user comfort with the path design. Nearly half of the participants rate protecting trees, streams, and wildlife as "very important" and that a quiet, comfortable, and scenic pathway were also highly valued.

Summary

The project team has conducted an evaluation of alternatives and sought feedback from the KIP group and the public on the alternatives with a focus on the north-south alignment. Both alignments will improve regional connectivity and extend the shared use path closer to Adair Village. The project team is seeking direction from the Board of Commissioners to confirm the single east-west alignment and select a preferred north-south alignment (westside or eastside) before progressing further.

Appendix A

Alternatives Exhibit

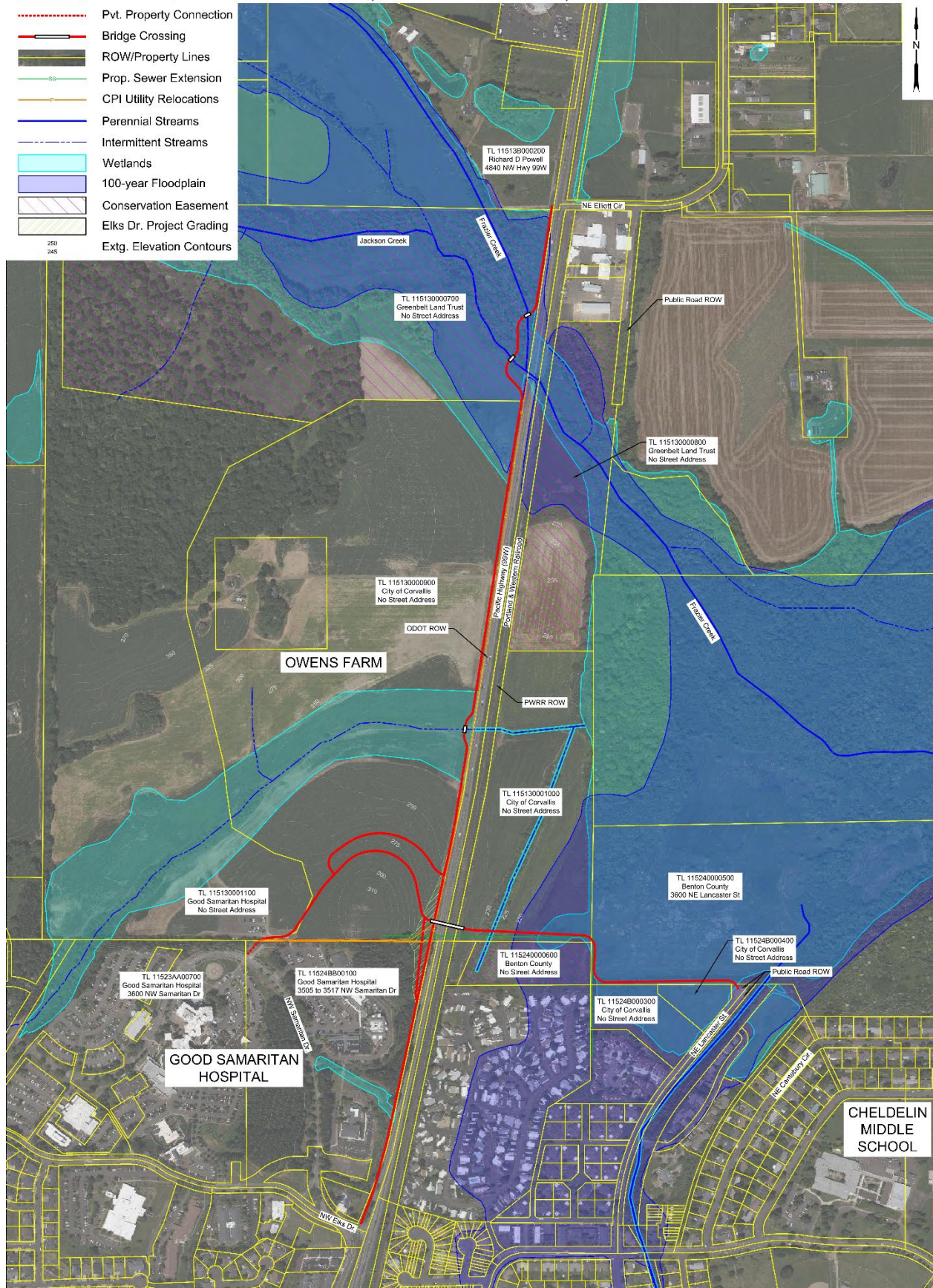
NORTH BENTON COUNTY COMMUNITIES PATHWAYS WESTSIDE PATH ALIGNMENT

DRAFT 9/19/2025
(SUBJECT TO CHANGE)

LEGEND:

- Main Trail Alignment
- - - Pvt. Property Connection
- Bridge Crossing
- ROW/Property Lines
- Prop. Sewer Extension
- CPI Utility Relocations
- Perennial Streams
- - - Intermittent Streams
- Wetlands
- 100-year Floodplain
- Conservation Easement
- Elks Dr. Project Grading
- Extg. Elevation Contours

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FEET



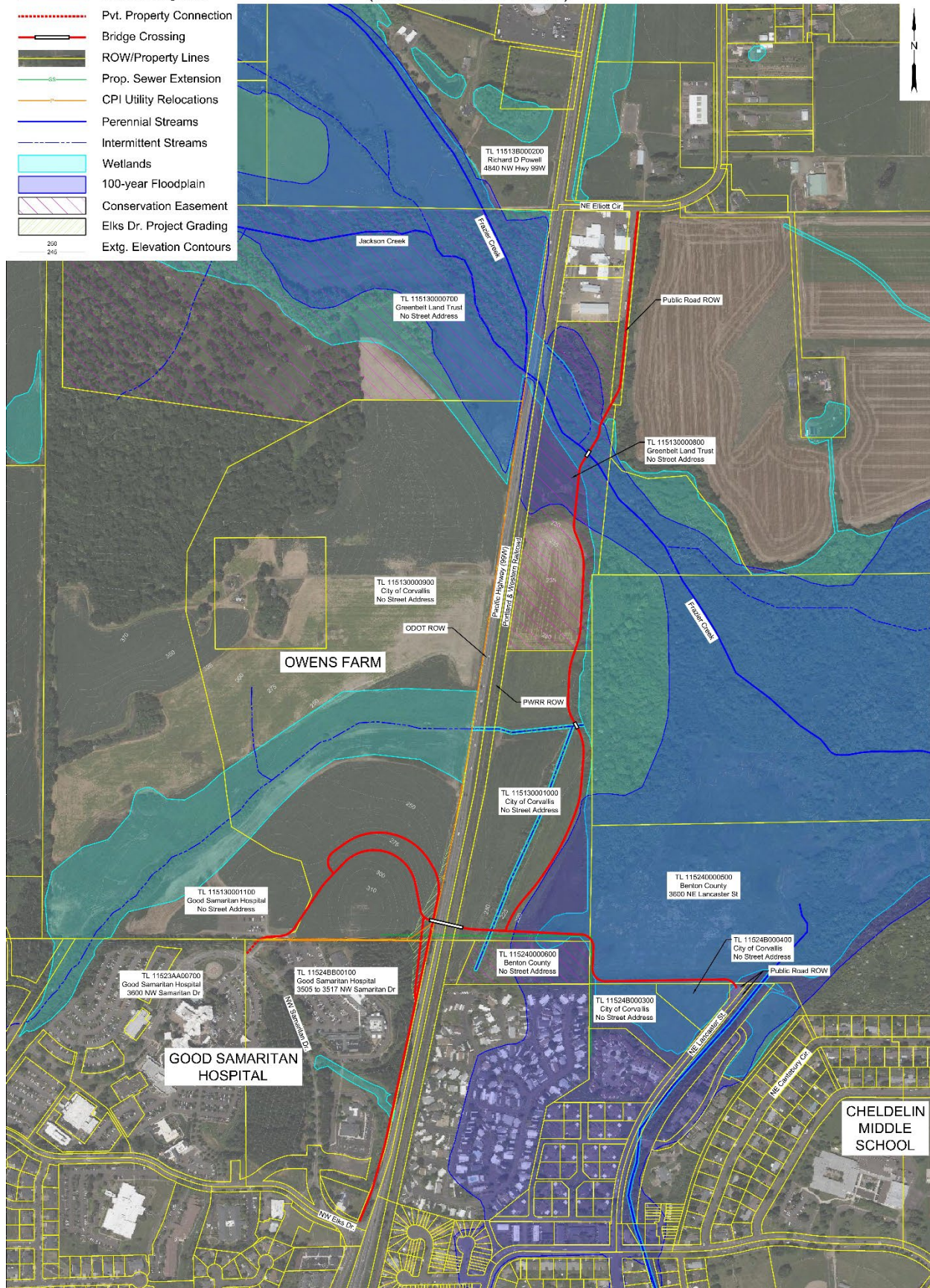
NORTH BENTON COUNTY COMMUNITIES PATHWAYS EASTSIDE PATH ALIGNMENT

DRAFT 9/19/2025
(SUBJECT TO CHANGE)

LEGEND:

- Main Trail Alignment
- - - Pvt. Property Connection
- |— Bridge Crossing
- ROW/Property Lines
- Prop. Sewer Extension
- CPI Utility Relocations
- Perennial Streams
- - - Intermittent Streams
- Wetlands
- 100-year Floodplain
- Conservation Easement
- Elks Dr. Project Grading
- Exgt. Elevation Contours

0 250 500 1000
FEET



Appendix B

Alternatives Evaluation Matrix

North Benton County Communities Pathways

Alternatives Evaluation Matrix for North-South Path

Screening Criteria	Existing Conditions (No Build)	Existing Conditions (No Build)	Westside Path Alignment	Westside Path Alignment	Eastside Path Alignment	Eastside Path Alignment
Score and Notes	Notes/Reasoning	Score	Notes/Reasoning	Score	Notes/Reasoning	Score
Connectivity	Connectivity Score	0	Connectivity Score	11	Connectivity Score	9
Connection for Future Path Continuing North of Elliott Circle to Adair Village/McDonald Forest	None. Only connection is via highway shoulder.	0	Westside extension would be on same side of highway as Arboretum Rd/Peavy Arboretum, but cross highway to get to Adair Village (one future crossing of highway).	2	Eastside extension would run past elementary school, but would cross railroad and highway to access Arboretum Rd/Peavy Arboretum, and then cross highway again to reach Adair Village (two future crossings of highway).	1
Connections to Local Destinations Between Elliott Circle & Lewisburg/Granger Ave. (Neighborhoods, Elementary School, etc.)	None	0	Direct access between westside hospital/neighborhood and destinations along highway between Elliott Circle and Lewisburg Ave. Northern project limit across from Elliott Circle does not directly connect to destinations along highway to the north (until completing a future path extension) or provide a protected crossing of highway.	1	Direct access between Cheldelin area and Elliott Circle. Northern connection would tie into Elliott Circle bike lanes which can be used to travel to the elementary school. Protected crossing of highway at Lewisburg/Granger Ave. signal. School consolidation report supports continued use of Mountain View	2

			School consolidation report supports continued use of Mountain View Elementary and the need for a north south alignment.		Elementary and the need for a north south alignment.	
Connection to Owens Farm	None	0	Allows future connection to Owens Farm	2	Only potential connection to Owens Farm would be via other paths or a new stub path.	1
Regional Path Network Compatibility (as shown in local Transportation System Plans)	None	0	Consistent with the intent of the TSP.	2	Consistent with the intent of the TSP.	2
Proximity/Connection to Underserved Areas	Poor. Only connection is via highway shoulder.	0	Connects North Corvallis west/eatside neighborhoods. Requires future path extension beyond Elliott Circle to the north for connections to westside neighborhoods, community church, day care center, sports & fitness center, gas store, etc.	2	Connects North Corvallis west/eatside neighborhoods. Path northern project limit at Elliott Circle bike lane connects to eastside neighborhoods and elementary school. Destinations along highway require travel to crossing at Lewisburg/Granger Ave. signal.	2

Integration with Owens Farm & Jackson-Frazier Wetland Conceptual Trail Planning Summary Report	None	0	Consistent with planned trails.	2	Modifies existing planned trails by 1) not providing the north-south path to Elliott Circle along the westside of highway but 2) includes an eastside path near highway to Elliott Circle, addressing a proposed new trail within Jackson-Frazier wetland.	1
Safety	Safety Score	2	Safety Score	4	Safety Score	6
Meets Share Use Path Design Standards (Path width, ADA compliant, horizontal curvature per design speeds, sight distances, etc.)	N/A	0	Yes	2	Yes	2
Proximity to Roadways for Visibility and Facilitate Access to Incidents on Path	On highway shoulders.	2	Mostly adjacent to highway. Portion of path is outside of view from the highway	1	Not close to highway, but emergency vehicles could travel along 12' wide path to any incident. Majority of path is outside of view from populated areas.	0
Termination/Crossings of the Path at Northern Project Limit	N/A	0	Poor access to/from path at northern project limit until extended to Lewisburg Ave. Path users would be required to use shoulders of highway and potentially cross highway.	0	Path ties into Elliott Circle bike lanes where users can continue north to Lewisburg/Granger Ave. signal to cross highway.	2

Separation from Motorized Vehicular Traffic/Roadway Departures	None	0	Medium. Adjacent to highway.	1	High	2
Property & Infrastructure Impacts	Property & Infrastructure Impacts Score	8	Property & Infrastructure Impacts Score	6	Property & Infrastructure Impacts Score	7
Right-of-Way Impacts	None	2	11.1 Acres	1	11.6 Acres	1
Rail Impacts and Interactions	At grade crossings	0	Bridge overcrossing. No interaction with rail.	2	Bridge overcrossing. No interaction with rail.	2
Impacts to Conservation Easements	None	2	Minimal, TBD.	1	Minimal, TBD.	1
Impacts to Farming Permit Holders	None	2	Small reduction in farmable land on City parcels. Amount of impact TBD.	1	Small reduction in farmable land on City and Greenbelt Land Trust parcels. Amount of impact TBD.	1
Potential Utility Impacts	None	2	West-East bridge/path: At highway bridge crossing and proposed sewer line. North-South path alignment: Potential impacts to utility lines along west side of highway.	1	West-East bridge/path: At highway bridge crossing and proposed sewer line. North-South path alignment: None	2
Environmental Impacts	Environmental Impacts Score	12	Environmental Impacts Score	6	Environmental Impacts Score	6
Threatened/Endangered Species Impacts	None	2	None anticipated.	2	None anticipated.	2
Native Vegetation Impacts	None	2	Short portion of path across Jackson-Frazier Creek area.	1	Longer portion of path across Jackson-Frazier Creek area.	0
Wetland Impacts	None	2	2.7 Acres	0	2.2 Acres	1
Floodplain Impacts	None	2	2.8 Acres	0	2.3 Acres	1
Anticipated Archeological Impacts	None	2	Closer to highway disturbed area reduces	1	Path through open fields have higher	0

			the risk for adversely affecting significant archeological site.		likelihood of finding intact archeological resources/sites.	
Anticipated Historic Impacts	None	2	No anticipated historic resources impacts	2	No anticipated historic resources impacts	2
Constructability & Costs	Constructability & Costs Score	8	Constructability & Costs Score	6	Constructability & Costs Score	5
Compatibility with Existing Land Uses	No existing quality bike/pedestrian facilities	0	Urban residential zoning on westside allows for construction of the path.	2	East side zoned as Exclusive Farm Use and may require a Conditional Use Permt for the path.	1
Overall Path Length	Zero construction costs	2	11,100 feet	2	11,600 feet	1
Total Structures Length	Zero construction costs	2	4 Structures - 320 total feet	1	3 Structures - 300 total feet	1
Aesthetic Structural Treatments	Zero construction costs	2	No difference. Would apply to both alignments.	1	No difference. Would apply to both alignments.	1
Potential Boardwalk Length	Zero construction costs	2	3,800 feet	0	2,300 feet	1
User Experience	User Experience Score	0	User Experience Score	4	User Experience Score	11
Local versus Regional Path User Experience	None. On highway shoulder.	0	More long-term regional/commuter user focused.	2	More short-term local user/recreational experience with Jackson-Frazier wetland.	2
Suitable for All Ages and Abilities	No. Would not be suitable for causal riders or children	0	Possible dependent on the separate from the highway. The closer to the highway, the less suitable it may be for all ages and abilities.	1	Yes. The complete separation from the highway provides as suitable path for all users and abilities	2
Scenic Quality	None. On highway shoulder.	0	Low when adjacent to highway.	0	Meanders next to wetlands & tree line	2

					away from highway. Avoids visually disruptive highway.	
Noise	High. On highway shoulder.	0	Medium. Adjacent to highway.	1	Low. Away from highway.	2
Integration with Natural Environment	None. On highway shoulder.	0	Low	0	High. Blends with natural environment on eastside.	2
Visual Impact Minimization	Poor. On highway shoulder.	0	Poor. Adjacent to highway.	0	Medium. Eastside alignments away from highway, but still visible. Minimizes visual impact of highway traffic.	1
Total Scores	NO BUILD TOTAL SCORE	30	WESTSIDE TOTAL SCORE	37	EASTSIDE TOTAL SCORE	44

Scoring Criteria: 0 = Poor, 1 = Sufficient, 2 = Preferred

Appendix C

Key Interested Parties Group Meeting Summaries

KEY INTERESTED PARTIES GROUP MEETING #1 SUMMARY

DATE: June 10, 2025
LOCATION: Teams
SUBJECT: Alternatives Development
PROJECT: North Benton County Communities Pathways (NBCCP)
(ODOT Key #23512)

1) Attendees:

- ODOT: James Feldmann
- Benton County: Laurel Byer, Jesse Ott, Adam Stebbins, Webster Slater, Mac Gillespie
- City of Corvallis: Travis North, Jeff McConnell, Lindsey Almarode
- Greenbelt Land Trust: Jessica McDonald
- Public: John Turner, Ann Turner
- DEA: Cameron Grile, Conor Costigan
- Not present: Brandon Schmidgall or Melissa Bradley, Samaritan Health Services

2) Project Background

- A brief project description and background was provided for the group.

3) Design Criteria

- Utilizing a Type 2 E-bike for the design vehicle; Some steeper grades with the east-west portion of the path to get over the highway. Based on this will use a design speed of 20 mph.
- Targeting a 12' wide path with 2' shy distance on each side.
- 1.5% cross slope to meet ADA.

4) Alignments Overview

A review of the alignments was provided and general discussion around the exhibits.

a) East-West Alignment.

- Crossing the highway north of the hospital property line with Owen's Farm
- Avoiding parcel 115240000600 on the east side near Jackson-Frazier wetlands with a conservation easement.
- There is a future sewer expansion the City is planning the project needs to be aware of and avoid. For example, avoid building up an earthen embankment for the bridge in the sewer alignment and account for existing/future manhole access.

- The design team has some of the planning level alignments for the proposed sewer line. Would appreciate any linework the City has once the design/alignment has been set.
- b) North-South West of Highway 99W
- Alignment would be immediately adjacent to the highway to minimize ROW impacts.
 - May need to bump out to avoid creek crossing. Don't want to trigger replacement of the highway culvert.
 - Two options for crossing Jackson-Frazier creeks at the north end:
 - As close to the highway structure as possible. This is constrained by utilities and the potential channel alignment triggering a potentially longer structure.
 - Pull the path slightly west and have a shorter bridge for each channel crossing.
- c) North-South East of Highway 99W/Railroad
- Southern half of the North-South alignment would follow the floodplain/tree line and be similar to Owens-Farm Plan conceptual path.
 - Northern half of the North-South alignment could run adjacent to the railroad tracks, follow the tree line, or stay on the east side of the property.
 - Two options for creek crossings:
 - Single structure on the east side
 - Two short structures closer to the railroad and highway

5) General Discussion/Questions by the Group:

- Who are the property owners?
 - There is potential for 6 property owners to be impacted at this time:
 - City of Corvallis, Benton County, Greenbelt Land Trust, and Good Samaritan Hospital.
 - There is additional need/approvals by ODOT and the railroad for crossing over their facilities.
- Conservation easements:
 - Oregon Watershed Enhancement Board holds conservation easements.
 - Jessica has provided them to James and will follow up with more guidance.
- Are there constraints we should be aware of that we haven't identified?
 - Known constraints – wetlands, floodplain, conservation easements
 - Planned sewer line.
 - Travis: CPI easement and slope easement associated with Elks Drive realignment
- What are your goals for the project?
 - Jesse Ott: Would like the neighborhoods on the east side to be able to connect to the west side. Families have expressed a desire to walk or ride if they felt comfortable. Current crossing environment is challenging. Promoting safe passage for the community surrounding the wetlands is important.
 - Mac Gillespie: Engaging with all the potential users and with the communities north of Elliot Circle.
 - It is currently difficult to access NE Corvallis on a bike.

- Travis North: City Parks - Owens Farm suffers from a lack of exposure. No public access. Owned for more than 20 years. The actual farm house and property are owned by the City and the City would like increased exposure to the properties.
- Ann Turner: Would like to see the path continue further north into the Lewisburg section.
 - James - this project is only going up to Elliot Circle however future connectivity is a consideration for this project.
 - Ann rides into Corvallis on the west side of 99W and home on the east side. Likes the idea of being off of the highway.
- Jessica McDonald: Agrees with what has been said.
 - Would like to see a bridge structure that is aesthetically pleasing.
 - The project should draw the people into the community and the different histories: colonial/settler history, indigenous history... how do we reflect that in the design and approach.
 - Bridges and paths that align with the conservation easements.
- Lindsey Almarode: east-west movements and connecting neighborhoods.
 - Pros/Cons of the different alignments
 - Concerns about what the connections to the existing street network would look like .
- How does this group view the path being used?
 - Commuter
 - Recreational
 - Historical connection
- Jessica McDonald has been asked by the public about the possibility of wildlife crossings being a use for this project?
 - Acknowledged this is not the intended users / focus of this project.
 - May need to strategize around the question.
- Are there any planning or permitting red flags?
 - Travis - Multi-use path along the highway is a master planned facility/path. Will need to look into if it is possible to move it to the east side.
 - Permits for connections on the east side could trigger the need for connections to be built on the west side.
 - Jeff - master plans are conceptual in nature. This project needs to come forward with an alternatives analysis that would explain why the east side would be a better alternative. Needs to be well thought out but it is possible to switch sides.
- Travis North: Currently working with Consumer Power Inc. about utilities in the area. We have a utility coordination task as part of this project. Will need to be in touch with CPI to understand their plans for the area.
- Webster: Western versus eastern alignment considerations
 - Zoning on the east side is Exclusive Farm Use (EFU) and path is not an outright allowed use.
 - Zoning on the west side is Urban Residential (UR-6) and path is an outright allowed use.
 - Would need to screen the east side against farm and forest impacts.
 - There is overlap in uses. Neither would prevent/preclude the path but impacting land inside the UGB versus outside the UGB is preferential.
 - Path on the east side is likely an administrative review.

- Laurel: Corvallis to Albany path segment within EFU zoning was deemed a conditional use and required a hearing.
- Ann Turner:
 - Elliot Circle and Granger Road are more natural transitions to the communities in the north if users are already on the east side.
 - Ann would be less likely to go back west to 99W if already on the east side and at Elliot Circle.
- Additional questions to explore with the Hospital: Will they allow the path connections/access across their property?
 - West end over to Samaritan Drive
 - South connection to the bridge
- Mac Gillespie: Is it possible to reach out to the community prior to the open house? What about connectivity to Canterbury Circle from Lancaster Drive? James: We can look at facilitating that connection by how the path terminates on Lancaster Drive. Lancaster Drive to Canterbury Circle (or Dorchester Way) is not part of the project area but we can note that as a corridor for expanding pedestrian use to support bicycle use.

6) Next Steps

- a) Summer Activities: Channel Width Verification, Alternatives Analysis, Open House, Survey
- b) Next Meeting – Late July 2025
- c) Open House – tentatively scheduled for August 14th.
 - i) Could use Cheldelin Middle School
 - ii) Project would have access to City Park Facilities – Corvallis Community Center (C3), Library, etc.

KEY INTERESTED PARTIES (KIP) GROUP MEETING #2 NOTES

DATE: Tuesday, July 29, 2025 10:00 AM-11:00 AM

LOCATION: Microsoft Teams

SUBJECT: Alternatives Evaluation

PROJECT: North Benton County Communities Pathways (NBCCP) - ODOT Key #23512

INVITEES: Benton County: Jesse Ott, Adam Stebbins, Webster Slater, Mac Gillespie
City of Corvallis: Travis North, Jeff McConnell, Lindsey Almarode
Greenbelt Land Trust: Jessica McDonald
Samaritan Health Services: Brandon Schmidgall, Melissa Bradley
Community Members: John Turner, Ann Turner

HOSTS: Laurel Byer (Benton County), James Feldmann (Oregon Department of Transportation), Cameron Grile (David Evans and Associates), Kellie Fenton (David Evans and Associates)

1) Attendees:

- Greenbelt Land Trust: Jessica McDonald
- Samaritan Health Services: Brandon Schmidgall, Melissa Bradley
- Public: John Turner, Ann Turner
- City of Corvallis: Travis North, Lindsey Almarode
- Benton County: Laurel Byer, Webster Slater, Jesse Ott
- ODOT: James Feldmann
- DEA: Cameron Grile, Kellie Fenton
- Not present: Mac Gillespie, Adam Stebbins, Jeff McConnell

2) Project Update

- a) A brief project description and background was provided for the group including:
Channel Width Verification, Alternatives Analysis, Open House, Survey

3) Alignment Overview

Cameron Grile provided an update on the development of the alignments. East-west has been set; there are options for the North-South path:

- a) North-South West of Highway 99W
b) North-South East of Highway 99W/Railroad

4) Alternatives Analysis Discussion

Kellie Fenton presented the process for alternative evaluation of the North-South path alternatives and evaluation criteria. The group then discussed the evaluation criteria and categories, and provided feedback based on their expertise.

Feedback:

TSP Reference:

Current Transportation System Plan (TSP) shows the path on the west side.

West Side Considerations:

- Future growth projected, especially to the north and west side of the highway.
- Many planned collector streets could support path connectivity.
- New development includes affordable housing.
- Potential to avoid the Granger area if annexed.
- More open space on the west side of the farm.

East Side Considerations:

- May be more pleasant user experience (noise, away from highway, closer to natural areas, shade).
- Concern about encampments due to location away from street (less visibility).
- Route may traverse 100-year floodplain and wetlands, creating feasibility and permitting challenges.
- Flooding in cul-de-sac area occurs every 5–10 years.
- Concern that a multimodal asphalt path in wetlands could be difficult to permit.
- Requires a bridge over 99W at the south end— without it, east side option is not viable.
- Bridge feasibility and widening 99W may be costly and complex.

Safety Concerns

- Shared-use path design considerations.
- Impacts of crossing 99W at Elliott Circle, near a school — safety concerns for pedestrians and cyclists. Elliott Circle is a dangerous intersection for bicycle/pedestrian crossings.
- Lighting, visibility (“eyes on the path”), and potential fencing for security.
- Understanding how the unhoused community might be affected by the path location. East side might lend itself more to unhoused as it is not as easily seen from the highway.

Area Planning Context

- Updates to area plans would be required for the east side.
- UGB (Urban Growth Boundary) area includes plans for neighborhood centers (Lewisburg, Eliot Circle, around the high school – neighborhood center).
- Medium to high-density commercial planned in certain areas.
- Permitting issues with wetlands, flood plain, and the amount of fill that may be needed.
- Design path to be high enough so it doesn’t get flooded during smaller, more frequent storms / 10-year flood event.

Project Phasing and Funding

- Potential two-phase approach: Phase 1: Build the east-west alignment connecting Samaritan Drive to Lancaster Street. Phase 2: Build the north-south connection to Elliot Circle.
- Funding Opportunities
 - Current planning grant in place.
 - Potential eligibility for Community Paths construction grant.
 - Consideration of city’s annexation plans for different areas in relation to project timing and alignment.

5) Next Steps

- a) Members were invited to fill out the evaluation matrix and submit it to the project team.
- b) Open House Meeting: Thursday, August 14, 2025 4:00 PM-6:00 PM
- c) Next KIP Meeting (#3) – Fall/Winter 2025

Appendix D

Open House and Community Survey Summaries

Benton County Community Pathways

Open House #1 Summary

Overview

On Thursday, August 14, 2025, from 4-6 p.m., the project team hosted an open house at Cheldelin Middle School in Corvallis, OR. The meeting was open to the public and took place concurrently with an online open house (available from August 13th through September 2nd, 2025) that made the same materials available to the public, including a survey, through the ODOT project website.

The purpose of the open house was to:

- Share project background information, goals, and objectives.
- Share proposed pathway alternatives
- Gather community input on project priorities and preferred pathway placement
- Provide an opportunity for the public to ask questions and share feedback with the project team.

Outreach and Notification

The project team advertised the in-person and online event by email, sending messages to community members and interested parties near the project area. An ODOT GovDelivery email notification went to about 7,500 people. The event flyer was available in three languages (English, Spanish, and Arabic).

Event details were also posted on the project website, and project team members distributed flyers starting on August 1. The event flyer was posted on Benton County's social media network, including Facebook, Instagram, X, and Nextdoor.

In addition to the in-person open house, the advertisement invited people to provide feedback through an online open house, which opened shortly before the event. Quarter page fliers with a QR code were available for attendees to link to the online survey and share with their network. The online open house and survey were open through September 2nd.



Public Engagement Specialist Kellie Fenton discussing pathway alternatives with community members.

In-Person Open House Engagement Format

During the in-person open house, the team set up interactive displays while engaging in conversations with attendees. Eight display boards were set up throughout the school's library that presented background information on the project's alternatives and broader plans for regional cycling and pedestrian connectivity.

The boards present the project timeline, situating participants in the first phase of the project that involves community surveys and open houses.

Several boards involve participation by attendees, asking them to indicate their preference between the West Side and East Side alignment alternatives. Attendees also marked their most common destinations along the paths and in the area.

Attendees were asked to identify which factors each of the alternatives addresses well out of the following: connectivity, constructability & costs, safety, experience, and environmental impacts.

Participants could follow a QR code on the boards and event fliers to fill out an online survey or choose to complete the survey on paper. Ten people completed paper surveys during the event, while others indicated plans to complete the survey online.

Approximately 30 people attended the open house. Twenty-one signed in, many of whom opted to receive project update notifications by email. Two elected officials attended the open house--Corvallis

City Councilor Tony Cadena and County Commissioner Pat Malone. Tom Henderson, a reporter for the *Corvallis Gazette Times*, attended and published an article (https://gazettetimes.com/news/local/government-politics/article_345801a3-845c-5b4f-9e05-b93591a43f11.html) about the event.

Benton County Engineer Laurel Byer and ODOT Project Manager James Feldmann, and two consultant project team members engaged in conversation with attendees, listened to their perspectives and answered questions. Project team members encouraged attendees to place dots on maps indicating key destinations and add sticky notes with comments to the boards. Most attendees contributed to the interactive poster board activities.

In-Person Open House Key Themes and Takeaways

Community members expressed their excitement and concerns regarding the proposed path alternatives. Conversations with in-person meeting attendees included the following topics and findings:

- A bike path next to a highway may not feel as safe or comfortable for some cyclists and pedestrians.
- Because it is uncertain when the next phase of the project will be constructed, there is concern that path users on the west side alternative may be forced to cross the highway at an unsafe location where the path terminates.
- The eastside alternative would provide a path that is more aesthetically pleasant while being protected from vehicle traffic.
- There is concern that some unhoused individuals may reside along the east side alternative path, where there could be less enforcement due to limited visibility.
- Some users would be uncomfortable using the east side alternative in the evenings and night, but would use it during daylight hours
- The eastside alternative may create difficulties if path users need emergency support

Direct quotes from attendees:

“Local cycling club travels north on east shoulder of 99 to get to Elliott Circle. Would use path.”

“This path [west side alternative] is more direct if destinations are worth avoiding the Highway.”

“Would use west side path more to get to Mac Forest. But would use east side to visit Adair Village friends.”

“Eastside offers a better walking/biking experience visually, aesthetically, etc. A path separated from the highway (parallel) will likely be used more and provide a better recreational experience.”

In-Person Meeting Activity Discussion

Key Destinations

The results of the display board asking attendees to mark their intended destinations indicate that respondents will use the path to access a variety of locations. The most popular destinations are the McDonald Dunn Forest and Owens Farm Natural Area. Some participants indicated that they would use the path to access Adair Village and the Jackson-Frazier Wetland, however there is a higher

concentration of intended destinations on the west side of the path as compared to the east side. Most respondents marked recreational areas as their intended destination, rather than public services, like the medical center or middle school.

Factors for Evaluation of Alternatives

Attendees evaluated which factors they felt were well addressed by each alignment. Responses indicate that experience is better addressed by the east side alternative as compared to the west side, with only one person marking that the west side experience is well addressed. Meanwhile, participants found that the west side addresses connectivity and environmental impacts slightly better and constructability much better than the east side. There seems to be concern that the east side alternative is more cost-intensive due to its distance from the highway, though this was not confirmed or presented by any of the presentation materials. At the same time, the east side's location along a wetland is perceived to have a greater environmental impact as compared to the highway adjacent alternative even though wetland impact may be greater on the west side.

Safety

Participants indicated that the west side alternative addresses safety better than the east side, based on its separation from traffic, visibility, and crossings. However, additional safety concerns emerged for both alternatives that were not captured in that definition. For the west side, participants noted a concern about connectivity at the north end of the path, where it terminates and requires people to cross Highway 99 to reach more comfortable streets. For the east side, participants expressed concern about using a path set away from the street at night without lighting and be farther from assistance if they were to need help.

Several attendees arrived by bike and engaged in conversation with the project team about the importance of cycling connectivity. This affirms that cyclists and multi-modal users have a vested interest in this project. Many community members are drawn to this region for its cycling accessibility and outdoor recreation opportunities and view this project as a reflection of these ideals. The open house revealed that the project is generating excitement alongside discussion about how to ensure the best outcomes for community members.

Online Open House

The online open house provided community members with an opportunity to learn more about the project and complete a survey. Information about the open house, including a link to the project website, was distributed via the GovDelivery email list on July 24, August 6, and August 13. These emails reached approximately 7,500 recipients and achieved an average open rate of 30 percent. To maximize visibility, the August 13 email was resent on August 19 to those who had not previously opened it. A reminder post on Benton County's social media network went out six days before the open house closed.

Between August 13 and September 2, the online Open House received 493 visits from 415 unique viewers. Most online participants accessed the site through direct links, while about 10 percent arrived via external referrals from news outlets like the *Corvallis Advocate* or through web-based email platforms. The website received high levels of engagement around August 22nd, coinciding with open house coverage in the *Corvallis Advocate* and *Corvallis Gazette Times*, where the project was highlighted

and the website linked.

Most online attendees accessed the online open house via desktop computer, while about one third used mobile devices. Mobile participants exhibited a much higher bounce rate, suggesting that the open house was more user-friendly on desktop, or that computer users visited the site more intentionally.

By providing both online and in-person formats, the open house broadened community access to project information, increased visibility, and likely boosted survey participation, strengthening awareness among local community members.

A summary of the online open house survey is available separately and incorporated 9 surveys completed on physical paper copies at the in-person open house.

Appendix A – Interactive Boards

What are YOUR key destinations?

Mark where you would walk and bike with shared use paths.

1 Looking Southwest from Greenbelt Land Trust parcel toward Good Samaritan.

3 Looking West from Jackson-Frazier Wetland toward Good Samaritan.

2 Looking North from Owens Farm.

4 Looking West from end of Lancaster Drive.

Survey

Where would you prefer to walk and bike? Vote for your preferred alternative!

Looking Northeast toward Elliott Circle from Good Samaritan hill.

Scan the QR Code to fill out the complete survey online:

Proposed Paths with Westside Alignment

Looking North from Greenbelt Land Trust toward Jackson-Frazier Creek.

Scan the QR Code to fill out the complete survey online:

Proposed Paths with Eastside Alignment

Help us Evaluate the North-South Shared Use Path!

The project team is currently evaluating the north-south shared use path alternatives, looking at factors such as connectivity, safety, environmental and property impacts, and construction costs.

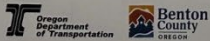
Each route has its own benefits and trade-offs. The team is gathering input from the Key Interested Parties Group and the public through open houses. After considering this feedback, staff from the Oregon Department

of Transportation and Benton County will present a recommended route to the Board of Commissioners. The board will then decide which alternative will move forward with additional project design.

Proposed Paths with Westside Alignment



?	What factors does the Westside Alignment address well? Put a sticker next to the best *three*.	Westside Alternative
	Connectivity Connectivity to destinations (parks, schools, businesses, homes).	
	Constructability & Costs Building the path efficiently and a low cost.	
	Safety Safety for everyone (separation from traffic, visibility, crossings).	
	Experience Comfortable, quiet and enjoyable to use (shade, scenery, rest spots).	
	Environmental Impacts Protecting trees, streams, and wildlife.	

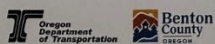


Help us Evaluate the North-South Shared Use Path!

Proposed Paths with Eastside Alignment



?	What factors does the Eastside Alignment address well? Put a sticker next to the best *three*.	Eastside Alternative
	Connectivity Connectivity to destinations (parks, schools, businesses, homes).	
	Constructability & Costs Building the path efficiently and a low cost.	
	Safety Safety for everyone (separation from traffic, visibility, crossings).	
	Experience Comfortable, quiet and enjoyable to use (shade, scenery, rest spots).	
	Environmental Impacts Protecting trees, streams, and wildlife.	



Appendix B– Informational Boards

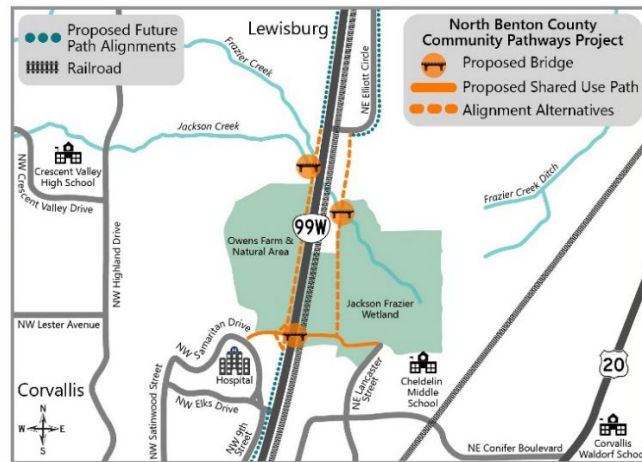
Benton County Community Pathways Open House

We're Creating Safer, More Connected Routes

We're planning improvements to make it easier and safer for people walking, biking, and rolling in north Corvallis and nearby communities. As part of this effort, two new bike and pedestrian bridges are in development to improve key connections:

- A bridge over Jackson-Frazier Creek near Highway OR 99W, which will support the Corvallis to Adair Village Path
- A bridge over Highway OR 99W and the railroad, providing a critical link between the Cheldelin neighborhood and Good Samaritan Regional Medical Center

These bridges and shared use path will help reduce barriers, improve access to essential destinations, and create safer crossings for people to travel car-free.



Regional Network for Walking and Biking

The Project is Part of a Regional Network

This project is part of a larger vision to build a connected system of shared use paths linking neighborhoods, parks, schools, and services throughout the region. It supports key goals in local and regional transportation and trail plans and is being developed through collaboration with Benton County, ODOT, Corvallis, Greenbelt Land Trust, and others. Community input will help to guide the design process to ensure these routes serve people of all ages and abilities.



Appendix C – Open House Fliers

Benton County Community Pathways Open House

We're planning new shared use paths on the north side of Corvallis!

August 14, 2025, 4 - 6 p.m.

Cheldelin Middle School Library
987 NE Conifer Blvd, Corvallis, OR

North Benton County Community Pathways Project

- Proposed Bridge
- Proposed Shared Use Path
- Alignment Alternatives

DROP IN ANYTIME TO:

- View designs
- Talk with project team
- Provide feedback

For Questions, Contact: James Feldmann at 541-257-7669 Project Manager

Learn more at (case sensitive) ➡ <https://direc.to/n85s>

Accessible parking is available in the Cheldelin Middle School parking lot. Accommodations will be provided to people with disabilities and materials can be provided in alternative formats. Please contact James Feldmann at james.feldmann@odot.oregon.gov, 541-257-7669 or statewide relay 7-1-1 at least 48 hours in advance.

Scan QR code to learn more, and provide feedback online from August 12 to 28:

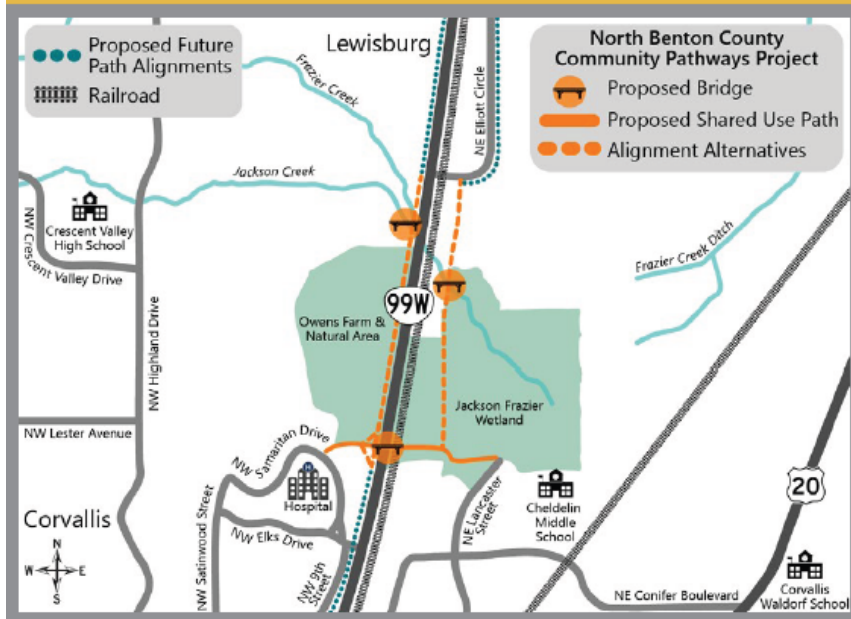
Evento Comunitario sobre unos Nuevos Caminos en Corvallis

¡Estamos planeando unos nuevos caminos de uso compartido en el área norte de Corvallis!

14 de agosto. 2025 4 - 6 p.m.

Biblioteca de la escuela secundaria Cheldelin

987 NE Conifer Blvd, Corvallis, OR



ACOMPÁÑENOS CUANDO GUSTE PARA:

- Ver los diseños
- Hablar con el equipo del proyecto
- Compartir su opinión

Para preguntas, comuníquese con: James Feldmann 541-257-7669 (Habla Español) Gerente de Proyecto

Conozca más en línea (distingue mayúsculas y minúsculas) ➔ <https://direc.to/n85s>

Hay estacionamiento accesible disponible en el estacionamiento de la Escuela Secundaria Cheldelin. Se proporcionarán adaptaciones para personas con discapacidad y materiales en formatos alternativos. Por favor, contacte a James Feldmann en james.feldmann@odot.oregon.gov, al 541-257-7669 o al 7-1-1 estatal con al menos de 48 horas de anticipación.



Escanee con su celular el código QR para leer más y para compartir comentarios en línea del 12 a 28 de agosto:



Benton County Community Pathways Open House

يوم مفتوح لمسارات Benton مقاطعة المجتمعية

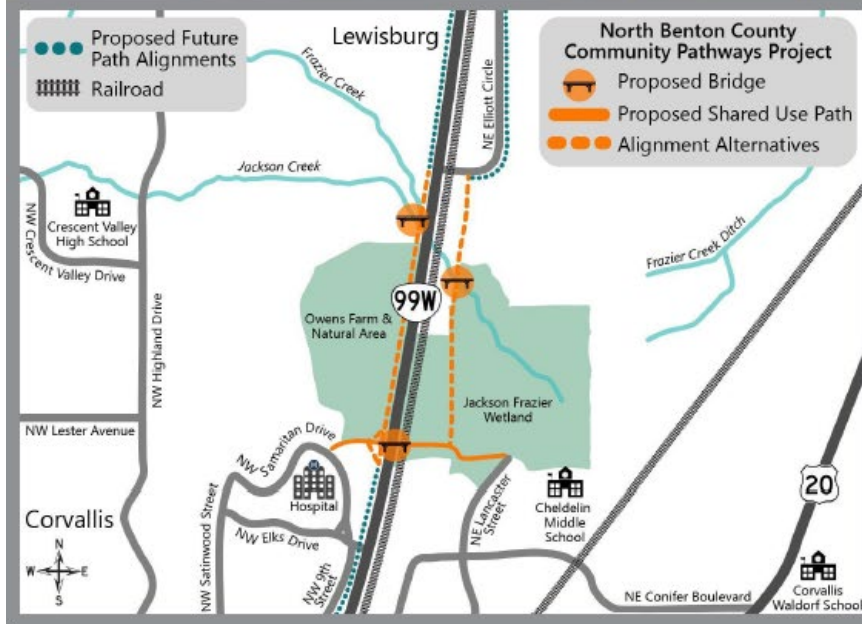
We're planning new
shared use paths on the
north side of Corvallis!

نحن نخطط لمسارات جديدة
للاستخدام المشترك في الجانب
الشمالي من Corvallis!

14 أغسطس 2025، من 4 إلى 6 مساءً | August 14, 2025, 4 - 6 p.m

مكتبة مدرسة Cheldelin الإعدادية | Cheldelin Middle School Library

987 NE Conifer Blvd, Corvallis, OR



DROP IN ANYTIME TO:

- View designs
- Talk with project team
- Provide feedback

تفضل بالحضور في أي
وقت من أجل:

- الاطلاع على التصاميم
- التحدث مع فريق المشروع
- تقديم الملاحظات

For Questions, Contact:

مدير المشروع

James

(يتحدث الإسبانية)

541-257-7669

Feldmann

Project Manager

للاستفسارات، تواصل مع:

تعرف على المزيد عبر (حساس لحالة الأحرف) ➔ <https://direc.to/n85s> ➔

Accessible parking is available in the Cheldelin Middle School parking lot. Accommodations will be provided to people with disabilities and materials can be provided in alternative formats. Please contact James Feldmann at james.feldmann@odot.oregon.gov, 541-257-7669 or statewide relay 7-1-1 at least 48 hours in advance.



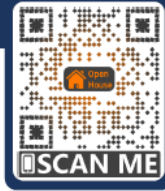
Scan QR code to learn more, and provide
feedback online from August 12 to 28:

امسح رمز الاستجابة السريعة (Quick Response)
لمعرفة المزيد وتقديم الملاحظات عبر
الإنترنت من 12 إلى 28 أغسطس



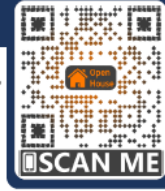
North Benton County Community Pathways Open House

Check out our online open house, live now through Aug. 28, by scanning the QR code → with your smartphone camera or go online to this case sensitive URL: <https://direc.to/nxTz>



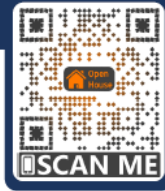
North Benton County Community Pathways Open House

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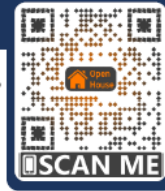
North Benton County Community Pathways Open House

Check out our online open house, live now through Aug. 28, by scanning the QR code → with your smartphone camera or go online to this case sensitive URL: <https://direc.to/nxTz>



North Benton County Community Pathways Open House

Check out our online open house, live now through Aug. 28, by scanning the QR code → with your smartphone camera or go online to this case sensitive URL: <https://direc.to/nxTz>



Benton County Community Pathways

Community Survey #1 Summary

Introduction

The North Benton County Community Pathways project is a collaborative effort by ODOT and Benton County to improve walking, bike riding, and rolling connectivity on the north side of Corvallis along OR 99W. This survey was designed to gather community feedback during the project's planning and design stage and to better understand pathway priorities and alignment alternative preferences.

The survey was open from August 13 through September 2, 2025. The survey was hosted on the project website's online open house and advertised through multiple channels, including the county's social media platforms, ODOT's GovDelivery system, email outreach to interested parties, and fliers distributed at the in-person open house.

The survey was promoted by local organizations and on social media sites. Local media outlets and online groups include the Corvallis Advocate, the Gazette Times, Nextdoor, and the Mid-Valley Bicycle Club Group. In total, 131 people took the survey, including 9 at the in-person open house. These results will help guide ongoing discussions regarding preferred pathway design and network connectivity.

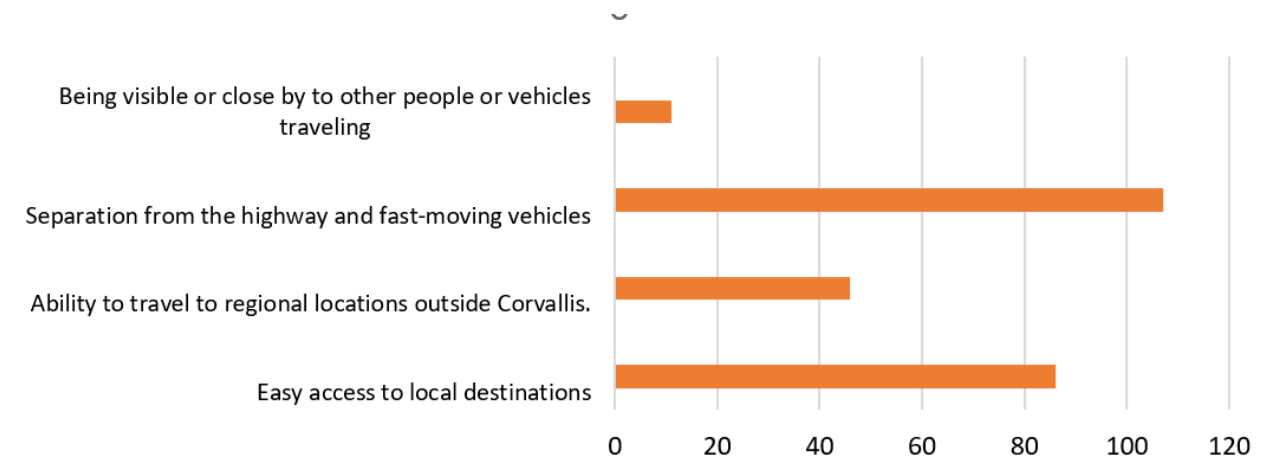
Results

The survey included ten multiple-choice questions, with three questions offering open-ended responses and room for written comment. It collected input on pathway destinations, orientation preferences, intended uses, and respondent demographics. The questions and a summary of survey responses are provided below.

Question 1: When thinking about using shared use paths, which aspects are most important to you? Choose your top two.

- Being visible or close by to other people or vehicles traveling – 11 responses; 8.53%
- Ability to travel to regional locations outside Corvallis – 46 responses; 35.66%
- Separation from the highway and fast-moving vehicles – 107 responses; 82.95%
- Easy access to local destinations – 86 responses; 66.67%

Figure 1: Question 1 Results

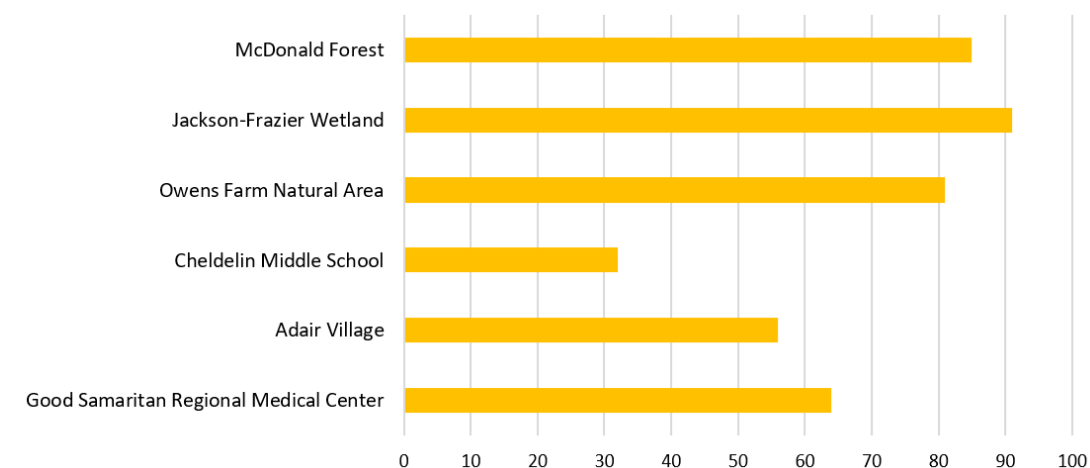


Separation from the highway and easy access to local destinations were the most important aspects of a shared use path for respondents. Most respondents indicated that separation from vehicles was a priority, while more than half prioritized connectivity to nearby areas. Visibility or proximity to vehicles was not considered a priority for most respondents.

Question 2: Which places would you use the shared use paths to reach? Select all that apply.

- McDonald Forest – 85 responses; 65.89%
- Jackson-Frazier Wetland – 91 responses; 70.54%
- Owens Farm Natural Area – 81 responses; 62.79%
- Cheldelin Middle School – 32 responses; 24.81%
- Adair Village – 56 responses; 43.41%
- Good Samaritan Regional Medical Center – 64 responses; 49.61%
- Other – 25 responses; 19.38%

Figure 2: Question 2 Results



Twenty-five respondents selected, “Other,” and wrote in their own responses. A summary of the destinations they listed are as follows:

- Crescent Valley High School
- North Albany
- Downtown Corvallis
- Mountain View Elementary School
- Pettibone Drive, Independence Highway, Metge Road, and other major corridors
- Mechanic, grocery store, and other in-town services
- Road cycling/exercise
- Dog walking

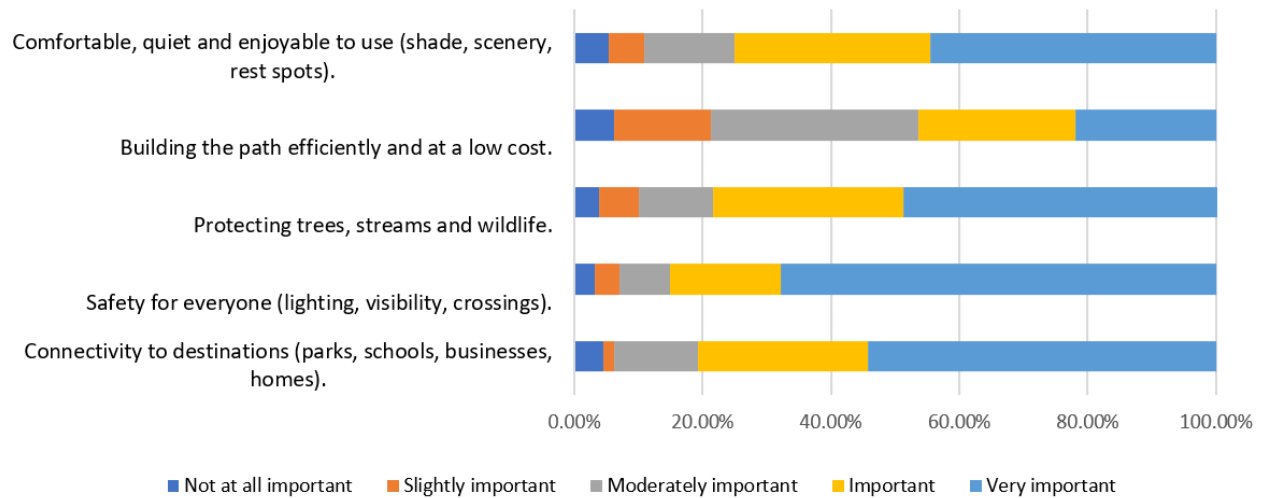
Jackson-Frazier Wetland, McDonald Forest and Owens Farm Natural Area were the top places people imagine using the future shared use path to visit, with the majority of respondents selecting these options. Many respondents indicated that they would use the path to visit Adair Village north of town, while a quarter of respondents would use the path to reach the middle school. In the open response section, respondents shared that they would use the path to reach other neighborhood schools, services in Corvallis, and communities to the North of Corvallis.

Question 3: How important are the following aspects of the planned shared use paths to you? Please rate each one.

- Comfortable, quiet and enjoyable to use (shade, scenery, rest spots) – 5.47% Not at all important; 5.47% Slightly important; 14.06% Moderately important; 30.57% Important; 44.53% Very Important
- Building the path efficiently and at a low cost – 6.30% Not at all important; 14.96% Slightly important; 32.38% Moderately important; 24.41% Important; 22.05% Very Important
- Protecting trees, streams and wildlife – 3.88% Not at all important; 6.20% Slightly important; 11.63% Moderately important; 29.64% Important; 48.84% Very Important
- Safety for everyone (lighting, visibility, crossings) – 3.15% Not at all important; 3.94% Slightly important; 7.87% Moderately important; 17.32% Important; 67.72% Very Important
- Connectivity to destinations (parks, schools, businesses, homes) – 4.65% Not at all important; 1.55% Slightly important; 13.18% Moderately important; 26.36% Important; 54.26% Very Important

Figure 3: Question 3 Results

How Important are the Following Aspects to You?

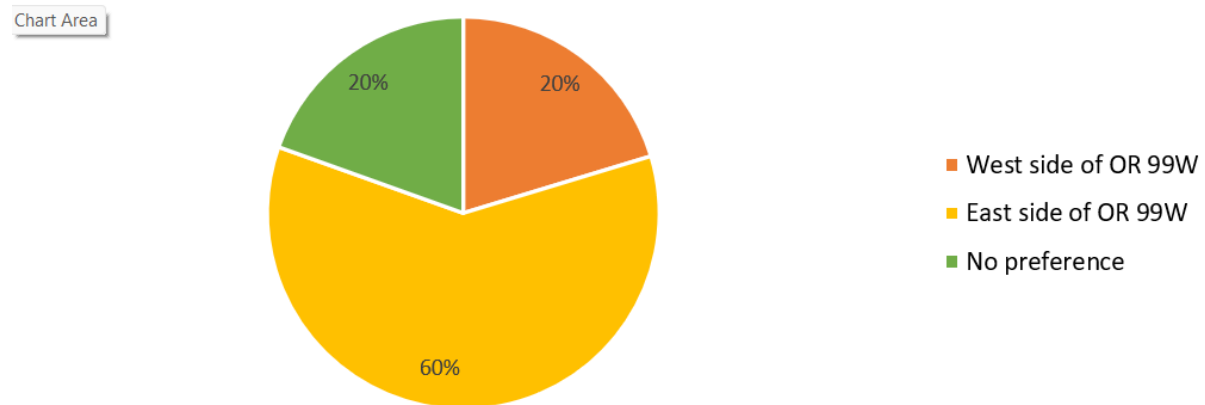


Of the evaluation criteria, respondents rated safety and connectivity as the most important, with over 80% of respondents ranking these aspects as important or very important. Most respondents also ranked environmental protection and comfortability as either important or very important. Building the path efficiently was ranked moderately important or less by most respondents.

Question 4: Which north-south alignment alternative do you prefer?

- West side of OR 99W – 26 responses; 20.31%
- East side of OR 99W – 77 responses; 60.12%
- No preference – 25 responses; 19.53%
- Total – 128

Figure 4. Question 4 Results



Most respondents prefer the East side alignment. An equal proportion of respondents prefer the West side or do not have a preference.

Question 5: What is your connection to the project area? Select all that apply.

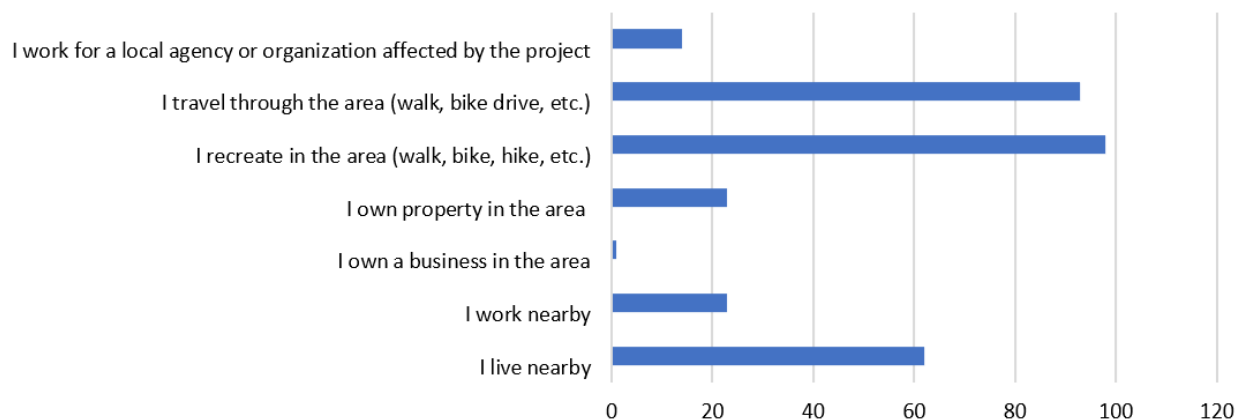
- I work for a local agency or organization affected by the project – 14 responses; 10.77%
- I travel through the area (walk, bike, drive, etc.) – 93 responses; 71.54%
- I recreate in the area (walk, bike, hike, etc.) – 98 responses; 75.38%
- I own property in the area – 23 responses; 17.69%
- I own a business in the area – 1 response; 0.77%
- I work nearby – 23 responses; 17.69%
- Other – 13 responses; 10.00%

13 respondents selected, “Other,” and wrote in their own responses, which are summarized below:

- Family in the area
- Connection from North Albany
- Bike commuting on OR 99W to Corvallis
- Children attending school in the area
- Family working/formerly working in the area

Three quarters of respondents recreate in the area, while around half of respondents live in the area. Another seven out of 10 indicate they travel through the area. A few respondents work nearby or work for agencies affected by the project. In the open response section, respondents shared that they have friends or family in the area, or that they commute through the area daily.

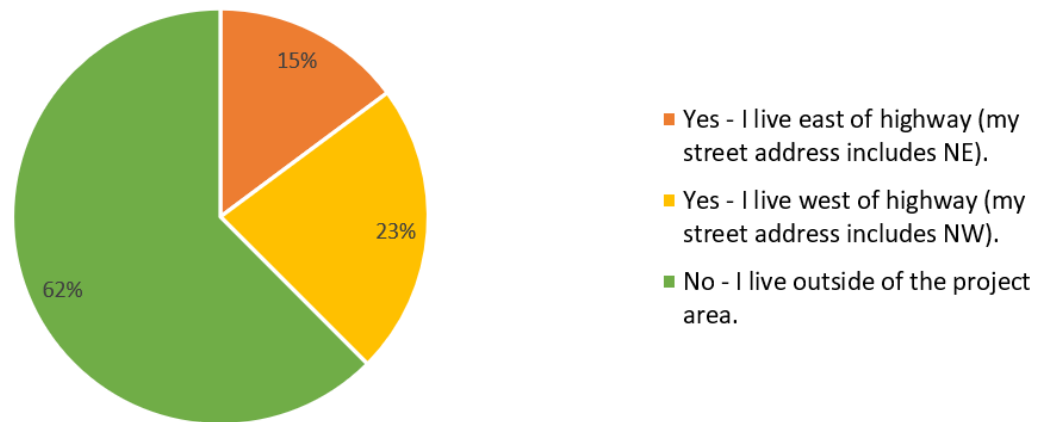
Figure 5: Question 5 Results



Question 6: Do you live in the project area?

- Yes – I live east of highway (my street address includes NE) – 19 responses; 14.84%
- Yes – I live west of highway (my street address includes NW) – 29 responses; 22.66%
- No – I live outside of the project area – 80 responses; 62.50%

Figure 6. Question 6 Results



Many respondents live outside of the project area (62%). For those who do live in the project area, 60% live west of the highway and 40% live on the east side.

Question 7: Do you have any other feedback you'd like to share about the project?

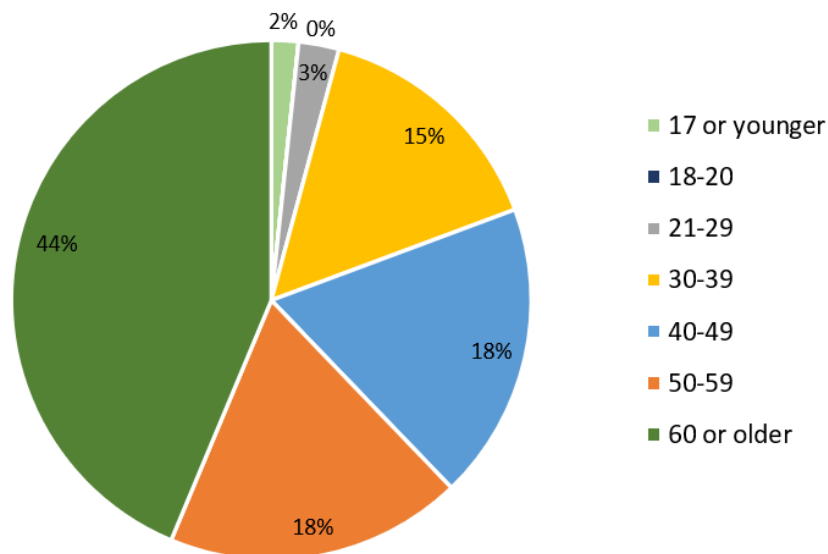
Common themes from open responses (see appendix for full list of responses):

- Safety: there is a strong need for a separated bike lane, pedestrian path, and safe crossings to protect active transportation users from vehicle traffic on OR 99W
- Connectivity: the path should link neighborhoods, school, downtown, recreational areas, and key services and connect to existing pedestrian and cycling infrastructure
- Equity and accessibility: the path design should focus on serving low-income communities and seniors in assisted living communities, to ensure equitable access for all area residents
- Project timeline and feasibility: the project should be realistic in its proposed timeline and budget, and consider long-term maintenance
- Community support: there is general enthusiasm for a safer and more enjoyable pathway that is consistent with community priorities

Question 8: What is your age?

- 17 or younger – 2 responses; 1.68%
- 18–20 – 0 responses; 0.00%
- 21–29 – 3 responses; 2.52%
- 30–39 – 18 responses; 15.13%
- 40–49 – 22 responses; 18.49%
- 50–59 – 22 responses; 18.49%
- 60 or older – 52 responses; 43.70%
- Total – 119

Figure 7: Question 8 Results

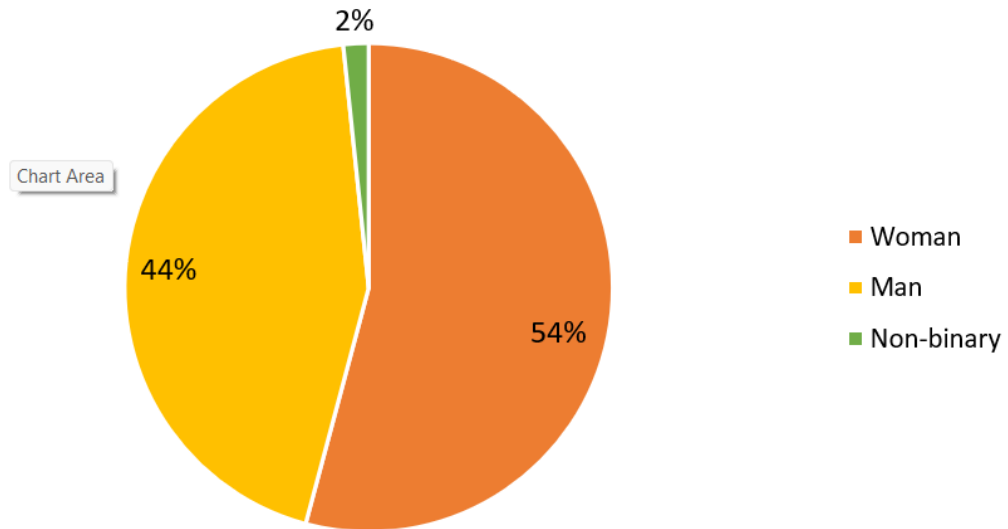


The respondents skew older, with the population above 60 overrepresented in this survey. Survey participation was low among those aged 29 or younger.

Question 9: What is your gender?

- Woman – 65 responses; 54.17%
- Man – 53 responses; 44.17%
- Non-binary – 2 responses; 1.67%
- Total – 120

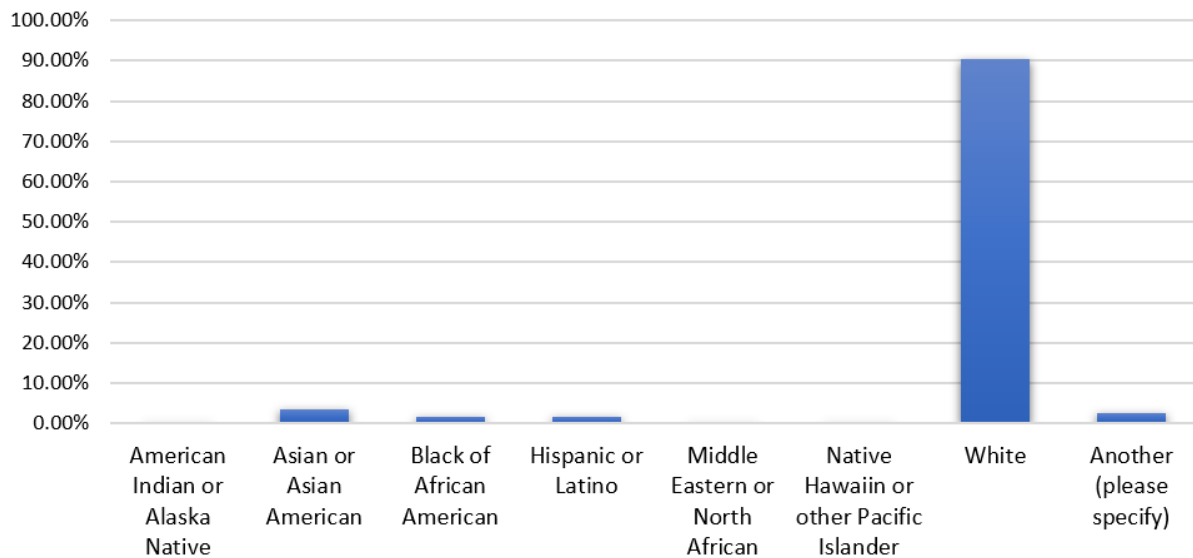
Figure 8: Question 9 Results



More women participated in the survey than men, though the responses were relatively balanced, with some representation from non-binary respondents.

Question 10: Which race/ethnicity best describes you? (Please choose only one.)

Figure 10: Question 10 Results



Nearly 90% of survey respondents identify as white, with some representation among Asian/Asian American respondents, and minimal representation by Hispanic or Latino and Black/African American respondents. With a county population that is 77.2% white, white respondents are overrepresented in this survey, while the county's 9.8% Hispanic or Latino population is underrepresented.

Key Takeaways

Safety and separation from traffic are top concerns. Over 80% of respondents identified separation from highways and fast-moving vehicles as the most important feature of a shared-use path. Safety, including lighting and crossings, was rated “very important” by more than two-thirds of participants.

Connectivity to local destinations is essential. Easy access to local destinations (67%) ranked as a high priority. Popular destinations include Jackson-Frazier Wetland (71%), McDonald Forest (66%), and Owens Farm Natural Area (63%). Schools are often listed as key destinations. While a quarter of respondents indicated Cheldelin Middle School as a key destination, the school’s potential closure and the potential expansion of Mt. View Elementary school should be incorporated into future discussions depending on the outcome of the Corvallis School District’s current school consolidation efforts.

East side alignment is strongly preferred. 60% of respondents favored an alignment along the east side of OR 99W, compared to 21% for the west side.

Environmental protection and user comfort. Nearly half of participants rated protecting trees, streams, and wildlife as “very important.” The project team should clearly communicate the projected environmental impacts of each alternative, highlighting distinctions between the different pathway options. Quiet, comfortable, and scenic paths were also highly valued. Respondents expressed that the west side alignment would better meet these preferences.

Recreation and Enjoyment. Community members place high value on access to nature and recreational spaces. Shared use paths should prioritize connections to these destinations while also supporting recreation for people of all ages and abilities.

Primary users include local residents and recreational visitors. Most participants either recreate in the area (75%) or travel through it (72%). About half live nearby, while 63% of respondents reside outside the immediate project area, reflecting regional interest in the pathway system.

Demographics of those who took the survey skew older and white. Nearly 44% of participants were age 60 or older, with only 4% under age 30, suggesting outreach may need to expand to engage younger users. Meanwhile, Hispanic or Latino populations are underrepresented by the survey, highlighting the importance of expanding outreach and improving survey accessibility for more diverse community participation.

Conclusion

In summary, the survey responses demonstrate the community’s desire for a safe, connected and accessible path design to improve the county’s active transportation infrastructure. Respondents prioritize improved connectivity between key residential, recreational and educational areas, and a design that increases safety while offering pleasant experiences for path users. Practical concerns like budgeting, timely completion of the project, and long-term path maintenance were brought up by survey respondents. Ultimately, enthusiasm for recreational and commuting use is high, with participants emphasizing the need for careful and considerate design to best meet community needs.

Appendix A – Online Survey Form

North Benton County Community Pathways

We're planning new shared use paths and want to hear from people who live in the area. Your input will help us evaluate alternatives for the new shared use path. Please share your thoughts on what matters most to you.

1. When thinking about using shared use paths, which aspects are most important to you? Choose your top two:

- ☐ Ability to travel to regional locations outside Corvallis.
- ☐ Easy access to local destinations
- ☐ Being visible or close by to other people or vehicles traveling
- ☐ Separation from the highway and fast-moving vehicles

2. Which places would you use the shared use paths to reach? Select all that apply.

- ☐ Good Samaritan Regional Medical Center
- ☐ Adair Village
- ☐ Cheldelin Middle School
- ☐ Owens Farm Natural Area
- ☐ Jackson-Frazier Wetland
- ☐ McDonald Forest
- ☐ Other (please specify)

3. How important are the following aspects of the planned shared use paths to you? Please rate each one.

	Not at all important	Slightly important	Moderately important	Important	Very important
Connectivity to destinations (parks, schools, businesses, homes).	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safety for everyone (lighting, visibility, crossings).	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Protecting trees, streams and wildlife.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Building the path efficiently and at a low cost.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Comfortable, quiet and enjoyable to use (shade, scenery, rest spots).	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

4. Which north-south alignment alternative do you prefer?

- ☐ I prefer the alignment on the west side of OR 99W.
- ☐ I prefer the alignment on the east side of OR 99W.
- ☐ No preference

5. What is your connection to the project area? Select all that apply.

- ☐ I live nearby.
- ☐ I work nearby.
- ☐ I own a business in the area.
- ☐ I own property in the area.
- ☐ I recreate in the area (walk, bike, hike, etc.).
- ☐ I travel through the area (walk, bike, drive, etc.).
- ☐ I work for a local agency or organization affected by the project.
- ☐ Other (please specify).

6. Do you live in the project area?

- ☐ Yes - I live east of highway (my street address includes NE).
- ☐ Yes - I live west of highway (my street address includes NW).
- ☐ No - I live outside of the project area.

7. Do you have any other feedback you'd like to share about the project?

Next

North Benton County Community Pathways

Thank you for your input. These next few questions help us understand the diverse needs of our community to ensure our outreach is inclusive. Your responses are confidential and you may skip any question.

8. What is your age?

- ☐ 17 or younger
- ☐ 18-20
- ☐ 21-29
- ☐ 30-39
- ☐ 40-49
- ☐ 50-59
- ☐ 60 or older

9. What is your gender?

- ☐ Woman
- ☐ Man
- ☐ Non-binary

10. Which race/ethnicity best describes you? (Please choose only one.)

- ☐ American Indian or Alaska Native
- ☐ Asian or Asian American
- ☐ Black or African American
- ☐ Hispanic or Latino
- ☐ Middle Eastern or North African
- ☐ Native Hawaiian or other Pacific Islander
- ☐ White
- ☐ Another (please specify)

Thank you for taking the time to fill out the survey. For more project information and project updates, visit the [North Benton County Community Pathways project website](#).

Prev

Done

Appendix B – Open-Ended Responses and Written Comment

Question 2: Which places would you use the shared path to reach? “Other” responses

- Anything that improves connection from Circle Blvd and 99W, where the current bike path ends, towards the north end of town
- North Albany
- West side of 99
- I live on Pettibone Drive and would value a safer, more interesting bike route to Corvallis than Highway 99's shoulder.
- Pettibone, Independence Hy, Metge rd
- Corvallis from Adair
- South Corvallis needs bike and pedestrian crossings to safely cross highway 99/3rd street. I am a resident of south Corvallis of many years and a bike commuter. Please focus on the south part of town!
- Bike rides that go north of town
- Friends in Cheldelin-area neighborhood
- Path from Polk County along 99W
- My commute is south 99 to Corvallis. I like to move fast in the morning.
- NE Pettibone and Independence Hwy
- Downtown Corvallis
- CVHS
- Car dealership/mechanic in town, grocery store, all in-town events (weather dependent), general road biking/exercise, walking my dog.
- Don't care
- Biking adjacent 99W
- Crescent Valley (highschool, sports tracks, etc.)
- Mountain View Elementary
- Right now the NE neighborhood is bounded by roads. There needs to be a bike and pedestrian friendly route to and from!
- Albany :-)
- Crescent Valley High School
- Use the bridge to cross the highway in a more safe way to go into Corvallis
- Access from the East side of 99 to the West side of 99 in general

Question 5: What is your connection to the project area? “Other” responses

- I want the kids who go to schools in the area to have a safer route to/from school and other destinations
- Partner in N Albany
- My children will attend Cheldelin
- I have family in the area
- Connection from North Albany
- I commute by bike south down 99. But, I tend to take a slower and quieter route north going home. I live near Adair Village and commute to Corvallis..
- I volunteer with Greenbelt and have done restoration work in the area.
- Spouse works in the area

- I train (ride) and commute throughout this area on a regular basis. Hwy. 99 is a deathtrap for cyclists.
- I used to work at Mt. View Elementary School.
- I didn't but a house in the NE bc I would have needed a car to get to groceries and other services
- New local trails are always welcomed by me.
- On the consultant team.

Question 7: Do you have any other feedback you'd like to share about the project?

- Learn how to correctly budget for this project so that you can stay within it.
- Hwy 99 really needs to be four lanes + left turn center lane all the way to Adair Village. Make sure the bridge allows for this inevitable widening. Traffic is getting more and more congested at the Samaritan hospital turn and emergency vehicles need to get through.
- Thank you for your work on this project!
- This sounds great. Would love to see expanded into south highway 99 as well as a continuation of the ongoing bike path on the east side where crosswalks do not exist and high speed traffic does
- I'm really glad this is getting done! Connectivity in this part of town has been lacking and riding on 99W is not for the faint of heart. I don't have strong preferences about the location, the most important thing is getting it done! Let's not let the perfect be the enemy of the good.
- I hope that the chosen design will also be practical, so that I can see funded in my lifetime.
- Thanks for making this happen. I lived in Lewisburg and traveled on 99 by bicycle and had several close calls. One incident was a sofa that floated out of a pickup and slid on the asphalt across in front of me on a bike riding north on side of road just missing my front tire.
- What's the status of the bike path from south Corvallis to downtown? My memory is that that path made it into the Capital Improvement Plan, but hasn't been budgeted or targeted for grant aid, to my knowledge. That path would increase safety for area residents and be much less expensive than these.
- Connecting the NE neighborhood to Good Samaritan and creating more scenic pathways is absolutely wonderful for that community.
- The wetland impacts on the east side will be higher after field evaluation and delineation leading to more impacts and higher costs. There is also much greater impacts to natural resources throughout the wetland/natural area and would not be permitted by city or county planning.
- This is a great idea. While I prefer the East alternative, anything is better than the existing route. I would definitely ride my bike more if there was a nice route to town from my home on Pettibone Drive.
- Please finish the Albany-Corvallis path before starting on this one! That path has been in the works for over a decade now and will serve many more people than this. Please get it done!
- Thank you for what you're doing!
- Thanks for moving this effort forward...it has been a delayed but important alternative transportation need for decades!
- When thinking about shared use paths, which aspects are most important to you? Choose your top two: 1. Least impact on habitat for birds and wildlife. And please ensure final plans contain NO added light pollution. No lighted trails through natural areas--ever. 2. Prioritize wildlife connectivity in these plans by including a crossing/tunnel to allow safe passage over 99. "Shared use" should mean shared use for ALL species, not just humans. From Owens Farm up to Robison Rd. is pretty deadly. The only crossing is under the bridge and in the water—ridiculous. This very corridor is shown on ODFW's Priority Wildlife Connectivity Areas map

(see link). It would behoove Benton County and partners to recognize this responsibility and opportunity and to include a wildlife crossing in the next iteration of these plans. The community would STRONGLY support this and it is not even mentioned here. Grants are available! You can do this. ODFW Priority Wildlife Connectivity Areas Map: <https://experience.arcgis.com/experience/6979b6598f904951bd0af1821e1595f1/> iNaturalist project, Roadkills of Oregon: <https://www.inaturalist.org/projects/roadkills-of-oregon>

- Definitely prefer to minimize cycling on 99W!
- Separation from the fast traffic would encourage more use. It's very unpleasant riding with traffic nearby, and dangerous to bikers and pedestrians (a collision is usually fatal). If close to the highway, some kind of solid barrier would make it safer, but still unpleasant.
- More info on how to get involved! This is a very exciting prospect!
- Please help the resident of south Corvallis. We need safe pedestrian and bike crossing along highway 99/3rd street to cross at Wake Robin Ave and Park Ave. I am a long-time resident of south Corvallis and have many near misses with speeding vehicles trying to cross 3rd Street on foot or bike at Wake Robin and Park Ave.
- Are there other shared use bridges planned further south (e.g., at Circle Blvd and 99)? Would electric scooter and bikes be able to use this path system? Is the main purpose to connect Adair Village with Corvallis and/or to improve connectivity of the natural areas to Corvallis?
- The more recreation/ biking infrastructure, the better!!
- Go for it! The more pathways available the better.
- Not at this time
- Would like to see the Jackson Frazier boardwalk repaired/replaced, was there recently and it has become very uneven and spongy and is starting to feel unsafe to walk on.
- I personally don't ride my bike around town because I don't feel safe sharing the road with cars. Even in a bike- and pedestrian-friendly town, drivers do not look out for us. The other thing I would like considered are directional signs. They don't need to be fancy, but not all of us have an inherent sense of direction and are anxious about taking unmarked trails.
- Please keep working on an Albany to Corvallis multi-use path. 8/20/2025 4:42 PM
- I am excited about it! However, I hope that it doesn't "fizz out" as did the one along Conser and then our past Cheldelin, which dead ends and doesn't do much if anything for biking! I regularly ride from Seavy Ave to the OSU campus and use the bikepath that parallels HWY 99 along that N-S route. However, that route ends at Circle Blvd. Connectivity would be enhanced if that could be connected in to the proposed project. Thank you for working on this!
- Hoping this project is completed in a timely manner. We have grandchildren in the area and would like them to be able to use the paths before they leave for college.
- Need to consider fire, maintenance, vandalism and all potential impacts to adjacent
- landowners (long term effects) and their capacity to deal with them when choosing North/South
- alignment.
- It makes more sense to me to have a path on the east side that goes to Adair Village because there is more open space on that side of the highway.
- Used to live near the hospital and have always bemoaned the lack of biking opportunities north of there
- I do drive a car. I'm glad to see there is interest in creating spaces for people to safely enjoy outside recreation.
- Beautifully done presentation of the status of the project. Thank you for the opportunity to see the project this clearly and give feedback.
- I'm excited. Thank you. I like the East/West opportunity, I also regularly bike to the Par 3 golf, so this will be a nice alternative to Walnut. Because I am on a bike, I probably would not use

the pedestrian bridge.

- I wish there was a remedy for the poor connectivity between the bikepath on 99 out to Circle with parts north. Need a crossing at Conser and Walnut. Need a connector from Walnut along the railroad berm on the W side of Seavy meadows, connecting to the bikepath that goes under the railroad tracks from Conser to Village Green Park. Owned by the city. Berm is above the wetland. Slam dunk.
- Although I think the west side N/S path is better for commuters, the east side looks still very
- commuter-friendly and a much more pleasant route. The connections to the community and
- natural resources are of a higher value to me than commuter benefits.
- It would hopefully be built in a way that the homeless would not want to build their camps in the area.
- I think it is vitally important to consider the travel needs/desires of the local neighborhoods... especially those who live in NE Corvallis, an area that is largely cut off from the rest of town. It is currently so unsafe to travel by foot or bike from that area to the rest of town and some of what you are proposing could be a game-changer for those living in the NE Corvallis neighborhood. And THANK YOU!!
- It's so needed! I'd love to bike to downtown Corvallis but it's too dangerous on 99W and too steep on highland. This is a perfect solution
- Kudo to all the people continuing to work of this huge project.
The farther from Hwy 99 you can place the path, the better. Traffic noise negatively impacts the quiet enjoyment of the path, and will make it less walkable, although bikeability will remain about the same.
- What a wonderful project! I love it.
- The westside option is so close to the highway it would be loud and unpleasant to be on.
- I think this is an important project for the mid Willamette valley. A bridge across 99 will help restoration awareness to all who pass over, and mor importantly, those who pass under it!
- This is a very exciting project! I can't wait to ride my bike on the new connections.
- I recommend assessing opportunities for connectivity with trails/paths conceptually identified in the North Corvallis Plan.
- I am concerned that the potential for camps of unhoused individuals is not being considered, though experience and observation dictates that the potential is high - that concern is specifically for the east-west option thru Jackson-Frazier. How will that be effectively managed and monitored long-term? (example: between 99 and the train tracks going into town is loosely managed and sketchy. That is a high visibility area patrolled by CPD and BSCO and State PP. Jackson-Frazier would be out of sight and BSCO only. W/ no passers-by who would help in an emergency.)
- Bike paths are nice but how about connect roadways better? Such as Lancaster to Elliot Circle AND Satinwood to Mtn View AND 13th to CVHS.
- West side ends in middle of nowhere. Have to cross Hwy at Elliott Circle until "future" extension completed to Granger. NEED to have more communication with neighborhoods that will be affected by this project. Not sure how this mtg info was sent out. I heard about it through grape vine by luck.
- I very much prefer the east of 99 option. I use the path along Hwy 34 regularly and by far the worst part of it is the noise from the cars. It is not a pleasant path, but it is the way to get to some nice roads. If someone is traveling by bike, then it stands to reason that they don't mind taking slightly longer to get to where they're going, and I think the trade off of a path that is more focused on recreation away from the highway and embedded in nature outweighs any marginal gains in efficiency for a path that runs directly alongside Hwy 99.

- Yes! Access to the McDonald-Dunn Forest seems to have been barely mentioned, despite this being THE MAJOR recreational stream of traffic in the entire North Corvallis area. The McDonald-Dunn receives nearly 200,000 recreational visits each year, and most of this comes from Corvallis. This includes the Corvallis youth mountain biking group (which generates DOZENS of vehicle trips every time they meet at the Saddle or Peavy Arboretum), as well as local trail runners (including middle school and highschool track and cross-country teams). Many of these forest users could/would choose to visit the forest on bike if there was a safe alternative route. As it stands, the Hwy. 99 corridor and the lack of a safe route up the Saddle are major impediments. This project really ought to be considered in light of an expanded, regional plan (not just your "eastside vs. westside" options). Lewisburg is really not a destination of any significance. The key destination is the McDonald-Dunn Forest (and North Corvallis population base - which isn't centered around Lewisburg!). Also, access to Crescent
 - Valley HS is key! At peak times on school days, there are LONG lines of cars and delays at the stoplight on 10th Street and Walnut Blvd. The congestion often backs up nearly all the way to Lester Blvd. and causes delays of 10 min. or more. If there were a safe, accessible cycling route to the highschool (e.g. via Owens Farm and a bike path linked to Corvallis), it would provide students with an alternative to single-occupancy vehicle commuting.
 - This is a really exciting project. However it ends up it will be great for the area! Thank you for working on it.
 - I'm Pleased to see this underserved area for walking and biking residents get attention at last!
 - A bridge over 99 is key. It is not safe to cross. The NE neighborhood is cut off. The wetlands are a positive thing! Celebrate them! Make sure in the planning process they remain a positive element and not a barrier or high cost issue.
 - The westside alternative would be much too noisy. I frequently walk to the med. center and cross at Walnut or Conifer. The intersections are very noisy; I can't imagine walking any distance with all the trucks going by! Plus, it wouldn't be as safe as the eastside path.
 - 56 Routing the North-South path on the east side makes more sense. It would more directly connect with Elliot Circle, which is a relatively low traffic road that would enable us to get to Lewisburg. It also would be more pleasant as it is further away from Hwy 99.
 - I am very excited about the project, and hope it will build momentum for replacement of the J-F Boardwalk!
 - I'm excited about this new path!
 - I really appreciate projects to add to the connective pedestrian infrastructure in Corvallis!
 - Thank you!
 - There are additional locations accessible on the Eastern side of 99 but those are not listed here. This reduces how valuable a path on the East side of 99 could be, making this survey seem biased towards the West side of 99 path. There is an additional school, which could use more paths near it, and businesses, that are on the NE side of town but are neglected because they are not by Samaritan or the wealthy houses on the NW side of the city. This survey could also use some assistance since the first question regarding directionality states the West side first then the second question switches them. Additionally, sex and gender need to be more expansive on the next side. I am a woman who also identifies as non-binary and identify as queer, putting me at increased risk of danger on unlit and inaccessible paths. Let alone the fact that disability isn't asked despite the East side of 99 containing a number of assisted living homes and senior living that could benefit from more accessible pathways.
 - The east side will have more stream crossings. But the connectivity to schools and pleasant green low traffic streets to the north east, and the off 99 route is much more appealing for me.
- 8/14/2025 8:03 AM

- The pedestrian bridge hopefully includes some staircases so people walking do not have to walk down the ramp because that is extremely unnecessary especially if it is winding around on the 99W. I also think it would be beneficial to consider getting a connection from the east west path to the mobile home park, as that is a lower income area where there is a higher chance of people not having access to a car. Finally, I believe that you MUST ensure that there is a wide enough walking/biking path from the Jackson Wetlands, all the way to satinwood ave. People from NE corvallis, would be more likely to use the path, as based on my experience, people will make trips towards Walnut Blvd, the main arterial. Having the path go all the way down to Satinwood Ave, connects it to a road that will lead to Walnut Blvd. This should prevent people from crossing 99W on Conifer Ave.
- This is such an exciting project for the neighborhood that surrounds satinwood ave. We currently have very few biking options that do not require biking on busy unfriendly roads like walnut and highway 99. The chance for my kids to safely bike to middle school is very exciting. Being connected to nature is another thing this neighborhood lacks unless you are willing to drive. Access to Jackson Frazier, Owen's farm, and the Mac dunn will mean so much for the health, safety, and livability here. Thank you so much for your work on this!
- Building useful bicycle and pedestrian facilities, particularly those that improve connectivity are an important component of a good transportation system.
- I'm wondering about the planned Lester Ave Extension: it seems like part of it is going right through the wetland which doesn't seem very environmentally sound. Also, are you considering making all hard paved paths with water permeable surfaces? That would be a better environmental choice.

Appendix C – Alternative Evaluation Criteria

North Benton County Community Pathways

Alternatives Evaluation		
Screening Criteria	Westside Path Alternative	Eastside Path Alternative
Connectivity	Rating:	Rating:
Path North End Future Connection (Elliott Cir to Adair Village)	Comments:	Comments:
Connections to Local Destinations (Neighborhoods, Schools, etc.)		
Connection to Owen's Farm		
Regional Path Network Compatibility (TSP) (See Existing Local Plans)		
Proximity/Connection to Underserved Areas		
Integration with Owen's Farm & Jackson-Frazier Wetland Plan		
Safety	Rating:	Rating:
Meets Shared Use Path Design Standards	Comments:	Comments:
Proximity to Roadways to Address Incidents on Path		
Separation from Highway Vehicle Traffic		
Crossings/Termination of the Path Ends		
User Experience	Rating:	Rating:
Local vs. Regional Path User Experience	Comments:	Comments:
Suitable for All Ages		
Scenic Quality		
Impacts from Highway Noise		
Integration with Natural Environment		
Visual Impact Minimization		
Property & Infrastructure Impacts	Rating:	Rating:
Right-of-Way Impacts	Comments:	Comments:
Rail Impacts and Interactions		
Impacts to Conservation Easements		
Impacts to Farming Permit Holders		
Potential Utility Impacts		
Environmental Impacts	Rating:	Rating:
Threatened/Endangered Species Impacts	Comments:	Comments:
Native Vegetation Impacts		
Wetland Impacts		
Floodplain Impacts		
Anticipated Archeological Impacts		
Anticipated Historic Impacts		
Constructability & Costs	Rating:	Rating:
Compatibility with Existing Land Uses	Comments:	Comments:
Overall Path Length		
Total Structures Length		
Aesthetic Structural Treatments		
Potential Boardwalk Length Across Wetlands		
Rating Criteria: ○ = Not Preferred, ◐ = Sufficient, ● = Preferred		
Please share any general thoughts you have about the selection of an alignment:		