

CHAPTER 2: GOALS AND OBJECTIVES

The following goals and objectives were developed based on other previous plans including the City of Philomath Comprehensive Plan. Input was provided based on transportation needs identified from the first public open house, and guidance was provided from the TAC/TTSC to develop these goals and objectives. These goals and objectives were developed by the community to provide direction for the development of this plan and for continuity with other current transportation plans.

GOAL 1: Relieve Increasing Traffic Congestion on Highway 20/34*Objectives*

- Evaluate traffic counts, growth projections, and land use patterns to determine whether Highway 20/34 should be further improved within the Philomath Urban Growth Boundary (UGB).
- Consider alternatives to widening Highway 20/34, including transportation demand management measures that could reduce peak hour demand.
- Analyze the impacts of signalized and unsignalized intersections and rights-of-way in increasing the capacity of Highway 20/34 (e.g., better synchronization of signals, updated/additional traffic controls, etc.).
- Utilize access management measures, including limiting additional access points on Highway 20/34 and restricting existing access to local properties while preserving traffic flow.

GOAL 2: Improve Traffic Circulation and Safety Throughout the City

Objectives

- Evaluate transportation and parking improvements to downtown traffic flow, including a one-way couplet on College and Main streets.
- Examine the role and potential of local street connections (e.g., how they are tied to Highway 20/34 and the impacts of couplet connections).
- Improve pedestrian/bicycle access across Highway 20/34, especially to schools, parks, and public buildings.
- Improve cross-town (both north-south and east-west) circulation and connectivity.
- Ensure that the street designs, especially couplets, avoid separation of the community.
- Evaluate the impacts of a bridge over Newton Creek to extend Applegate Street.
- Assess options to reduce traffic volumes and speeds near schools.
- Review design standards for streets.

GOAL 3: Promote the Increased Use of Alternative Modes

Objectives

- Identify measures to improve circulation for alternative modes.
- Improve pedestrian circulation within and between neighborhoods and commercial centers.

- Ensure connections to the existing pedestrian system (i.e., sidewalks and crosswalks) with new developments.
- Identify intersection improvements that enhance pedestrian safety.
- Provide additional sidewalks and improve existing sidewalks to enhance pedestrian safety and access.
- Identify measures (e.g., fixed-route bus systems, dial-a-ride, park-and-ride, vanpool, etc.) to develop and maintain transit usage.
- Assess potential of the railroad system for commuter rail, commercial rail, and excursion uses.
- Identify potential park-and-ride locations at both the east and west ends of the city.

GOAL 4: Develop a Master Plan that Defines Future Street Locations

Objectives

- Identify future street locations, especially in north Philomath and the Newton Creek industrial area.
- Develop street classifications and access management standards for existing and future street locations.
- Consider the *West Corvallis-North Philomath Plan* guidelines for an integrated circulation network for that area.

GOAL 5: Provide Alternate Routes to Deter Through Industrial Traffic out of the Downtown Core and Residential Neighborhoods

Objectives

- Develop a truck routing plan that minimizes/avoids conflicts with schools, residential areas, and the downtown core.
- Investigate alternate truck routes (e.g., Grange Hall Road) or other roads outside the city core.

Philo Comp Plan

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GOAL 6: Integrate the Transportation System Plan with Other Land Use Planning Projects in the City

Objectives

- Review the comprehensive plan and other applicable plans to ensure compatibility.
- Develop a plan that is compatible with other land use plans.

PUBLIC INVOLVEMENT SUMMARY REPORT

Summary

As a first step in preparation of the Philomath TSP, public input on transportation system needs and issues was solicited through a newsletter/questionnaire directly mailed to each household in Philomath and a public open house held on March 31, 1998. A number of key issues for study in the development of the TSP were identified and ranked by respondents to the questionnaire and participants in the open house.

Among the key issues to be addressed in the TSP are:

- Improvements in overall traffic circulation within and through the city;
- Couplet connections, with strong support expressed for the alignment specified in the city's comprehensive plan (College and Main streets between 12th and Newton Creek, and Main and Applegate streets from 14th to the Highway 20/34 intersection);
- Improvements to pedestrian access across Main Street and to the downtown commercial area; and
- Neighborhood traffic issues, e.g., dangerous intersections, speeding, etc.

The most frequently mentioned site-specific improvements to be assessed in the TSP process include:

- Connecting Applegate with a bridge over Newton Creek;
- Access to Highway 20/34 at Clemens Mill Road;
- Improving the 19th and Main Street intersection for trucks; and
- Alternate routes (e.g., Chapel Drive or a bypass) for trucks and other through traffic around downtown Philomath.

Introduction

Public input on issues to be addressed and the scope of TSP analysis was solicited through three mechanisms:

- **Direct-Mail Newsletter Questionnaires:** A newsletter on TSP and other related studies was mailed in March 1998 to all city residents. This newsletter contained a mail-back questionnaire and announcement of the TSP open house.
- **Public Open House:** Held March 31, 1998, in the Philomath high school library, the open house was publicized through the direct mail newsletter and in the *Benton Bulletin*, and the *Corvallis Gazette Times*.
- **Open House Questionnaire:** Essentially the same as the newsletter questionnaire, this questionnaire was distributed to participants at the open house who had not completed the newsletter questionnaire. An additional section asked respondents to rate the effectiveness of the open house.

Key Issues

The project's Technical Advisory Committee (TAC) and the Transportation and Traffic Safety Commission (TTSC) generated a list of preliminary issues to be assessed in the TSP. In both the direct-mail newsletter questionnaire and in the open house survey, respondents were asked to rate a list of 13 potential issues to be addressed in the TSP. Key issues identified from the newsletter questionnaires include improvements in overall traffic circulation, couplet connections, design of couplet to avoid separation of the community, improvements to pedestrian access across Main Street and through downtown, and separation of truck traffic through downtown. A weighted ranking of responses is shown in the table below. A detailed tabulation of responses can be found in Appendix C.

**TABLE 2-1
ISSUES TO BE ADDRESSED IN THE PHILOMATH
TSP NEWSLETTER RESPONDENTS¹**

Issue	Weighted Rank
Improvements in overall traffic circulation	1
Couplet connections	2
Design of couplet to avoid separating the community	3 ²
Improvements to pedestrian access across Main Street and in the downtown commercial area	4
✓ Separation of truck traffic through downtown	5
Control of access points to Highway 20/34	6
Neighborhood traffic issues, e.g., dangerous intersections, speeding, etc.	7
Additional or improved arterial or collector streets to accommodate future growth	8
Parking	9
Improved/new bicycle facilities	10
Bypass around Philomath	11
Design standards for residential streets	12
Access improvements to the Newton Creek industrial area	13

¹ Number of responses: 23

² Numbers 3,4, and 5 have the same weighted rank.

Open house participants were asked to complete a survey questionnaire, similar to the questionnaire contained in the newsletter, if they had not done so already. A ranking of these issue areas, differing slightly from newsletter questionnaire respondents, is included below.

**TABLE 2-2
ISSUES TO BE ADDRESSED IN THE PHILOMATH TSP
OPEN HOUSE RESPONDENTS¹**

Issue	Weighted Rank
Neighborhood traffic issues, e.g., dangerous intersections, speeding, etc.	1
Additional or improved arterial or collector streets to accommodate future growth	2
Improvements in overall traffic circulation	3
Improved/new bicycle facilities	4
Parking	5
Couplet connections	6
Control of access points to Highway 20/34	7
Bypass around Philomath	8
Improvements to pedestrian access across Main Street and in the downtown commercial area	9
Separation of truck traffic through downtown	10
Design of couplet to avoid separating the community	11 ²
Access improvements to the Newton Creek industrial area	12
Design standards for residential streets	13

¹ Number of responses: 16

² Numbers 11, 12, and 13 have the same weighted rank.

OPEN HOUSE PROGRAM

The first public open house on the TSP and related studies was held on March 31, 1998, at the Philomath high school library. Participants were asked to identify specific transportation needs and issues on a map of the city

and to respond to a number of miscellaneous questions posted around the room. Over sixty people participated. Attendees were asked to identify where they lived and worked on an aerial photo map of the city and region, to identify areas of site-specific transportation issues and needs on an enlarged map of the city, and to review and comment on the couplet alternative. Maps of existing and future transportation conditions in Philomath were available for review.

Citizens were also invited to review and comment on a number of current and future studies in the area including the following:

- Community Development Survey, to be conducted by Cascades West Council of Governments.
- Highway 20/34 Refinement Study, to be conducted by ODOT.
- Downtown Beautification Project, conducted by the Retail and Beautification Action Team (of the Community Response Team).
- Newton Creek Industrial Study, conducted by the City of Philomath.

Proposed Couplet

Open house participants were asked to review a map of a proposed couplet through the downtown area and to note what other alternatives should be studied in the TSP. Most people at the open house supported the proposed couplet and had been involved with the development of the alignment. One participant suggested connecting Applegate Street to Main Street through the old church property. Additional comments mentioned at the open house station and in questionnaire responses are listed below:

Open House Station Comments

- Avoid traffic congestion on Applegate Street near school. Will the crossing really go through Citizens Bank?
- East one-way from 15th Street to Applegate Street instead of Main Street – outdoor cafés on Main Street.
- Eastbound Applegate Street cut-through to Main Street between 13th and 16th streets.

Questionnaire Comments

- Make the couplet going east stay on Applegate Street to 14th or 15th streets.
- Change the crossover location of the one-way couplet eastbound to the vicinity 15th Street.
- Couplet should go all the way on Applegate Street instead of crossing over.

Site-Specific Needs and Improvements

Participants at the open house, both on a map posted for comment and in the open house survey, as well as newsletter questionnaire respondents, identified the following site-specific improvements for analysis in the TSP. The most commonly mentioned issues include the following:

- Connecting Applegate Street with a Newton Creek Bridge.
- Highway 20/34 access to Clemens Mill Road and Philomath Forest Products.
- Possibility of a truck route using Chapel Drive.
- 19th Street and Main Street intersection - too tight for trucks.

- Study a bypass of Highway 20.
- Pedestrian crosswalks with signal activation.
- Concern regarding through traffic on Applegate Street due to proximity of schools.

A complete itemization of responses is listed in Appendix C.

Responses to Miscellaneous Questions

Open house participants were asked to respond to the following four miscellaneous questions posted around the room. The number of comments or mentions is listed for each response.

1. *What are the most important actions to be taken to improve transit service?*

Number of Comments, or Mentions	Comment
2	♦ Some transportation between Philomath and Corvallis (i.e., the loop from Corvallis to Linn-Benton Community College).
1	♦ Or bus during rush hour and smaller vehicle during less busy times with a capacity to respond to demand (telephone request). Part time drivers could agree to be on call as needed and clients would be told when to expect the ride, or else reserve in advance. (Similar to the Dial-a-Bus for any age group.) A few buses could take Philomath kids to Corvallis after school (with parental permission only), to participate in Corvallis activities until their parents finished work and were able to pick them up. Corvallis could be reimbursed either by the parents or from Philomath sources, volunteer, or other.
1	♦ If possible, there should be transportation also in the evening and weekends/holidays to make people less dependent on cars.

2. *What are the most important actions to be taken to improve truck traffic through and within the city?*

Number of Comments, or Mentions	Comment
1	♦ Keep in mind new truck weights and lengths (for light timing, etc.)
1	♦ Alleviate congestion on Highway 20/34 for everyone.
1	♦ Route through traffic away from (around) downtown.
1	♦ Since the Oregon Highway Plan has designated Highway 20 a major freight system route to the coast, we must have a truck bypass if we are going to be able to maintain livability on and around Main Street.
1	♦ A truck bypass; if not, Philomath will be split in two and will lose its sense of place.

3. *What are the most important actions to be taken to improve bicycle and pedestrian transportation?*

Number of Comments, or Mentions	Comment
1	♦ Widen bike path to ten feet with painted middle line.
1	♦ Resurface bike path to Corvallis – grass and weeds are growing in some of it.
1	♦ Make more bike lanes separate from roadways preferably.

4. *How should transportation system improvements be financed?*

Number of Comments, or Mentions	Comment
3	♦ Necessity to capture funds from the users of the system, not leave the Philomath taxpayers to provide for the driving convenience of the county and everyone else (e.g., gas, auto, truck, auto parts, tires, etc.)
2	♦ Federal grants for alternative transportation.
1	♦ Increase gas tax (city tax?)
1	♦ User fees/taxes – gas, auto, truck, auto parts, tires, etc.

Future Public Involvement Opportunities

Out of 39 total newsletter and open house questionnaire responses, most respondents who answered this question said that they would like at least to be notified by a newsletter. Often, people said that they would like to be notified in a variety of ways. A complete tabulation of responses is shown below.

**TABLE 2-3
TABULATION OF SURVEY REPSONSES**

Method of Notification/Participation	Responses	Percentage of Total Responses*
Newsletter	23	59
Open houses	17	44
Public hearings	14	36

*Total exceeds 100% as respondents could check as many methods as they wished.

Other comments made regarding future public involvement opportunities include the following.

Comments Mentioned Once

- Newsletters should inform people of the limitations in planning (e.g., budget or need for access at certain points), but should also give busy citizens who cannot get to meetings a chance to comment if they are willing to by questionnaire.
- Let the citizens vote on these so called improvements at the ballot box.
- Only if the public is allowed adequate input – not just the developers, planners and politicians.

Effectiveness of the Open House

Participants in the open house had an additional opportunity to rate the effectiveness of the open house. Most respondents to this question felt that the open house did a good or very good job (77 percent) of providing information on planning issues. Eighty-nine percent of the people who responded felt that the open house did a good to very good job providing opportunities to give personal input on TSP planning issues. Specific responses are shown in the table below.

**TABLE 2-4
OPEN HOUSE EFFECTIVENESS¹**

	Very Good								Very Poor	
	1	%	2	%	3	%	4	%	5	%
a) Providing information on planning issues	4	44	3	33	2	22	-	0	-	0
b) Providing opportunities to give personal input	7	78	1	11	1	11	-	0	-	0
Totals	11		4		3		-		-	

¹Number of persons responding: Nine

Summary of Second Open House

As part of the City of Philomath Transportation System Plan (TSP) process, the city solicited public input on recommendations and alternatives developed by staff, consultants, and the Transportation and Traffic Safety Commission (TTSC) for inclusion in the Draft Philomath Transportation System Plan. These recommendations and alternatives were developed from key issues identified during public outreach earlier in the spring. During this phase of draft TSP review, public opinion was again solicited through a newsletter/questionnaire directly mailed to each household and through a public open house on October 22, 1998. The primary focus of the open house was to solicit public feedback on alternatives recommended for:

- Highway 20/34 Main Street (Couplet Options);
- Relocation of Clemens Mill Road;
- Installation of new traffic signals;
- Truck route improvements;
- New roads;
- Bike lanes;
- Pedestrian (multi-use) paths;
- Demand management options such as transit; and,
- Access management strategies.

From the combined questionnaire responses and open house input, the two most favored Highway 20/34 improvement options are the College/Applegate/Main Street couplet option and the "Local Street Improvement" option (maintain Highway 20/34 through downtown as a three-lane roadway and make improvements to College and Applegate streets to accommodate an increase in local traffic). Questionnaire respondents tend to favor relocating the Clemens Mill Road access across from 26th Street; installing new traffic signals at the Main and 9th

Street and Main and 26th Street intersections; reconstructing 13th Street between Chapel Drive and Main Street for truck route improvements; extending Applegate Street over Newton Creek; extending West Hills Road to the Highway 20/34 intersection; and connecting Newton Street to 26th Street. Regarding adding bicycle lanes, extending the bike path from Corvallis to 19th Street received the most support. Respondents also tend to favor constructing new pedestrian paths in a number of locations. The single access management strategy that received the most support at the open house was optimizing traffic signal installation, spacing and coordination. This was followed by installing curbs, fences, plantings, etc. to prevent uncontrolled access along property frontages and to better define access.

Key Improvements and Alternatives

Public input on key improvements and alternatives was solicited through three mechanisms:

- Direct-mail newsletter questionnaire

A newsletter insert on the draft Transportation System Plan was mailed in October to all city residents. This newsletter contained a questionnaire and an announcement of the draft TSP open house. Forty-three responses (43) to this newsletter have been received to date.

- Public open house

Held October 22, 1998, in the Philomath high school library, the open house was publicized through the direct mail newsletter, in the Community Development Preference Survey (produced by the Cascades West Council of Governments for the City of Philomath), and in the *Corvallis Gazette-Times*. Over 50 people attended this open house.

- Open house questionnaire

A copy of the direct-mail questionnaire was distributed to open house participants who had not yet completed the copy mailed to their homes. An additional 15 participants completed and returned this questionnaire on October 22nd. One additional questionnaire from the open house was returned to city hall after the 22nd.

During the open house, participants reviewed proposals being evaluated regarding Highway 20/34 improvement options including the couplet, other street improvements (including bicycle and pedestrian paths and truck routes), and access management strategies.

Participants also had an opportunity to review results of the October 13 Community Development Preference Survey Open House and fill out survey questionnaires if they had not done so already. Displays regarding the industrial wetlands strategy study were posted as well and consultants were present to answer questions.

Responses to Improvement Options

I. Highway 20/30 Improvement Options – Questionnaire Responses

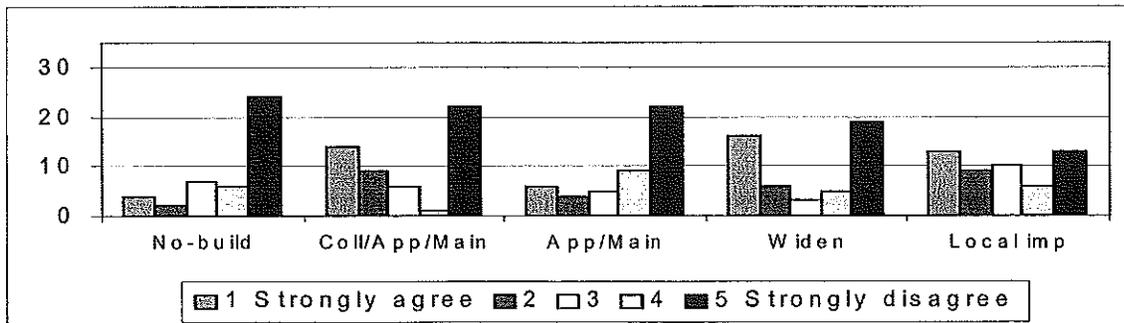
Newsletter respondents were asked to indicate their opinion about five Highway 20/34 improvement options. Only one option, "Local Street Improvement" (maintain Highway 20/34 through downtown as a three-lane roadway and make improvements to College Street to accommodate an increase in local traffic), received more support than opposition in the combined questionnaire responses. The College/Applegate/Main Street couplet

option received the next most support. Responses to the city-wide questionnaire were more supportive of this option than were participants who responded to the open house questionnaire. Results may have been influenced by door-to-door contact made by residents along College and Applegate streets with their neighbors. An additional petition was submitted to the city with 31 signatures opposing the College/Applegate/Main Street option. Results of questionnaire responses are shown in the following table.

**TABLE 2-5
COUPLET QUESTIONNAIRE RESPONSES**

Proposed Projects	1 Strongly support		2		3		4		5 Strongly oppose	
	City-wide	Open House	City-wide	Open House	City-wide	Open House	City-wide	Open House	City-wide	Open House
COUPLET OPTIONS										
▪ Maintain current system (no-build alternative), assumes no roadway improvements	3	1	2	-	3	4	5	1	17	7
Total	4		2		7		6		24	
▪ Couplet option using portions of College, Applegate, and Main streets as recommended in the city's comprehensive plan.	11	3	7	2	6	-	1	-	12	10
Total	14		9		6		1		22	
▪ Couplet option using Applegate and Main streets.	4	2	3	1	3	2	7	2	17	5
Total	6		4		5		9		22	
▪ Widen Highway 20/34 to five lanes.	11	8	3	3	3	0	5	0	14	5
Total	19		6		3		5		19	
▪ Maintain Highway 20/34 through downtown as a three-lane roadway/ improve College to accommodate increased local traffic.	11	2	6	3	4	6	5	1	10	3
Total	13		9		10		6		13	

Options and total responses, on a scale of 1 (strongly agree) to 5 (strongly disagree) shown graphically:



Open House Comments

Open house participants reviewed the five options posted with their identified positive and negative consequences. They marked, with colored dots, which options they agreed with and disagreed with and were asked to give their reasons. In this case, more open house participants agree with the Couplet/Applegate/Main Street option than any other option. There was also significant support for the "Local Street Improvement" option, although more disagreed than agreed. All responses are shown in the following table.

**TABLE 2-6
LOCAL STREET IMPROVEMENT OPTIONS QUESTIONNAIRE RESPONSES**

Highway 20/34 Improvement Options	Agree	Disagree
▪ Maintain current system (no-build alternative), assumes no roadway improvements.	3	4
▪ Couplet option using portions of College, Applegate, and Main streets as recommended in the city's comprehensive plan.	16	9
▪ Couplet option using Applegate and Main streets.	1	19
▪ Widen Highway 20/34 to five lanes.	11	16
▪ Maintain Highway 20/34 through downtown as a three-lane roadway and make improvements to College Street to accommodate an increase in local traffic.	14	2

Reasons participants gave for their agreement/disagreement include the following:

1. No-build option

- I support this with installation of bus service and incentives to use buses.
- This would be the best way to keep downtown Philomath as it is, when by-pass can be built to remove non-stopping traffic from town.

2. Applegate/College/Main Street couplet option

- (Agree) Distributes traffic and does not affect elementary and high school student safety.
- Fine – but don't cut through #1530 Main Street.
- This affects residential safety of our children at school or at home they are playing/ walking outside.
- This removes at least half traffic from businesses making it harder for us to continue to shop in Philomath.
- Turning downtown residential streets into interstate bypasses is a slap in the face to residents and homeowners. Please access existing roads with improvements to facilitate Oregon's growth. Do not render a mile of residential road unlivable by turning it into a freeway/ throughway.

3. Applegate/Main Street couplet option

- For business, this would cut access in half. Result would probably be dead downtown, like Lebanon.

4. Five-lane option

- I feel this is the worst option. Philomath doesn't need a "9th" Street like Corvallis has. This would make Philomath seem like just another highway/ strip town and not a community with neighborhoods.
- Besides comment about 9th street similarity, it would effectively divide town in half and not speed traffic that does not stop in town.

5. Maintain Highway 20/34 through downtown/ improved local street option

- I prefer this option. This option is relatively low cost and does not have major negative impact on private residence. It seems to offer a partial solution to all of the problems. We all must compromise.
- This improvement will help Philomath shoppers. Then we need to get non-stop traffic around and out of town.
- As long as this does not impact children's safety by increasing traffic on residential streets.
- Tie the "local improvement" Highway 20/34 option with the Applegate extension over Newton Creek. Get local traffic off Highway 20/34 for safety and reduced congestion. Also reduce north/south streets crossing Highway 20/34. It adds some local inconvenience, but will make the lights at 9th and 26th more cost effective! Use vacated north/ south streets for new commercial lots and/or parking.

Other Comments:

- I like the idea of by-passing Philomath completely. Leave this a small community.

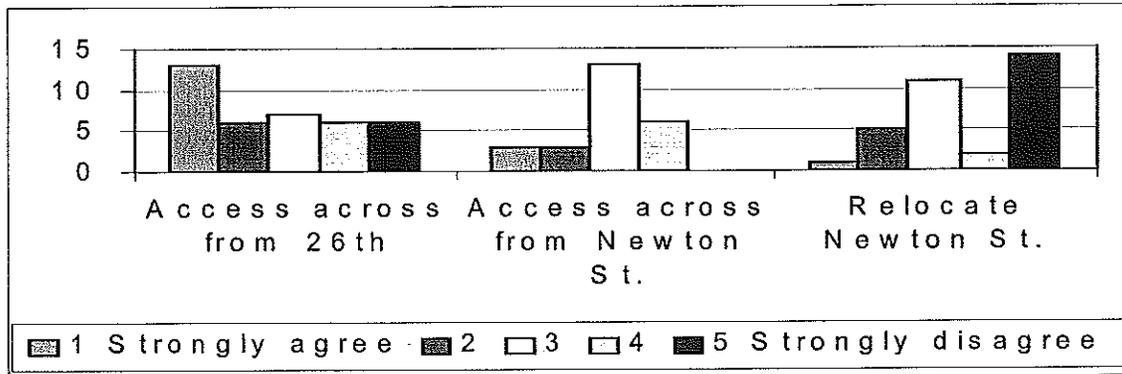
II. Clemens Mill Road – Questionnaire Responses

- Three alternative improvements for Clemens Mill Road were presented for review and comment. Of these, relocating the Clemens Mill Road access across from 26th Street received the most support. Total responses are shown in the table on the following page.

**TABLE 2-7
CLEMENS MILL ROAD QUESTIONNAIRE RESPONSES**

PROPOSED PROJECTS	1 Strongly support		2		3		4		5 Strongly oppose	
	City-wide	Open House	City-wide	Open House	City-wide	Open House	City-wide	Open House	City-wide	Open House
CLEMENS MILL ROAD										
Relocate Clemens Mill Road access across from 26 th Street.	10	3	3	3	5	2	5	1	6	0
Total	13		6		7		6		6	
Relocate Clemens Mill Road access across from Newton St.	2	1	2	1	10	3	3	3	11	0
Total	3		3		13		6		11	
Relocate Newton Street across from Clemens Mill Road.	1	0	4	1	6	5	0	2	13	1
Total	1		5		11		2		14	

Options and total responses, on a scale of 1 (strongly agree) to 5 (strongly disagree) shown graphically:



Open House Comments

No comments specific to realignment of Clemens Mill Road were received at the open house.

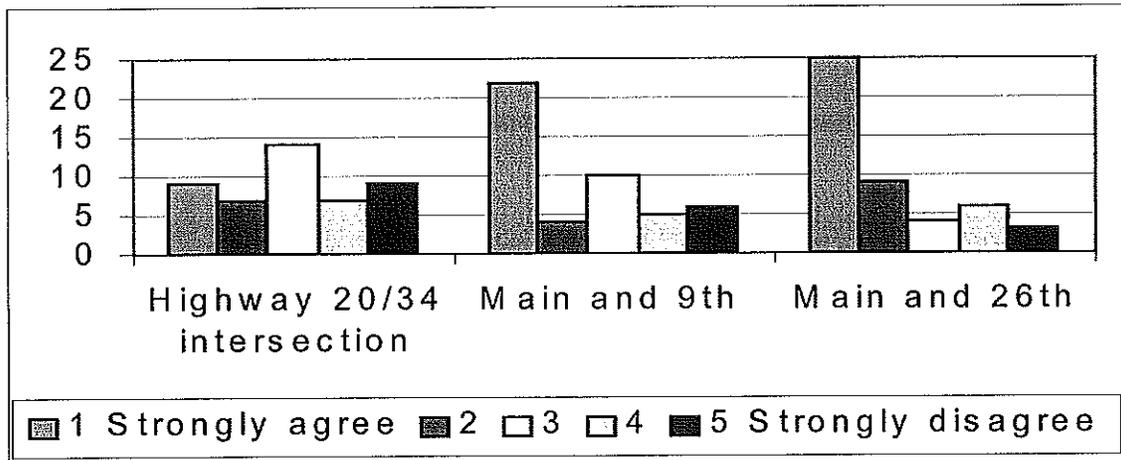
III. Installation Of New Traffic Signals – Questionnaire Responses

Three locations for new traffic signals were proposed for public review. A new intersection at Main and 26th Street received the most support, followed by a new signal at Main and 9th Street. The proposal to install a new signal at the Highway 20 intersection with Highway 34 received more divided response, as indicated in the following table.

**TABLE 2-8
TRAFFIC SIGNAL QUESTIONNAIRE RESPONSES**

PROPOSED PROJECTS	1 Strongly support		2		3		4		5 Strongly oppose	
	City-wide	Open House	City-wide	Open House	City-wide	Open House	City-wide	Open House	City-wide	Open House
NEW TRAFFIC SIGNALS										
Highway 20/34 intersection	3	6	5	2	11	3	5	2	9	0
Total	9		7		14		7		9	
Main and 9 th Street intersection	15	7	2	2	7	3	4	1	6	0
Total	22		4		10		5		6	
Main and 26 th St. intersection	19	6	6	3	2	2	4	2	3	0
Total	25		9		4		6		3	

Options and total responses, on a scale of 1 (strongly agree) to 5 (strongly disagree) shown graphically:



Questionnaire comments on traffic signal include:

- With regard to Main Street and 26th Street intersection, move the traffic signal east to Clemens Mill Road and Main Street..
- With regard to Highway 20 at Highway 34 intersection, visibility is poor.

Open House Comments

No comments specific to realignment of Clemens Mill Road were received at the open house.

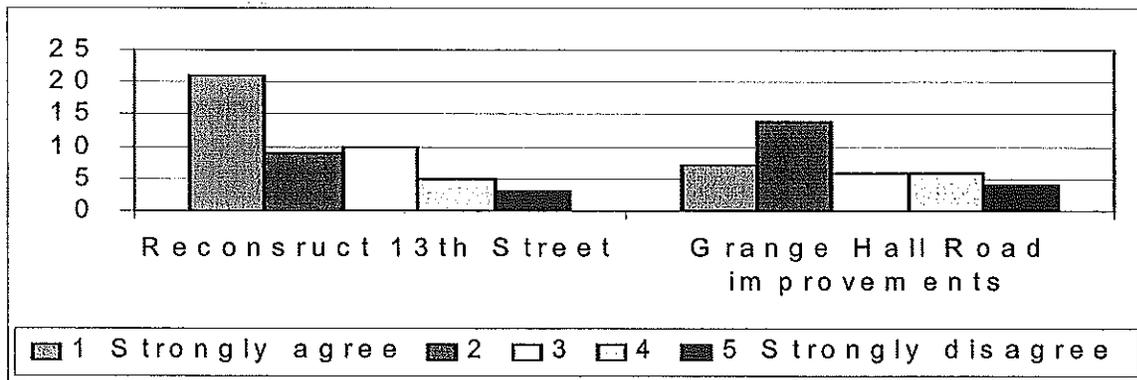
IV. Truck Route Improvements -- Questionnaire Responses

Of the two proposed truck route improvements, reconstruction of 13th Street between Chapel Drive and Main Street received more support than improvements on Grange Hall Road. The following table illustrates the truck route improvement responses.

**TABLE 2-9
TRUCK ROUTE IMPROVEMENTS QUESTIONNAIRE RESPONSES**

PROPOSED PROJECTS	1 Strongly support		2		3		4		5 Strongly oppose	
	City-wide	Open House	City-wide	Open House	City-wide	Open House	City-wide	Open House	City-wide	Open House
TRUCK ROUTE IMPROVEMENTS										
Reconstruct 13 th Street between Chapel Drive and Main Street.	19	2	5	4	6	4	3	2	3	0
Total	21		9		10		5		3	
Improvements on Grange Hall Road including structural improvements at Greasy Creek Bridge (Benton County).	6	1	8	6	5	1	5	1	4	0
Total	7		14		6		6		4	

Options and total responses, on a scale of 1 (strongly agree) to 5 (strongly disagree) shown graphically:



Open House Comments

Three comments regarding the proposed truck routes were made at the open house:

- Continue truck route west from Chapel Hill Drive instead of going down to Grange Hall Road. Turn, as you have it, onto Grange Hall is too sharp. Chip trucks won't make it.
- Take 13th Street north to connect with Industrial Way.
- Southern by-pass would allow both trucks and cars that do not stop in Philomath to not congest city traffic.

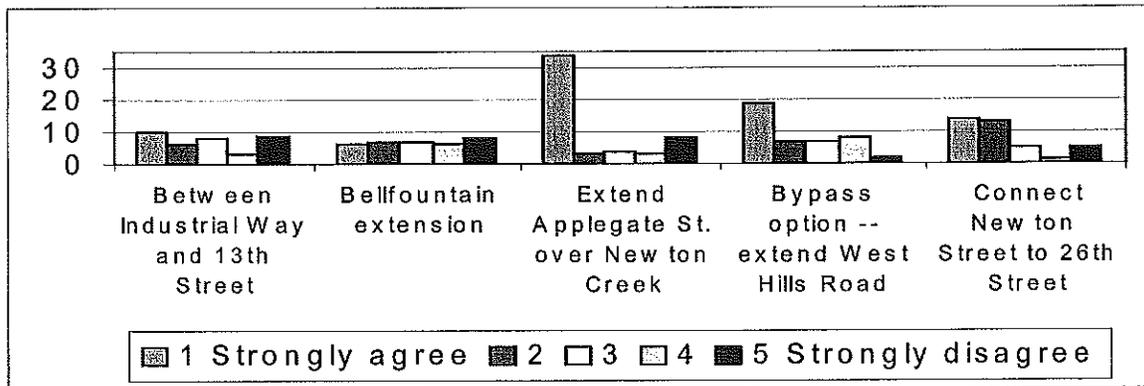
V. Construct New Roads – Questionnaire Responses

Five options for new road improvements were presented in the questionnaire and at the open house. An extension of Applegate Street over Newton Creek received the most support, followed by the by-pass option – extending West Hills Road to the Highway 20/34 intersection. All responses are shown below.

**TABLE 2-10
CONSTRUCT NEW ROADS QUESTIONNAIRE RESPONSES**

PROPOSED PROJECTS	1 Strongly support		2		3		4		5 Strongly oppose	
	City-wide	Open House	City-wide	Open House	City-wide	Open House	City-wide	Open House	City-wide	Open House
NEW ROADS										
Between Industrial Way and 13 th Street.	9	1	4	2	3	5	3	0	7	2
Total	10		6		8		3		9	
Bellfountain extension.	5	1	5	2	3	4	6	0	6	2
Total	6		7		7		6		8	
Applegate extension over Newton Creek.	26	7	1	4	2	0	1	1	7	1
Total	34		3		4		2		8	
Bypass option – extend West Hills Road to the Highway 20/34 intersection.	14	5	7	0	5	2	5	3	1	1
Total	19		7		7		8		2	
Connect Newton Street to 26 th Street.	11	3	10	3	4	1	1	0	5	0
Total	14		13		5		1		5	

Options and total responses, on a scale of 1 (strongly agree) to 5 (strongly disagree) shown graphically:



Questionnaire Comments

One questionnaire respondent feels particularly strongly about extending Applegate Street over Newton Creek. They commented on the matrix that this is a “stupid idea,” also that connecting Newton Street to 26th will create problems for homeowners. Their other comments include:

- Newton Street will be used to bypass traffic on the highway if opened. It was not built for that purpose. Huge mistake to consider. Unfair to homeowners.

Open House Comments

- Extension of Bellfountain (#15) would bisect at least three EFU farmlands, impact the historic Mt. Union Cemetery and negatively affect homes in the area, both south and north of Highway 20/34.
- (#15) Improved access to Mt. Union would be good. Good start on southern by-pass along side Chapel. Could define floodplain and stop growth into river bottom.

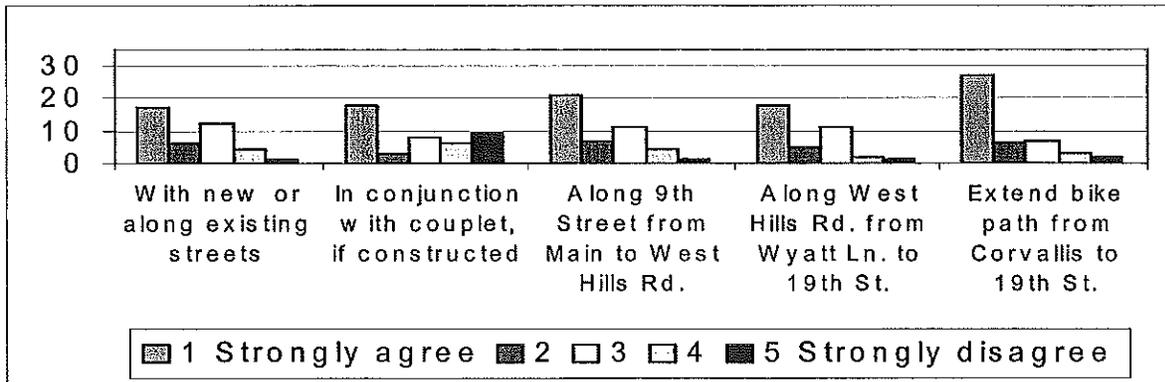
VI. Additional Bicycle Lanes -- Questionnaire Responses

Of the five options proposed in the questionnaire, extension of the bike path from Corvallis to 19th Street received the most support. Compared to other improvements, all bicycle lane improvements received considerable support as shown on the following tables.

**TABLE 2-11
ADDITIONAL BICYCLE LANES QUESTIONNAIRE RESPONSES**

PROPOSED PROJECTS	1 Strongly support		2		3		4		5 Strongly oppose	
	City-wide	Open House	City-wide	Open House	City-wide	Open House	City-wide	Open House	City-wide	Open House
ADD BIKE LANES With new or along existing streets, e.g., Industrial Way and 13th St.; 19th St. from College St. to Chapel Dr.; along Plymouth Dr. to bike path from Corvallis; and along Bellfountain extension.	16	1	2	3	9	3	3	1	1	0
Total	17		6		12		4		1	
In conjunction with couplet, if constructed	15	3	1	2	7	1	3	3	7	2
Total	18		3		8		6		9	
Along N. 9th St. from Main St. to West Hills Rd.	15	6	6	1	7	4	3	1	1	0
Total	21		7		11		4		1	
Along West Hills Rd. from Wyatt Lane to 19 th St.	14	4	4	1	7	3	2	0	1	0
Total	18		5		11		2		1	
Extend bike path from Corvallis to 19th St.	20	7	3	3	6	1	2	0	2	0
Total	27		6		7		2		2	

Options and total responses, on a scale of 1 (strongly agree) to 5 (strongly disagree) shown graphically:



Open House Comments

- Bike paths are needed on all major streets. These should also accommodate skateboards and roller blades.
- Bike paths on major streets, if they don't take parking.

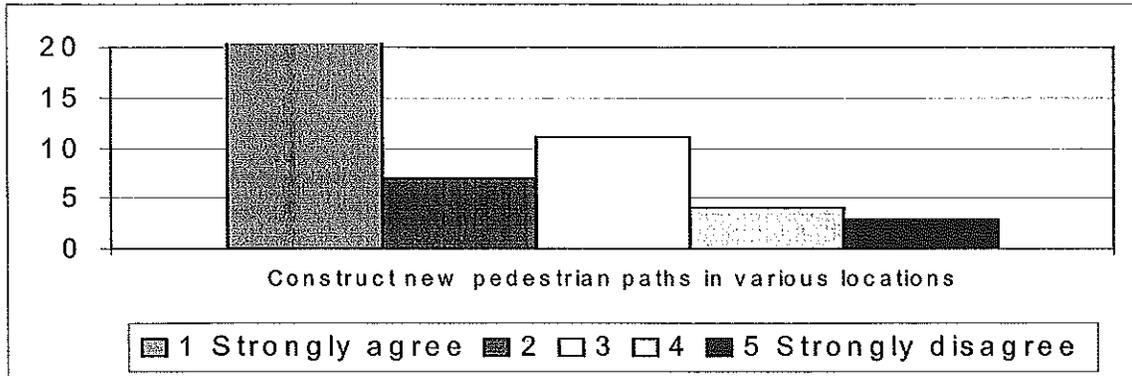
VII. Pedestrian (Multi-use) Paths – Questionnaire Responses

Construction of new pedestrian paths (for example, from 13th St. to Marys River; Fern Road along Marys River; from West Hills Road to the Benton County Park; and, along Chapel Drive from 13th Street to Chapel Drive) received considerable support in the questionnaire responses as shown below.

**TABLE 2-12
PEDESTRIAN PATHS QUESTIONNAIRE RESPONSES**

PROPOSED PROJECTS	1 Strongly support		2		3		4		5 Strongly oppose	
	City-wide	Open House	City-wide	Open House	City-wide	Open House	City-wide	Open House	City-wide	Open House
PEDESTRIAN (MULTI-USE PATHS)										
▪ New pedestrian paths in a variety of locations, including along Marys River.	16	6	6	1	6	5	4	0	3	0
Total	22		7		11		4		3	

Total responses, on a scale of 1 (strongly agree) to 5 (strongly disagree) shown graphically:



Open House Comments

- (Agree with) Footpaths for seniors who walk to get mail.
- Handicap access on 12th with pedestrian connections to commercial areas.
- Have crosswalks enforced by police.

VIII. Transit – Open House Comments

Other open house comments regarding transit included support for an extended Corvallis system and incorporation of train service. Verbatim comments include:

- Hourly bus service as part of Corvallis system. \$1.00 Philomath – Corvallis; \$.75 within Corvallis. Swift service to HP.
- Train!
- Train and bus a must!
- How about bike lanes that line up with those already in place east of town.
- Train maybe – bus definitely = less cars.
- Bus service is absolutely needed. It’s amazing that so-called third world countries have mastered public transportation and we have not.

In addition to the matrix responses, one questionnaire comment was received regarding transit:

- I strongly support transportation via bus from Corvallis to downtown Philomath.

IX. Other Open House Comments

Other comments on draft TSP system (TSM/TDM) measures include:

- Appreciate the early turn off at the “y” towards north Corvallis.
- I like the Alsea Highway to West Hills Road bypass.
- Why not use Chapel as a by-pass?
- I live on North 13th so I don’t like #13 (Extend 13th and construct a new road between Industrial Way and 13th Street).

- I very much like #11 (Extend West Hills Road to the US Highway 20/ Alsea Highway Intersection).
- #11 would be very expensive, and would not result in improving east-west traffic for Benton County.
- I like #14 (Construct new roads connecting 26th Street to West Hills Road and Chapel Drive).
- Don't like #12 (Extend Applegate Street with a new bridge over Newton Creek) -- this creates more high speed traffic near the park.

Other miscellaneous questionnaire comments include:

- Make Cardwell Hill Road go through to relieve congestion in Philomath.
- Please warn residents to wear protective helmets when walking on the new sidewalks. If they should (heaven forbid) glance at a pretty tree or a beautiful flower -- they might splatter themselves on a telephone pole, mailbox or other rigid object planted squarely in the cement.

X. Access Management Strategies -- Open House Comments

Lastly, open house participants reviewed a variety of access management strategies being considered. These measures are proposed to ensure existing roadways can accommodate growth and increased traffic while maintaining safe operations without capital intensive improvements. Participants voted with colored dots on the five strategies that they felt were the most important for the city to pursue.

Strategies that participants agree with more often than they disagree follow, listed in priority of agreement:

1. Optimize traffic signal installation, spacing, and coordination.
2. Install curbs, fences, plantings, etc. to prevent uncontrolled access along property frontages and to better define access.
3. Install or expand one-way operations on the highway.
4. Consolidate access for adjacent properties.
5. Require adequate internal design and circulation plan.
6. Encourage connections between adjacent properties.
7. Regulate maximum number of driveways per property frontages.
8. Provide direct access on lower functional class side streets when available.

Participants strongly disagreed on the following strategies more often than they strongly agreed:

1. Install raised median divider with left-turn lanes at key intersections.
2. Regulate the width of driveways (also total driveway widths per property frontage).
3. Restrict parking on roadway adjacent to driveways to increase driveway turning speeds.
4. Regulate minimum spacing of driveways.

There were no comments on the strategy, "improve the vertical geometrics of the driveway".