



## Appendix: Open-ended Survey Comments

The following is a complete list of all open-ended survey comments received via the public survey between the dates of July 13 and August 2, 2015.

**Note:** Comments presented in the appendix are intended to reflect stakeholder feedback in the form that it is received and have not been corrected to fix errors.

Survey Section	Additional Survey Section	Comment
Goals - Open Ended	General	<p>You're going to have an interesting time balancing the competing interests on this issue. Good luck with that. I do think a larger bridge out of downtown makes sense - eventually people will just start avoiding that area and the downtown businesses will suffer. Plus, through traffic on 99 or going to I-5 from 99 really gets jammed up. Looking to the future, Southtown is going to get increasingly congested, especially if you land a big employer or two out by the airport. I hope you're looking at alternate routes between the southern city limits and downtown. Linking a bike path along the Willamette river from downtown to that big subdivision would help some.</p> <p>To encourage bike transportation, I think it would be helpful to identify some key routes that bicyclists can use to get from place to place in town. This could be a combination of off street path, bike lanes, and low-traffic residential roads. For unskilled bikers, low traffic residential roads would probably feel safer than a bike lane on a busy street. If you really hit those routes hard from the safety angle - sharrow signs, and other visible identifiers - it would help the bikers feel safer and keep the cars watching for them. Then the city could promote these routes as the "safer alternatives" to get around town. Your attorney would probably hate that idea from a liability perspective. I see this as a middle ground between reality and the people suggesting closing off part or all of streets to vehicle traffic. Most residential streets already have very few cars on them and you can probably lay out some routes so the rider has right-of-way at intersections and the cross traffic has a stop sign. Just a thought. I cruise in bike lanes when I ride, but if I'm with my kids I stick to residential streets.</p> <p>Good luck!</p>
Goals - Open Ended	General	<p>Work on traffic flows throughout the city to free stuck spots with right turns encouraged by signage and flows. I think it is wrong that there is no parking in the neighborhood north of CHS (13th street area) during school hours. They are public streets paid for by the public and then the public pays for signs telling them they can't park. Parking should be allowed on all public streets. Neighborhoods should not be able to exclude people from visiting and parking.</p>
Goals - Open Ended	General	<p>When I first moved to Corvallis I did so because it was such a bike friendly town. Now, 10 years later, I have seen next to nothing happening in the realm of improving and expanding our bike infrastructure. For a town that has citizens that are so committed to biking and walking, the City is woefully uncommitted to bicyclists and pedestrians. The citizens want more bike lanes, more bike paths, safer conditions for bikers and pedestrians. I'd like to see Corvallis be a model city for alternative transportation! We need your help!!</p>

Goals - Open Ended	General	We need to be pragmatic about what this community can afford. While I support most of the goals, they will need to be prioritized. If we drive sustainability at the expense of economic vitality we will set Corvallis up for further struggles with it's entitlement culture.
Goals - Open Ended	General	We need more areas like 1st and 2nd street, fewer like 9th above Polk. Fewer, narrower, and slower roads are safer and increase bike and pedestrian use. Narrow and slow 3rd and 4th streets to increase their desirability and safety. And enough with the damned parking - we have too much already.
Goals - Open Ended	General	Way too much emphasis on motorized vehicular movement. Preservation, maintenance and repair of the existing infrastructure is most important or there will be no funds available for system improvements and enhancements. In looking at the current street condition on all the streets - arterial, collector and local - it is obvious this is not the current priority - even though the budget says it is. (As a side, the Street Fund balance is rapidly increasing while the streets are failing and others is in need of preservation. Why??) The CAMPO Regional Plan, the most recent "local" transportation planning effort, clearly heard the community's desire to place emphasis on the alternative transportation modes - walking, bicycling and transit - all for very good reasons. This is consistent with the current TSP and every other transportation related planning that has occurred in Corvallis. There should be statements that the City should incorporate best practices that have demonstrated safety or access benefits (such as green bike lanes in conflict areas, advance walk signals at large intersections, etc.) The parking in the city should be a public commodity that is only under very special circumstances restricted to the public. The TSP should not include a goal to increase public parking for businesses. The TSP should/could include a goal to improve public access to public parking. A too frequently discussed need for a parking garage downtown (which I do not believe is needed) should not be included as a transportation project and certainly not funded using funds intended for the transportation system (roadways, walkways, bikeways and transit).
Goals - Open Ended	General	Transportation is linked to so many other demographic, economic, technological changes that are external to Corvallis. . . so it's difficult to plan and mostly we react to the trends. What will autonomous cars do ? trucks ? electric rather than fossil fuel ? online classes versus brick and mortar OSU ? Bikes are great, but not in January when it's cold, dark, and raining. Walking is great, but not by the side of 3rd St in Southtown. Buses are great - if they go from your house to your destination at the time when you need to go. Parking downtown is fine, unless it's Friday night after work or Saturday morning with Farmer's market or Christmas shopping time. Corvallis has a lot of options, some are good, some aren't. I don't ride the bus because I can walk to work as fast as I can bus there, and bike is half the time. . . but I think it's a great idea to have free bus service and have OSU students ride the bus and I don't mind paying the transportation fee to keep more cars off the road.
Goals - Open Ended	General	Transport should benefit citizens before benefitting businesses
Goals - Open Ended	General	Too much emphasis on 'moving things quickly through the city'. There needs to be a more comprehensive and intentional approach to limiting cars and trucks on our roads and making them safer and easier for bicycles and pedestrians. We need separated/protected bike/walkways and we need to redevelop unsafe roadways in Corvallis (eg South 3rd and 9th St). Where is the EPA-funded healthy streets-healthy streams project? Is this a part of the plan?
Goals - Open Ended	General	Thoughtfully done. Congratulations!

Goals - Open Ended	General	These goals seem hefty and potentially hard to achieve all of them. If it has not already been done, perhaps the committee should explicitly state somewhere in the goals that current transportation conditions be assessed and research on best practices be completed to determine which goals and strategies should be the top priority.
Goals - Open Ended	General	These all look noble and reasonable. Would like to see more focus on expanding public transit and making it a more practical option through consistency in route timing and frequency of service.
Goals - Open Ended	General	There needs to be a transportation option for south Corvallis to the airport and along the Airport Rd. area!
Goals - Open Ended	General	The vast majority of people drive. I am elderly and have physical infirmities that make it difficult to use mass transit. I use my car. Please do not make it more difficult to do so in trying to reduce vehicle miles or providing for bikes and pedestrians. Also, you need to have a recommendation on strict enforcement of traffic laws on bikes.
Goals - Open Ended	General	The Transportation Plan while dealing with the discrete parts of transportation will come to little if it can't make the connection to the larger context of the way the city is shaped and built. Unless people live close to where they want to be, schools, shops, work, and amenities, in sufficient densities, and in quality places that encourage them to be out in the public space, people will drive private vehicles more and further and use public facilities less. The qualities of the built environment are the basis on which the transportation system is built.
Goals - Open Ended	General	The South Corvallis - Corvallis connection will be a key challenge for our community sustainably and 'livably' grow. There are currently bottlenecks and barriers that are impeding progress and opportunities that we need to work on more assertively as a community and city.
Goals - Open Ended	General	The one entity that degrades quality of life in Corvallis is the cancerous growth of OSU. Stop that and it's a win-win.
Goals - Open Ended	General	The more we can do to encourage bike commuting, public transit and walking instead of driving the better
Goals - Open Ended	General	The main focus of these efforts must be on creating a well connected multi-modal transportation system not only within the urban growth boundary but beyond to increase regional connectedness - via light rail, buses and high speed rail.
Goals - Open Ended	General	The final answer (in review step) does not reflect the priority order I set. Make transportation safe and reliable Provide efficient access... Improve air quality... Keep existing facilities in good repair Maintain business' efficient access... Decrease household transportation costs Reduce dependence... Expand business access access to customers... Promote public Health
Goals - Open Ended	General	The earthquake risk in western OR and WA has just been substantially increased. Retrofitting of bridges and other transportation infrastructure should be a high priority with an eye toward emergency response following a possible magnitude 9 quake.

Goals - Open Ended	General	The biggest issues I see are inconsistent arrival times for bus routes, stop lights in town are not synchronized, and the bridge leaving town needs to have another lane. I know there are costs that come with major bridge construction but it is definitely needed!
Goals - Open Ended	General	The "Interstate Highway System" was designed for military/defense purposes. Time to transition to people moving on a regional basis, and local agriculture and trade.
Goals - Open Ended	General	Support electric vehicles by adding charge stations
Goals - Open Ended	General	Sunday service direly needed.
Goals - Open Ended	General	Sometimes I mental erase most of the cars from our streets and replace them with trees and bikes and sidewalk cafes and children playing. What if people worked less and weren't in such a hurry all the time. Then they could bike to work. A lot of what people think they can't do is because they are projecting the present on to the future and assuming that the future will be just like the past only more so. Flexibility will be very important to this plan so that we can adapt to changing conditions. We should not commit large amounts of money now in a way that limits future options. For example a parking structure in downtown would cost a LOT of money but it is not something that could be creatively adapted if fewer people use it.  Also vehicle miles traveled has been declining on almost every level over the last 10+ years.
Goals - Open Ended	General	So much potential for biking, walking and transit. Make sure these modes of travel are front and center in all efforts.
Goals - Open Ended	General	Should there be something about OSU being financially responsible for providing parking solutions for students and staff ON campus and away from
Goals - Open Ended	General	Private automobiles are horribly inefficient. People in Corvallis are educated enough to realize this, but may not be brave enough to stand against the American mainstream without official encouragement.
Goals - Open Ended	General	Our transportation system is awesome! I am always impressed. That said, I would like to see some connectivity for the Tunison neighborhood., traffic calming devices on Hwy 99 and covered bus stops.
Goals - Open Ended	General	OSU is having a greater and greater impact on our community. Where do the goals include create partnerships with businesses and other institutions to play a more active role in maintaining or enhancing the community livability (or even bearing their fair share of parking, etc.?)
Goals - Open Ended	General	Much of this plan is a reflection of by-gone era of more, faster, easier. We are now in the era of end-game climate change, an impending massive earthquake and an economy that is at the threshold of collapse. While lip service is given to pedestrian and bicycle transportation, it is clear that the emphasis is on fossil-fuel driven vehicles and making easier, faster thoroughfares. Also, it is clear that the 2-year, federally-funded "Healthy Streets, Healthy Streams" report is totally ignored in this plan in every way. This plan does not live up to the intellect and educational levels of this community.
Goals - Open Ended	General	More parking. Keep the cars off the streets, put in a parking garage for the city. Then, offer tax cuts, free parking and other "prizes" for individuals choosing to give up or significantly reduce their vehicle use. Promote bikes/walking/bus use by making them the faster more economical choice. Buses need to go more places, more times.

Goals - Open Ended	General	Many sidewalks are partially or completely blocked by vegetation, including areas owned by the City. Makes for difficult and/or dangerous walking, especially for those with disabilities.
Goals - Open Ended	General	Many of the traffic issues are due to the fact that people cannot afford to live in Corvallis and must travel by car to their jobs. (Note the traffic jams on roads out of town starting at 4:00 pm) Emphasis on student housing has made affordable housing for families difficult to find. If more families could afford to live in town, more families could use public transit, taking cars off the road.
Goals - Open Ended	General	Maintaining safe and effective transportation systems is costly. Prioritize maintenance and safety features before adding new features. Some of the goals are aimed at a small portion of the citizenry, and appear punitive.
Goals - Open Ended	General	Light rail and high speed trains are the future. Plan now even they can't be built right now.
Goals - Open Ended	General	It looks to me that this project is somewhat overwhelming and you are looking for a starting point. good luck
Goals - Open Ended	General	it is important that road engineers pave the entire lane when doing repairs. The multi level pavement seams create a hazardous scenerio for motorcycle riders, especially when it's wet. Many riders on our roads are new, and need a uniform surface to ride on.
Goals - Open Ended	General	I would love to live in a community that provides every citizen the option of walking to get their groceries and other common services as well as access to a park or recreation opportunity and also incorporates quick and efficient public transportation options between neighborhood/business hubs so goods/services/people can easily move between
Goals - Open Ended	General	I would like to see that local government serves the local Tax payers and not special interest group using outside influences. Corvallis has created a Tax monster where it has become so expensive to live here that my own children can not afford to live here. It's our Money lets be responsible with it.
Goals - Open Ended	General	I see the priority for our transportation system is to deal with our future economy not our past one. As the world begins to respond to Global Warming, the economic thing to do will be to localize economies, and to green everything. So code words that justify widening roads for cars/trucks are unacceptable. This transportation plan needs to transition use to bicycles and buses.
Goals - Open Ended	General	I am disappointed that everything is in generalities, there is no specific items to address the spending required. The lack of support for the street department is truly disappointing. The airport is not in need of additional support and it is capable of generating all the revenue it needs without additional city financial support. This whole survey stinks of political rhetoric. The soft generalities remind me of the book reports I catch my children writing when they did not read the book but want to make it seem like they did - there is no substance.
Goals - Open Ended	General	How will the Corvallis area transportation system deal with freight traffic, especially once the Pioneer Mtn - Eddyville project is complete and additional freight traffic passes through on Hwy 34? These regional highway connections are a critical piece of the local system that could be emphasized more in these goals.
Goals - Open Ended	General	How can we continue to make improvements and add new services when we already have so many unfunded liabilities in our city budget?

Goals - Open Ended	General	Homeowners s/b guaranteed a way to park in front of their own homes!! Can we not find a way to base parking in the neighborhoods near campus, based on full capacity of registered permits/owners?
Goals - Open Ended	General	Government should not force a population to reduce their driving! it's not their business if the population wants it they will do it!
Goals - Open Ended	General	Get input directly from Hispanic people in our community.
Goals - Open Ended	General	Focus on cost effective ways to increase traffic flow and efficiency through and around Corvallis. Use public funds responsibly only on the necessary improvements. I ride my bicycle regularly, and I understand the importance of bicycle and pedestrian improvements, but as a motorist I am becoming increasingly frustrated with the lack of major routes through Corvallis.
Goals - Open Ended	General	Flights from Corvallis Airport to portland
Goals - Open Ended	General	Educate the public, then vigorously enforce driver, and pedestrian violations. Local ordinance that does NOT require pedestrian to step into the road if they want to cross the street.
Goals - Open Ended	General	Converting our street grid to looped local roads (p262 A Pattern Language by Alexander, et al; Oxford Univ Press, NY, 1977) will enhance livability of all neighborhoods and give more opportunities to safety minded pedestrians and less skilled cyclists. Because it could provide Safe Routes to Schools, may qualify for federal funds.
Goals - Open Ended	General	Community Livability should be the top goal. How we move ourselves and money around are means to this end.
Goals - Open Ended	General	Cars should need to pass DEQ
Goals - Open Ended	General	Carbon footprint reduction is not stressed in the draft goals.
Goals - Open Ended	General	Best way to encourage non-motorized traffic is to provide safe, comfortable ways to do it. This costs \$\$ but will pay off.
Goals - Open Ended	General	Be sure to ask for input from the mentally challenged people who need to take the bus or bike to their jobs. Some of their needs are different than other people's.
Goals - Open Ended	General	Be more experimental in addressing transportation and transit problems. Try new approaches. Engage people in discussing options.
Goals - Open Ended	General	Be careful to not increase costs to business and consumers. If you increase costs too much, business will leave Corvallis and consumers will order more from Amazon.
Goals - Open Ended	General	As an overall philosophy--driving and flying absolutely must be reduced. We can no longer deny this. The threat of climate change is a major emergency. More of the same, regarding transportation, cannot work for much longer.
Goals - Open Ended	General	Always keep in mind the basic equation that increasing road capacity and streamlining traffic flow will always lead to more traffic, which will inevitably have consequences beyond any specific project. For example, bring more cars to town for game day, and you exacerbate downtown parking problems downtown. Instead, focus on way to get people into town and move them around without cars in order to improve quality of life while maintaining--and enhancing--business opportunities. Cars just clog up the works, physically and socially.

Goals - Open Ended	General	A staff member dedicated to the stop lights and traffic flow would be a great investment. Those turning left from Hwy 99 to Circle, intending to make another left onto 9th, sometimes are stuck on 99 for multiple light rotations. A dedicated position focused on adjusting all of the lights based on time of day and time of year would be helpful.
Goals - Open Ended	General	A lot of emphasis on bicycles...all well and good...but so many are rude, don't follow the rules, get in the way, or expect those in cars to go out of their way to accommodate them beyond the road rules. Population will continue to increase. Since I moved here 10 years ago, travel time from one side of town to another has doubled. Streets are more crowded. It makes it frustrating just to go run errands. Downtown parking is ridiculous...need a garage...and not on a far side...somewhere that is central. And more business designation for employees.
Goals - Open Ended	General	1. OSU needs to be held accountable for increased traffic/parking from the increase in enrollment. 2. Good Samaritan needs to put a light at the intersection of Elk Drive and Hwy 99. My understanding from a planning person back in 2008 was that this was going to be a condition of their next building permit.
Goals - Open Ended	General	"Where's my bus?" There should be an app for that. Bill Gilbert
Goals - Open Ended	Goal 1	Would like to make sure that "improved connectivity" does not equal more highways through town - or larger roads through neighborhoods
Goals - Open Ended	Goal 1	Work to make buses more frequent. Ridership would climb steeply with 2 or more buses per hour.
Goals - Open Ended	Goal 1	Why just improve walking downtown? Improved walking is critical throughout the community.
Goals - Open Ended	Goal 1	When considering efficient transportation system we need to consider cyclist and ensuring they too engage in vehicle laws when sharing roads
Goals - Open Ended	Goal 1	What do you mean by acceptable? Who is paying for it, are taxes going to fund this? Why can't spending be cut to fund this?
Goals - Open Ended	Goal 1	We should discourage driving, so no more downtown parking needed.
Goals - Open Ended	Goal 1	We need more than just the single lane bridge going East across the Willamette river for Hwy. 34!
Goals - Open Ended	Goal 1	We need more parking downtown. Not everyone can/will use alternate forms of transit. Searching for parking wastes time and fuel.
Goals - Open Ended	Goal 1	Walking (and bicycling) downtown seems fine to me. Maybe change to "improve pedestrian access" to acknowledge disabled persons.
Goals - Open Ended	Goal 1	Walkable neighborhoods with service hubs integrating residential and commercial. Walkable school routes including street overpasses.
Goals - Open Ended	Goal 1	Use Traffic Demand Management to encourage people to choose the most efficient modes of travel.
Goals - Open Ended	Goal 1	Two lanes of traffic out of downtown Corvallis is a must. Passing & turning lanes on Hwy 20 to Albany. Bikepath to Albany. Passenger rail!
Goals - Open Ended	Goal 1	Two changes: 1) Include <u>enhanced parking for bicyclists</u> especially downtown 2) <u>Improve bicycle transportation access to shopping areas.</u>

Goals - Open Ended	Goal 1	To reduce miles traveled: Hospital, HP, City, County & OSU could use DAILY parking permits & give financial incentives for non-SOV commutes.
Goals - Open Ended	Goal 1	This would seem to give ODOT carte blanche to continue developing roads in ways that increase heavy vehicle and high speed traffic in town.
Goals - Open Ended	Goal 1	These are all good strategies, but I would like to emphasize that with bike lanes should come bike Laws!
Goals - Open Ended	Goal 1	There needs to be a 99 South exit off of hwy 34 heading East. Driving into downtown to circle back/cutting through Avery Park is ridiculous
Goals - Open Ended	Goal 1	There is no mention of the importance of public transit. Corvallis lacks frequent busses and has an outdated way of running existing routes.
Goals - Open Ended	Goal 1	There is no mention of bicycle network improvements to ensure ease of using this mode of transportation which is not dependent on fossil fuel
Goals - Open Ended	Goal 1	The real future is light rail &/or streetcars, connecting with other Oregon communities, including Portland. It will happen, ready or not.
Goals - Open Ended	Goal 1	The plan's main goal should be community livability, not 'economic vitality'. This is about people, not the transport of business and goods.
Goals - Open Ended	Goal 1	The need for some kind of reliable rail, should be a priority. We have people that live outside the area that work and go to school here.
Goals - Open Ended	Goal 1	The goals correctly emphasize the need of reducing travel time inside and through Corvallis. Corvallis is growing faster than our streets.
Goals - Open Ended	Goal 1	The First Goal needs to be Health and Safety, not economics.
Goals - Open Ended	Goal 1	The Economic Vitality among many other benefits would improve exponentially with Commuter Rail in the region.
Goals - Open Ended	Goal 1	Streets safer for bicycle traffic - great idea for more parking downtown and underground if feasible. Crosswalks in some areas for safety.
Goals - Open Ended	Goal 1	Specify multi-modal transportation options, including pedestrian safety, bike, public transportation.
Goals - Open Ended	Goal 1	Some of these goals are contradictory. For example "eliminating barriers" for 99W through downtown conflicts with increasing "walkability."
Goals - Open Ended	Goal 1	Some clarification on how neighborhoods are viewed as barriers. Many neighborhoods owe their livability to the lack of through traffic.
Goals - Open Ended	Goal 1	Should this be goal #1? Don't make things too accessible for economic vitality or we end up like Albany. Be community friendly, not business.
Goals - Open Ended	Goal 1	Short-line passenger rail service from Albany Amtrak to OSU. Second line from Philomath to Corvallis Southtown down to Corvallis Airport.
Goals - Open Ended	Goal 1	shorter, faster routes with better connections
Goals - Open Ended	Goal 1	Second Street is awful with large pickups parking on the street. I think walking downtown is easy.
Goals - Open Ended	Goal 1	Safer bicycle lanes, more bus or van transit.



Goals - Open Ended	Goal 1	Replace the Van Buren Street Bridge with a two lanes going east toward I-5. Buses that run more often.
Goals - Open Ended	Goal 1	Remove inefficient SOVs from our roads.
Goals - Open Ended	Goal 1	Reduce Truck Loading/Unloading by requiring Alley ways to be used not blocking roadways.
Goals - Open Ended	Goal 1	Reduce carbon footprint of city-provided transportation services while increasing usage.
Goals - Open Ended	Goal 1	Reduce car use by creating zoning policies which allow and encourage work places and shopping within walking distance of housing.
Goals - Open Ended	Goal 1	Railway to Corvallis is essential. Continue work on wheelchair accessibility of sidewalks. Not concerned about parking downtown. Buses!
Goals - Open Ended	Goal 1	Rail service!
Goals - Open Ended	Goal 1	Public transit efficiency; walking needs to be safer throughout city.
Goals - Open Ended	Goal 1	provide walkable shopping areas for any new housing monolith.
Goals - Open Ended	Goal 1	Provide mass transit in and out of Corvallis for those that don't live but work here. Preserve Van Buren Bridge, through traffic on bypass.
Goals - Open Ended	Goal 1	Provide efficient and *lowest-carbon* option for freight movement. Reduce miles of travel considering carbon footprint factors. Yes to Rail
Goals - Open Ended	Goal 1	Provide direct route to Lebanon.
Goals - Open Ended	Goal 1	Promote multi-modal transportation by focusing less on individual vehicles and addressing all types of transportatio in a connected system.
Goals - Open Ended	Goal 1	Priority #1 should be addressing the Van Buren bridge & the resulting congestion. Also, walking downtown is fine & does not need attention.
Goals - Open Ended	Goal 1	Please address oversized vehicles parking in downtown limiting visibility. Also need to address Van Buren bridge and rail service.
Goals - Open Ended	Goal 1	Plan should consider air service needs of citizens, existing businesses, and potential new businesses. Focus on improving EUG options.
Goals - Open Ended	Goal 1	Pave the 27th and circle intersection. More roundabouts please
Goals - Open Ended	Goal 1	Parking strategies should also provide "fair" parking for home owners near OSU campus.
Goals - Open Ended	Goal 1	Parking should be made easy for homeowners and visitors.
Goals - Open Ended	Goal 1	Overall strategy of reducing travel time needs to address speed. "Neighborhoods" in bullet 1 is concerning. Add "and residents" to last bullet
Goals - Open Ended	Goal 1	Not sure what first point entails. I do believe walkability and bikability can only increase property values, though.
Goals - Open Ended	Goal 1	No mention of transportation around OSU. They are a big player in this since they impact connectivity so much, and parking.

Goals - Open Ended	Goal 1	Neighborhoods should not be sites of reduced travel time and increased connectivity. We want to encourage SLOW and limited through-travel.
Goals - Open Ended	Goal 1	Neighborhoods aren't barriers. Include pedestrians/cyclists. Economic Vitality s/b Goal # 3/#4. Connectivity shouldn't ruin neighborhoods.
Goals - Open Ended	Goal 1	neighborhoods are not barriers. Downtown streets should not be regional travel route for freight
Goals - Open Ended	Goal 1	Need a minimum of two lanes leaving downtown over the bridge. Regular timely bus service connecting Corvallis to Albany and Lebanon.
Goals - Open Ended	Goal 1	More water fountains, please
Goals - Open Ended	Goal 1	More water fountains, benches, and protected (from rain, sun) seating. Also, make all intersections on 2nd Street 4-way stops.
Goals - Open Ended	Goal 1	More parking downtown.
Goals - Open Ended	Goal 1	More parking down town and address the camping near the bike path - these areas no longer feel safe.
Goals - Open Ended	Goal 1	More language specific to making sure bicycling and pedestrian access is preserved and expanded. Less emphasis on parking.
Goals - Open Ended	Goal 1	More frequent mini buses everyday. Bike path to LBCC
Goals - Open Ended	Goal 1	More frequent bus service, expanded routes
Goals - Open Ended	Goal 1	more frequent and widespread public transit. public transit connectivity with Albany, Eugene, and Portland.
Goals - Open Ended	Goal 1	More emphasis on the interplay between transportation and land use. More emphasis on alternatives to transportation fueled by carbon fuels.
Goals - Open Ended	Goal 1	More downtown parking. Begin to separate bike traffic from both cars and pedestrians. Make 9th more walkable.
Goals - Open Ended	Goal 1	More car parking is not a solution for downtown. Easier access for pedestrian, bicycle, and bus service downtown is.
Goals - Open Ended	Goal 1	More bike options
Goals - Open Ended	Goal 1	Minimize one car/one person view; emphasize alternative transportation, more safe bike lanes; economic vitality should NOT be 1st goal.
Goals - Open Ended	Goal 1	Mention moving people as well as freight on regional travel routes. People using air travel have to get in and out of Corvallis
Goals - Open Ended	Goal 1	Make downtown, campus, certain neighborhoods, and business districts car-free.
Goals - Open Ended	Goal 1	Make downtown more bike friendly as well as pedestrian friendly.
Goals - Open Ended	Goal 1	Make Corvallis an attractive place for employers to locate by providing multi-modal and active transportation options
Goals - Open Ended	Goal 1	Make 2nd Street visibility better by prohibiting oversized vehicle parking.

Goals - Open Ended	Goal 1	Make 1st or 2nd street a pedestrian area only Improve bike paths, increase bike parking. Build a parking structure downtown and near campus
Goals - Open Ended	Goal 1	Major employment centers are already accessible by car. Suggest: "...accessibility by alternative modes to ...."
Goals - Open Ended	Goal 1	Maintain vehicle access to downtown businesses, bringing non-ADA elderly, groups, visitors, esp. evenings and bad weather conditions.
Goals - Open Ended	Goal 1	Maintain livability of the neighborhoods, OSU should fix OSU parking problems in neighborhoods. Need parking structure downtown.
Goals - Open Ended	Goal 1	Look toward the future to provide ways to reduce congestion in and around downtown such as park and ride , bus lanes, and bike lanes etc.
Goals - Open Ended	Goal 1	Let's put our focus on making transportation goals reflect the needs of its citizens rather than making it more profitable for businesses.
Goals - Open Ended	Goal 1	Less cars on the road and less focus on parking, please. More bicycle only routes. Corvallis transit on Sunday?
Goals - Open Ended	Goal 1	Keep bicycling in mind - A bike path connection between Corvallis & Albany - so many of us travel between the two cities.
Goals - Open Ended	Goal 1	Keep bicycles in mind!
Goals - Open Ended	Goal 1	Interconnect parking lots of neighboring businesses to keep street traffic flowing.
Goals - Open Ended	Goal 1	Increased bus hours would increase ridership. Need 2nd bridge over River. Stop parked x-long cars from sticking out into downtown traffic.
Goals - Open Ended	Goal 1	Increase the bridge size to allow for more lanes and leave everything else alone.
Goals - Open Ended	Goal 1	Increase parking options for cyclists, i.e., more covered bike parking and on street bike corrals Implement a system of Bike Boulevards
Goals - Open Ended	Goal 1	Increase parking downtown. Reduce traffic delays at 9th/ Circle,/99; Harrison/ Van Buren/ Kings. Improve bike lane system.
Goals - Open Ended	Goal 1	Increase bikeable connectivity within Corvallis. Increase bike trail systems and town to town bikeable connectivity and safety.
Goals - Open Ended	Goal 1	Increase bike parking, especially covered, so bikers can patronize local businesses. Charge more for car parking so avail for other cars.
Goals - Open Ended	Goal 1	Increase bicycle paths (#) in South Corvallis to downtown.
Goals - Open Ended	Goal 1	Increase access to/from S town via bike. DON'T increase parking downtown, focus on alt. modes of transport. Downtown is easy to walk already
Goals - Open Ended	Goal 1	Incorporate art (visual/auditory) into transportation experience so it will be more enjoyable and safe. <a href="http://www.civkartworks.com/projects/forge-ahead/ideas/street-art-for-traffic-calming">http://www.civkartworks.com/projects/forge-ahead/ideas/street-art-for-traffic-calming</a> <a href="https://orionmagazine.org/article/local-color/">https://orionmagazine.org/article/local-color/</a>
Goals - Open Ended	Goal 1	In your goal you talk about improve walking downtown; however what is missing is improved ped paths to go to downtown. South isn't ped good.

Goals - Open Ended	Goal 1	In addition to improving walking downtown, we need to address the reality that lack of parking is a deterrent to shopping downtown.
Goals - Open Ended	Goal 1	Improved parking availability for businesses should include employees, so permits should be given to employees of downtown businesses.
Goals - Open Ended	Goal 1	Improved options for SE Corvallis. Including a "Park & Ride" site. More safe options for bicycles and pedestrians; especially 99 south.
Goals - Open Ended	Goal 1	Improve walking for neighborhoods as well as downtown Implement parking strategies to incent use of alternatives Add intercity transit alts.
Goals - Open Ended	Goal 1	Improve walking and biking downtown ( esp 3rd & 4th). Increase parking options for scooters, bikes, & bikes with trailers.
Goals - Open Ended	Goal 1	Improve walking ALL over town, esp. connecting downtown with neighborhoods.
Goals - Open Ended	Goal 1	Improve transit connectivity between Albany & Corvallis (for Amtrak & Bolt), esp on Sundays (better travel to & from town on weekends).
Goals - Open Ended	Goal 1	Improve parking downtown
Goals - Open Ended	Goal 1	Improve parking availability for residents and businesses near the OSU and Benton Center campuses.
Goals - Open Ended	Goal 1	Improve east/west street connectivity especially bus routes. Fill pot holes and resurface streets in heavy traffic areas
Goals - Open Ended	Goal 1	Improve downtown parking. DO NOT increase the number of >25mph roads.
Goals - Open Ended	Goal 1	Implement parking strategies that protect neighborhood livability. Implement a plan for better bicycle safety. They are a growing hazard.
Goals - Open Ended	Goal 1	If you don't change the Van Buren Bridge, travel will still pose a problem for the downtown area & businesses.
Goals - Open Ended	Goal 1	I would like to see alternative routes to leave/ arrive to the Tunison Neighborhood - esp. by bike and foot.
Goals - Open Ended	Goal 1	I would like a clear specific statement promoting bike system improvements and the public health benefits of ped/bikes.
Goals - Open Ended	Goal 1	I think business are supposed to offer bicycle parking, but many don't, even when there is a renovation. Need new bike paths
Goals - Open Ended	Goal 1	I like the underground parking idea.
Goals - Open Ended	Goal 1	I have extreme sensitivity to cigarette smoke and cannot walk past smokers on sidewalks in downtown Corvallis. Wheezing collapses left lung.
Goals - Open Ended	Goal 1	I echo other sentiments regarding lack of bicycle and residential neighborhood mention (esp. concerning parking).
Goals - Open Ended	Goal 1	I don't see the words "bicycle" or "mass transit" anywhere. This is CORvallis, not CARvallis.

Goals - Open Ended	Goal 1	I don't agree that economic vitality should be the first goal of the TSP or TDP. Goal One should be more bikes and less cars on the road.
Goals - Open Ended	Goal 1	I believe that accessibility for people with mobility impairments, such as parking, curb cutouts, and business access needs improvement.
Goals - Open Ended	Goal 1	Hwy 99 is a major problem. Not enough shoulder for bikes, people go too fast, too much traffic. A bike path and commuter buses would help!
Goals - Open Ended	Goal 1	Health/Safety should be Goal #1. Neighborhoods are more important than car connectivity. more/better roads/parking, induced travel
Goals - Open Ended	Goal 1	Health, Safety and Livability should be Goal 1. If it's a nice place to live, businesses will want to locate here!
Goals - Open Ended	Goal 1	Health and safety comes first. Moving traffic through downtown more quick compromises downtown livability. Less parking, not more--bike!
Goals - Open Ended	Goal 1	Health & Safety should be Goal #1. Corvallis is a major employment center already. New bridge into town. Business must pay for parking.
Goals - Open Ended	Goal 1	Goals are very vague, they need to be more specific. ie. Build another lane to improve traffic across bridge.
Goals - Open Ended	Goal 1	Goals 1 and 2 should change places, as it seems Health and Safety should be the first step. Preserve existing neighborhoods in tact.
Goals - Open Ended	Goal 1	Goal #1 should not be Economic Vitality. This places businesses as the #1 priority for our transportation system and for our community.
Goals - Open Ended	Goal 1	global comments: suggest night buses between campus & downtown until nightowl starts. Park on campus, shuttle in. Add a Sunday. bus route.
Goals - Open Ended	Goal 1	For 'barriers' from OSU sports events, develop large scale mass transit operations.  For business parking availability, increase bike parkin
Goals - Open Ended	Goal 1	Focus outcomes on true economic vitality and not get caught up in more bike lanes, pedestrian access, or sustainability.
Goals - Open Ended	Goal 1	Facilitate low-carbon modes of transportation in order to keep our dollars local. Make single-occupant car-based transport less convenient.
Goals - Open Ended	Goal 1	Ensuring access for low-income populations.
Goals - Open Ended	Goal 1	Ensure that any road building or expansion of existing roadways does not produce more warm water flowing into the rivers and streams.
Goals - Open Ended	Goal 1	Ensure arterial and highway operations to support the City's economic vitality
Goals - Open Ended	Goal 1	Encourage alternative transportation (bus, bike, walk).
Goals - Open Ended	Goal 1	Emphasize the development of non-automobile transportation modes.
Goals - Open Ended	Goal 1	Emphasis on SE Corvallis, there is one way in and one way out, unless people cut through Avery Park which is not ideal.
Goals - Open Ended	Goal 1	Eliminate speed bumps on collector and arterial roadways. Replace the Van Buren Street Bridge.

Goals - Open Ended	Goal 1	Economic vitality shouldn't be the #1 goal. Promotion of alternative forms of transport. OSU should create parking/transport options.
Goals - Open Ended	Goal 1	Economic vitality should focus on downtown. Enhance transit, biking, and walking to downtown as well as vehicle traffic.
Goals - Open Ended	Goal 1	Downtown parking is one of my biggest concerns. Wish there was a way to make people go through lights faster when it turns green.
Goals - Open Ended	Goal 1	Downtown parking has become a major issue. Make 1st street car free.
Goals - Open Ended	Goal 1	Don't limit walkability to downtown. Consider cyclists part of the economy. Bullet #1 makes no sense. Consider climate & oil-short future.
Goals - Open Ended	Goal 1	Don't let long bed/double cab trucks park diagonally along 2nd street or anywhere they extend into the driving lane
Goals - Open Ended	Goal 1	Don't increase traffic in our beautiful residential neighborhoods. And OSU took away the Memorial Union parking lot. This must be remedied.
Goals - Open Ended	Goal 1	Dis-incentivize driving and parking downtown (e.g. fees); those with ADA tags can be waived. Increase bus frequency.
Goals - Open Ended	Goal 1	Develop bike trails along 99W and US20; provide Sunday bus service so I can shop on my day off, better parking/securing of bikes downtown.
Goals - Open Ended	Goal 1	Daily commuter rail service between Corvallis and Albany as an ultimate goal.
Goals - Open Ended	Goal 1	Daily commuter rail service between Corvallis and Albany as an ultimate goal and bicycle specific goals for adding multi-use paths.
Goals - Open Ended	Goal 1	Corvallis needs a bicycle master plan to ensure that connectivity includes bicycle routes.
Goals - Open Ended	Goal 1	Coordinate traveling, car pools, OSU should review car use Incentives to get out of cars
Goals - Open Ended	Goal 1	Continued energies in biking lanes, paths, etc. Biking as basic transportation continues to grow at an amazing rate, necessitating its focus
Goals - Open Ended	Goal 1	Consider underground parking garages. These could be utilized by those working downtown or visitors. Would be great if they were free to use
Goals - Open Ended	Goal 1	Consider rail to Corvallis. Continue to improve bikeways.
Goals - Open Ended	Goal 1	Connect the bike path from Crystal Lake Fields to downtown. Improve connectivity from SE Corvallis to NW Monroe, and SE Corvallis to US20W.
Goals - Open Ended	Goal 1	Close Monroe from 9th to 26th to passenger traffic, move the bus routes to Van Buren, only allow delivery and emergency vehicles.
Goals - Open Ended	Goal 1	Clarify how improve walking downtown is consistent implementing parking availability for businesses.
Goals - Open Ended	Goal 1	Bus transportation trips more realistic than once an hour
Goals - Open Ended	Goal 1	Bus service on Sundays. Education program so motorists, cyclists, pedestrians under the laws.
Goals - Open Ended	Goal 1	bus line connecting Trimet station at Wilsonville with Corvallis for researchers (me) and students who live in the Portland metro area

Goals - Open Ended	Goal 1	Bullets 1, 2, 5, and 6 lead to ODOT expansions of major roads. With global warming economic viability should be locally focused.
Goals - Open Ended	Goal 1	Broaden to include alt transportation such as public transit and bicycling.
Goals - Open Ended	Goal 1	Block off Madison St for walk ability. Cross streets would remain open.
Goals - Open Ended	Goal 1	Bike paths along highway 99, 34 and 20 with emphasis on the connection between Albany and Corvallis.
Goals - Open Ended	Goal 1	Bike lane improvements and more bike parking.
Goals - Open Ended	Goal 1	Bicycle specific goals-increase the accessibility of all areas of Corvallis via bicycle by improving / adding bike lanes & multi use paths.
Goals - Open Ended	Goal 1	Better transit to north Corvallis/Lewisberg area. A bike path along Hwy 99!
Goals - Open Ended	Goal 1	Better bike and pedestrian safety. Too many of all users ignore traffic safety rules. Buses 365 days/year.
Goals - Open Ended	Goal 1	As usual for Corvallis you try to do too much. Pare down the list to attainable goals.
Goals - Open Ended	Goal 1	Are we in the early 20c? Should not our plans reflect the knowledge of what 21c requires of us? Are those 'barriers' neighborhoods?
Goals - Open Ended	Goal 1	adequate parking spaces for downtown. ie(garages) develop a transit system that really works, not just for the jobless
Goals - Open Ended	Goal 1	Additional downtown parking (probably is your last bullet). 99 in southtown is increasingly going to be a bottleneck, Need alternatives
Goals - Open Ended	Goal 1	Add: we need to have connectable streets that are split in 2, one half for non-motorized and the other for motorized traffic
Goals - Open Ended	Goal 1	Add bike, public transit strategies. Consider downsizing buses, increasing route frequency.
Goals - Open Ended	Goal 1	Access to OSU campus is increasingly difficult. Need better connections, frequency for public transit and parking if car must be used
Goals - Open Ended	Goal 1	A very important goal, it is not #1. Reduce miles and travel time on arterials. improve walking in all areas. No increased parking.
Goals - Open Ended	Goal 1	A new bridge(s) across Willamette. Replace Harrison bridge. Parking garage downtown.
Goals - Open Ended	Goal 1	A more explicit goal for connectivity and alternative routes between South Corvallis (S. of Marys River) and the rest of the town.
Goals - Open Ended	Goal 1	1. Work to increase car-free options for transport within and to and from Corvallis. 2. manage traffic and parking with computer technology
Goals - Open Ended	Goal 1	1. De-emphasize reliance on cars and car parking. 2. Movement of freight takes precedence over people friendly streets. Reverse this!
Goals - Open Ended	Goal 1	*Improve bike path/route connectivity (north/south & east/west) *How does public transit fit into this? *Parking + better public transit

Goals - Open Ended	Goal 1	"improved connectivity" must include additional lanes and/or routes in and out of downtown to ease traffic congestion.
Goals - Open Ended	Goal 1	"Green streets" for bicycles. No parking in bike lanes, i.e. pick ups too long for the space. Albany/Corvallis bikeway for commuters.
Goals - Open Ended	Goal 1	You specifically call out walkability, but make no mention of bicycles or other non-motor vehicle means of transport. This should change.
Goals - Open Ended	Goal 1	You need to consider the costs to the taxpayer and the individual citizen when making changes. Also consider convenience.
Goals - Open Ended	Goal 2	Work to more frequently clean bicycle lanes on streets. I am frequently avoiding debris which can be dangerous while riding alongside cars.
Goals - Open Ended	Goal 2	With increased bike lanes need increased awareness of bike "rules of the road" and bike safety. Hold bike riders to rules of all vehicles.
Goals - Open Ended	Goal 2	We need Safe Paths to Southtown. People want to bike and walk in Southtown. More paths and lower speeds on Hwy 99 would help.
Goals - Open Ended	Goal 2	We need more education on pedestrian safety and law
Goals - Open Ended	Goal 2	We need a safety walk/bike corridor in southtown that doesn't require kids to walk on Hwy 99 to get to school
Goals - Open Ended	Goal 2	Turning left onto 9th from Conifer can be dangerous. Cars traveling straight north on 9th aren't always able to see cars turning left.
Goals - Open Ended	Goal 2	Traffic circle at 29th and circle. Speed bumps not so high. Make it easier for walkers to get from handicap spaces on to the sidewalk.
Goals - Open Ended	Goal 2	Too much focus on automobiles. We need to mitigate auto impact and focus more on walking/biking.
Goals - Open Ended	Goal 2	Too many accidents on HWY 20 between Albany and Corvallis. With the increasing traffic flow is there a plan to help this?
Goals - Open Ended	Goal 2	This should be priority 1.
Goals - Open Ended	Goal 2	This should be goal number one.
Goals - Open Ended	Goal 2	the use of traffic calming devices / pedestrian crosswalks in the middle of busy streets needs to be better evaluated before deployment...
Goals - Open Ended	Goal 2	the less cars, the less crashes and pollution. How about much more in the way of multi-use paths.
Goals - Open Ended	Goal 2	the interaction for pedestrians & bikes in multi-modal paths needs work
Goals - Open Ended	Goal 2	Switch places for Goal 1 and 2. Health and Safety issues should have higher priority.
Goals - Open Ended	Goal 2	Support vibrant public spaces? Really? Encourage a culture of of social interaction? Not your department folks.
Goals - Open Ended	Goal 2	Student education/enforcement of cyclist rules. Enforce vegetation restrictions for visibility. Vehicle length limit for downtown parking.



Goals - Open Ended	Goal 2	Strongly agree w/ "encourage a culture of walking, cycling, & social interaction." Will take marketing efforts, not just infrastructure.
Goals - Open Ended	Goal 2	Street lights, especially in residential areas.
Goals - Open Ended	Goal 2	Street lights on with AM hill, please
Goals - Open Ended	Goal 2	Street have narrow circle of light at intersections, but this leadst to dangerous blind areas between intersections.
Goals - Open Ended	Goal 2	Some pedestrian crossings, on 9th especially, are making the it extremely difficult for cars to merge into traffic from the businesses
Goals - Open Ended	Goal 2	Some of these strategies seem aspirational - or at least less than concrete. Stick to high ROI actions.
Goals - Open Ended	Goal 2	Sidewalks in NW area often poorly maintained, even absent. Multi-use paths MUST separate cyclists & pedestrians, for safety
Goals - Open Ended	Goal 2	Should include maintained/enhanced mass transit as part of this goal
Goals - Open Ended	Goal 2	Seems we're getting a little too happy with the flashing pedestrian crossings. Slow the busses down a little.
Goals - Open Ended	Goal 2	Safety is enhanced with good arterial through roads where large amounts of traffic can move swiftly with minimum interruption.
Goals - Open Ended	Goal 2	Safe multi-use paths should include separating cyclists from cars and pedestrians where possible. Also include enforcement of safety laws.
Goals - Open Ended	Goal 2	S/b Goal #1. Enhance outer arterials rather than growing inner ones. Development approvals should show improved safety, not just meet stds.
Goals - Open Ended	Goal 2	Require shopping centers (like the one Trader Joe's is in) to plan better parking lots. Unsafe for drivers AND cyclists.
Goals - Open Ended	Goal 2	Reduce motorized traffic speed by all means available.
Goals - Open Ended	Goal 2	Quibble: "amount of collisions" should be "number of collisions."
Goals - Open Ended	Goal 2	Put in yield or stop signs where none exist at all 3 and 4-way intersections in neighborhoods. Mark school zones more clearly.
Goals - Open Ended	Goal 2	Providing designated bike and walking lanes separate form the road.
Goals - Open Ended	Goal 2	Provide waste cans next to covered shelters along route.
Goals - Open Ended	Goal 2	Provide mass transit options, such as rail to Albany's Amtrak, which is a safer alternative than single occupancy vehicles.
Goals - Open Ended	Goal 2	Potholes are dangerous to all.Need to reference need to keep roads repaired and bike lanes cleaned often
Goals - Open Ended	Goal 2	Please do something about people camping in the parks and near the bike paths - it isn't safe and the litter & public drinking is excessive.
Goals - Open Ended	Goal 2	Plant more shade trees along streets/sidewalks so that when it is hot in summer people still want to walk and bike. Plus it looks good!
Goals - Open Ended	Goal 2	Plan for Autonomous, Electric Vehicles - they're coming. Put commuter parking for OSU and Downtown on Linn County side of River.

Goals - Open Ended	Goal 2	Place a primacy on keeping key multi-modal paths safe and secure in terms of traffic AND use by illegal campers and loiterers
Goals - Open Ended	Goal 2	Petition State and Federal Government for "Alternative Transportation Corridor" designation along rail-line that also permits a bike path
Goals - Open Ended	Goal 2	People with mobility impairments need to be a factor, especially for road obstacles, like broken glass, uneven paths, and non-accessibility.
Goals - Open Ended	Goal 2	Pedestrian crosswalks that are flashing means someone wants to cross -- vehicles blast through anyway. Bikes don't trigger traffic lights.
Goals - Open Ended	Goal 2	Pave the road into Willamette Park, don't just oil it. Cars are all over the road trying to avoid the potholes. Not safe.
Goals - Open Ended	Goal 2	Parity for low income communities
Goals - Open Ended	Goal 2	Overall, solid goals. Specificity on "support" of public spaces would be welcome
Goals - Open Ended	Goal 2	None of this says how you will improve anything and leaves it open to a wide field of interpretation, be more specific.
Goals - Open Ended	Goal 2	More stringent educational requirements for drivers, including those from other countries.
Goals - Open Ended	Goal 2	More roundabouts. Bike only roads. Include motorcycles and Vespa-type things. Smart car or golf carts could use bike only roads maybe
Goals - Open Ended	Goal 2	More pedestrian crossings on streets between major crossings. Traffic lights: bikes and peds go first (decrease car-turning conflicts).
Goals - Open Ended	Goal 2	More education of the public.
Goals - Open Ended	Goal 2	Mass transit option are essential. Protected bike paths (see NYC with dividers separating the street parking and the bike path.
Goals - Open Ended	Goal 2	Many bicyclists don't follow the law and create unsafe conditions. Bike riders should be held to the same standards as car drivers.
Goals - Open Ended	Goal 2	Make sure signals can be triggered by light vehicles like my scooter
Goals - Open Ended	Goal 2	Make sure low income areas are targeted for these improvements, esp. good lighting & safe crossings areas.
Goals - Open Ended	Goal 2	Make it safe for kids to play in the streets.
Goals - Open Ended	Goal 2	Maintain a safe transportation system. CPD must have more visability in the entire community. More patrols in school zones.
Goals - Open Ended	Goal 2	Lower speed limit everywhere. A auto/bike collision is an inconvenience for a driver, maybe a dent, for a cyclist major injury, maybe death
Goals - Open Ended	Goal 2	Land use, with particular attention paid to pedestrian friendly design and scale, is a fundamental part of healthy transportation system.
Goals - Open Ended	Goal 2	Keep parked vehicles inside parking spaces and out of traffic lanes, bike lanes, sidewalks and pedestrian safety zones.
Goals - Open Ended	Goal 2	Just like to say that the west side of South town needs a bike path.

Goals - Open Ended	Goal 2	Investigate methods to reduce high speed thru traffic in neighborhoods - a prime example is area north of Harrison before 36th street light
Goals - Open Ended	Goal 2	Installing motion-sensing caution lights at all crosswalks near the campus.
Goals - Open Ended	Goal 2	Install emergency buttons along trails in places that have low visibility. Women and kids would be more comfortable using these trails solo.
Goals - Open Ended	Goal 2	Increase use of lighting in heavy use areas and public spaces. Educate cyclers on laws that apply to them.
Goals - Open Ended	Goal 2	Increase the number of marked crosswalks and widen them for greater visibility.
Goals - Open Ended	Goal 2	increase enforcement of existing traffic safety laws (speeding, etc.)
Goals - Open Ended	Goal 2	Include road runoff abatement in street designs (like incl water gardens) that minimize Corvallis road pollution to the Willamette River
Goals - Open Ended	Goal 2	include motorcycles in your goal
Goals - Open Ended	Goal 2	Include gardens, art, water features and other traffic calming techniques where possible to increase safety and enjoyment
Goals - Open Ended	Goal 2	In the interest of reducing collisions with cyclists, pair bike routes & "no bike" streets, reduce speed and corner parking on bike routes
Goals - Open Ended	Goal 2	In high traffic areas, implement covered multi-use paths to reduce sun and rain exposure to facilitate walk-ability/bike-ability.
Goals - Open Ended	Goal 2	Improve safety using best practices. (Be proactive!) Expand and improve the sidewalk, bike lane... Would objective 2 reduce business access?
Goals - Open Ended	Goal 2	improve lighting in all neighborhoods to prevent injuries and/or crime
Goals - Open Ended	Goal 2	Improve enforcement of traffic violations by both cars and bicycles (intersection cameras, better allocation of police resources, etc.).
Goals - Open Ended	Goal 2	Improve enforcement of traffic laws for bicyclist. Improve enforcement of traffic laws for Skate boarders. Protect small parks
Goals - Open Ended	Goal 2	Implement a system of Healthy Streets that slow/reduce traffic and favor walking and cycling
Goals - Open Ended	Goal 2	If the community invest dollars for installing Bike Lanes, Bike should be required to used them and ticketed if not. It is safer.
Goals - Open Ended	Goal 2	Identify some key bike routes (for getting around) within town, even if they're on residential streets, emphasize safety and promote them
Goals - Open Ended	Goal 2	I would love to see a covered/ lighted bus stop on the west-side of Hwy 99. It would also be great if the bus went through Tunison.
Goals - Open Ended	Goal 2	I think an improvement in patrols around transit/park, etc is well over due. I know businesses use private companies to patrol occasionally.
Goals - Open Ended	Goal 2	I second the need to increase lighting at night. Outside of downtown and 9th street, the city is incredibly dark at night.

Goals - Open Ended	Goal 2	i like this one!
Goals - Open Ended	Goal 2	I agree with the goals. Specifically addressing pedestrian/bike crossing on 14th St over Philomath Blvd and safer routes for South Town.
Goals - Open Ended	Goal 2	Hwy 20 is clogged up. It's only going to get worse with two new developments and a new nursing home in N Albany. ODOT needs to deal with it.
Goals - Open Ended	Goal 2	Health includes environmental health. Install rain gardens whenever new curbing work is done at intersections.
Goals - Open Ended	Goal 2	Health benefits of cycling far exceed the risk of traffic injury. See study by psu. Fewer heart attacks.
Goals - Open Ended	Goal 2	Goals seem very generic, who wouldn't want all of these goals, but are they sustainable in a city of our size.
Goals - Open Ended	Goal 2	Goal 2 should be the first goal stated.
Goals - Open Ended	Goal 2	go for this one!
Goals - Open Ended	Goal 2	For health, there is nothing here about how to mitigate the impact of our roads and vehicles that pollute our waterways from stormwater.
Goals - Open Ended	Goal 2	Focus on necessary improvements. Vibrant spaces and social interaction are not necessary.
Goals - Open Ended	Goal 2	Focus on better bike/walk corridors to OSU from downtown, south town, Kings, etc. So many opportunities for improvement. Albany bike path!
Goals - Open Ended	Goal 2	Focus on a partnership with university to educate students on cyclist rules of the road.
Goals - Open Ended	Goal 2	fix the timing/duration of lights enforce the existing traffic laws for everyone
Goals - Open Ended	Goal 2	Extended multi-use routes OFF the highway between Albany and Corvallis.
Goals - Open Ended	Goal 2	Explore use of recently adopted (in MUTCD) safety measures for bicyclists, such as use of colored pavement in high conflict bike lanes.
Goals - Open Ended	Goal 2	Explain safety issues- do you mean crime/ auto traffic?
Goals - Open Ended	Goal 2	Expand to include the physical separation of bike lanes from traffic.
Goals - Open Ended	Goal 2	Expand multi-use paths to segregate walkers/runners/rollers from cyclists and skaters. Widen the path, but paint a dotted line.
Goals - Open Ended	Goal 2	Expand multi-use path network connecting cities in the region for safe bicycle commuting and recreation.
Goals - Open Ended	Goal 2	Expand & IMPROVE sidewalks, bike lanes, etc. Make CURRENT system better: Green Lanes, Buffered Bike Lanes & bike signals. Use NACTO guide!
Goals - Open Ended	Goal 2	Ensure, through examination of existing science, that safety also takes into consideration pollution, water availability, warming trends

Goals - Open Ended	Goal 2	Ensure the health and integrity of neighborhoods. Cohesive neighborhoods enhance safety and livability. Reduce bike/auto conflicts
Goals - Open Ended	Goal 2	Ensure accessibility in all modes of transportation, especially transit and pedestrian ways
Goals - Open Ended	Goal 2	Enforce the bike laws. Don't just Educate then after they get a ticket. Educate them now.
Goals - Open Ended	Goal 2	Enforce laws for drivers: too much speeding and running stop signs by car drivers. #s 6 and 7 seem vague and are really tied to #s 1 and 2
Goals - Open Ended	Goal 2	Encouraging a culture of walking and cycling and social interaction also requires providing a better bus system.
Goals - Open Ended	Goal 2	Either slow bicyclists down or ban wheelchairs, the elderly with walkers, young children, and dogs from multi-use paths.
Goals - Open Ended	Goal 2	educate drivers about pedestrian crosswalk rules slow traffic in town
Goals - Open Ended	Goal 2	Educate cyclists on rules of the road and hold them accountable. As a driver, I've had too many near misses.
Goals - Open Ended	Goal 2	Don't just make bicycle laws— enforce them too.
Goals - Open Ended	Goal 2	Does not reflect Healthy Streets Healthy Streams work. System should also minimize pollutant load to air and streams, help with stormwater.
Goals - Open Ended	Goal 2	Convert existing roads into multi-use paths & sidewalks (eliminates the need for expansion). More education & enforcement of traffic laws.
Goals - Open Ended	Goal 2	Careful with sidewalks: they increase traffic speed and destroy neighborhood character. Lighting should be night-sky friendly.
Goals - Open Ended	Goal 2	Bullets 1, 2 are justifications for widening high volume corridors. Better to increase plantings and middle islands to slow traffic.
Goals - Open Ended	Goal 2	Build a multi-modal path to Albany with floating river paths where property obstructions occur.
Goals - Open Ended	Goal 2	Bike/bus transportation systems towards north Corvallis. Work with public schools to encourage alternative transit, improve health/safety
Goals - Open Ended	Goal 2	Bike routes; more emphasis on both bikes and pedestrians. ENFORCE bike road laws.
Goals - Open Ended	Goal 2	Bike laws need to be enforced, and bikers need to obey them or lose their privilege to ride.
Goals - Open Ended	Goal 2	Bike lanes need some physical markers, greater separation from auto lanes. See for example what has been done in Boulder, CO.
Goals - Open Ended	Goal 2	Bike lanes are used by some for setting out their trash containers causing a safety hazard. There seems to be no enforcement action taken.
Goals - Open Ended	Goal 2	Bicycling growth must be a centerpiece to all thought and action; it's growth rate merit nothing else.

Goals - Open Ended	Goal 2	Better lighting on main streets - dark and rainy nights make lane markers, bikes, and pedestrians extremely hard to see.
Goals - Open Ended	Goal 2	Better defined goals than 1st Goal list
Goals - Open Ended	Goal 2	Be careful not to reproduce services that are the responsibility of other departments, thereby wasting taxpayer money.
Goals - Open Ended	Goal 2	Also enhance public transport to key walking and hiking trails heads during high volume times; reduce expansion of parking lots as a choice.
Goals - Open Ended	Goal 2	Again safety enhancements? How about enforcing known bike laws? I'm scared to death how some bike riders use the road way!
Goals - Open Ended	Goal 2	Adopt practices from places such as Holland with safer interaction between transportation modes. Study crashes with a goal of elimination.
Goals - Open Ended	Goal 2	Address safety on transit system - free rides = people who are disruptive and are not really using the bus for transportation.
Goals - Open Ended	Goal 2	Additional lighting needs to not increase sky light - all streetlights, esp historic lights such as on campus, need shades
Goals - Open Ended	Goal 2	Additional lighting near bus shelters and unsheltered stops would be appreciated.
Goals - Open Ended	Goal 2	Add weekend biking events like a cicloV-A-s
Goals - Open Ended	Goal 2	Add a bike route between Albany and Corvallis. Fix the intersection at Kings and Harrison.
Goals - Open Ended	Goal 2	Acknowledge that safety is as important as economic vitality. Work within land use goals. Transportation should not trump other goals.
Goals - Open Ended	Goal 2	Acknowledge that pedestrian safety and security are enhanced with adjacent slow-moving street traffic, as exists currently in downtown.
Goals - Open Ended	Goal 2	â††, Speed limits to â††, Safety. 25mph max on Circle&9th. 20mph max Harrison, VanB, Dtwn& Monroe. Enforce all traffic laws& modalities aggressively
Goals - Open Ended	Goal 2	99 S could use some safety upgrades. Larger sidewalks and a bigger lane for bikes.
Goals - Open Ended	Goal 2	1. reduce the need for car use 2. connect homes to transit with autonomous vehicles
Goals - Open Ended	Goal 3	You need to address the commuter traffic between Corvallis and Albany. Bike lanes won't cut it. Buses or rail line needed.
Goals - Open Ended	Goal 3	With increase in population, need to be ready!
Goals - Open Ended	Goal 3	Why not expand the Corvallis airport? More money for Corvallis. Increased tourism and business.
Goals - Open Ended	Goal 3	Why do we have such big busses? Corvallis will never be a regional airport, we should work with Eugene to get more flights at EUG

Goals - Open Ended	Goal 3	We need better connections with regional rail and we need to support the development of a local rail system.
Goals - Open Ended	Goal 3	We need an Express Bus that runs back and forth down Hwy 99 in Southtown and cuts out the epic journey to Willamette Landing on every trip.
Goals - Open Ended	Goal 3	We need a real alternative, convenient way to get out of town! Bolt Bus, Train, ??? Something besides the HUT shuttle and the greyhound.
Goals - Open Ended	Goal 3	We aren't going to eliminate cars downtown so we still need more parking. Hourly bus service is often inadequate.
Goals - Open Ended	Goal 3	Use mini-buses that come more frequently. Add a shuttle to match Albany AMTRAK arrival and departure times.
Goals - Open Ended	Goal 3	Use "baby buses" or vans for routes during the daytime that are less busy, increase the frequency of buses, Sunday and evening bus services
Goals - Open Ended	Goal 3	Transit goal should definitely include timeliness, as that's definitely the greatest detractor of usage.
Goals - Open Ended	Goal 3	Too much in this one. Bus stop is not easy for my neighborhood. Bike or walking is easier.
Goals - Open Ended	Goal 3	This is really important.
Goals - Open Ended	Goal 3	The water tax that pays for the bus needs to be a regularly levied tax.
Goals - Open Ended	Goal 3	The preferred term in Oregon is Transportation Options rather than TDM. Also, you repeat "increase the" in the second to last bullet item.
Goals - Open Ended	Goal 3	The goal for "people of all ages and abilities" should include not just within Corvallis, but in and out, and at expanded times.
Goals - Open Ended	Goal 3	The Corvallis airport is too small for most people to ever use - not a priority. Increase bus frequency and reliability.
Goals - Open Ended	Goal 3	the Albany-Covallis loop bus should run more frequently and longer hours (beyond 5:50 pm) to encourage more commuting
Goals - Open Ended	Goal 3	The airport strategy should go in Goal 1. Suggest: "...and ride facilities and lease parking lots..."
Goals - Open Ended	Goal 3	Support vanpool and park-and-ride programs and infrastructure and policy.
Goals - Open Ended	Goal 3	Support of Corvallis airport redundant. Commercial service not financially viable. Focus on better options (shuttle, rail) to EUG
Goals - Open Ended	Goal 3	Support for the regional airport should not be included in the goal. There is little return on investment for the city the size of corvallis
Goals - Open Ended	Goal 3	Sunday bus service. Public education.
Goals - Open Ended	Goal 3	Sunday bus service would be great as would buses running later in the evenings during the week.
Goals - Open Ended	Goal 3	Sunday bus routes and service until 9pm week nights
Goals - Open Ended	Goal 3	Strengthen and enforce dog leash laws. Off leash dogs and leashes longer than 6' are a hazard for people with disabilities and bicyclists

Goals - Open Ended	Goal 3	Streets for cars are expensive. It's basic fairness and kindness to ensure that all citizens, not just those who drive a car, can get.
Goals - Open Ended	Goal 3	Split streets half for motorized and half for bicycles, walkers, skate-boards--weaker cyclists are very UNCOMFORTABLE with narrow bike lanes
Goals - Open Ended	Goal 3	spend limited\$ on RAIL,ã¬ñ, mass transit frequency,routes, bike, per. C airport not a priority for the masses- use Eugene airport.NOFREEPARKING
Goals - Open Ended	Goal 3	Spell out the acronym "TDM" in bullet 6. Never use an acronym without providing the definition. Duh.
Goals - Open Ended	Goal 3	Specifically address rail service and connectivity with other cities in the Willamette Valley.
Goals - Open Ended	Goal 3	Some of the bullets aren't clear. Fully endorse keeping cars out of the city and increasing bikes, busses, and walking in the city.
Goals - Open Ended	Goal 3	Some neighborhoods are dependent on alt travel. Invest in making bus stops more comfortable and safe in low income neighborhoods.
Goals - Open Ended	Goal 3	Sidewalks are critical component of transportation for children and elderly, but omitted. Continue transit subsidies. Spanish maps & signage
Goals - Open Ended	Goal 3	Shuttle or rail to Eugene airport. Smaller buses for Corvallis. 2 hour parking near campus.
Goals - Open Ended	Goal 3	Shuttle or rail to Eugene airport. Smaller buses for Corvallis.
Goals - Open Ended	Goal 3	Safe bicycle accessibility between Corvallis and Albany is needed.
Goals - Open Ended	Goal 3	route air traffic, drones, helicopters away from the City airspace to reduce noise if encouraging regional airport
Goals - Open Ended	Goal 3	Remember, people with disabilities constitute a minority group. Need wheelchair sidewalks, spoken announcements on buses for blind people.
Goals - Open Ended	Goal 3	Reliance on the airport is misplaced; it's too small to make an impact.
Goals - Open Ended	Goal 3	Reimagine the CTS network so that not all routes have to go past OSU and into downtown. Make buses pay-to-ride and on time.
Goals - Open Ended	Goal 3	Rapid transit to Eugene and Portland airports makes more economic sense. High speed trains connected to light rail in town.
Goals - Open Ended	Goal 3	Public transportation options will only work if there is a quality pedestrian environment of adequate density. Land use is critical!
Goals - Open Ended	Goal 3	Provide Sunday bus service. Expand service to 11pm daily, year round, for evening functions.
Goals - Open Ended	Goal 3	Provide designated areas for park and ride, bus lanes, and bike lanes.
Goals - Open Ended	Goal 3	provide covered well lit shelters with some seating for all transit pickups.
Goals - Open Ended	Goal 3	Protected/buffered bike lanes, educate public on bus routes, emphasize accessibility features.
Goals - Open Ended	Goal 3	Perhaps some "park and ride" system for commuters, thus reducing the amount of congestion downtown.



Goals - Open Ended	Goal 3	Park and Bike facilities for those that travel from out of town but want to get around on 2 wheels in town would be great.
Goals - Open Ended	Goal 3	Park & Ride. This City isnt large enough (geographically) to warrant this. Reconsider hub & spoke approach to the transit system.
Goals - Open Ended	Goal 3	Park & ride hubs.
Goals - Open Ended	Goal 3	Paint the water tower at the airport, to enhance the presentation of the facility. A restaurant there would attract more visitors.
Goals - Open Ended	Goal 3	Our bus system has the best drivers, doesn't cost the riders a thing, and are reliable.
Goals - Open Ended	Goal 3	Not clear what supporting the airport as a regional facility means. If it doesn't mean spend City budget on it, I'm happy to see it.
Goals - Open Ended	Goal 3	No support for the airport, The bus is already free. This section is poorly thought out.
Goals - Open Ended	Goal 3	No need to increase use of Corvallis airport. Provide public transit links to Lane and Marion Counties.
Goals - Open Ended	Goal 3	Neighborhoods where people with disabilities can visit their neighbors. Close Monroe by campus to vehicular traffic (bike and walk only)
Goals - Open Ended	Goal 3	Need to partner with other regional cities to expand EUG and Amtrak/ALY offerings. Expanded shuttle service to PDX would also be useful.
Goals - Open Ended	Goal 3	need more signage for motorcycle parking. Those spots are hard to find.
Goals - Open Ended	Goal 3	Need bus schedule that lets folks from NW Corvallis get to work at OSU before 8 a.m. year-round.
Goals - Open Ended	Goal 3	More people would use alternative transportation if they could afford to live in Corvallis. Affordable housing for families is SO needed!
Goals - Open Ended	Goal 3	More options for bus travel.
Goals - Open Ended	Goal 3	More emphasis on environmental sustainability and building the transportation system to support that goal (including design and engineering)
Goals - Open Ended	Goal 3	Make transit routes better. Having to go downtown and then catch another bus is not convenient. Double the bus routes
Goals - Open Ended	Goal 3	Make the buses run on time. If transit is predictable and reliable, more people will use it instead of driving. Win-win.
Goals - Open Ended	Goal 3	Make sure that this Goal is fundamentally more important that the other cited draft goals; that the other goals do not trump this goal.
Goals - Open Ended	Goal 3	Make sure all information gets translated into Spanish & other languages so all groups of people can understand these transportation options
Goals - Open Ended	Goal 3	Make it easier to take the train north and south and possibly have a train going to the coast and central oregon
Goals - Open Ended	Goal 3	Make it easier to know when the next bus will arrive!
Goals - Open Ended	Goal 3	Make bus interiors nicer and add wifi .

Goals - Open Ended	Goal 3	Low carbon options need to be available; social justice demands access and equitable approach.
Goals - Open Ended	Goal 3	Look for transportation options (ie: bus) for weekend travel out of town.
Goals - Open Ended	Goal 3	Look for more cost effective solutions. Everything on this list is a non trivial expense
Goals - Open Ended	Goal 3	Let the bus rides pay for the bus system, not the property owners, it cost way too much already to own a home in Corvallis.
Goals - Open Ended	Goal 3	Keep buses out of bike lanes and off sidewalks. Buses have turn signals, get them to use them.
Goals - Open Ended	Goal 3	Is the goal to reduce drivers? I would be against that! Some people with disabilities are more comfortable riding in their own vehicle.
Goals - Open Ended	Goal 3	Is the airport really a "regional facility"? I know FedEx uses it and if it has to be an RF for FedEx to use, then certainly.
Goals - Open Ended	Goal 3	Inexpensive, not free
Goals - Open Ended	Goal 3	Increasing transit ridership and providing inexpensive transportation options should not be prioritized above increasing road volume.
Goals - Open Ended	Goal 3	Increased access to rivers as commuting corridors, both in connected riverfront paths and in water trails (more 'paddle ports' at key spots)
Goals - Open Ended	Goal 3	Increase linkages to other regional mass transit systems, e.g., regular shuttle to Amtrak station.
Goals - Open Ended	Goal 3	Increase access to Senior Center for non-driving elderly
Goals - Open Ended	Goal 3	Increase # of bikes bus can hold. Many challenged people bike & bus, and when there's already 2 bikes, they can't ride, so late to work!
Goals - Open Ended	Goal 3	Include the work already done on the "Healthy Streets, Healthy Streams" project; focus on corridors that encourage walking/cycling.
Goals - Open Ended	Goal 3	Include Eugene airport as a viable regional passenger facility.
Goals - Open Ended	Goal 3	Improved quality of buses should include timeliness or the bus schedule being accurate.
Goals - Open Ended	Goal 3	Improve connectivity between all forms of transportation.
Goals - Open Ended	Goal 3	Improve bus and train options to Eugene, Salem, and Portland. More frequent local bus service on major routes
Goals - Open Ended	Goal 3	Improve (increase) QUANTITY of transit service, not just quality.
Goals - Open Ended	Goal 3	Implement the Healthy Streets - Healthy Streams Guide Book
Goals - Open Ended	Goal 3	Implement the "Rule of 15": buses arrive at each stop every 15 minutes, and run for 15 hours a day.
Goals - Open Ended	Goal 3	I would not focus on the Corvallis airport as a transportation hub. Too costly. Perhaps focus more on Eugene airport as a regional solution.

Goals - Open Ended	Goal 3	I believe we need to adopt policies that not only incentivize bike/ped commuting but disincentivize single occupant vehicle trips
Goals - Open Ended	Goal 3	How about encouraging ride sharing such as Uber and Lyft to enter Corvallis?
Goals - Open Ended	Goal 3	Housing expensive in Corvallis. Too many people must commute. Affordable housing policies could make it more possible to live and work here.
Goals - Open Ended	Goal 3	Have a community bike borrowing program
Goals - Open Ended	Goal 3	Has there been a survey completed to determine which groups are/are not using public transportation and why? Goal will require more funding.
Goals - Open Ended	Goal 3	Good strategies except for P&R. These are not needed except to relieve parking pressure @ OSU & downtown - they should pay - not community.
Goals - Open Ended	Goal 3	Find safe route from Corvallis to Albany via bicycle.
Goals - Open Ended	Goal 3	Fare-free transit to Albany, Philomath, Eugene, and Portland will pay for itself in reduced infrastructure costs.
Goals - Open Ended	Goal 3	Extend route hours to 2am, 6 days a week. Add Sunday to the schedule by creating routes for Sunday services.
Goals - Open Ended	Goal 3	Expand the coverage and increase the frequency of bus service, a once an hour bus is only usable by the retired and unemployed.
Goals - Open Ended	Goal 3	Expand Night Owl bus to year round. Increase bus service to Albany train depot. Preserve free-fare bus policy.
Goals - Open Ended	Goal 3	Expand maps/transit literature in Spanish and other languages to reflect growing diversity of city.
Goals - Open Ended	Goal 3	Expand bus routes into night (6 days a week at least).
Goals - Open Ended	Goal 3	Enhance access and connectivity, especially for non-motorized transportation between North Corvallis and the other communities in Benton Co.
Goals - Open Ended	Goal 3	Encourage bus use by relaxing rules - like not allowing beverages to be brought on board. Focus on high impact area, not the CVO airport.
Goals - Open Ended	Goal 3	Emphasize increase in frequency of transit service and park and ride
Goals - Open Ended	Goal 3	Double the bus routes so missing one bus doesn't screw up who schedule. Bus comes every 15-20 instead of 30-60, easier to get places
Goals - Open Ended	Goal 3	Don't discourage vehicular travel, some people with mobility issues need personal motor-vehicles for every day use. Promote responsibility.
Goals - Open Ended	Goal 3	Don't apply the concept "non-vehicular" to bicycles. Bicycles should retain all the rights of any vehicle regardless of infrastructure.
Goals - Open Ended	Goal 3	Do not give in to the cycling bullies. They are vocal but they are only a minor segment of the transportation spectrum.
Goals - Open Ended	Goal 3	Diversity still needs to allow for vehicle for people and commerce.
Goals - Open Ended	Goal 3	Diversity and Accessibility is important, but low-carbon options need to be forefront in your decision-making process.
Goals - Open Ended	Goal 3	Discourage single-occupant automobile travel and air travel through taxes or tolls.

Goals - Open Ended	Goal 3	Design a CITYWIDE bike network that is safe & accessible enough for a 14 year old girl to travel the entire system SAFELY! Involve KIDS.
Goals - Open Ended	Goal 3	Demand driven jitney service - Dial-a-Bus for all.  Multimodal hubs at P&R lots at every major point of entry to town.
Goals - Open Ended	Goal 3	Cost of mass transit should be borne by users, nit taxpayers who do not use mass transit
Goals - Open Ended	Goal 3	Corvallis airport doesn't need to be a regional facility. I agree it is too costly. Access to Amtrak could be expanded if there is demand.
Goals - Open Ended	Goal 3	correct second to last bullet wording. Improving transit service signs to show when buses don't stop at a location
Goals - Open Ended	Goal 3	Consider direct connections with Albany train station. Increase the number of bike racks downtown.
Goals - Open Ended	Goal 3	Can't do everything. Forget public transit. Mid-valley is too small. Use available resources on better pedestrian and bicycle facilities.
Goals - Open Ended	Goal 3	Can we mention EUG airport as a regional transportation goal? This would cut down on Corvallis citizens having to drive so often on I-5..
Goals - Open Ended	Goal 3	Buses should run more often and through the evening. Even twice an hour pick ups would be awesome.
Goals - Open Ended	Goal 3	Buses need to run later into the evenings. Support regional transport, like trains and buses to other locales.
Goals - Open Ended	Goal 3	Buses are frequently not on time because of outdated timetables. Ridership has increased, yet the city refuses to update timetables.
Goals - Open Ended	Goal 3	Bus service on Sundays and evenings would be greatly appreciated. I would have no problem paying a fare for expanded services.
Goals - Open Ended	Goal 3	Better transport by bus and bike to Albany
Goals - Open Ended	Goal 3	Be much more specific. The most important thing to do is to increase public transportation to the Portland metro area.
Goals - Open Ended	Goal 3	Be careful to minimize the costs to the taxpayers and individuals. Use user fees where ever you can.
Goals - Open Ended	Goal 3	airport expand is redundant. mixed size bus fleet, more frequent service think sustainability expand inter-city transit
Goals - Open Ended	Goal 3	Adjust land use planning to disburse economic and service activities throughout the community, not just focused downtown.
Goals - Open Ended	Goal 3	Address regional connectivity to Amtrak and future rail system within valley as well as out to the coast. Start planning now for light rail
Goals - Open Ended	Goal 3	Address coordination with other jurisdictions/rail/bus. Improved transit/trails to other transportation options.
Goals - Open Ended	Goal 3	Add need for safe place to store bicycles. Fear of bicycle theft keeps me from using my bike.

Goals - Open Ended	Goal 3	Add a bike path between Corvallis and Albany. Add public transit between Corvallis and Albany.
Goals - Open Ended	Goal 3	Acknowledge most pedestrians in downtown arrive in a car. Don't make it hard for these drivers: older, frail, moms with children, visitors.
Goals - Open Ended	Goal 3	A south town Park & Ride. Expand/more time options for bus routes.
Goals - Open Ended	Goal 3	A 15 minute wait at bus stops would surely increase use. Bicycle parking areas need to be highly visible. OSU is hiding them to aid thieves
Goals - Open Ended	Goal 3	1. Encourage development of train transportation. 2. Making airport a regional facility is not necessary.
Goals - Open Ended	Goal 4	You should increase the street dept. to have enough employees to maintain city roads and sidewalks! Quit putting the cart before the horse!
Goals - Open Ended	Goal 4	Where possible, address stormwater management goals in tandem with transportation projects, in order to maximize water quality.
Goals - Open Ended	Goal 4	We need to implement existing plans first! What about the 'healthy streets/healthy streams' - EPA funded program? We have a great plan!
Goals - Open Ended	Goal 4	We need to do more to get people out of their SOV!
Goals - Open Ended	Goal 4	We need LESS car capacity. It will slow things down, increase safety, and encourage more people to use alternate transportation methods.
Goals - Open Ended	Goal 4	We need a location to park and ride. That would help commuters greatly!
Goals - Open Ended	Goal 4	We must have more travel lanes. Can't ignore population growth. There will be more cars--not everyone can ride a bike!
Goals - Open Ended	Goal 4	Use water-wise landscape along roads/ ped paths.
Goals - Open Ended	Goal 4	To reduce traffic congestion & increase parking supply, fund more frequent buses that cover a larger area.
Goals - Open Ended	Goal 4	To increase "walking, cycling, and transit trips," every project should look at this first, and not be an after-thought for car efficiency.
Goals - Open Ended	Goal 4	This should include some mention of the impact of high density housing and traffic on adjacent neighborhoods.
Goals - Open Ended	Goal 4	This should be a forward looking doc instead of an "immediate wish-list." Disabled need non-car solutions. Parking isn't desirable & should cost \$
Goals - Open Ended	Goal 4	This should be a forward looking doc instead of an "immediate wish-list." Disabled need non-car solutions. Parking isn't desirable & should cost \$
Goals - Open Ended	Goal 4	This is quite a broad goal with many broad objectives beneath it. Maybe hone in on specifics?
Goals - Open Ended	Goal 4	There is simply too much content in the four goal list to be effective. These lists must be 10 or less bullets each for the work ahead.
Goals - Open Ended	Goal 4	The second bullet is the means that ODOT uses to leverage Cities into widening roads & increasing speeds. I vote for lowering speeds.
Goals - Open Ended	Goal 4	The last word of the first bullet should be "use" or "travel." Perhaps the second bullet should end with "within Corvallis."

Goals - Open Ended	Goal 4	The cost of mass transit should be born by users, not by taxpayers who do not use mass transit.
Goals - Open Ended	Goal 4	Synchronize all stop lights in town.
Goals - Open Ended	Goal 4	Strike #2. The State should use their allocation of State & Fed \$ to fund issues on the State system. #5 is most important! Preserve system!
Goals - Open Ended	Goal 4	Stop using our utility bill to tax us to pay for the bus. Make the users pay something or let us vote on it.
Goals - Open Ended	Goal 4	Speed of cars in neighborhoods is a problem
Goals - Open Ended	Goal 4	significant corridors? What is that? Sounds like committee-speak.
Goals - Open Ended	Goal 4	Should increasing "trips" be miles (or % of miles) in bullet #7? Include planning for density. Solar transit infrastructure (bus stops, etc)
Goals - Open Ended	Goal 4	S/b Goal #2. More than just stds. to protect neighborhoods, may require reducing existing traffic through them- such as diversion/bulbing.
Goals - Open Ended	Goal 4	Require public transit to pay for itself -- with user fees.
Goals - Open Ended	Goal 4	Repair potholes. In creating and repairing roads, consider new and natural materials that can decrease effects of global warming.
Goals - Open Ended	Goal 4	Reducing vehicle miles means living closer to work. Affordable housing for families keeps people in town = more public transit use.
Goals - Open Ended	Goal 4	Reduce the square footage of impervious pavement in the transportation system to improve our waterways, atmosphere and community.
Goals - Open Ended	Goal 4	Reduce the number of vehicle-miles traveled??? It is our right to live & drive distances if we need to or even choose to!!!
Goals - Open Ended	Goal 4	Reduce carbon footprint of city-provided services while increasing usage. Solar-power bus stops, bike covers, city buildings.
Goals - Open Ended	Goal 4	Quit listening to special interest groups and start serving the interest of the Majority of local Citizens. It's our money!
Goals - Open Ended	Goal 4	Pursuing grants should only be used for capital not operational expenses. The statment appears to apply to both
Goals - Open Ended	Goal 4	Public transit public transit public transit. Biking is great but not for everyone and not for many months of the year, so buses are key.
Goals - Open Ended	Goal 4	Provide a sustainable transportation system that meets the needs of the present without sacrificing our children's future.
Goals - Open Ended	Goal 4	Protect waterways from road and street impacts  Plan for more street trees all local streets should be pedest. friendly, not realm of neigh.
Goals - Open Ended	Goal 4	Protect the integrity of historic neighborhoods near OSU. Need to establish residents' only parking in Parking area "A".
Goals - Open Ended	Goal 4	Preserving right of way for future light rail, bike lanes, and parking area for the public.

Goals - Open Ended	Goal 4	Preserve integrity of older neighborhoods. Requires reducing public parking near OSU in residential space.
Goals - Open Ended	Goal 4	Preserve integrity of older neighborhoods. Requires reducing public parking near OSU in residential space
Goals - Open Ended	Goal 4	Please remember that bicycles are not a realistic option for many of us, for reasons such as health limitations, job requirements, etc.
Goals - Open Ended	Goal 4	Please consider making pedestrian and bike travel safe and attractive WITHOUT penalizing those who drive.
Goals - Open Ended	Goal 4	Plan for light rail in the city and connections to high speed trains between cities.
Goals - Open Ended	Goal 4	Perhaps separating out fiscal and environmental stewardship into two separate goals? They can point to very different actions.
Goals - Open Ended	Goal 4	Parking structure downtown.
Goals - Open Ended	Goal 4	OSU should house majority of students on campus, encourage 8000+ employees to live in Corvallis and not wastefully commute in daily.
Goals - Open Ended	Goal 4	Optimize and maintain stormwater controls, including buffers, to protect streams and wetlands.
Goals - Open Ended	Goal 4	Open up the bottleneck at the river crossing to a maximum 3 lanes each way.
Goals - Open Ended	Goal 4	Open up parking and allow everyone to buy parking passes to park in any public spaces. Pay for parking per spot for people without passes.
Goals - Open Ended	Goal 4	Not sure what #1 refers to.
Goals - Open Ended	Goal 4	No additional car lanes. Let's use what we've got more effectively by increasing bike and bus.
Goals - Open Ended	Goal 4	Need to prioritize maintenance of existing roadways, especially secondary roads.
Goals - Open Ended	Goal 4	Need to increase transportation maintenance fee. Index it to inflation at least.
Goals - Open Ended	Goal 4	Mostly ok, but a some of these goals come close to attempting to run people's lives, and should be a result of a better system - not a goal.
Goals - Open Ended	Goal 4	More road capacity or better routes for traffic heading out of town. IE the bridge that will never change...
Goals - Open Ended	Goal 4	More frequent service, with comfortable bus stops for people unable to walk or bicycle. Love commuter Park and Ride options seen elsewhere.
Goals - Open Ended	Goal 4	Minimize carbon footprint; maximize green space; provide support for environment; minimized total amount of paved surfaces.
Goals - Open Ended	Goal 4	Mass transit is a justice issue - a civil right that all people should have access to travel, not just those who can afford a car.
Goals - Open Ended	Goal 4	Many of us are too old to ride bikes especially with the steep hills and rain. I support more bike paths, but many residents need their cars
Goals - Open Ended	Goal 4	Make sure infrastructure is up to modern seismic activity related codes.

Goals - Open Ended	Goal 4	Make public transit the number 1 priority.
Goals - Open Ended	Goal 4	Maintain equality of access ... don't encourage walking, cycling and transit solutions that discriminate vs citizens who must use vehicles.
Goals - Open Ended	Goal 4	Look for opportunities to minimize the amount (width, depth) of paved surfaces that are used in transportation facilities.
Goals - Open Ended	Goal 4	Let's mandate bulbied corners with rain gardens to filter stormwater, beautify neighborhoods and make it safer and easier to cross the street
Goals - Open Ended	Goal 4	Less emphasis on motor vehicle capacity and more on moving people, i.e., cycling transit and walking
Goals - Open Ended	Goal 4	keep oversized trucks and equipment off of Harrison and/or enforce compliance
Goals - Open Ended	Goal 4	It seems prudent and respectful to recognize you are ultimately placing the burden of funding on the taxpayer. Examine what we have first.
Goals - Open Ended	Goal 4	Include water pollution reduction in street designs; such as green swales and rain gardens to prevent pollution of Willamette River by runoff
Goals - Open Ended	Goal 4	Increasing road capacity should be prioritized above other goals. Traffic in Corvallis is becoming overburdened.
Goals - Open Ended	Goal 4	Increase the road care. Bike lanes are often full of debris, forcing the cyclist into traffic.
Goals - Open Ended	Goal 4	increase bike capacity on buses
Goals - Open Ended	Goal 4	In some cases it seems we have emphasized maintaining a "neighborhood feel" where we really need an arterial to move traffic.
Goals - Open Ended	Goal 4	In light of seismic issues, filter these strategies to ensure access to emergency routes and maintenance of essential defensible structures
Goals - Open Ended	Goal 4	Implement mixed-use land use and urban design standards to create a city that minimizes the necessity of private vehicle use.
Goals - Open Ended	Goal 4	Implement a Park & Ride on the entrances into town, and severely restrict vehicular traffic in town
Goals - Open Ended	Goal 4	I'd like to see more partnership with nearby cities to expand mass transport options out of Corvallis.
Goals - Open Ended	Goal 4	I think there is plenty of parking downtown. Many don't want to walk a short distance, and a couple blocks is too much for them.
Goals - Open Ended	Goal 4	I think all of these are good goals. Part of it will be changing the mindset of people - using the bus instead of their car.
Goals - Open Ended	Goal 4	Hwy 99 is the primary obstacle for pedestrians and cyclists. Rather than preserve it, let's work toward converting toward efficiency.
Goals - Open Ended	Goal 4	Here's a concept, let the free market decide!
Goals - Open Ended	Goal 4	Harrison Blvd between 30th and 36th is a really bad place to let bikes on the road. Can go one block north or south and not slow traffic
Goals - Open Ended	Goal 4	Green infrastructure/transit education signs &/or "tours" around Corvallis.



Goals - Open Ended	Goal 4	Filling all budgeted PW positions should be priority #1. Taxpayers have been shortchanged for years. Transportation system decline is major.
Goals - Open Ended	Goal 4	Ensure that major bridges and roads are seismically retrofitted to withstand a significant earthquake.
Goals - Open Ended	Goal 4	Enforce existing traffic rules to attain some of these goals. Yield to pedestrians, stop at stops signs and red lights (bikes, too), etc.
Goals - Open Ended	Goal 4	Encourage development and connection to existing/future regional transportation (N-S train, E-W shuttle).
Goals - Open Ended	Goal 4	Eliminate bike traffic on busy streets durring rush hour, and enforce bike laws!
Goals - Open Ended	Goal 4	Educate police and public about traffic laws, especially related to bicycles.
Goals - Open Ended	Goal 4	Don't destroy older neighborhoods by running noisy and high speed roads through them.
Goals - Open Ended	Goal 4	Did this plan address the bridges anywhere. I may be going over this too fast, but bridges seem to need some attention.
Goals - Open Ended	Goal 4	Develop a long term funding plan to maintain the road system. Maintain bike lanes free of debris and glass/ sweep more often.
Goals - Open Ended	Goal 4	Decrease the overall carbon footprint of transportation system, such as supporting zip cars for local use or promoting multi-modal systems
Goals - Open Ended	Goal 4	Create a transportation plan that works to connect communities throughout Benton Co. Many live outside the city limits but work/shop here
Goals - Open Ended	Goal 4	Create "Traffic Calming Routes" for walking, biking & getting to school & prioritize investment accordingly. Focus on HS students more.
Goals - Open Ended	Goal 4	Corvallis could be a place where people park their cars on the edge of town and walk, bike, or ride fare-free transit.
Goals - Open Ended	Goal 4	Coordinate regional services so trips can easily extend beyond Corvallis.
Goals - Open Ended	Goal 4	Consider supporting rail transportation and development.
Goals - Open Ended	Goal 4	Companies should provide loaner (electric?) cars at HP and other sites so people can bike, and still go out on errands/lunches
Goals - Open Ended	Goal 4	Close 2nd avenue to cars; provide shuttle for those who need it from parking lots.
Goals - Open Ended	Goal 4	Charging stations for electric cars.
Goals - Open Ended	Goal 4	Charge a toll at all main entrances to the City for non-residents to get revenue from commuters that don't pay any city tax but cause issues
Goals - Open Ended	Goal 4	Bus app for Corvallis. Build space or visual buffers between streets and pedestrians. Surcharge on oversize/energy inefficient vehicles
Goals - Open Ended	Goal 4	Bullet #2: I don't think Corvallis would benefit from increasing capacity. We don't need higher use of our roads.
Goals - Open Ended	Goal 4	Build or propose a "green" parking structure that pulls cars off of the street, and promotes walking to and from local businesses.

Goals - Open Ended	Goal 4	Build and maintain cost-effect alternatives for providing good access and throughput throughout our community.
Goals - Open Ended	Goal 4	Build a parking garage ON the OSU campus for student parking rather than have students park in nearby neighborhoods. Give \$ for carless Ss.
Goals - Open Ended	Goal 4	At some point this city needs to recognize the need for a parking structure downtown.
Goals - Open Ended	Goal 4	Assure a transparent priority and budget programs with clear provisions for citizen access.
Goals - Open Ended	Goal 4	Any emphasis on effective non-auto inter-city transportation options is missing.
Goals - Open Ended	Goal 4	Also,preserve and protect the integrity of forests, waterways and farm lands
Goals - Open Ended	Goal 4	All good! Need to deal with commuters.
Goals - Open Ended	Goal 4	Address how rail and air are part of this plan.
Goals - Open Ended	Goal 4	Actively discourage driving to improve environmental and personal safety.
Goals - Open Ended	Goal 4	Absolutely there should be buses between Corvallis and Albany that coincide with Amtrak arrivals/departures.
Goals - Open Ended	Goal 4	1.Charge for parking throughout the city 2. use the proceeds from parking fines to support transportation and transit
Goals - Open Ended	Goal 4	1. Do not "add capacity" for auto travel anywhere. That era is over. We have to actively discourage driving.
Goals - Open Ended	Goal 4	"Where's my bus?" There should be an app for that.  Bill Gilbert
General Comments		yes, since osu has created a great deal of the traffic issues: lack of affordable housing requiring commutes from way out of Corvallis a large increase in mobile population and growing Also the traffic signals need to be timed much better. Why not flashing 4 way late at night and early in the morning An out of control population running red lights. It seems there is little or no enforcement. OSU made the problems in this city and need to be held accountable by the same percentage that they created them
General Comments		Yes, implore ODOT to widen Hwy 20-34 at SW 47th to SW Research Way.
General Comments		Work on better bus system, bicycle rules and enforcement, considering seniors.
General Comments		Why not make all of Corvallis a 25 mph speed limit? Safer for all modes.
General Comments		When I went to final my submission the part where I was asked to rank, in priority, transportation issues was not in the order I had put them in*. I strongly believe our dependence on fossil fuels should be at the top and that is why I caught this. *[Survey was updated to reflect intended ranking order 7/14/2015.]

General Comments		We've done an okay job of accommodating bikes, at least those ridden by experienced cyclists, but we can't rest on our laurels. We're not platinum yet. Bike boulevards will help, as would a plan to study crashes and improve facilities toward a goal of no crashes. Elevate the goal of making all streets bicycle and pedestrian friendly.
General Comments		<p>We really need to take a good look toward passenger rail service in Corvallis. A commuter rail from Lebanon has already been floated, but I think we'd do well to cooperate with Linn and Lane Counties (not to mention Benton) in setting up a commuter rail line from Corvallis through Albany and into Eugene.</p> <p>I've also been advocating for almost a decade for getting an Amtrak station here. The best option my research has borne out has been one that would start out just as a "stub" here with a stop in McMinnville and on to Portland, with added stops in Independence and Tualatin later, as well as a continuation into Eugene. (Others may have better ideas.)</p>
General Comments		We need Sunday service
General Comments		We need more neighborhood hubs and neighborhood schools so people can walk and bike to shop and get services. We need to incentivize alternatives to driving and parking. People do not own the street in front of their houses and the city should not encourage residents to think they do. We need smaller and more frequent transit to hubs. We need better access out of Corvallis without a car (bus and train). Having the bus free of charge is great and one of the few nice things we do for our low income neighbors. We should decommission more streets from automobile traffic and have walking hubs and gathering centers within neighborhoods.
General Comments		We have to make more effort to move folks out of their autos and into energy efficient; clean transportation. We just have to. It will be expensive of course.
General Comments		We are lucky to have a free bus service but the frequency, hours & bus stop[s] need to be enhanced.
General Comments		We are dealing pretty well with issues of size, e.g., with our population, I understand why buses are no more frequent than they are, but they are pretty regular. If we re-design our city for greater walkability and easier and safer non-motorized travel --- we will have lots more people use it.
General Comments		Very poor arterial road system throughout town to move vehicles swiftly and safely through our community. We need to enhance these not install traffic circles to slow us down. 53rd is now under 35 MPH average speed from Philomath HWY to Harrison where it used to be close to the 45 MPH posted speed. Hwy 20/34 and 99W need to flow smoothly and we need to change the school zones on all major streets to slow only when the light is flashing or children are present.

General Comments		<p>Very ambitious goals. Maybe too ambitious... prioritizing will be necessary. There is no mention anywhere of the recently revised earthquake risk and the need to retrofit old bridges and other infrastructure, but this should be added to the list as a high priority- at least for bridges over the Willamette and Mary's river that will be critical to emergency response in the days and weeks following a severe earthquake. Otherwise, I have watched the slow deterioration of the bicycle lanes with disappointment, and we definitely need more bicycle parking almost everywhere. In particular, older strip developments (Rice's Pharmacy, Winco) have almost no bicycle parking, and none to current standards. We need to work out mechanisms to address that beyond waiting for redevelopment to occur. Finally, there are many neighborhoods with few or no street trees, even when strips allow it. If the city owns a sidewalk strip, the city should have a plan to plant trees on it. There are now multiple studies showing the benefits of large canopy street trees in particular, and many of those benefits accrue to the community as a whole.</p>
General Comments		<p>Transportation planning should be tightly aligned with land-use planning and environmental planning. If not well coordinated; then land development can overload parts of the transportation system (e.g.; Ninth Street). In turn; a disconnect between transportation plans and land use plans can cause adverse environmental impacts (e.g.; stormwater discharges to Dixon Creek from up-slope development/roads).</p>
General Comments		<p>Too much emphasis on moving motor vehicles, many communities are doing far more in terms of providing innovative and creative facilities to increase cycling and walking, i.e., green bike lanes, bike boxes, buffed bike lanes, bike boulevards, bicycle signals, pedestrian lead intervals at intersections, bicycle oriented signal progressions, etc.,</p>
General Comments		<p>Think it is great that there is free bus service in Corvallis.</p>
General Comments		<p>The timing of the traffic lights needs improved; you may have a green light, but the light one block up is red and all lanes are full. Bicyclist do not ride very safe; they do not obey the rules of the road.</p>
General Comments		<p>The general conditions of many of the road throughout Corvallis is poor. I regularly see potholes, breaking/cracking asphalt, and debris in the streets. I know it isn't sexy, but I would hope that we could make it a priority to maintain what we have. Thank you.</p>
General Comments		<p>The existing TS has been woefully ineffective in dealing with the heavy expansion of OSU. New high-density student developments have been approved without adequate concern or mitigation of traffic impacts, allowing developer-chosen consultants to use inappropriate but legal national trip generation standards to gain approval. The existing TS plan ignores the historical development of the inner neighborhoods that grew out of early farm roads. The answer for the new TS plan should not be to sacrifice these older neighborhoods in the interest of "economic vitality" or accommodating extended OSU growth. Rather better arterials on the perimeter of the city, as well as the promotion and expansion of transit and alternative modes of transport in the inner core should be the focus. Protect the older neighborhoods or we risk losing them and the appeal of the community as a whole.</p>
General Comments		<p>The Corvallis Transit System is wonderful! I would gladly pay more for increased bus service. I use the C3 and would like to have a 9:15am and 4:30pm weekday option, as well as extending the Saturday service times to Sunday.</p>
General Comments		<p>The comment section on the map didn't work in my browser. So I'll mention here that the Van Buren bridge definitely needs to be widened. Yes, it's historic, but PLEASE fix this obvious choke point in the system. One lane out of town just doesn't do the job.</p>

General Comments		Thanks for your work you do for the city.
General Comments		Thanks for doing this survey. It really helps to be able to comment.
General Comments		Thank you.
General Comments		Thank you for all your efforts to deal with complex issues and multiple inputs.
General Comments		Taxpayer should not support mass transit and less they use mass transit. And bus stop downtown is unsafe due to vagrants and drug abusers.
General Comments		Sunday service badly needed.
General Comments		Some of the stated goals are not really goals but they sound more like mission statements. Goals are measurable
General Comments		Relative to other places, we are doing well. But I think we need to be thinking ahead about separating freight from town routes more, and moving people out of cars. Improve connections with other towns and cities, and recognize the long commutes. Make train travel in and out of Corvallis a reality, either through a regular shuttle to and from the station or by bringing rail service to town.
General Comments		Redo the railroad crossings because the ridges on either side of the tracks are really hard on my bike rims and my ass.
General Comments		pretty good. buses could be better...like an express bus from Circle x 9th downtown every a.m. / evening...
General Comments		People are always impressed when I tell them that Corvallis has free public transit! Looking forward to seeing bike paths out towards Lewisberg to make biking along Hwy 99 safer and bike route signs in Corvallis (i.e. bike friendly streets).
General Comments		Overall, I think Corvallis has done a great job of trying to make the bus system convenient and easy to use. Again, affordable housing for families would cut down on car use overall and make it easier for more people to use public transportation. Some traffic lights should be taken off timer after peak hours. There are many streets in town where street lights are too far apart, making it hard to see on cloudy/moonless nights.
General Comments		Overall it works well. A major weakness is the inter-city non-auto transportation. Pay more attention to ways to support or incent walking.
General Comments		overall I think it's pretty bike/ped friendly. Traffic and parking downtown can be a pain, but all you have to do is go to Portland to put it into perspective.
General Comments		Our bus system is fantastic. 99 S. Needs a bigger barrier between bikers and autos especially where the speed turns to 50. There needs to be more parking downtown.
General Comments		Note: In the section where I ranked priorities, it appears that how I ranked them is not how it displayed upon review. I went in to edit them again, but the review of my responses still showed them out of order.
General Comments		No connection between southeast and southwest Corvallis.

General Comments		Need walkable and bikable routes from south town into downtown that do not include going on hwy 99. Through Evanite to east and along golf course to west. Would do wonders for those neighborhoods.
General Comments		Need more across town and town to town connectivity - cycling and public transport. Easier and safer accessibility to Lebanon, Albany, Monroe, etc.
General Comments		Need flights from corvallis to portland
General Comments		Need better bike lanes. More separation from auto lanes. Need to maintain bike lanes better -- better markings on the road, remove debris. Enforce rules for using bike lights at night -- too many students are invisible on bikes.
General Comments		My biggest concerns: - Make dangerous roads (9th, Circle, HWY 99/3rd St., Kings, HWY 20 to name a few) safer for bicyclist & pedestrians - Create signed bike boulevards (11th, Tyler, 27th, Beca, etc) - Multi-use path in Southtown - More frequent bus service (especially in the evenings) - Make it fun (intersection painting, art, street festivals, etc.)
General Comments		More frequent out of city transport would be helpful. More frequent travel to Albany, for example, would help cut down on motor vehicles present in Corvallis, since many people work in Corvallis and live in surrounding areas.
General Comments		Model your bus system after the Portland system. There's a reason why they're considered the best in the country. I.e more direct routes less loops.
General Comments		Making Pierce Way a one way would help with CHS parking and traffic flow, and most importantly, safety.
General Comments		Make it easier to walk, bike, and take the bus. Make it harder to drive and park (except for disabled folks). More trees, less concrete. Please please please keep this Corvallis, not Carvallis.
General Comments		Love the new signage for buses.
General Comments		Love the free bus system. Wish pot holes would be attended to.
General Comments		lets limit building of new roads since we can't maintain the existing ones. lets review map for proposed new streets, such as extension of Circle and decide if it is still necessary and cost efficient
General Comments		Less cars/roads, more multi-use paths and longer ones
General Comments		Keep it simple
General Comments		It's too bad the bus is so ridiculously inconvenient and doesn't go where I need or want to go. I have to pay the fare whether I ride or not, and it really is pretty useless to me. I also get to pay for Dial-a-bus, but I'm not allowed to utilize the service. Phooey. The bus needs to run more often and actually go from point A to point B without having to make a giant loop and/or make a transfer or else just get rid of the bus system and buy everyone a bicycle or better yet, spend the money on more pedi-cabs. Subsidizing pedi-cabs would make them affordable to go most anywhere other than up the steepest hills.
General Comments		It's really not bad at all. Main issues are outdated/undercapacity bridges and distance to full-service airport (PDX).

General Comments		It's not bad, aside from parking near campus. Buses are unreliably timed, but otherwise effective. Biking is alright as far as I've experienced. No one knows how to use roundabouts, but hey, they work.
General Comments		It's great to be in a bicycle friendly community--I hope that it will continue to strive to improve, rather than rest on its laurels. South Town needs some serious transportation help. As does transit. Appreciate all the work that's been done and hope that it will continue to improve. I hope that the city will keep in mind that oil is finite and that personal vehicle ownership and miles per person may have already peaked. I also hope that bicycles will continue to be seen as a mode of transportation, rather than a toy or hobby, and that we can alleviate a lot of vehicle transportation and parking issues by reducing barriers to cycling. Thanks!
General Comments		It's great and it's free! Keep up the good work!
General Comments		It's free, but doesn't run early, late or on Sundays or holidays. Makes it pretty much useless to me. Schedules online are inaccurate, as are signs next to stops.
General Comments		It seems to me we could save money if we didn't print and give away so many transportation maps. It encourages many to throw them away and get another next time. Having them available online and posted at bus stops would save this expense.
General Comments		It is very good, but it can very much be improved.
General Comments		It is not fair that traffic lights turn for cars but not for bikes. Also, police officers should ticket drivers for dangerous behavior towards bicyclists. Finally, there are far too many potholes on 11th Street in the Jackson and Van Buren vicinity.
General Comments		It is insufficient. Busses: Better routes, more routes, longer hours seven days a week, higher frequency. Cars: where are the park and ride locations to discourage people from driving into town? Too much emphasis on cars. Pedestrians: why don't we have a pedestrian zone like in European towns?
General Comments		It is a pretty good system as is, except for accessibility for individuals with disabilities. My clients, (I work for the department of human services - vocational rehabilitation) use public transit a lot, and also walk/bike to and from many appointments. The systems that are in place are extremely useful, and the cost of use/time schedules work really well for them and me. The only issues I see are the ones I mentioned in the survey. It affects more than a few people, as my entire base of clientele are people who have disabilities.
General Comments		I'm tired of the tyranny of BPAC.
General Comments		I'm not fond of this effort being lead by ODOT. As a City Councilor I faced the problem of getting ODOT to do what Corvallis wanted. The people at ODOT are all dedicated professionals, but the guidance that they follow from the state is out of step with the needs of Corvallis. Corvallis would be better served by performing this work itself. I am concerned that those representing Corvallis may not understand the code words that ODOT is inserting, which will be used later to indicate that they are complying with our intent, when they read it back to us.
General Comments		I'm concerned about free transit. Costs need to be born by the rider, not by those that use other city services.
General Comments		I would take the bus to evening events, but then I can't get home!

General Comments		I would really love to see the bus system in Corvallis expand to include later evening runs during the weekend and service on Sundays. I know that some nights of the week the Night Owl does run late, but it needs to be more reliable than just a few nights a week, and have a broader range of stops. I also know that the buses run off a water tax or something like that, so I know that trying to expand services while keeping the tax reasonable might be an issue. I would also like to see increased lighting on the streets in Corvallis. There is only one street light on my street and the OSU campus could use more lighting as well.
General Comments		I would like to see more emphasis on separating bicycles and pedestrians from roads with cars. I would like to see a discussion and implementation of the healthy streets-healthy streams plan that the city completed with 2 years of public input and facilitation from the EPA. I would also like to see less emphasis on encouraging pass-through business and more on community livability and safety.
General Comments		I wished the Corvallis to Albany path along Hwy 20 but back from the cars had passed. It's a shame those farmers were afraid of people on bicycles, mothers jogging with baby strollers, joggers, and walkers. I have often ridden my bike along HWY 20 from Corvallis to Albany and it is not safe.
General Comments		I wish I did not see so many nearly empty buses running. I support paying for the system, but it seems there is waste.
General Comments		I want to use public transit but can't walk for half a mile and wait for a bus in the sun/rain that only comes once an hour. Hop on, hop off mini-buses that come frequently would be delightful.
General Comments		I think, generally, Corvallis has a good transportation system for a city of its size. I appreciate the subsidized bus system, recognize the importance and rational of such and periodically defend it to my car-centric sub-urban relations. I and my family regularly use the bike lanes and multi-use paths, and over the last decade and a half invested no small amount of time, money, and talent to build a residence close to downtown to take fuller advantage of the ability to walk in our daily lives. Of course, the purpose of planning efforts is to work closer to the ideal, and things can always be improved, and there is ever the threat of things becoming worse.
General Comments		I think that the City would be better served to get away from a single hub and spoke transit system, and go to perhaps three hubs that interconnect. This might require one more transfer to get to where you want to go, but it would increase the frequency of the routes. To have all of the busses meet downtown and sit together seems very inefficient.
General Comments		I think it is important to begin serious effort to change Corvallis from an auto dominated city to one with strong emphasis on non-auto modes: biking, walking, using transit.
General Comments		I think Corvallis is generally on the right path and I'm actually really impressed with everything it's already done, given its size. If you really want to be a city that is less reliant on cars though, you have to make some major investments in making that a reality for more than just the few people who work and live right in the city limits or who live right on bus routes.



General Comments		I think a small amount of community service in exchange for a bus pass would be a vast improvement (rather than fare-less services), the cleanliness of the busses is becoming an issue. Constant extra stops due to folks riding for short distances and folks loitering on the bus are deterrents as well. I would also love to see expanded services (Sundays and evenings), and I would gladly pay for those services. I dislike being taxed for services that have become far less useful/appealing due to the issues that have arisen from them becoming fare-less. It's been a lose-lose situation for a lot of citizens. Still, I think that a great deal is being done right, and you are to be commended for the overall good job that you do. Keep up the good work!
General Comments		I love to walk and ride my bike in the community but when I am behind the wheel of my vehicle I often feel other bike traffic does not follow the rules of the road as a vehicle. I feel if an individual is being held to the rules of the road when behind the wheel of an automobile so should a cyclist since this is state law when they are on the road ways. I feel there are way too many close calls due to the recklessness of cyclist taking too many chances. We need to better educate our community regarding cyclist rules and laws to ensure safe sharing of our road ways.
General Comments		I love that CTS buses are free! Thank you SO much :) Oh - Priority of Investment section didn't work. My first priority is to protect the environment/reduce reliance on fossil fuels.
General Comments		I love living here because it is so easy to get around without driving. My biggest concern is around not being able to see bikes at night and nearly being hit several times when crossing the university and surrounding neighborhoods around five pm on a Friday.
General Comments		I grew up and learned to love bicycling in Corvallis. Back in the day, traffic laws were vigorously enforced for bicyclists. This was a good thing, cyclists knew and followed the rules and drivers knew they could expect bicyclists to follow the rules. Now as a middle-aged bicyclist I get disrespected by drivers who think bicyclists shouldn't be on the roads and expect all bicyclists to ignore the rules of the road. We need continual education for everyone, drivers and cyclists alike, that the same rules of the road apply to all of us, and we need enforcement to make everyone follow them. This especially applies to new residents and OSU students who may have come from places where bicycling and bicycle traffic are less common.
General Comments		I believe that we need to place more emphasis and devote more resources to bicycling and walking. Recent census and citizen surveys indicate that between 20 and 40% of daily trips in Corvallis are made by walking and bicycling (the percentages are the sums of the individual biking and walking metrics). However, the city devotes much less than 5% of its transportation resources to these modes. Why is that? Wouldn't it be more equitable, and supportive of city goals, to devote more resources to biking and walking transportation modes?
General Comments		I appreciate that it is free to ride. I'm on a limited income and it allows me freedom to come and go as I want.
General Comments		I am very glad to see a new pedestrian crossing at 9th down from Buchanan
General Comments		I am strongly in favor of increased investment in bike, ped, and transit infrastructure and any and all policies that disincentivize the use of single-occupant vehicles.
General Comments		Hello! Thanks for working on this!
General Comments		Had trouble defining the "Corvallis area". Some of my responses included an area larger than that provided by the map.

General Comments		Great bus system - Sunday service would make it better. As a pedestrian, I don't enjoy being a third class citizen beneath drivers and cyclists.
General Comments		Grant Street has major work constantly, but it doesn't seem to get finished so it is all a smooth street. Street sweeper do a terrific job during the leaf season but we don't see them during the rest of the year.
General Comments		Good start in providing bicycles and pedestrian access separate from vehicle traffic.
General Comments		Generally, pretty good. Get tired of commuters that don't live here or pay gas and property tax here complaining about the infrastructure. I like and use bike lanes and infrastructure. I can usually find a place to park when necessary - downtown and elsewhere. Game days are a hassle - so I adjust. I like the Van Buren Street bridge. If somebody who lives in Lebanon doesn't like it - let them take the bypass. As I understand it - gas tax is allocated based on vehicles registered in Corvallis - I'm going to guess a large number of student cars are registered elsewhere. I know commuter cars are registered elsewhere. I think it's a travesty that OSU pays so little for parking and transportation infrastructure given the impact they have on those resources.
General Comments		Generally pleased with the bike lanes, paths, and past focus on making bicycling a viable option for personal transportation. We would love to see these efforts expanded in scope and depth.
General Comments		Generally good. Great timed traffic signal use. Bad things: Philomath blvd/53rd St - needs longer green light n/s on Sunday mornings. Walnut and 29th st - too tight for buses and trucks to turn, needs to be made wider (cars in turn lane need to back up)
General Comments		For the most part I think we have a good system, but I would rather see current infrastructure maintained before adding additional bike/walking paths.
General Comments		Driving downtown is still abysmal. There needs to be off the street parking so that biking and walking are encouraged more.
General Comments		Don't make it inconvenient or expensive for the citizen to patronize local business. If you do, I for one will go elsewhere.
General Comments		Corvallis was doing very well for years, but now we are falling behind in developing a transportation system that is sustainable in the 21st century. It is urgent that we actively discourage transportation that relies on the use of fossil fuels. Our system is very far out of balance favoring the use of cars. We have to change that. No, some people won't like it, but it has to be done.
General Comments		Corvallis is very difficult to get to and from without a car. Better regional transport is needed. Corvallis has too many cars parking on streets. Apartment parking is inadequate. Garages are not used as parking spaces by residents or apartment dwellers. Using the public streets for parking should require paying a fee. Fines from parking violations should be used to improve transit and transportation.
General Comments		Corvallis is in the privileged position of being far from an interstate, without all the attendant belt routes and bypasses which encourage drivers to look at roads as exclusive conduits for automotive convenience. Things like rapid delivery of consumer goods and increased parking capacity may look like economic drivers, but they diminish our quality of life, which will ultimately have more negative economic impacts than a lack of downtown parking.
General Comments		Corvallis has done a great job creating and maintaining a very multimodal, accessible and balanced transportation system. We are already nationally-recognized for our transportation system (biking & walking to work, fareless transit).... lets improve on it and continue to make a name for ourselves!

General Comments		Corvallis and OREGON riders would like to see the use of traction materials used in ALL ROAD MARKINGS to reduce slipping.
General Comments		Coming from Portland, OR, the "system" in Corvallis is like night and day compared to the amazing system that's there (in Portland). I wish it was more similar and if it were, I'd be using it.
General Comments		Changing the traffic circle on Highland and Grant has been a good addition. It has also been nice to have Grant Street repaved.
General Comments		Bus needs to be more frequent and also run in the evening until at least 10 PM
General Comments		Bus is late. Not frequent enough. Love the online and mobile up to the minute bus schedule "where's my bus" app
General Comments		Building more roads because we have more people doesn't solve congestion nor speed commutes. There is a century worth of transportation research showing "more roads create more traffic" and the faster/easier the route, the more cars chose to drive. It's a proven feedback loop! Sustainability and liveability, health and safety should always trump so called "economic development."
General Comments		Bikes need to be prioritized, so do buses.
General Comments		Bike safety is somewhat safe: there are more drug users in areas of travel than before. The bus is tough with kids.
General Comments		Biggest single problem in town is the Van Buren Street bridge. Second is lack of right-of-way enforcement for pedestrian safety.
General Comments		Bicycle infrastructure is falling behind national standards. Corvallis has become complacent and seems to have lost the political will at the City Council level as well as the spirit of innovation in the Public Works department.
General Comments		As a person currently unable to drive, relying on bus service has been an issue. Bus stop signage is unclear. If buses are not going to stop at a spot part of the year, bag the signs so a person doesn't stand hours waiting for a bus that will not stop!
General Comments		18,000 cars entering Corvallis and 10,000 leaving Corvallis on a daily basis is wrong. We need more transit options.
General Comments		"Where's my bus?" There should be an app for that.



## Appendix: Map Comments from Survey

The following is a complete list of all open-ended survey comments received via the public survey between the dates of July 13 and August 2, 2015.

**Note:** Comments presented in the appendix are intended to reflect stakeholder feedback in the form that it is received and have not been corrected to fix errors.

Map ID	Location Name	Category	Comment
198	End of the multi-use path by the river, Walnut Hill	bike	Need to connect the multi-use path at the river with the Walnut hill multi-use path.
138	Willamette River	bike	Great location for a Bike/Ped Bridge! Peoria Rd is the best bike route to Eugene.
145	Willamette River		That would be pretty nice. Also connecting the path from Willamette Park to Kiger.
329	Hwy 99	comment	If we want traffic to slow down and respect pedestrians, why do we have a passing lane all the way through town? If Hwy 99 had one lane in each direction, our town would be much more walkable. The extra space could be used for protected bike lanes, to make inexperienced cyclists feel safer.
257	SW 3rd & McKenzie	bike	Especially now that Block 15 is in the Industrial Park, bike lanes should be marked clearly as bike lanes and maintained on SW 3rd from (at least) McKenzie and north.
57	South Town	comment	The river and railroad are significant constraints in this part of town, but we're ending up with a lot of development out here which can only get to the rest of town via 99. It's a big lift, but you really need to start looking at alternative routes.
100	South Town		Agreed. A vehicle connection across the Mary's here would help grow a Southtown business community and maybe even give enough access that we could get a bank and grocery store, plus reduce some congestion in north South Town. Also, should be connected (by multi-use path or road) along the tracks to Avery Road.
202	Willamette Park Driveway	car	Please pave don't just gravel.
252	Willamette Park Driveway	car	Pave the road
115	Goodnight Ave into Willamette Park	comment	Goodnight ave should be paved all the way through to the bicycle trail. Right now it's a gravel potholed mess, barely suitable for driving, let alone cycling. Traffic calming devices should be intentional, not just bad surfacing.

58	99 near 3071 SE 3rd St.	comment	Have tried bicycling along this road into downtown. Twice - never again. Also, out here is perfect for a park and ride. I could ride my bike there, secure my bike and catch a bus into downtown or wherever. I come from Portland, OR where I only drove a car once a week. I used TriMet or walked wherever I needed to go. So how it is here in Corvallis has been a BIG change as I hate driving.
137	Marys River	bike	Great location for a Bike/Ped Bridge!
131	South RR Spur	comment	Can we convince the farmer who owns these tracks to stop exporting grass seed and begin growing organic produce for local consumption? Then we could use this route for human transport, probably through a Rails to Trails conversion.
44	The McMansion portion of Brooklane	comment	Poor design encourages speeding.
105	Viewmont/Tunison/3rd	car	That Viewmont and Tunison aren't directly across from each other makes this intersection ripe for an accident between vehicles turning left on or off of 3rd and these streets. I don't know of an easy solution, except perhaps to prohibit left turns onto or off Viewmont.
239	Viewmont/Tunison/3rd		Remove the road access on to 3rd at Viewmont and force the public to use the signal light at Alexander. Have the School provide public access from Alexander to Viewmont.
248	General comment	comment	Needs more wheel chair friendly drivers: plan time for everybody
94	Butterfield neighborhood, South Town	comment	It would be nice to extend SW Cummings across the tracks from Butterfield Place or Tunison Ave for at least bicycles and pedestrians, if not cars as well to allow a safer trip to this neighborhood in west South Town.
22	SE Alexander Ave	comment	Speed bumps or some sort of traffic calming is needed from HWY 99/3rd to Thompson -- this area includes a school zone (Lincoln School) and is heavily used by pedestrians and bicyclists during the school year and summer. Traffic is often congested around the school and speeds on Alexander are often far in excess of posted limit.
30	SE Alexander Ave		I don't know if speed bumps on Alexander is a good idea or not; but it is an idea worth considering. Many drivers do speed on Alexander and it has lots of things happening - car doors opening, bicycles around cars and car doors, pedestrians going every which way. This happens during school hours. It also happens later in the evening when people play bicycle hockey on the tennis courts. I also notice a lot of activity further up the street around some of the homes.

251	Intersection of Country Club, 69th street, and Philomath Blvd	comment	Intersection is dangerous!
197	intersection of Country Club, 69th street, and Philomath Blvd	car	Anyone living on Kendra street, 69th street, 71st street, 72nd street, and Oakshade avenue is very cutoff from the rest of Corvallis. Only one access point, and it is onto Philomath Blvd (highway 20). The intersection between 69, Country Club, and highway 20 is dangerous due to high speeds and the odd meeting point of Country Club and 69th at this intersection.
152	Multi Use Path	bike	These intersections are less safe for bikes on the path than on the street, but inexperienced cyclists don't realize it.
266	Multi Use Path		Also, the one bike lane on this road is on the same side as the path. A cyclist heading east either rides on right side of road without a bike lane or rides on the left side of road on path, where drivers emerging from neighborhoods may not think to look right for higher-speed traffic on the path.
265	3rd st/Hwy 99	bike	Bike path along 3rd St? It is a big pain and unsafe to be up on the sidewalk by the co-op, then have to cross the hwy to get to the southbound bike lane and with all the businesses there are a lot of drivers not paying attention. I have multiple friends who live on the west side of 3rd St. who feel unsafe riding on the highway/3rd and thus end up driving instead.
297	Tunison to Avery Park multi use path	bike	Please prioritize the Tunison to Avery park multiuse path that is already in the CIP. It provides great health and safety benefits to an underserved sector of the South Corvallis Community
43	Country Club	comment	Poor design encourages speeding. We call it Country Club Speedway.
304	Country Club to Avery and 34		I think a bike path on this side of town connecting up to Avery and 34 would be extremely useful. I would use it almost every day.
90	SW Cummings Deadend	comment	It would be nice to extend SW Cummings across the tracks to Avery for at least bicycles and pedestrians, if not cars as well to allow a safer trip to this part of west South Town.
250	Philomath to Corvallis	bus	Increase transit service
21	99W/3rd and Crystal Lake/Avery Park	bike	Bike boxes or "launch pads" are needed here to provide bicyclists with a safer way to make left turns onto SW Avery Ave from Northbound HWY 99/3rd St. Signage is also needed here to tell southbound cyclists exiting the multi-use path that they need to cross as pedestrians to enter the southbound bike lane on the other side of 99/3rd St.

29	99W/3rd and Crystal Lake/Avery Park		Pedestrian crossings on South 3rd are very dangerous. The pedestrian has no way to see if the yellow ("protection") traffic light is flashing or not. But it doesn't matter, because many drivers don't stop anyway. I know modern traffic planners don't like flashing red lights; but replacing these flashing yellow lights with red flashing lights - or better yet traditional pedestrian signals like down town would improve safety greatly.
264	99W/3rd and Crystal Lake/Avery Park		I agree with this statement as I've never been able to trigger the left turn arrow to make the left onto Avery Ave from northbound 99/3rd st.
153	SW 3rd St & Avery Ave/Crystal Lake Dr.	car	When a cyclist uses the pedestrian crosswalk to cross 99W the signal will not change until the cyclist is long gone. During the morning rush hour times traffic will back up all the way to SE Alexander, and during the evening it will back up all the way across the bridge into Corvallis. Perhaps the pedestrian crosswalk time could be re-examined.
328			Perhaps backed up traffic is a good thing, if it helps motorists to look for a more efficient mode of transport.
25	Crystal Lake & Hwy 99	bike	Dangerous intersection!!!
49	Old railroad crossing in multi-modal path	bike	The multi modal path splits where it used to go around the crossing guard. The rails are gone, and so is the crossing guard, but there remains a weedy hole in the path. This should be filled in to have a continuous path without a big hole that creates confusion and a hazard.
122	Old railroad crossing in multi-modal path		It would probably be safer to route the multimodal path through Ebonite, using eminent domain to reclaim what was once a public street.
134	Old railroad crossing in multi-modal path		Agreed. This just makes the path look ugly, if nothing else.
258	South Corvallis bike route from Chapman to Crystal Lk Dr	bike	An off-road, off-side walk linkage between the bike/ped bridge over the Marys and Crystal Lake Drive is badly needed.
235	Bike path	bike	Fix bike path
128	Bike Lane?	bike	A concrete gutter is NOT a bike lane! Let's get those out of the design manual and insist upon smooth consistent pavement, uninterrupted by grates, manholes, or water meters. Put those in the middle of the auto lane, where tires won't hit them.
142	Crystal Lake Park		Agreed. Not only is it a gutter, but it's a cracked one, typically filled with tree debris. Not very safe for those riding to and from Crystal Lake Park.

88	Dead end, South Town	comment	It's a shame that this deadend can't be extended through this private business for at least cycling and walking, if not all transportation. It would greatly improve cycling safety for accessing parts of east South Town.
184	99W, South Town		This stretch of Hwy 99W is very dangerous for bicycles traveling south from downtown because the bike path puts everyone on the east side of the Hwy and cars are not expecting bike riders going both ways. Need more room and preferably a multi-modal path separated from traffic, to allow bikes to travel safely (e.g. pass pedestrians and bicyclists going the opposite direction without entering road).
260	99W, South Town, Chapman		Opening up Chapman would be helpful to bicyclist and cars alike. The road exists and would only require opening up the fences - there's no need to build a multi-million dollar path. Opening up Chapman would also give cars safer access into and out of the Co-op, thus improving safety for cars, drivers and pedestrians in an area that is currently dangerous for all three.
140	South Town "Multi Use Path"	bike	This "Multi Use Path" is a great opportunity squandered to a joke. Entering into South Corvallis, it's not clear that this is a path, so much as a slightly wider than normal sidewalk. It should be wider still and combined with the existing northbound bicycle lane. It should then be segregated into pedestrian and cycling lanes with paint and physically separated from 3rd Street with barriers (preferably trees, but at least metal posts) except for curb cuts. Then the curb cuts should be reduced--maybe a shared one for First Alternative and Fireworks, but that should be enough. Maybe then color the whole path green, or at least give it a nice repaving. Last, it needs to connect to a sidewalk going east on north side of Crystal Lake Drive and should continue extending south until the next visible push-button crosswalk, where southbound cyclists (and pedestrians needing to cross) could cross to the west side of the street.
262	South Town "Multi Use Path"		Implement the vision of the South Corvallis Area Refinement Plan by completing a looped, off-street, safe multi-use path along both the east and west side of South Corvallis (away from the highway), and finish the connection through the old Evanite property to downtown.
330	Chapman Place	comment	I've been told that this street was built by the city but given to Ebonite. Now it's marked as a private road, off limits to cyclists and pedestrians. The city should use eminent domain to take it back to connect the bike/ped bridge with Crystal Lake. The industrial traffic there wouldn't be impaired much by a multi-use path here.



288	Timian Street, as a connector between West Hills and Hwy 20-34	comment	Connectivity between West Hills Road and the Highway needs to be facilitated in some way so that substandard Timian is not used as a connector street. ODOT needs to be encouraged to widen Hwy20-34 from SW 49th to Research Way so that the "soon-to-be-built" Sylvia Division street can serve as the connector, as opposed to Timian.
40	N-bound, Brooklane and Hwy 34	bike	Signal doesn't change for N-bound bikes. Awkward to use pedestrian signal.
204	26th & Philomath Blvd	bike	Not a great crossing for bikes - poor geometry. Considering proximity to OSU, this should be an intersection fix should be a priority project.
237	Avery Park Dr., shaded by trees	bike	The huge shade trees make it so much nicer to walk and bike here! We need more shade trees all over the city. Plus, it makes Corvallis look good.
270	99 north of chapman	bike	On a bicycle I face a choice here. If I take the lane on third street into downtown it is very fast and direct with no obstacles to slow me down until I start hitting the lights. Even after I hit the lights i can more or less time them and get to the north end of downtown very quickly. If I take the mup my route is slow and twisty. The bridge kicks me out either onto the riverfront path and There are always people walking ( hurray for walking) and I dislike passing them on a bike. Otherwise second street is my best choice up to Jefferson where it becomes one way. Then first street where there is a stop sign every block. On both First and Second streets there is diagonal parking and cars backing out. Danger. It just makes me think. "What if cars and bikes changed places and the cars had to slow way down for pedestrians and stop at every block and the bikes could catch the timed lights and just ride through". Car drivers would be up in arms! It just shows me how automotive travel is planned and bike routes are an add on afterthought. I could come up with many other examples. Sorry about the length of this comment. It's something I have been thinking for years and I appreciate the chance to get it out.
331	99 north of chapman		Hwy 99 is the biggest impediment to walking and cycling in Corvallis. It would be ideal to have one lane in each direction on 3rd & 4th streets, with bike lanes protected by parking, and Dutch style intersections.
164	The Bottleneck	bus	Between South Corvallis and town, need continuous multi-modal paths alternative to 3rd street (e.g., along Willamette River and East of 3rd street (RR bridge)

236	SW 15th St between Avery Park & Hwy 20/Philomath Blvd.	bike	Bridge is way too skinny for bikes, some drivers pass by too closely and too fast. Make bike lane striping wider and REMOVE the center line for vehicles, so that vehicles feel like it is okay to give riders more room (and briefly cross into the other lane of traffic). Also, some drivers blast over bridge because they're trying to catch a light/or just caught the light. Need speed bump on bridge to discourage this.
255	SW 3rd Street and Philomath Boulevard	car	Some form of direct passage between SW Philomath Blvd and S 3rd Street is badly needed. Right now people either cut through Avery Park, or turn around between 3rd and 4th just north of the intersection. A ramp from Philomath Blvd to 3rd should be simple enough (as such things go), though I'm at a loss as to how to practically work the other direction.
217	7th street and the railroad tracks going under Philomath Blvd.	bike	It would be really nice to have a bike/ped path connecting to existing paths in that area.
224	7th street and the railroad tracks going under Philomath Blvd.		Yes. Better/safer connection from Avery to the north.
48	Marys River Bike Bridge	bike	The bike bridge is in need of repairs. The transition on the north end from bridge to bike path has a huge bump that needs to be ground down and resurfaced. The rails seem to be barely attached to the bridge. The lights often don't work.
68	South end of 11th	bike	As 11th transitions to a Bike Boulevard, we might find a way to connect to the Corvallis-Philomath Multi Use Path just south of here.
263	14th St / Philomath Blvd Intersection, South Town	bike	This intersection is incredibly sketchy and unsafe as a cyclist, but it's used by a high number of people, connecting South Town residents with OSU and the central part of the city. An example of a situation I often face: If I'm heading north on 14th from Avery Park toward OSU, the intersection is slightly uphill and there are often people trying to turn right in front of you (or into you!). I've had the same issue with people turning going the other direction. Given how long the lights can take, it makes sense to remove cyclists and pedestrians from the equation; my dream is a pedestrian/bike overpass!
346	14th St / Philomath Blvd Intersection, South Town	bike	At least the traffic sensor works for bikes crossing Philomath Blvd. There isn't one in the left turn lane into Avery from Philomath Blvd, but I may be the only cyclist crazy enough to ride there.

109	Skate Park path intersection	bike	Great opportunity here to provide cycling infrastructure, including self-repair stands, and signage for cyclists (and peds) providing a map of bicycle routes and distances and signage to encourage bicycling in tourists and seldom-cyclers.
234	Hwy 20/3rd St.	comment	Entering the Hwy 20 bypass from 3rd between the curb cut onto the bike/sidewalk
165	Corner of B Ave. and 3rd Street	comment	Auto traffic headed north into Corvallis from the off ramp of the highway 20/34 bypass and northbound traffic on SE 3rd St. is typically traveling far in excess of the posted speed limit of 25. This makes for a difficult and dangerous pedestrian and bicycle crossing at B Ave. Traveling north bound on SE 3rd in a car and attempting to merge into the off-ramp lane to make a left turn onto B Ave. is also made perilous by speeding vehicles overtaking as they exit highway 20/34.
256	Reser Stadium/Gill Coliseum (game day traffic)	comment	Could a rail shuttle alleviate some of the congestion around here on game days? Something could go back and forth between Park & Ride areas in Philomath and Lewisburg (or even Adair Village), with additional stops downtown and near Circle Blvd. This might even be usable as a County Fair shuttle (though that's a bit of a stretch).
26	3rd Street from Adams to Harrison	bike	Traveling north by bike is dangerous. Second street goes south, and it's no picnic. The only road going north is 3rd Street, and you take your life in your hands to ride there. Using the riverfront path isn't such a good option because it is used heavily by pedestrians. A bike to a pedestrian isn't much removed from what a car is to a cyclist.
178			My suggestion: Remove one auto traffic lane from 3rd and put in a buffered bike lane, going north.
151	Rooute 6	bus	One reason the bus is pretty inconvenient is that coming from south Corvallis, you can't get to the downtown core. Only the night bus goes down 2nd Street. On the way south from downtown, you have to go all the way to the south end of the route and back north to get to the Lily Park area.
159	Intersection of 9th and Western	comment	Extend the 9th Street Right of Way to Western, install light here.
50	7th and Western	pedestrian	This intersection needs a marked crosswalk for all the people/students needing to cross Western either to get downtown to work or to the University for classes. Drivers do not stop for pedestrians here.
34	south entrance to Bald Hill Park and path	pedestrian	Would it be possible to build a pedestrian bridge or ramp over Reservoir Road and the train tracks?

147	RR Xing	bike	Every RR crossing is rough, but the double tracks at Washington are deadly.
332			It would be lovely to have all the RR crossings downtown smoothed. This intersection also needs a marked bike lane in each direction that squares off with each set of tracks.
247	53rd bike path	bike	The bike path on 53rd is great EXCEPT just south of the RR tracks there is no physical separation/barrier between the path and the oncoming traffic going 45 mph!
158	Intersection of 9th and Washington	comment	Extend the 9th Street Right of Way to Western, install light there.
323	Washington between campus & RR tracks	bike	What is the point of a sign that says "bike lane ends?" Pointing out a problem without offering a solution serves nobody. In this location, it would make more sense to have a well marked crossing to the multiuse path along the tracks.
243	35th and Railroad	comment	Terrible rail crossing
51	2nd Street through downtown Corvallis	car	<p>Second street needs improvements; I am very disappointed this didn't happen when it was repaved last year. The parking spaces don't fit many vehicles that are too long. One solution is to ticket vehicles that don't fit into the spaces, but City of Corvallis says they won't do that. Just because someone spent \$60,000 on a fancy truck, that doesn't guarantee them a space to park wherever they want. Vehicles extend into the travel lanes forcing other drivers to drive in two lanes. This is just plain dangerous. I have seen many close calls.</p> <p>Another solution is to repaint the spaces so that they are longer and more vehicles will fit. This would reduce the number of spaces, but would increase safety.</p> <p>It doesn't help that some folks can't seem to grasp that it is a one-way street. Certainly lots of bicycles ride the wrong way, and I don't see much enforcement of that.</p> <p>Parking is also too close to intersections. It blocks the view of the corner where pedestrians are waiting to cross. Drivers can NOT see pedestrians at crosswalks until the pedestrian is in the middle of the street; again, lots of dangerous close-calls.</p>
149	2nd Street through downtown Corvallis	car	It would be safer if parking was back in, rather than nose in. It would still be a good idea to exclude overly long trucks.
227	26th in front of Dixon	comment	This area is much too auto oriented for such a central area of campus.

168	3rd and 4th Street	bus	There are no buses serving the downtown area. Finding ways to connect campus, residential areas, downtown and other business areas will be crucial for Corvallis.
333	Madison Ave	bike	It would make a lot of sense to have an extra safe bike lane on each side of Madison connecting the Riverfront Path with Campus Way.
41	OSU and surrounding blocks	bike	Very hazardous for bikes when students return and days get short. Need way more education and ENFORCEMENT of bike, pedestrian, and vehicle safety laws.
232	Northern Corvallis to OSU	bus	Its challenging to commute by bus from Northern Corvallis near 9th St, to OSU
335	Pavement in front of the Arts Center	bike	Bikes cut through here all the time, but the curb cuts don't align as well as they could for travel between Campus Way and downtown.
31	Spruce Street	comment	Spruce Street between 9th and Highland is heavily traveled. Street was not designated to carry the amount of traffic - both auto and commercial - bicyclists... There are definite safety issues for people walking, biking, motorized carts/wheelchairs (as there are low-income, assisted living, and adult day care on Spruce or nearby. With the growth of business in the two shopping centers on both the north and south sides of Spruce, the problems have increased. It has been difficult for the city to keep filling the pot holes in the street too. The city needs to take a real look at some solutions to the issues that have developed along this busy street.
154	99 bike path and Buchanan	bike	Connectivity to LBCC, OSU, and downtown is not very efficient.
189	Hwy 99 South between avery and Linc School	pedestrian, bikes	This stretch is very unsafe for bikers due to vehicles moving at fast speeds and a lot of freight vehicles on road. The sidewalks are not well maintained and do not have shrubs and trees between busy road and sidewalk for Ped to be shielded by road dust/water spray/noise. South Corvallis needs the same amount of attention as mid Corvallis. -Thanks!
273	Need to extend Circle to Harrison to reduce load on Harrison	car	Need to extend Circle to Harrison to reduce load on Harrison between 35th and Kings. Need to enforce law that says no big trucks on Harrison
289	29th and Harrison	bike	This intersection can be very dangerous at peak times with westbound cars on Harrison backing up into the intersection because their is a bottleneck at of cars turning left onto 30th from Harrisoin

275	Monroe in the downtown area	bike	The bike lane on Monroe disappears just as you get into downtown. Faint, worn-out markers indicate that bicyclists are meant to occupy the full lane but drivers don't understand this and try to pass bikes in this lane. Getting to downtown via Monroe is not bike-friendly!
334	Madison Ave	bike	Bicycle traffic in both directions should be encouraged here, because it connects Campus Way to downtown.
169	DTC	bus	The downtown transit center needs to be reenvisioned to accommodate further growth and more busses, along with intelligent displays and more services. Food carts, restrooms, street vendors?
286	OSU property	car	Construct new roadway--extend Reservoir Road to connect with Jefferson or somewhere on 35th.
339			Yuck! The Campus Way path is a gorgeous place to walk or bike. Please don't pave a car route through here.
180	Intersection of 5th & Monroe	bike	I'd love to see a bike box on Monroe (going east), right before it becomes a shared roadway.
293	All cross streets intersecting 2nd Street	comment	Sometimes there are stop signs on 2nd for cross streets; sometimes there aren't. Consistency, with stop signs at all cross streets, would make pedestrian crossings safer, as well as travel by car. People often stop even when there are no pedestrians or stop signs, which can get really confusing. Also, where there is diagonal parking, longer parked vehicles stick out into the travel lanes, making driving down the street sketchy at times. How about compacts only in those diagonal spaces?
54	Van Buren Bridge	car	This bridge either needs replaced, or the bypass needs to be redone so more traffic can flow. Corvallis needs to look to the future- more students, more people = more cars. More cars = more crashes.
307	Van Buren Bridge	all	The last thing we need is more cars and faster moving cars. I think we should keep the bridge as it is and encourage alternate forms of transportation, or a lower cost of living in town so that fewer people drive away at the end of the day.
37	Van Buren Bridge	car	Corvallis leadership needs to begin planning to replace the Van Buren Bridge now. Excess revenue should be set aside for this project, which will become a major issue in coming years.

47	Van Buren Bridge		What is the cost of building a new bridge? How much would it cost the city because it's an ODOT structure. How much money has been spent on the project on HWY 20? Couldn't that have been spent in a more effective way on other projects in our region.
59	Van Buren Bridge		Make Harrison a two-way bridge for motor vehicles. Make Van Buren Bridge for bikes and peds, safely separated. Make the bit of Van Buren on the East side into a Park & Ride lot.
173	Van Buren Bridge		Replacement of bridge has been discussed - there is not a good option with businesses and existing barriers.
63	Campus Way - Madison	bike	This is the closest Corvallis now has to a Bicycle Boulevard, but the transition from campus to downtown is awkward. Madison could have a protected bikeway on each side without losing any parking if autos were confined to one lane.
218			Yes. I wish this connection included two-way bike travel away from the busy roads. And I'd love to see some re-zoning for more a more lively corridor.
284	Farigrounds parking lot	bus	This could be used as a park-and-ride lot. Shuttle service to Good Sam Hospital/Corvallis Clinic and to OSU.
155	Intersection of 9th and Monroe	comment	This could be the end/beginning of a pedestrian/bicycle/skateboard right of way. The other end/beginning being at Monroe and 26th. No vehicular or transit use is allowed. Emergency vehicles only. Deliveries will have to accessed from the side streets leading to Van Buren.
215	9th street around Harrison and Vanburen	bike	It would be great if there were bike lane in both directions on 9th street around Harrison and Vanburen. I see people riding that area all the time in the same lane as the cars. It creates a dangerous situation.
301	9th street around Harrison and Vanburen	bike	I like the idea, except I would allow transit, because a few efficient, professionally driven vehicles can reduce the desire of anybody to drive a car. The "A" parking lots on campus are difficult to get to by any other route; maybe they should build housing there...
61	Downtown	pedestrian	Multi-lane one-way streets are unfriendly for pedestrians and cyclists. Drivers act like 25mph was a minimum limit and routinely disregard unmarked crosswalks. We should redesign 3rd, 4th, Harrison & Van Buren to Dutch standards.

305	Downtown	pedestrian	It is difficult to walk or bicycle in the downtown area. I often feel like a target when I walk across the intersections. It might help if the share the lane and turn only marking were refreshed on all the streets; as a cyclist I must be triple vigilant for drivers make abrupt moves.
23	Van Buren Bridge	comment	Nothing new to you I am sure. The bridge at some point, hopefully in my lifetime, will have to be replaced. It is the bottleneck of all bottlenecks and announces the beginning of the weekend by having cars, buses, and assorted other vehicles lining up at 2:30 or 3:00pm. It will be expensive but it is needed.
327	Van Buren Bridge	comment	Bottlenecks are excellent tools for Traffic Demand Management.
38	Van Buren Bride @ second, thrid and fourth	car	The bottleneck at the bridge is a ongoing issue and will be until the bridge is replaced. The highway 34 bypass will have to be addressed when the old bridge is replaced with a two lane one. The bridge has to be replaced!!!!
55	Van Buren Bride @ second, thrid and fourth	car	This problem must be addressed. Three lanes of traffic onto a one-lane bridge? Give us a break...
336	Campus Way & 14th	bike	Cycling across campus is a breeze, but crossing 14th is a little dicey and cutting through the parking lot that is the east end of Campus Way can be awkward. Might be best to cut around this with a well marked multi-use path.
283	Campus Way and 36th	bike	This intersection needs a flashing yellow warning light, painted ped crossing, and sign Watch for Pedestrians. Heavy bike and ped crossing east-west.
322	30th	comment	Sign here warning cyclists to watch for trucks should be modified to read "turning trucks must yield to bikes in bike lane." That is what the law says. ORS 811.050
157	Intersection of Monroe and 14th	comment	Only straight thru traffic along 14th Street, no turns allowed.This could be the middle of a pedestrian/bicycle/skateboard right of way. With one end/beginning being at Monroe and 26th, the other at Monroe and 9th. No vehicular or transit use is allowed. Emergency vehicles only. Deliveries will have to accessed from the side streets leading to Van Buren.
179	14th & Monroe	bike	I'd love to see a green bike box on 14th (going north) right before it becomes a shared roadway.
342	14th & Monroe	bike	Absolutely! I've seen confused cyclists riding north take the sidewalk because cars cut them off. I take the lane to wait for the light, but a bike box would make that move more obvious.



228	General comment	pedestrian	Drivers are mostly good to pedestrians but some are mean.
259	Intersection of Harrison and 4th St.	car	Most traffic lights on 3rd and 4th St. are timed for easy travel, but this intersection is out of sync.
163	Intersection of Orchard Ave and 35th	comment	Way too many accidents occur here because of parking along the east side of 35th, to the north and south of Orchard Ave. Line of sight visibility isn't clear. The car drivers exiting Orchard, westbound, cannot see until they pull out into the northbound travel lane of 35th. I would suggest a large parking area west of 35th here with a button activated caution light and crosswalk, crossing 35th. This would also help to slow the traffic along 35th in each direction.
166	35th Street from Washington to Harrison	pedestrian	Need sidewalks on both sides and better lighting. Need pedestrian controlled crossing lights.
205	28th and Jackson Ave.	car	Too much traffic for a neighborhood street. Loud acceleration from the stop sign, or the sign is missed altogether. Traffic should be distributed on many streets by blocking this as a cut-through option.
78	Monroe	pedestrian	If OSU built student housing on the "A" lots, they could require students to live car-free on campus for the first two years. Monroe could become a pedestrian mall with access for transit, emergency vehicles, and scheduled cargo deliveries only. Streets dead ending into Monroe will provide increased parking.
221	Monroe	pedestrian	Monroe should be more people friendly and allow for safe walk/bike connections to the north.
310	Monroe	pedestrian	Between 15th and 27th, Monroe should be closed to motor vehicles.
74	East end of Tyler	bike	Tyler is a great candidate for Bike Boulevard, located right off the north end of the Riverside Multi Use Path. Crossing major streets - 2nd, 3rd, 4th, 5th, 9th & Kings - are the biggest challenges.
102	East end of Tyler	bike	Yes!
177	East end of Tyler	bike	Agreed! I frequently ride Tyler because I don't have to wait at poorly timed lights (for bikes).
53	Bike lane in front of Old Spaghetti Factory	bike	There are trees with low branches extending into the bike lane. It isn't as much of an issue in winter, but when leaves are on the trees, they are at head level for a cyclist.
274	Monroe St. near American Dream	bike	Cars turning right off of Monroe onto side streets often turn in front of bicyclists and pedestrians. The alley by American Dream is hard to navigate because of so many cars coming/going. Really bad parking there too.

302	Monroe St. near American Dream	bike	Monroe is too crowded with pedestrians and bikes for cars to be allowed. This should be a pedestrian mall.
242	26th & Monroe	bike, bus	The bus stop right turn lane and bike lane conflict
120	Bike Lane?	bike	A concrete gutter is NOT a bike lane! Let's get those out of the design manual and insist upon smooth consistent pavement, uninterrupted by grates, manholes, or water meters. Put those in the middle of the auto lane, where tires won't hit them. Better yet, this street could use a protected lane.
130	Bike Lane?	bike	Agreed. The road is 25 miles per hour and has numerous (unmarked) pedestrian crossings with heavy pedestrian traffic connecting neighborhoods to campus. But the road looks like you should be able to drive 35+ and many drivers do. The fact that Van Buren narrows at one point around 11th shows that the road does not need to be this wide elsewhere.
313	Bike Lane?	bike	Speed limit should be 20 mph. Paint crosswalks at every corner and ticket people who don't stop for pedestrians.
269	11th St	bike	11th St is a great bike boulevard; the pavement is pretty bad in spots, especially near Harrison.
326	Hwy 99	comment	Speed is a major issue on this street, as is ignorance of unmarked crosswalks. Why do we need passing lanes in a 25mph zone?
206	Jackson Ave. and 28th St.	car	Too much traffic for a neighborhood street. Loud acceleration from the stop sign, or the sign is missed altogether. Traffic should be distributed on many streets by blocking this as a cut-through option.
268	Jackson Ave. and 28th St.	car	This is a local street serving as a collector. Traffic needs to be diverted to Orchard or Harrison and through-traffic greatly restricted.
277	Jackson Ave. and 28th St.	car	I concur with the other comments about too much traffic on this neighborhood street. This excess traffic on this Jackson should be diverted to other non neighborhood streets and could be done so through thoughtful traffic engineering
295	Jackson Ave. and 28th St.	car	I am concerned about increased traffic on Jackson as a part of high density housing proposed on Harrison, west of 36th.
267	9th and Tyler	bike	Needed spot for a lighter, protected crosswalk across 9th St. Many cyclists use Tyler as a through-way; difficult to cross 9th St, with heavy traffic from both directions.
287	Harrison to Campus Way	bike	Construct bike/ped path connecting Harrison to Campus Way.

338	Harrison to Campus Way	bike	What if the path connected Campus Way to Van Buren to give bikes an alternative to the busy, narrow stretch on Harrison?
300	Intersection, Kings Boulevard and Van Buren Ave.	bike	This is a prime example of how roads designed to improve traffic flow can be hazardous to cyclists. Because the intersection presents as a curve rather than an intersection, southbound drivers turning left from Kings to Van Buren don't signal. Cyclists taking the same route are trapped on the far right in the bike lane, in a difficult position to even see the left turn signals of overtaking traffic, which usually aren't being used anyway. Cyclists are forced to cross the right lane of Kings Boulevard traffic without knowing whether their intent is in conflict with overtaking cars. It is a horrible design with the bike lane added as an apparent afterthought.
343	Intersection, Kings Boulevard and Van Buren Ave.	bike	It would be safer if all cars had to continue onto Van Buren rather than Kings.
91	9th	bike	The infamous disappearing bike lane is a well known hazard, but it catches every person first cycling in Corvallis. The solution is to merge the two car lanes.
129	Kings and Van Buren	bike	Southbound traffic should be warned of and told to yield to bicycles turning left from the bicycle lane--or vice versa? It's a little hard to tell who has the right-of-way here and it causes some close calls.
182	Kings and Van Buren	bike	Agreed.
210	Harrison and Kings	car	This intersection needs better signage for cars headed east (or a total redesign). It is very jarring to suddenly be at the intersection looking at only oncoming traffic and have to figure out where to go suddenly.
276	Harrison and Kings	car	This intersection is a nightmare!
344	Harrison and Kings	car	Westbound cyclists get caught in this squeeze play, too. Some drivers speed up to pass on the right. The bike lane is often blocked because parking is poorly marked.
321	36th to 30th on Harrison	bike	Bike path should be on Tyler or Van Buren where traffic is less. Too narrow for bike and cars to keep traffic flowing.
282	Harrison, 53rd to Church	bike	Cars travel 55+ mph on this stretch, often impeding on bike lane. Feels unsafe when biking. There is only one speed limit sign(45 mph) right after the intersection, and people don't see it. Need better signage warning of bikes and posting speed limit.
249	53rd Street north of Harrison	car	Need speed sign north of intersection on 53rd after Harrison where it turns into Walnut.

161	Intersection of Circle Blvd and Harrison	comment	Extend Circle Blvd Right of Way to Harrison, install light here.
213	30th and Harrison	car	Need a well-designed solution to the back-up of traffic from the east waiting to turn left to go south on 30th.
337	30th and Harrison	car	The solution is to get out of your cars! There's lots of room for bikes, pedestrians, skateboards and jitneys, but private autos are impractical. Until drivers figure it out, the city should save money rather than subsidize them. Use choke points for Traffic Demand Management.
279	Harrison and 36th	car	Once westbound cars are through this intersection, they accelerate to 35-45 mph in a 25 mph zone. A 25 mph speed limit sign is needed just past the intersection, and the zone should not end and increase to 35 mph until after the church. Speeders make it difficult to turn onto Harrison from neighborhood streets and abutting driveways.
296	Harrison and 36th	car	I am concerned about increased traffic due to high density housing proposed on Harrison, west of this intersection.
244	Light at 36th & Harrison	comment	Light takes an obscene amount of time to change (2 minutes)
32	Intersection at Harrison and NW 36th	bike	Light sensors here rarely work for cyclists, no matter where you place your bike, forcing us to go through a red light.
98	Intersection at Harrison and NW 36th	bike	Call Public Works 541-766-6916. They are very good about fixing this issue.
278	Intersection at Harrison and NW 36th	bike	Eastbound cars only slow down if there's a red light at 36th and Harrison. Reduce speed limit on Harrison from Church east to 25 mph. Increase enforcement during morning rush hour.
35	Bike path from Circle Blvd to Harrison	bike	Would it be possible to extend the Circle Blvd bike path from the backside of Witham Hill through the OSU dairy farm to connect with the Campus Way bike path?
99	Bike path from Circle Blvd to Harrison	bike	Awesome idea!
148	Bike path from Circle Blvd to Harrison	bike	That would be nice. They show a path on the map, but I don't think it's open to the public. This is such a nice trail, but it doesn't really lead to anywhere and with Harrison not being the nicest route to bicycle it's not that easy to get to.
188	Bike path from Circle Blvd to Harrison	bike	I would love to see this implemented. I regularly bike or walk/run on Harrison since I come down the beautiful path from Circle. Getting directly to the covered bridge w/ a minimum of time on car laden streets would be a plus.

222	Bike path from Circle Blvd to Harrison	bike	Yes!
36	2900 NW Harrison Bv - 3500 NW Harrison Bv	bike	Widening this section of road by adding bicycle lanes and a center turn lane would significantly improve bicycle safety and improve traffic flow on one of Corvallis' major streets.
101	2900 NW Harrison Bv - 3500 NW Harrison Bv	bike	Unfortunately, that would require removal of historic trees.
103	2900 NW Harrison Bv - 3500 NW Harrison Bv	bike	We could provide positive routing to encourage cyclists who are too shy to take the lane to use Campus Way or Tyler.
144	2900 NW Harrison Bv - 3500 NW Harrison Bv	bike	If the trees can't be moved and the lane can't be widened to include a bicycle path, then it would seem possible to put a multi-use path that goes on the other side of them... Of course this might be just as politically unfeasible in that it would probably involve acquiring small strips of expensive private land.
311	2900 NW Harrison Bv - 3500 NW Harrison Bv	bike	This section of Harrison has a "sharrow". Motorists must be educated to expect to travel the speed of bicycles if they choose to drive this way. Speed limit should be 20 mph Maximum, even if there isn't a bicycle in the lane.
207	29th and Harrison	car	Intersection needs improvement. 29th heading south needs a right-turn lane onto Harrison to keep traffic flowing.
312	29th and Harrison	car	Lots of pedestrians and cyclists crossing Harrison here, a right turn lane would encourage motorists to cut them off.
281	Harrison northside sidewalk	pedestrian	Overhanging tree limbs severely impede pedestrians.
285	LDS church parking lot	bus	This parking lot could be leased and adjoining property to west could be acquired for a large park-and-ride lot for a shuttle serving downtown Corvallis. Make Harrison at this location the "City Gate."
280	Harrison and Merrie/Witham	car	Morning rush hour traffic cut through on these neighborhood streets to avoid the intersection at Harrison/36th-35th.
320	Harrison and Merrie/Witham	car	I think that at any time of the day there are cars that try to avoid the intersection at 35th and Harrison. The 35 m.p.h. speed limit is before leaving city limits and many cars are traveling very fast coming into town.
340	Tyler Ave	bike	With minor modifications to loop automotive traffic and remove stops, Tyler would be an excellent bike boulevard. The biggest challenges are the crossings of busy streets.

272	29th St.	bike	On 29th St., cars frequently drive with their right wheels in the bike lane. It seems that drivers don't have a sense of their vehicle width and the edge of the bike lane. Many times they pass too close to bicyclists (less than the required 3 ft.). It would be great to have greater separation or some sort of physical marker such as bumps along the edge of the bike lane.
42	9th above Polk	comment	Ick. Just ick.
81	9th above Polk	comment	A business district in the center of town should have a speed limit of 20mph. That, plus reducing to one lane in each direction, adding a row of trees on each side to protect the bike lanes, and this could be a pedestrian friendly area.
261	Witham and Polk / Merrie and Polk	car	Traffic cutting through neighborhoods at high speeds to avoid the stop light at 36th and Harrison
89	23rd	bike	Heavily used by students on bikes and skateboards, this street could use sharrow markings to get them out of the door zones.
319	23rd		Two hour free parking adjacent to campus is a hazard for the disabled. I am in danger of being hit, on a daily basis, by cars "cruising" the neighbourhood in search of free parking. I have been in one accident. I cannot walk and use my bicycle as an "assistive device" to get to OSU and around town. I learned to commute by bicycle in the early 1980s Corvallis. The Corvallis police vigorously enforced traffic laws for cars, bikes and peds. We didn't run stop signs not ride without bike lights because the police made this a priority. I was ticketed once for not having a light at night; I made certain it never happened again. I knew quite a few students at CHS who had the same experience with running a stop sign; they received a large ticket and never did it again.
309	Near 800 block of NW Buchanan, near the U-Haul business	bike	There is a multi-use path that starts at NW Buchanan, where Buchanan curves and becomes 5th Street. If this path were to continue SOUTH, along or near the railroad tracks, it could take bikes/peds to LBCC. It seems that some cooperation with the businesses in this area would be beneficial to all---- as it is very difficult to feel safe while riding your bike along 9th street in this area.
141	P&R Potential	comment	This is a good place for a Park & Ride Lot with multimodal access.
306	Intersection of 10t and Buchanan	pedestrian	It is difficult to cross the street here, as cars tend to not slow down and I have had drivers tell me there is no crosswalk because one is not painted on the ground. Some sort of traffic calming would be appreciated so close to CHS.

324	Intersection of 10t and Buchanan		Drivers need to consult the Oregon Drivers' Manual for an explanation of unmarked crosswalks.
290	Intersections of Elmwood with Woodland Drive and other cross streets	car	Please, please, please put a yield sign at the intersection of NW Woodland Drive and Elmwood. Drivers blow through that intersection, and others meeting Elmwood, often, and it's a bus drop off area for kids, among other things. Side streets need to yield for Elmwood. Thank you.
246	Campus Crest Housing	comment	Issues with connections to campus
170	Coolidge Way	car	Coolidge has numerous near-miss accidents daily. It is used as a short cut by drivers going from kings to 29th, many are speeding. Cars at 25th and 26th have a poor view of the traffic due to the diagonal nature of the intersections. This leads many near accidents daily and actual crashes monthly. Add stops signs on Coolidge at 25th and 27th and the problem may be solved.
341	Coolidge Way		Posts through intersections kitty-corner could loop auto traffic to prevent driving through, but allow bikes and peds through.
181	Intersection of Buchanan & 11th	bike	The visibility at this intersection is really poor, especially traveling north on 11th. It is difficult to see traffic traveling west on Buchanan. The intersection is also unnecessarily large, making it harder to cross.
299	Buchanan St near CHS	pedestrian	Why is there no school zone in front of Corvallis High School? Cars do NOT slow down there - and they need to. Thanks.
33	Bike path from Buchanan near Public Works facility	bike	It would be great if there was a bike path connection from the Buchanan bike path to Hwy 20. I commute to HP by bike on this path and usually take the path to Circle, but have had a couple of close calls at the intersection of Circle and Hwy 99. I've cut through the Public Works facility on occasion and much prefer taking Hwy 20. Would it be possible to add a bike path connection from the Buchanan bike path either south or north of the Public Works facility to Hwy 20? Do you think the McFadden property would donate a strip of land to the city for such a purpose?
56	Bike path from Buchanan near Public Works facility	bike	Seconded.
82	27th & Calhoun	bike	27th is an excellent candidate for a Bike Boulevard. This intersection is probably the most dangerous because of visibility issues.
294	27th & Calhoun		Yes, This is a scary place to ride a bike at night in bad weather as the cars move fast and lots of side traffic coming in and out.

209	Circle at Witham Hill	comment	Do NOT extend Circle to Harrison without a demonstrated need. There is not enough traffic to warrant disturbing this peaceful open space that has been successful with a bicycle/pedestrian path.
211	Grant and 29th	comment	This whole intersection needs revisiting. Isn't there enough room for a roundabout here? There is so much wasted space and confusion with the diagonal road. Plus, in the mornings the traffic heading south can back up at the stop sign.
212	Grant and 36th	car	This intersection is weird. Can we have better design?
160	End of Circle Blvd.	comment	Extend Circle Blvd Right of Way to Harrison, install light there.
186	End of Circle Blvd.		Difficult to determine lanes because paint is worn off at Circle and Witham Hill intersection.
219	9th st. between Circle and Hayes	car	WAY too congested, made worse by pedestrian crossing
238	NW 10th St, south of Osborne Aquatic Center	pedestrian	Need more shade trees on 10th so it's not so hot walking to/from Osborne Aquatic Center or shopping complex on 9th and Circle. Encourage property owners to plant trees, or just have the City offer to do it for free, and give owners a list of species to choose from.
241	Porter Park Walkway	comment	Widen walkway and add a connection from current paved path to north culdesac on 17th Street south of Dixon. (Widen pathway to width of bridge)



96	Porter Park Multi-modal path	pedestrian	<p>This path is used by pedestrians AND bicyclists, and as such is woefully undersized. Add to it the rundown playground where random toddlers are liable to wander out on the path, and it gets really tricky to navigate. And in the rainy season, the whole path by the playground is submerged, which doesn't work well for either pedestrians or bicyclists.</p> <p>And then there's the dirt path that peels off to 17th street, which could be formally acknowledged with pavement?</p> <p>The bridge is really narrow with blind spots, which is again very problematic for a multi-modal path. It would be nicer to have the path have a ramp directly across the sidewalk onto Garfield Blvd.</p> <p>A possible solution to all of this is to connect the north and south 17th cul-de-sacs with a wide multi-modal bridge/path (no cars!), making 17th street more of a bike through-way heading north/south, especially in combination with 16th street which cuts through the CHS/Franklin campuses until it runs into campus/Monroe. One more dogleg onto SW 15th St and one can make it all the way to Avery park on side streets. Let's strengthen these connections!</p>
52	Bike path south of Circle Blvd	bike	This path is frequently overgrown which makes the useable surface narrower. The vegetation is blackberries; they can sometimes puncture tires.
125	Bike path south of Circle Blvd	bike	The trail does need better maintenance. And a better connection at its north end that just deadending into a fairly dangerous intersection. Would there be a way to tie it directly into (or have a spur that connects to) the Home Depot, etc. on the east side of 99? There's a drainage ditch that would be nice to be able to cross by bicycle and make those businesses (and HP) exceedingly more accessible than forcing you onto a dangerous stretch of Circle.
176	Bike path south of Circle Blvd	bike	I rarely use this path because of where it ends at Circle & Hwy 99. It's not worth traveling through two unsafe intersections (Circle & 9th/Hwy 99) to use it.
167	Witham Hill north of Circle	pedestrian	Need pedestrian controlled crossing devices along this stretch.
303	Witham Hill north of Circle	pedestrian	A crosswalk light is needed because you have to walk into Kings to get cars to stop.
298	intersection of Garfield and Kings Blvd	pedestrian	Many kids walk or bike to elementary or middle school along this route - I'm scared my kids will get hit by a car that doesn't stop at the crosswalk. Would like to see a flashing light that could be activated by kids so they can cross more safely. Thanks.

233	NW Division	bike, car	Division St NW needs immediate repaving, incredibly jarring and dangerous for bikes. Cars drive in the middle of the road.
190	HP Campus area	car	Access routes from HP campus are to downtown and NW Corvallis are increasingly severe bottlenecks in the afternoon. The VB bridge and access to it are probably the worst culprits. Solution is not obvious.
27	Spruce Avenue including its intersection at Highland	car, ped	Traffic use exceeds capacity of street creating unsafe conditions for pedestrians (especially school children and elderly), drivers and bicyclists. Traffic study and design work needed.
192	intersection of Cleveland and 13th	car	Stop sign needed on Cleveland going west. to control access.
229	Cleveland and Division Intersection	comment	Need a bulbed intersection to slow cars coming from Walmart. Volume of traffic has increased at intersection.
46	intersection Circle and Kings	car	My comment applies to other intersections but this one intersection affects me the most: the signal here can't be triggered by my 50cc scooter and I end up having to either wait several cycles for another vehicle to come along and trigger the left turn OR I have to turn on a red light. This is annoying and dangerous.
191	Bus Stop at Kings and Circle or 29th and Circle, or Walnut and 29th	bus	I am elderly and can no longer ride a bicycle or walk very far. I live up a steep hill a fair distance to a bus stop. If there were a park and ride in the vicinity, I could use transit.
194	Intersection of Highland and Spruce	comment	Traffic needs to be slowed down. Bulbed intersection would make it safer. Also, better signage and yellow lights. Do not allow left turns onto to Highland from Spruce.
195	spruce street between Highland and 9th Street.	comment	Street needs to be repaired. Potholes are danger to bicyclists and cars. speed of traffic needs to be reduced. Street is being used as a shortcut.
196	14th street between circle and Cleveland	bus	get buses off 14th and other local streets. Require buses to use arterial and collector streets. Do not allow local streets to be used as shortcuts by buses.
315	Potential connection	bike	A bike path from Windsor Place to Kestral Hill Ln would be welcomed by emergency planning people, as well as cyclists.
39	9th and circle north bound	car	There needs to be a turning lane going east off of 9th street. The right hand lane backs up to Garfield

175	Circle Blvd	bike	<p>I feel uncomfortable bicycling on Circle Blvd, especially during peak auto traffic hours. The bike lane is not wide enough to feel safe when cars are going 35+ mph right next to me. It is also difficult to cross safely, except at Highland.</p> <p>I'd love to see a painted buffer between the bike lane and auto lane or a separated two-way cycle track on the south side of Circle. Perhaps a reduction in the speed limit to 30 mph would help as well? Circle is a major barrier to cross for people on bicycles.</p>
203	Circle Blvd	bike	<p>Totally agree with the statement posted here...I'm uncomfortable bicycling on Circle Blvd, too - also especially during peak auto traffic hours. cars are going WAY OVER 35 mph right next to bike lanes. I've NEVER seen a cop pull anyone over on Circle in 2 years. People drive way too fast on Circle between Highland/10th St. and Kings Blvd. maybe place of the the MPH read-signs to discourage speeding or set up shop and write some speeding tickets. Game-days and SEPT&gt;JUNE weekday commute times are bad.</p>
171	Circle and 99	car	VERY dangerous and frustrating intersection
20	Circle & 9th/HWY 99	bike	<p>This is the most dangerous place to ride a bicycle in the city. Green pavement marking is needed in the bike lane to emphasize the presence of the bike lane for right turning traffic from Circle to Southbound HWY 99.</p>
28	Circle & 9th/HWY 99	bike	<p>This is a terrible intersection for cyclists and pedestrians. Massive improvements and vehicle speed reductions are in order.</p>
174	Circle & 9th/HWY 99	bike	<p>I believe that the bike sensor at this intersection (traveling east on Circle) is not functional as well.</p>
199	Circle & 9th/HWY 99	bike	<p>The intersections of Circle Blvd. with 9th Street and Hwy. 99W are the worst places in the city for biking and walking. Major improvements are needed. Reductions in speed throughout and a colored bike lane north of Bimart would be a start.</p>
254	Circle & 9th/HWY 99	bike	<p>The main problem I've had around here has been using the walk signal to cross Hwy 99 at Circle. An audible signal, such as those found at many other intersections in town, is needed.</p>
314	Circle & 9th/HWY 99	bike	<p>I take a longer route now. Almost hit several times</p>
230	Walnut & 99	car	Traffic signal needed

208	9th, Circle, 99, and the RR tracks	comment	This whole set of intersections needs to be studied for a comprehensive solution that makes auto traffic flow better and makes the intersections more pedestrian and bicycle friendly.
185	Satinwood St & NW Elks Dr	bike	Traffic lane, parking, and bike lane all too narrow. Bicycles in bike lane are impeded by sideview mirrors from parked cars, and are buzzed by sideview mirrors from wide vehicles in traffic lane. Either absorb onstreet parking into bike lanes (thus widening the bike lanes), or eliminate unsafe bike lanes and replace them with left-tire track sharrows and "Bikes May Use Full Lane" & "Change Lanes to Pass" road signs.
201	Satinwood St & NW Elks Dr	bike	This is an important route so something needs to be done. As a cyclist on this same route, I have noticed other cyclists need to watch their speed down this hill and next to other cyclists and parked cars when passing. It is odd the street was paved, but the edges where the bike lane exists was not paved and is rough and uneven/patched. I can't believe so much was done to improve it, but couldn't go beyond the wheels of the vehicles.
308	9th street from one end to the other	bike	I am not alone in my hatred for biking 9th St. Much of it has no bike lane, and the commercial part is very insecure for bikers because of drivers who are not watching out for us. They use the bike lane for turning, etc. I do not use it unless I have to. Right now there are trees striking my helmet in a number of places.
347	Witham Hill Dr	comment	Address the slide area along this portion of Witham Hill Dr. before it's too late. It will be expensive and need time to develop the funding (fed \$ through the MPO).
245	The Hub development	comment	Issues with connections to campus
240	29th & Walnut Blvd Intersection	comment	Please widen
187	apartments south of conifer/99	car	too many entry/exits right after the railroad tracks, especially the apartments south on conifer. Actually for a two lane road there is way too much entry and exit points. Everything is congested from 9th street until the bend on conifer
116	Where's the Walnuts?	comment	This street would be safer with one lane of slower autos in each direction and a protected bike lane separated from cars by a row of walnut trees.

110	Walnut	bike	A concrete gutter is NOT a bike lane! Let's get those out of the design manual and insist upon smooth consistent pavement, uninterrupted by grates, manholes, or water meters. Put those in the middle of the auto lane, where tires won't hit them.
172	Walnut	bike	More frequent sweeping in the bike lanes is necessary - there's a lot of junk for bikers to avoid, making it difficult for motorists to anticipate actions.
226	Walnut & 99	bike	Signal from north going south does not active on bicycles in left turn lane.
325	Walnut & 99	bike	Call Public Works - 541-766-6916. They are very responsive to cyclist problems.
231	Walnut & 99	car	Traffic signals
200	Walnut and Fairlawn	bike	It would be great to have a bike crossing on Fairlawn and Walnut for cyclists to get on Fairlawn and safely avoid morning traffic at Walnut and Highland. Use Fairlawn as a bike route over to Sequoia and Highland to reach central part of town. Bikes on the Walnut/Satinwood Crosswalk would be problematic with school children crossing.
24	Skyline West Neighborhood	car	We are mostly an auto neighborhood as there really is no handy public transportation stops that are protected from the rain.
216	Skyline West	comment	Skyline West has no sidewalks making walking problematic. Also, the city does not seem to care about maintaining the roads in this neighborhood - I've never seen a maintenance crew in this neighborhood in 13 years.
316	Skyline West	comment	It's pretty easy to bike to almost any place from here, but coming home is hard work. I usually come up Romancier or cut through MLK Park.
214	Satinwood Street	car	Traffic coming down hill/southbound from the hospital speeds making unsafe for neighborhood families, pedestrians, and bicyclists to feel safe. When the mobile radar speed detectors are used on this street, in the evenings cars speed more than they should be just to see how high they can get the speed to read on the mobile unit. Have speed bumps been explored?
121	Hwy 20 to Albany	bike	While the last year has been discouraging, we hope that the City and state won't give up on finding bicycling routes along the west bank of the Willamette from Corvallis to Albany.
143	Hwy 20 to Albany	bike	How about a bike lane on each side of Hwy 20 protected from cars by posts? Might have to widen the paved surface a bit.

271	Conifer and Hwy 20	bike	I cannot get the sensor to detect my bike turning left from Conifer onto Hwy 20, toward Albany.
317	Conifer and Hwy 20	bike	Call Public Works - 541-766-6916. They are very responsive to cyclist problems.
292	Intersection of 99W and Conifer	bike	People consistently drive into the southbound bicycle lane to make right hand turns on a red light, making it unsafe for people staying in their lane, then making a right turn from there. I don't know what signage or barrier you need to keep drivers coming up on the right hand side of turning cars, or blocking the bike path, but it's a problem for people interpreting things differently.
318	Intersection of 99W and Conifer	bike	A barrier between the auto lane and the bike lane could be helpful, especially if the stop line for the bikes is placed out in front of the stop line for autos (Dutch style).
45	HWY 20 and Pilkington RD	car	Turning left on this section of HWY 20 (either direction) is very dangerous. Southbound traffic can't see the traffic signal that is just ahead around the small bend in the road. This helps lead to higher speeds and a dangerous area to navigate. Already we have had at least 2 if not more accidents this summer near Ashbar where someone tried to pull out and squeeze into a space in traffic. This is mainly only troublesome around 7-8am in the morning and 4 to 7 pm at night. Thank you for taking the time to read this. Paul Skarda
183	HWY 20 and Pilkington RD	car	Facilitate public process with ODOT to reduce speed to 45 mph on Hwy 20 from Circle to Independence Highway.
162	Bus stop across from Emergency Room at the Hospital	bus	Install phone/intercom at bus stop that calls emergency room at hospital for patient assistance.
253	Bus stop across from Emergency Room at the Hospital	bus	I've been wanting for years a bus route going from here up Walnut and 53rd to Sunset Center. This would make a direct connection with those two locales to the Fairgrounds and Timberhill Plaza.
225	Knoll Terrace Mobile Home Park	bus	Needs better bus service.
223	Lewisburg	bus	Lewisburg needs better bus service
220	Adair Village	bus	Adair Village needs more frequent bus service.