

## **CAMPO Regional Transportation Plan Update Public Meeting Comments - November 29<sup>th</sup> 2011 Email Comments**

CAMPO held an informational public open house from 5:00 – 7:30 pm on Tuesday November 29<sup>th</sup> 2011 in the meeting room of the Corvallis-Benton County Public Library. CAMPO presented a series of posters outlining:

- The Regional Transportation Plan
- Draft lists of recommended and illustrative projects, including proposed intersection improvements at West Hills Road and 53<sup>rd</sup> Street.
- Proposed policies
- Recommended studies
- New sustainability section of the plan

Attendees given the opportunity to discuss concerns and ideas with CAMPO staff at the meeting and were invited to submit additional comments through December 9<sup>th</sup>. This document includes comments emailed to CAMPO following the public meeting, through December 11<sup>th</sup> (several emails were received after this deadline which were also accepted).

Pages 2 and 3 of this document include a summary of comments by topic and common areas of concern. The remainder of the document includes the actual emails received. Email addresses and addresses were removed or truncated to protect privacy.

## **Emailed Comments (by topic)**

### Concern regarding roundabout at 53<sup>rd</sup> and West Hills

1 comment (representing 1 individual) was received, stating that the proposed roundabout:

- Is not aligned with community desires, concern for funding and lack of cost benefit over other options, and concern that a roundabout will not solve traffic flow issues.

### Support Circle extension

2 Comments (representing 2 individuals) were received, stating that the extension would:

- Would decrease travel time and congestion
- Would improve traffic flow

### Request for more information

(3 comments (representing 3 individuals) were received, requesting more information about the Circle extension. In some cases paraphrased, these comments inquired about:

- Whether development requirements could lessen need for extension. Would like to preserve ambiance and by prioritizing bike and pedestrian access in development plans for that area.
- If the extension of Circle would coincide with extension of Campus Way to the west of 35<sup>th</sup> Street (Midge Cramer Path so that Circle Blvd can extend beyond Harrison and extend to a Campus Way road. Would only support extension in this case.
- Not opposing extension of Circle but requesting that no extension take place until the Witham Oaks situation is resolved – development plans may change road configuration

### Opposition to Circle extension

47 emails (representing 55 individuals) were received. The comments addressed the broad issues listed below, with the number of comments addressing each issue included in parenthesis.

- Concerned about preservation of natural areas (20)
- Desire to retain neighborhood ambiance and low-density development (19)
- Concern for bicycle and pedestrian issues (19)
- Concern for sprawl (4)
- No need for extension because it is not warranted by population increase, not sustainable, or because we already have Walnut) (13)
- Contrary to values and vision of community and its Plans (7)
- Increased traffic (17)
- General safety concerns (5)
- Concern for general environmental issues (4)
- Negative impacts on Harrison (10)
- Questioning politics involved or undue benefit to developers (4)
- Funding concerns (6)
- Not a good time to develop for economic and housing market concerns (2)

#### Opposition to Dale extension (related to Circle)

3 emails (representing 3 individuals) were received. The comments addressed the broad issues listed below, with the number of comments addressing each issue included in parenthesis.

- Desire to retain neighborhood ambiance and low-density development (3)
- Increased traffic (3)
- General safety concerns (1)

#### Opposition to Kings extension to Lester

2 comments (representing 2 individuals) were received. The comments addressed the broad issues listed below, with the number of comments addressing each issue included in parenthesis.

- Concern for sprawl (1)
- No need for extension (1)
- Questioning politics involved or undue benefit to developers (1)

#### Additional comments (paraphrased)

4 comments (representing 4 individuals) were received. Comments included:

- Prioritize bicycling and make Corvallis a bike mecca
- Prioritize alternative transportation and the maintenance and upkeep of existing roads.
- A grid pattern does not enhance bicycle or pedestrian travel and is not a characteristic of Corvallis's most livable neighborhoods. We should think about closing off major thru routes and making it more difficult to travel through neighborhoods by car instead of making it easier with grid-patterned streets.
- Need to consider overall environmental impacts, alternative transportation such as jitneys and focus on creating a bike/ped oriented community

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**From:**  
**Sent:** Tuesday, November 22, 2011 11:35 AM  
**To:** Ali Bonakdar  
**Subject:** Submitted Form Report

Contact Us

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Name: Vernon Huffman  
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Email: \_\_\_\_\_  
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Comments: The best of planners must pull their eyes up from the details and look at the big picture. Where are we going?

Pavement and the cars that ride on it are a brutal assault upon the natural earth. From local hydrological systems to global climate patterns, the impact is undeniable. This horrendous trend must be reversed if the planet is to continue to sustain humanity. Nothing could be more important.

It is not physically possible to continue on the track we are following. We've used up half of all the petroleum on the planet and the other half will grow more expensive at an escalating rate, as global demand outpaces shrinking supplies. We will learn to live without oil.

We can do it. 99% of all the humans who have ever walked the earth, walked to get around. Modern technology offers us methods to utilize human and animal power much more efficiently than ever before. Biofuels can be used where it makes sense, although we mustn't allow that use to squeeze our ability to feed everyone. We will survive without oil.

How does this translate to your work? Obviously, it is worse than wasteful to make roadways more convenient for automobiles. Traffic demand management calls for more bottlenecks for inefficient modes and greater opportunities for efficient ones.

Every aspect of community planning must focus upon walkable, bicycle friendly neighborhoods. Every resident should be able to get every daily need met without relying upon outside energy for transport.

Cargo should be moved efficiently, which will be an easier task when personal cars are out of the way. Rail need only be abandoned when the scale of cargo is small enough to render its use inefficient. Plan for a reduction of import and export as local needs are met more with local resources.

There is a tremendous opportunity for jitney services in this region. If ADA compliant transport were available to the general public, modern logistics software and cell phones could facilitate a demand driven, flexible system of shared transit vehicles. With the proper champions, this concept could be wildly popular, saving local residents huge sums while protecting the environment. Let's talk.  
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**From:** Audrey Perkins  
**Sent:** Sunday, December 11, 2011 1:10 PM  
**To:** Ali Bonakdar  
**Subject:** CAMPO Director, Re: Circle Extension

Thank you in advance for considering my point of view.

I am writing to request that the proposed paving of Circle between Witham Hill and Harrison be reversed, saving that stretch for natural habitat, neighborhood livability, and the encouragement of walking and biking in town. I live out of town, so this is not something in my own neighborhood that I am asking to be protected because it is in my "backyard." I have lived in several neighborhoods in Corvallis since moving here at the age of 22, over thirty years ago. I am devoted to the town and community as a whole--this is not a "special interest"!

Any of us who have used that stretch of walkway feels its immense value as a natural habitat, a quiet place--a place that reminds us that walking and biking and sitting and sharing our town with other creatures--is what is needed MORE in this world, not less.

It is a rare moment when any of us can make a real difference in this fast-paced, complex, consumer-driven world. This is one of those precious moments. Those of us who are in a position to fully enact the will of the community of Corvallis have the opportunity to act with prudence and integrity.

We are going to end up paving every square inch of our world, moving against what we say is our intention, if we do not STOP. Corvallis does not need more roads, more traffic, more cars.

Please protect this one little area. Whoever is reading this and listening to it, please consider the preciousness of your position in helping to move our world in the right direction, one good decision at a time. Please use this rare moment to keep a bit of sanity and ecological health in our world and community.

I am grateful for the opportunity to be heard!

Warmly,  
Audrey Perkins

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**From:** Eric French [xxxx]  
**Sent:** Saturday, December 10, 2011 3:32 PM  
**To:** Ali Bonakdar  
**Subject:** Circle Bulv. Extension input  
**Attachments:** Circle extension 12 10.doc

Hello Ali, please review the attached and consider with your colleagues.

Eric and Chris French  
xxxxxx  
Corvallis, Or 97330

Tel xxxxxx

Dec. 10

Attn. Ali Bonakdar, Director, CAMPO

I received information today about the Extension of Circle Blvd. Please allow us to illustrate a couple of points that we feel are very relevant to this extension.

First, I hear that you state the city's has any right at any time to go ahead with the extension. I understand in speaking with the previous city manager that this act was voted in decades ago by a narrow margin. Do you really think that the vote today would have the same outcome....is this what the citizens of the Corvallis would want today? I think not. Here is why:

The original intent was of course to hook up the Circle / 9<sup>th</sup> street masses with a better way to get across the west end of town. Currently, the Walnut, Grant and 36<sup>th</sup> St. handle getting people to the Harrison Street area and west points. This seems to be working quite well and with minor congestions. If you continue Circle on through to Harrison, do you have any concept of that that will do to the flow on Harrison? The reason we say that is due to the worst corner / signal combination in all the area. Harrison and 35<sup>th</sup>. Have you tried going from Harrison, east, through this ninagerie? It is very poorly arranged, forced by the way the streets converge upon the area and the fact that so much OSU traffic comes from the Witham Hill area. Adding a stream of traffic coming towards OSU from Harrison and the planned Circle junction will add multifold more traffic coming east....and really creating a traffic line up for sure. If you were to time yourself and observe what happens coming from Harrison into the 36<sup>th</sup> and 35<sup>th</sup> intersection, separated by just 100 feet, plus experience waiting at 36<sup>th</sup> to turn left onto Harrison East, as well as waiting on 35<sup>th</sup> trying to turn onto Harrison west, along with trying waiting on Harrison to continue west from....you will see what we mean. Now, just add multifold more vehicles to the scene. What a mess you will have.

Here is the deal. Over time, conditions of traffic and Growth can easily change the needs of a community. What may seem very logical one decade, may not be the next.

Please review this from a fresh start. As the new developer of the old Frager property will be required to have planning approved for traffic flow, it will not be acceptable nor prudent to continue with the Circle and Harrison Juntion.

Eric and Chris French

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**From:** Bill Lunch xxxxxx  
**Sent:** Friday, December 09, 2011 10:23 PM  
**To:** Ali Bonakdar  
**Cc:** Theresa Conley  
**Subject:** Regional Transportation Plan comments

Dear Mr. Bonakdar:

We are writing today with comments on the regional transportation plan. We are particularly opposed to the extension of Circle Boulevard through the area known as Witham Oaks. The extension would, if completed, make existing traffic congestion in the western part of Corvallis worse by encouraging even more traffic on Harrison, which is already overloaded at commute hours and at many other times. It would also further encourage dependence on automobiles, which is inconsistent with the thrust of recent transportation plans, which emphasize multi-modal transit. Moreover, it would be a very expensive project, whether the cost would be shouldered by the city or a private developer, or in some combination. However the cost might be distributed, citizens in Corvallis simply do not need the extension.

Thank you for your efforts to gather public views on this important question.

Best Wishes,

Bill Lunch & Caroline Kerl

P.S.: We trust our comments will be accepted, even though it is after 5 pm on Dec. 9<sup>th</sup>. We would appreciate a brief acknowledgement of receipt of this message.

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**From:** emma coddington [xxxxxx]  
**Sent:** Friday, December 09, 2011 4:46 PM  
**To:** Ali Bonakdar; Theresa Conley  
**Subject:** RE: CAMPO (Corvallis Area Metropolitan Planning Organization) public comments on its Regional Transportation Plan Update.

To the CAMPO Director Ali Bonakdar,

I oppose the extension of Circle Blvd. to Harrison. I live in the area and regularly use the current bike path - it is an iconic and unique feature of Corvallis, one that would be felt as a great loss if it were to go. Furthermore, I do not see the need for an additional road through to Harrison as there is currently 36th or Walnut-56th.

regards  
Emma Coddington

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**From:** Kumar, Bk [xxxxxx]  
**Sent:** Friday, December 09, 2011 4:41 PM  
**To:** Ali Bonakdar  
**Cc:**  
**Subject:** RE: Circle Blvd Extension - OPPOSE!!! (Ref: Regional Transportation Plan Update)

Hi Ali,

Thank you for considering our input into the process and decision for Campo Policy Board wrt Transportation Plan.

Best  
BK

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**From:** Ali Bonakdar [xxxx]  
**Sent:** Friday, December 09, 2011 4:38 PM  
**To:** Kumar, Bk  
**Subject:** RE: Circle Blvd Extension - OPPOSE!!! (Ref: Regional Transportation Plan Update)

Balakrishnan and Aruna Kumar

Thank you for your comments. Your comments and all other ones received will be presented to the CAMPO Policy Board who makes decision on the approval of the Transportation Plan Update.

*Ali Bonakdar, AICP  
Director  
Corvallis Area Metropolitan Planning Organization*

*Corvallis, OR 97333  
Ph:  
Fax:  
Email: \_\_\_\_\_  
Web: [www.corvallisareampo.org](http://www.corvallisareampo.org)*

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**From:** Kumar, Bk [xxxxx]  
**Sent:** Friday, December 09, 2011 10:24 AM  
**To:** Ali Bonakdar; Theresa Conley  
**Cc:** Kumar, Bk; xxxxx  
**Subject:** Circle Blvd Extension - OPPOSE!!! (Ref: Regional Transportation Plan Update)  
**Importance:** High

Hi Ali,

As I understand, you are leading an effort to extend Circle Blvd through to Harrison as part of a proposed update to the regional transportation plan.

This is a formal statement to record our dissonance with your plan. My spouse and I oppose the aspect of the plan that involves extending Circle Blvd to Harrison. Please confirm receipt of this email as record of our position.

The reasons and rationale why we oppose Circle Blvd extensions are laid out below. Please feel free to forward this to other city members and supporting councils who need to internalize the details of this important decision and its ramifications.

- **What Seemed Relevant In The Past IS NOT relevant for the future**

The city of Corvallis has experienced growth in the last 25 years, both in an economic sense as well as in growth of supporting population. While the bulk of the growth has transpired through private enterprise, a majority of future growth has been predicated on the growth of Oregon State University. A large part of the rationale behind using Circle Blvd as a major artery through town was well supported at a time when housing growth was on the rise to support a growing economy, private enterprise and some mild growth at OSU. Well, the drivers behind the economic growth of Corvallis are no longer relevant and material.

1. There is LITTLE to no private sector growth
2. Housing growth has declined considerably and is expected to do so in the foreseen future.
3. There is little to no public sector growth.
4. A majority of Corvallis residents are sustaining quality of life in Corvallis by favoring local business over national enterprise.
5. The only growth forecasted is growth of Oregon State University student enrollment

Bottom-line: Circle Blvd extension is neither contributing to economic growth of Corvallis, nor enhancing quality of life, nor decreasing the traffic along an important route of many people's lives. To the contrary, extending Circle Blvd will result in increased and significant traffic that would be in direct support of a desire to support OSU's student growth. A student growth that only benefits OSU and hurts our reputation as a desirable place to live and retire.

- **A dead end where Circle Blvd. ends is a good end.**

Contrary to what the city planning commission would have you and others to believe, the end of Circle Blvd is the gateway to one of the MOST popular multi-use paths in the city. An entire eco-system of forests, urban population, and recreationists take advantage of this confluence. To put this into context, extending Circle Blvd is at the heart of a desire that benefits the selfish interest of 3 constituents:

- The few that would like to ensure that housing developments occurs in Corvallis at any costs. Meaning OSU's student growth has been used a means to justify high-density growth in city of Corvallis, without any attention to the long-term vision plan of Corvallis that clearly states that "... **We envision that in 2020 Corvallis will be... a compact, medium-sized city.**" The compactness of Corvallis is driven by the level of growth the city experiences organically. Not by catering to the needs of OSU and private developers, who further facilitating transient student population growth.
  - OSU's student growth needs and requires to be planned and developed by the university itself. There is plenty of land that OSU owns providing viable and useable places for housing to develop, without compromising the city of Corvallis main through-fares and high quality of life.
  - The few that are NOT economic players of the state of Oregon or the city of Corvallis. By extending Circle Blvd, we are enabling developers to stake claim and influence the city departments to cater to their mutual economic interest, at the expense of the quality of life that the residents enjoy.
- 
- **By extending Circle Blvd**, we are essentially facilitating the clogging of a key road – Harrison Blvd, that essentially serves as a relatively accident-free section of the city. At any given time, there are innumerable bicyclists, pedestrians, runners, hikers, and students who currently use Harrison as a way to get about their lives.

By extending Circle Blvd, we would be essentially diverting traffic from the key highways that run through the city by providing alternative short-cuts through Circle Blvd onto the Western side of town. When we have a slightly longer route like Walnut Blvd that does a perfectly good job of bypassing neighborhoods, why are we resetting our own expectations for how the city of Corvallis quality of life unfolds at odds with the vision statement for the city.

- **Scale Does Not Transfer**

In a larger city, the basics of traffic engineering and city planning could well entail a city made of grids that allow traffic to flow in a mechanized manner into suburbs. Grid planning in its current sense provides connectivity to facilitate external Corvallis constituents, at the expense of tranquility and safety. Extending Circle Blvd is MOST land consuming as it facilitates new roads and neighborhoods in Witham Hill (that only are intended to support OSU growth). It is also the least environmentally sustainable as it DOES not take advantage of existing infrastructure within city as well as resources that are currently available near the OSU campus.

- **Taxpayer cannot absorb risk at non-tax payer expense**

The proposed extension to Circle Blvd. is facilitating the growth of high-density buildings that are purely intended to support growth of OSU. While extending Circle Blvd may have been a prudent thing to consider at a time when Corvallis was experiencing modest growth through private enterprise, the arguments that supported the extension do not hold its ground today. By facilitating greater traffic stress through neighborhoods, creating larger environmental impact, and shaking the tranquility that Corvallis provides, we are asking the residents of Corvallis to undertake and absorb many stated risks that are being driven by external factors (not intrinsic to growth of city). As a taxpayer, I cannot undertake to absorb the many risks that are being created in support of OSU and private developers.

Risk and reward go together. The parties (the planning commission, OSU, private student housing developers) that are creating multiple risks for the quality of life in Corvallis should be encouraged to do so in a way that does not place undue burden on the tax-paying residents of Corvallis.

As an example, the large hospital in town is being served by city services such as street cleaning, road de-icing, street maintenance. This hospital is a private enterprise that is treated as non-profit for taxation purposes. Consequently, we the city of Corvallis residents are subsidizing all the above provided services and more at elevated levels of priority.

We would strongly encourage yourself, and others in the city of Corvallis to consider plans that are in line with the vision plan of Corvallis.

- By optimizing the use of land for streets,
- Securing tranquil and safe neighborhoods,
- Increasing the potential for social interaction,
- Reducing the amount of impermeable surfaces,
- Optimizing infrastructure
- While encouraging traffic through existing regional traffic flow.

Extending Circle Blvd does not facilitate any of the above nor is it in alignment with vision plan for City of Corvallis providing its residents with a quality of life that has served to place Corvallis as one the top places to raise a family in relative tranquility, **meeting the needs of its tax-paying residents.**

Please let us know should you like us to participate in forums and meetings where this may be of further interest.

Thanks in advance!

Best Regards

Balakrishnan and Aruna Kumar

Ph# xxxxxx

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**From:** Todd & Susan Brown [xxxxx]  
**Sent:** Friday, December 09, 2011 2:42 PM  
**To:** Ali Bonakdar  
**Cc:** Theresa Conley  
**Subject:** Circle Blvd. Extension

Dear Mr. Bonakdar,

We would like to be on record in opposition to the extension of Circle Blvd. to Harrison.

We have lived in the West College Hill area near 31st and Jackson for over 35 yrs. and oppose the extension for two reasons. The first is that we walk the foot path that lies in the proposed Circle Route frequently, and enjoy the peaceful beauty of a lovely natural area within walking distance from our home. The second reason is because of our concerns regarding increased traffic on Harrison Blvd..

We appreciate your consideration.

Todd and Susan Brown  
xxxxxxx  
Corvallis, Oregon 97330

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**From:** Brown, Eric [xxxxxx]  
**Sent:** Friday, December 09, 2011 2:08 PM  
**To:** Ali Bonakdar  
**Subject:** Circle Blvd Extension comments

Ali,

I understand that you are currently taking opinions on the circle blvd. extension and I wanted to offer mine. I grew up in Corvallis, left for a number of years and have returned in the last ten years. One of the main reasons we have returned to Corvallis is the sense of open community it provides. The current circle bike path is used by a large number of people from a variety of neighborhoods and backgrounds within the area. It offers a unique setting, easily accessible for a variety of people and uses. This walkway is important for the sense of community for many of us, and I know that I frequently run into acquaintances from around the community, as well as establishing new acquaintances and friendships with newer faces. When combined with the relatively wild nature of the area, it makes a unique resource which for me really sits at the heart of why I have chosen to live in Corvallis. To add to this, for auto transportation I typically would use other existing routes to get to or from, say, the fairgrounds to kings or walnut blvd. In short, I see very little gain in transpiration advantages, but an huge loss of a unique aspect of Corvallis; an easily accessed walking/cycling area in a natural setting.

Thanks !

Eric Brown

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**From:** Charla Pickett [xxxxxx]  
**Sent:** Friday, December 09, 2011 11:44 AM  
**To:** Ali Bonakdar; Theresa Conley  
**Subject:** Circle Blvd extension

Ali & Theresa,

I am writing this email in opposition of the extension of Circle Blvd to Harrison. This is basically a ditto of my husband's recent email to you. I am also opposed to making Dale Dr a through street to this proposed extension. I live at 4090 NW Dale Drive and feel, as do my neighbors, that the extension does nothing positive for our neighborhood. It will only bring unwanted and unnecessary traffic directly through our neighborhood making this residential area much less safe and much less desirable. Please file this email in opposition of the Circle Blvd extension as stated above. I would appreciate an email confirmation once this has taken place.

Thank you, Charla Staggs

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**From:** Skip Wenz [xxxxx]  
**Sent:** Friday, December 09, 2011 11:27 AM  
**To:** Ali Bonakdar  
**Cc:** Theresa Conley  
**Subject:** Poor Ali!

Hi Ali,

Re: Circle Blvd Extension - OPPOSE!!! (Ref: Regional Transportation Plan Update)

Mr. Kumar wrote:

Hi Ali,

As I understand, you are leading an effort to extend Circle Blvd through to Harrison as part of a proposed update to the regional transportation plan.

I know this isn't quite the case — I think this thing more or less ended up in your lap, and now people think it's your fault!

However, these issues must be revisited, as they will affect the general direction of Corvallis's future development — more suburbanization or more pedestrian-oriented city-center development. Also, the proposed Circle extension is part and parcel of the proposed Witham Oaks development, which should be opposed for a variety of reasons to do with the overall viability of Corvallis as a Community.

So you have my sympathy, but I guess such uprisings come with the territory of public service. Please make sure this discussion is part of the CAMPO board's agenda and especially becomes part of the Corvallis Planning Commission's discussion of the proposed Witham Oaks development if you have input on that.

Thank you,

Skip Wenz  
Corvallis

On Dec 9, 2011, at 10:30 AM, B.K.Kumar wrote:

All,  
I am copying the group here on our formal protest regarding Circle Blvd extension (that we sent over to Ali and crew).

I did not have much time to gather my thoughts but figured recording dissent would be a good thing for the

moment.

Thanks  
BK

From: Kumar, Bk <xxxxx>  
Subject: FW: Circle Blvd Extension - OPPOSE!!! (Ref: Regional Transportation Plan Update)  
To: "xxxx" <xxxxx>  
Date: Friday, December 9, 2011, 10:24 AM

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**From:** Kumar, Bk  
**Sent:** Friday, December 09, 2011 10:24 AM  
**To:** xxxxxx  
**Cc:** Kumar, Bk; xxxxx  
**Subject:** Circle Blvd Extension - OPPOSE!!! (Ref: Regional Transportation Plan Update)  
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The few that would like to ensure that housing developments occurs in Corvallis at any costs. Meaning OSU's student growth has been used as a means to justify high-density growth in city of Corvallis, without any attention to the long-term vision plan of Corvallis that clearly states that "...**We envision that in 2020**

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OSU's student growth needs and requires to be planned and developed by the university itself. There is plenty of land that OSU owns providing viable and useable places for housing to develop, without compromising the city of Corvallis main through-fares and high quality of life.

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### **Scale Does Not Transfer**

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Please let us know should you like us to participate in forums and meetings where this may be of further interest.

Thanks in advance!

Best Regards

Balakrishnan and Aruna Kumar  
Ph# xxxxx

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**From:** Muriel Strand [xxxxx]  
**Sent:** Friday, December 09, 2011 11:09 AM  
**To:** Ali Bonakdar  
**Cc:** Theresa Conley  
**Subject:** Comments on Corvallis Area Transportation Plan Update

As a Corvallis homeowner and soon-to-be resident in a neighborhood just northeast of Circle & Highland, I am concerned about the possible extension of Circle in connection with high-density residential development that is inconsistent with its own immediate environment.

I have been informed of a number of good reasons to delete from the Plan Update any extension of Circle further to Harrison, including traffic impacts and the implications of leapfrog developments of high-density residences that are more typical of city core neighborhoods. Such large-scale cookie-cutter projects are typically more profitable for developers whose bread and butter is financial deals than they are for local contractors and construction workers whose bread and butter is actually more constructive. And its location seems no favor to students whose budgets will be healthier (and minds less preoccupied) without the usual list of vehicle expenses.

Although the word "sustainability" reportedly doesn't appear in Corvallis' relevant Plans, that is not a good reason to ignore the obvious in the public arena and in discussions of governance. Attendant on the challenge of climate change and the advisability of drastically reducing any and all greenhouse gas emissions such as CO<sub>2</sub>, there is the challenge of kicking our fossil-fuel addiction. Building any additional asphalt roadway takes us in the wrong direction, and simply enables continued addiction.

There's no denying that fossil fuels are very convenient and powerful, which makes our addiction very understandable. Few realize that the minimum-wage humanpower price of energy is 2 to 3 orders of magnitude greater than the cost of gasoline, just about 200 times what we now pay at the pump. What planning decision would make sense about extending Circle if gas cost \$800 or \$1000 a gallon, and if we were no longer addicted to this toxic substance?

I am certain that in that case Circle would not be extended, which is the wise decision, in my opinion.

Thank-you for the opportunity to comment.

Muriel Strand, P.E.

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**From:** Doug Pollock [xxxxxxx]  
**Sent:** Friday, December 09, 2011 11:06 AM  
**To:** Ali Bonakdar  
**Cc:** Theresa Conley  
**Subject:** Circle Blvd. Extension - Please Register My Opposition!

Dear Mr. Bonakdar,

I am sending this email to request that you register my opposition to the possible extension of Circle Blvd. to Harrison (contained in the Regional Transportation Plan Update).

I've been a resident of Corvallis for 25 years and am an active bicycle commuter. There are several reasons why I'm opposed to the planned extension (and the associated high-density development of the Campus Crest housing proposal). First and foremost, I'm opposed because the extension of Circle is simply inconsistent with the residential character and existing traffic routes in this area. If Circle is extended, it will create a high-volume traffic route right through the heart of West Corvallis, destroying the quality of the residential neighborhoods en route. In addition, Harrison Blvd. currently suffers from a great deal of traffic congestion and is a dangerous route for cyclists. By adding a significant volume of traffic to this problematic artery would simply create further congestion.

I would also like to question the conventional planning "wisdom" that seems to think along the lines of grid-like, street development. If you look around Corvallis (especially from the vantage point of a pedestrian or cyclist), you'll find that the nicest neighborhoods are NOT necessarily easy to get to (or get through) in a car. The nicest neighborhoods from a livability standpoint are neighborhoods that are tucked away, out of the dangerous stream of urban traffic. By creating yet another major artery and through-way, the extension of Circle would be simply catering to and encouraging yet more use of automobiles. If anything, we should be CLOSING OFF major through routes and making it MORE difficult to drive through neighborhoods.

By doing so, you'd discourage drivers while encouraging alternative modes of transport (and preserving neighborhoods).

Thanks in advance for registering my input!

Sincerely,

Doug Pollock

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**From:** xxxxxxxx  
**Sent:** Friday, December 09, 2011 11:00 AM  
**To:** Ali Bonakdar  
**Cc:** David Eckert; Theresa Conley  
**Subject:** Opposition to the Extension of Kings Blvd.

Dear Mr. Bonakdar,

I want to second Dave Eckert's opposition to the northward extension of King's Blvd. as shown on the CAMPO plan. Please record my opposition and send me a confirming email.

I am not as familiar with the particular issues surrounding the extension of Kings as I am with those of extending Circle Blvd. to Harrison. However, as you recall from our conversation at the CAMPO open house and my recent testimony at the City Council, I have for decades witnessed and opposed a pattern where road development leads to housing developments, leads to the demand for more road development and thus encourages more housing development and so on ad infinitum. Thus has America become a sprawl-mall country that will have trouble maintaining itself in an era of diminishing energy and material resources.

I believe that the era of the suburbanization of America needs to draw to a close, quickly, and that there is no better place to implement a new pattern of city-center development than Corvallis, which is danger of becoming irrevocably suburbanized. One of the simplest and cheapest ways to reduce suburbanization is to stop building and "improving" roads. Removing the proposed extension of Circle and Kings Blvds. from the CAMPO master plan would be a good place to start stopping.

Sincerely,

Skip Wenz  
Corvallis

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**From:** Roberta Hall [xxxxxxx]  
**Sent:** Friday, December 09, 2011 10:52 AM  
**To:** Ali Bonakdar  
**Cc:** Theresa Conley; Don Alan Hall  
**Subject:** Circle Blvd.--no extension to Harrison, PLEASE!

Thanks for accepting a comment about Circle Blvd. We live on NW Witham Drive, 620, just north of the Polk intersection. Thus Harrison is a major route for getting into town and getting to the Fairgrounds and beyond. Harrison is totally over busy and the walkway to Witham Oaks area -- an attractive one for exercise and for bird watching, etc -- is hazardous.

The problem of Circle extension with all the extra traffic that will generate, is, thus, a problem for any of us who use Harrison either in a car, on a bike, or walking. We do NOT want to see it extended.

Yours truly, Roberta Hall and spouse (Don Alan Hall)

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**From:** xxxxxx  
**Sent:** Friday, December 09, 2011 9:09 AM  
**To:** Ali Bonakdar  
**Cc:** Theresa Conley  
**Subject:** witham oaks

We oppose the extension of Circle Blvd. through to Harrison Blvd. Please do not extend the road. It is a lovely part of the west side of town to run, bicycle or walk. A better use of the funds would be to build a sidewalk along the north side of Harrison going east so we don't need to fear the high speed traffic on that short stretch of west bound Harrison. A lot of 'good will' would be created by enhancing safe areas for walking, bicycling and running.

Please send me a brief response so I'll know my response is duly filed.

Lynne and Bud Ervin

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**From:** xxxxx  
**Sent:** Friday, December 09, 2011 9:05 AM  
**To:** Ali Bonakdar; Theresa Conley  
**Subject:** transportation plan

Thank you for the opportunity to comment on the revisions to the transportation plan.

I strongly encourage the plan to address upkeep and maintenance, as well as provide and encourage alternative transportation.

However, I don't think the plan needs to be building new roads and conducting major widening. New roads and major widening projects are extremely expensive, and often do not relieve the congestion over the long term but just make it worse. Studies have shown that increasing road size just brings more cars and then it is again congested.

There are several new roads on the plan and I would like to see them reconsidered and dropped from the long term plan. One is the extension of Circle. The multipurpose path is fine, though it would be nice to have some way for pedestrians and bikes to get link to sidewalks (the sidewalk extension is in the plan I see) and smaller roads rather than dumping into busy Harrison. If Circle were to be built, there would be very expensive upgrades to Harrison required (widening, turnouts, culvert increases) and our community doesn't have the money to be wasting on this. If that property gets a subdivision, then the developer can pay for all these expenses.

A past example are the costs that went into Reservoir Road and whether it was good use of the money? Surely there could have been a safety upgrade at that intersection without all that expense and purchase and paving of land, which ultimately moved the road and the noise closer to the multipurpose path to Bald Hill.

Please consider multiple types of transportation and quality of transportation for those not in automobiles.

thank you

Sherri Johnson  
xxxxxx  
Corvallis OR 97330

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**From:** Jesse Staggs [xxxxx]  
**Sent:** Friday, December 09, 2011 7:03 AM  
**To:** Ali Bonakdar; Theresa Conley  
**Subject:** extension

Ali & Theresa,

Good morning. I am writing this email in opposition of the extension of Circle Blvd to Harrison. I am also opposed to making Dale Dr a through street to this proposed extension. I live at 4090 NW Dale Drive and feel, as do my neighbors, that the extension does nothing positive for our neighborhood. It will only bring unwanted and unnecessary traffic directly through our neighborhood making this residential area much less safe and much less desirable.

Please file this email in opposition of the Circle Blvd extension as stated above. I would appreciate an email confirmation once this has taken place.

Thank you, Jesse Staggs

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**From:** xxxxxx  
**Sent:** Thursday, December 08, 2011 10:38 PM  
**To:** Ali Bonakdar; Theresa Conley  
**Subject:** Circle Blvd Extension: Citizen Comments

Attention:

1. Traffic on Harrison Blvd. is already overburdened. Putting Circle through from Witham Hill to Harrison would further impact the Harrison corridor and impede the flow of traffic around Corvallis.
2. Removal of flora for development and/or road extension will cause increased run-off into the already swollen creek along Harrison Blvd.
3. For over 40 years, Dale Drive has NOT been a through street. To make it a through street from with a Circle Blvd. extension, would devastate the existing neighborhood, including Dale, Souza, and Kline, and would be of no benefit to traffic, only harm to residents of this quiet area.
4. There is a quality of Life in Corvallis that needs to be preserved for our Grandchildren. The Ccity must consider the future and look beyond a quick buck.

I urge you to consider these points and if Circle Blvd. must be extended, I strongly urge you to keep Dale Drive a dead-end street, as it always has been and should always continue to be.

Please acknowledge receipt of these comments.

Thank You.

Sincerely,

Carolyn Simmons

xxxxx

Corvallis, OR 97330

xxxxxxx

xxxxxxx

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**From:** Kari Olsen [xxxxxx]  
**Sent:** Thursday, December 08, 2011 9:35 PM  
**To:** Ali Bonakdar  
**Cc:** Theresa Conley  
**Subject:** CAMPO public comment

Please file my public comment on CAMPO (Corvallis Area Metropolitan Planning Organization) Regional Transportation Plan Update.

I oppose the extension of Circle Blvd. to Harrison because the only purpose would be to support inappropriate development and undermine the efforts of the people who live there to acquire the Witham Oaks open space.

I would appreciate a confirmation that my opposition is duly filed.

Kari Olsen

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**From:** elizabeth waldorf [xxxxx]  
**Sent:** Thursday, December 08, 2011 9:20 PM  
**To:** Ali Bonakdar  
**Cc:** elizabeth waldorf  
**Subject:** Extension of Circle Blvd to Harrison

Dear Sir,

I write to state my opposition to the proposed extension of Circle Blvd to Harrison Ave. As a resident of Lincoln Avenue west of 36th, we live in the neighborhood that will be affected by this proposal.

Corvallis owes its charm to the warm, friendly people and it's inviting, safe neighborhoods. Our numerous, trees contribute to the beauty and the welcoming character of the neighborhoods. These neighborhoods invite people to walk or bike in safety.

Harrison Ave. connects our city center and OSU to the proposed extension of Circle Blvd. Because Harrison supports only two lanes of traffic and because large, old trees line its borders, to widen it would destroy the character of that part of the community.

We ask city officials to oppose this extension for automobile traffic. We would support a bicycle path connecting Circle to Harrison along this route.

Please acknowledge the receipt of this statement.

Thank you.

Sincerely,  
Elizabeth Waldorf

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The information contained in this e-mail message is intended only for the personal and confidential use of the recipient(s) named above. This message may be an attorney-client communication and/or work product and as such is privileged and confidential. If the reader of this message is not the intended recipient or an agent responsible for delivering it to the intended recipient, you are hereby notified that you have received this document in error and that any review, dissemination, distribution, or copying of this message is strictly prohibited. If you have received this communication in error, please notify us immediately by e-mail, and delete the original message.

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**From:** Mark Boyd [xxxxxx]  
**Sent:** Thursday, December 08, 2011 9:14 PM  
**To:** Ali Bonakdar; Theresa Conley  
**Subject:** Circle extension

We are opposed to the extension of Circle Blvd. because it will increase traffic to beyond tolerable limits down Harrison. It is already VERY difficult to cross Harrison at 21st, where we live. The extension-- and proposed development-- will make it even harder.

Charlyn Ellis  
Mark Boyd  
xxxxxx  
Corvallis

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**From:** Edward Epley [xxxxxx]  
**Sent:** Thursday, December 08, 2011 4:46 PM  
**To:** Ali Bonakdar  
**Subject:** Circle Extension

Please do NOT extend Circle Blvd. and discontinue future plans for thiyis Project

Edward Epley  
xxxxxxx

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**From:** Edward Epley [xxxxxx]  
**Sent:** Thursday, December 08, 2011 4:32 PM  
**To:** Ali Bonakdar  
**Subject:** no circle extension

Completion of Circle BVD would have been useful 45 years ago. With the sustainability knowledge that we have and the growth issues facing the community, a continued development of vehicle dependence must be discouraged. I have lived on Harrison BLVD over 40 years and the increase in traffic will destroy one of the most desirable neighborhoods in Corvallis. Permanently discontinue the plans to extend Circle BLVD.

Edward R. Epley  
xxxxxx  
please reply

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**From:** victoria [xxxxxx]  
**Sent:** Thursday, December 08, 2011 4:23 PM  
**To:** Ali Bonakdar  
**Subject:** Circle Blvd.

I bought my house thinking that the open space currently called Witham Oaks, was a permanent green space. I think the extension of Circle Blvd. would severely lessen the quality of life for Corvallis citizens. The pathway is used by so many people whether they use it only as a short walk or if they combine it for a longer bit of exercise up to Bald Hill or through the covered bridge.

I find it easy to use either Walnut or Harrison.

Corvallis needs more green space for recreation and for keeping the city attractive and clean and green.

Sincerely,  
Victoria Bryhan

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**From:** Erica Jeevan [xxxxxxx]  
**Sent:** Thursday, December 08, 2011 12:46 PM  
**To:** Ali Bonakdar  
**Cc:** Theresa Conley  
**Subject:** Opposing the extension of Circle Blvd.

I would like to oppose the extension of Circle Blvd. to Harrison.

The expansion will only cause urban sprawl and that IS NOT Corvallis. I believe in the long run you will loose more than you gain. And while I wish I had more time to go into the details, I would just like to simply say that I am 100% against the idea of this expansion. Just because there is space available does not mean you have to build on it.

Sincerely,  
Erica Jeevan

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**From:** xxxxxx  
**Sent:** Thursday, December 08, 2011 12:35 PM  
**To:** Ali Bonakdar  
**Subject:** Re: Extension of Circle Blvd

thanks Ali!

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**From:** "Ali Bonakdar" <xxxx>  
**To:** "xxxx" <xxxxx>  
**Sent:** Thursday, December 8, 2011 8:02:46 AM  
**Subject:** RE: Extension of Circle Blvd

Mr. Mark Kacmarick

Thank you for your comment. Your comment and all other ones received will be presented to the CAMPO Policy Board who makes the decision on the approval of the Transportation Plan Update.

*Ali Bonakdar, AICP*  
*Director*  
*Corvallis Area Metropolitan Planning Organization*  
*301 SW. 4th Street, #140*  
*Corvallis, OR 97333*  
*Ph: (541) 758-1911*  
*Fax: (541) 758-1903*  
*Email: [abonakda@ocwcog.org](mailto:abonakda@ocwcog.org)*  
*Web: [www.corvallisareampo.org](http://www.corvallisareampo.org)*

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**From:** xxxxxx [xxxxxx]  
**Sent:** Wednesday, December 07, 2011 6:38 PM  
**To:** Ali Bonakdar  
**Cc:** Theresa Conley  
**Subject:** Extension of Circle Blvd

Hi Ali:

I am writing to voice my **opposition to the extension of Circle Blvd** beyond it's current termination point. As an abutter living at the corner of Circle Blvd and Dogwood Drive I am concerned about the increased traffic that the extension would bring. In it's current configuration, Circle Blvd has required traffic calming measures to slow traffic flow in this area. This situation seems likely to get worse with the proposed extension. Cyclists, neighborhood children, and the populations of deer and turkey would likely suffer as traffic volumes and velocities increased in our neighborhood. I am concerned about devaluation of my property as a result. Lastly, but importantly, I am also concerned about the impact the extension would bring to the wetland areas in the open space located north of harrison blvd.

Please confirm that my opposition to this extension has been properly filed,

thank you for your time,

Mark Kacmarcik

xxxxxx

Corvallis, OR 97330

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**From:** Julie Gibson [xxxxxx]  
**Sent:** Thursday, December 08, 2011 5:34 AM  
**To:** Ali Bonakdar  
**Cc:** Theresa Conley  
**Subject:** Circle Blvd. extension opposed

Dear Mr. Bonakda:

I understand that you are accepting comments about the plan to extend Circle Blvd. to Harrison Blvd. I have always been firmly opposed to the idea, as I believe it will further erode the quality of this area. Distributing traffic and noise all over the town, and through residential areas, degrades our neighborhoods and threatens the livability of Corvallis, which is in danger as it is. I think about it every day.

Witham Hill has become a thoroughfare, so much so that I smell exhaust fumes when walking, adding to the already-polluted air from woodstoves. The loss of the Witham Oaks natural area (to student housing no less, the worst possible use), so vital to our neighborhoods and the town as a whole, is a tragedy and shock as it is. Introducing throngs of traffic will be the last straw, and there will be throngs because if you offer people a shortcut, they will take it. A stable, reasonably content residential area of Corvallis will become a blemish of less-desirable rentals and stressed-out citizens. Longtime residents will move farther and farther away.

The whole reason I and many others live here is because of the deadend on Circle, the natural area, and this quiet, picturesque multi-use path. Countless people enjoy this path. It gives quality of life to residents here and beyond. Many bicycle commuters begin and end their work days on this path, which has a calming effect, highly prized. We meet people here, exercise, meditate and reflect, stroll with family and friends, and connect to OSU and the rest of town. In fact, I believe it actually offers more to students and OSU than another housing development would. Those who use it understand its value to our health and quality of life. It is unfortunate for Corvallis that this value is not taken more seriously. I hope the city will reconsider its plan to open this area to vehicles.

Thank you for the opportunity to comment.

[Julie Gibson](#)  
P.O. Box xxxx  
Corvallis, OR 97339  
xxxxxx

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**From:** frank converse [xxxxxx]  
**Sent:** Wednesday, December 07, 2011 8:29 PM  
**To:** Ali Bonakdar; Theresa Conley  
**Subject:** Circle extension

I am writing hoping to dissuade you from pursuing the extension of Circle Dr to Harrison. With the extension traffic would undoubtedly increase dramatically in what is now a fairly quiet section of Corvallis. Whatever positive effects that might be hoped for by this additional pavement would be greatly offset by the loss of a rather peaceful and pleasant area. This area is used by great numbers, now, of walkers and bicyclists. While I'm sure there would be a bike lane included in the road building plans - there would be no way to duplicate the present quiet or the escape from the everpresent traffic noise found elsewhere.

Roads are easy to build, the benefits are dubious. Quiet, relatively undisturbed areas are rare, priceless, and impossible to replace.

Please try to think towards the long-term livability of our town.

Thanks for your attention, Frank Converse

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**From:** giovanna rosenlicht [xxxxxx]  
**Sent:** Wednesday, December 07, 2011 4:00 PM  
**To:** Ali Bonakdar  
**Subject:** Please remove previous letter

Hello Mr Bonakdar,

I apologize but the previous letter was my unedited version. Please use the following. Thank you

Dear Mr. Bonakdar,

As a citizen of Corvallis I oppose the extension of Circle Blvd from south of Witham Hill to Harrison Blvd. Corvallis takes pride in being a healthy community which supports the vitality of the University and a good quality of life for families. The community takes pride in the availability and maintenance of natural environments for inhabitants to enjoy, neighborhoods which encourage community interaction, accessibility of the community and businesses by means other than cars, and activities which promote economic vitality while protecting the core nature of the town. The CAMPO document states that preservation of these features are fundamental to the growth vision. The extension of Circle Blvd would negatively affect all these areas: it would destroy significant natural habitat, damage the quality of life in surrounding neighborhoods and for individuals entering the town from the west, and would offer no benefits to connectivity or economic vitality. The extension would encourage driving and the use of fossil fuels and discourage walking and cycling on the path that is currently used by many. The proposed extension is in direct conflict with the stated goals of the Regional Transportation Plan Update. To maintain stated goals and priorities of the city with regard to growth, the extension of Circle Blvd. should be removed from the document.

Giovanna Rosenlicht  
xxxxxxx  
Corvallis, OR 97330

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**From:** xxxxxx  
**Sent:** Wednesday, December 07, 2011 3:54 PM  
**To:** Ali Bonakdar  
**Cc:** Theresa Conley; xxxxx  
**Subject:** circle boulavard extension

Dear Ali & Theresa,

I am writing to express my concern over the proposal to extend Circle Blvd to Harrison street.

We live on Clarence Circle, directly ADJACENT to the Witham Oaks area.

Unless there is also a plan, with COINCIDING TIMING, to EXTEND Campus Way to the west of 35th street (the Midge Cramer Path), so that Circle Blvd can EXTEND beyond Harrison street and CONNECT to an extended Campus Way road I am staunchly AGAINST such a proposal.

The reason is concern for traffic, safety and the preserving the trees along Harrison street.

**TRAFFIC:** Harrison street is already a mess in the morning and evening rush hours with traffic backed up for blocks at the intersection of 35th & 36th and Harrison. Extending Circle just to Harrison would mean that any development (which of course is the plan), would result in even more cars using this same route into town or OSU, and make those intersections even more congested.

**SAFETY:** With the added traffic, increased safety concerns arise. It is already quite difficult to get out onto Harrison from Witham Drive, Merrie Drive or if you have a home on the south side of Harrison in that area, or to the west. Often cars are backed up so that people can't get out of there driveways. I've seen that, and stopped to let people get out, only to have people behind me honk and make not so pleasant hand jesters. More cars on Harrison will only make this worse, and as the lights stay solid longer as a stream of cars prolong the light sensor, that will result in people going north/south on 35th & 36th, having to wait longer. The upshot of this, PLEASE PAY ATTENTION, is that I see people now dodging through the back streets of Polk and 33th & 34th street to bypass those intersections and pop-out north on 36th street, and of course the reverse direct. This is DANGEROUS, these are narrower streets, in quite residential neighborhoods; families, children and pets. It is a historical area with lots of nice trees and plants so visibility is poor. I see cars make hard turns in and bolt through those streets and it makes me quite nervous. Extending Circle will only make the worse. UNLESS, Circle is extended to an extended Campus Way so that the real bypass of the intersection of 35th & 36th and Harrison takes place at 35th & Campus Way and Harrison & Circle. I hope you understand what I trying to convey, if not let me know? AND, as a footnote to Harrison street, why does the 25mph speed limit increase to 35mph at Witham Drive (going west), and not after Merrie Drive (which is west of Witham Drive)? There are homes between those two streets and is very dangerous at times to try and get out from either of those streets on to Harrison with cars zooming by at 45mph (speeders, no police)! Further, Arnold Park is there on the corner of Merrie and Harrison which is well frequented by children and people walking their dogs. (you could also cut down some of the bushes that obstruct the view of cars coming into town from the west). Lots of cars, 45mph and poor visibility adjacent to homes and a park, is not a safe set up.

**TREES:** And the trees, again no plan to extend Circle beyond Harrison would mean Harrison would be required to handle more traffic and there is no way Harrison street has that capacity. This concerns mean because the next domino I would expect is a plan to widen Harrison, and that means

CUT DOWN THE TREES. I am very much against this, those trees along Harrison are part of the HISTORICAL fabric of that whole area and I can not imagine Corvallis without them.

In conclusion, I would like to know what is the plan, in its ENTIRETY, as it relates to this proposal to extend Circle Blvd. If there is not a COMPREHENSIVE plan that involves other plans to take pressure off of Harrison street than I am ABSOLUTELY AGAINST this proposal. AND, it has to be done at the same time. NOT extend Circle with a plan to connect to Campus Way 10 years or so later, that is TOO LATE! Please let me know what other plans there are if any to address the concerns I've raised. I see there is work on the west side of Campus Way and 35th, is this part of the plan? In the mean time if you could give CONSIDERATION to doing something about the bushes obstructing views at the intersection of Merrie & Harrison, and put the 35mph sign further to the west (past Arnold Park would be nice & SAFER), that would be much APPRECIATED.

Please send me confirmation that you have received this email and if you have any questions. You are welcome to share it if at all useful in your evaluation process.

Best regards and THANK YOU for your SERVICE!

Steve Weiler

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**From:** robin bouvette [xxxxxx]  
**Sent:** Wednesday, December 07, 2011 2:58 PM  
**To:** Ali Bonakdar  
**Cc:** Theresa Conley  
**Subject:** Circle Blvd Extension Opposition

Ali Bonakdar, CAMPO Director  
Theresa Conley, CAMPO Assistant

I am a Corvallis resident who happens to live next to Circle Blvd. Extending Circle Blvd. to Harrison is only going to add to the volume of traffic through our neighborhood. During the week day, Circle Blvd. is a busy thoroughfare; 8 times out of 10 drivers do not maintain the speed limit! There are the construction workers and big dump trucks that shake the house rushing down Circle Blvd. This happens in a school zone! What happens once Circle Blvd. is extended to Harrison Blvd? How do you plan to control the increase of traffic? Will there be more traffic stops or cross walks? Traffic bumps (I vote no because our homes will shake more?) Will you reduced the speed? Should our neighborhood work to get the speed limit reduced in our neighborhood?

A concerned citizen  
Roberta Bouvette

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**From:** Gerald Rooney [xxxxx]  
**Sent:** Wednesday, December 07, 2011 1:35 PM  
**To:** Ali Bonakdar  
**Cc:** Theresa Conley  
**Subject:** Extension of Circle Blvd.

Please consider our family as opposed to extending Circle Blvd. We enjoy using the bike/walking path year round and especially enjoy the wildlife we see in the forest/wetlands areas.

Thank you,  
Gerald and Carol Rooney  
CORVALLIS

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**From:** Jim Krueger [xxxx]  
**Sent:** Wednesday, December 07, 2011 12:08 PM  
**To:** Theresa Conley  
**Subject:** Comment on Circle Blvd

Dear CAMPO members:

Re: planning for extension of Circl Blvd to Harrison St.

I believe that this is not a good time to push for extension of Circle because:

The uncertainty about any housing development in this area.

The cost of the intersection created at Harrison - turn lanes on Harrison, if not traffic signals as well, would absolutely be needed on Harrison.

There is no compelling need to invade this nature area at this time.

Thank you for registering my comments.

James H. Krueger  
XXXXX  
Corvallis, OR 97330

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**From:** Mark VanSteeter [xxxxx]  
**Sent:** Wednesday, December 07, 2011 12:56 PM  
**To:** Ali Bonakdar  
**Cc:** xxxxx  
**Subject:** Public Comment: Circle to Harrison

Dear CAMPO,

I was recently made aware of your plans to connect Circle Blvd. to Harrison Blvd. I strongly oppose this. Have you been to this area? It is one of the finest examples of untouched habitat within the urban growth boundary. The bike path through this area is exceptional and connecting Circle and Harrison would deter bike traffic, while increasing car traffic. It just does not make sense financially, ethically, or environmentally to follow through with this project. I invite you to go to this area at sunrise or sunset, walk around and get a feel for it. I think you too would agree a roadway does not make sense.

Sincerely,

Mark M. Van Steeter, Ph.D.

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**From:** Bonin, Heather [xxxx]  
**Sent:** Wednesday, December 07, 2011 12:42 PM  
**To:** Ali Bonakdar  
**Cc:** Theresa Conley  
**Subject:** Extension of Circle Blvd

Hello Ali,

As a long-term tax payer and cyclist in Corvallis, I oppose the extension of Circle Blvd through to Harrison at this time.

There does not appear to be any significant change in traffic or population in the area that would make punching Circle Blvd through at this time a necessity. Additionally, you will be killing innocent wildlife in Witham Oaks, reducing the serenity and beauty of the city park that sits on the corner of Circle and Witham Hill, and destroying the charming, quiet foot/bike path that winds through Witham Oaks.

Please acknowledge receipt of my objection.

Regards,

~Heather

Heather Bonin

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*Easiest to reach me via email or communicator.*

*Planned absences: Dec 22 - Jan 3*

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**From:** Brent and Sharon Dalrymple [xxxx]  
**Sent:** Wednesday, December 07, 2011 12:20 PM  
**To:** Ali Bonakdar  
**Cc:** Theresa Conley  
**Subject:** Extension of Circle Blvd.

Dear Mr. Bondakar:

We wish to register our objection to extending Circle Blvd. It will not solve any compelling traffic problem and will infringe on valuable open space and wetlands. And, it will likely create more traffic in an area that is primarily residential.

Thank you,

Brent and Sharon Dalrymple

\*\*\*\*\*

G. Brent & Sharon A. Dalrymple      phone & fax xxxxxx  
xxxxx  
Corvallis OR, 97330      e-mail: [xxxxx](mailto:xxxxx)

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**From:** David Eckert [xxxx]  
**Sent:** Wednesday, December 07, 2011 12:13 PM  
**To:** Ali Bonakdar  
**Cc:** Theresa Conley  
**Subject:** Extension of Circle Blvd. and Kings Blvd.

Mr. Bonakda -

Thank you for providing the presentation last week at the library on the long-range transportation plan.

I would like to go on record that I **oppose** the extension of both:

1. Circle Blvd. to Harrison Blvd., and
2. Kings Blvd. to Lester Avenue.

In both cases, I believe that the extensions will increase traffic congestion and result in further development of current relative natural areas.

Regarding, #1. Circle Blvd extension - I live in College Hill and am particularly sensitive to traffic congestion issues. Harrison Blvd. is already congested and difficult to cross many times of the day where there is no stop light. The extension of Circle will add to the traffic burden on Harrison, which is ill-equipped to handle the increase. Decades ago, Circle Blvd. was originally intended to be extended directly to the University through the Dairy Farm. Once OSU rejected this plan, the reason for the extension has vanished. Those people with influence who pushed the plan in the latest years the hardest were those who live near Walnut or who personally benefited from diverting traffic from Walnut or 53rd. Check the records. This is not a good way to make transportation decisions.

Regarding #2. Kings Blvd. Extension – I use Chip Ross Park and the extension to Lester will primarily benefit the new church (non-taxpaying) on Lester and the owners of the nearby properties that can be developed into more student housing (on current forest land). This is not sustainable or logical. While Highland Avenue is congested at the beginning and end of school (Crescent Valley), extending Kings to Lester is perhaps the worst planning tool to ease that intermittent convenience.

Please let me know that you have recorded my objections.

Thank you for your work.

**Dave Eckert**

XXXXXX

Corvallis, OR 97330

XXXXX

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**From:** Sarah Marshall [xxxx]  
**Sent:** Wednesday, December 07, 2011 12:04 PM  
**To:** Ali Bonakdar  
**Subject:** Circle Blvd. Witham Extension

Dear Ali,

We live along Circle Blvd. at the base of Witham Hill, and enjoy walking and biking along the pedestrian path connecting Circle and Harrison. The natural area along this path provides views of Mary's Peak, recreational opportunities for nearby residents (biking, walking, running, and birdwatching to name a few), habitat for native wildlife, and a pleasant break from the otherwise noisy Circle Blvd. I hate to think of a bunch of new asphalt, concrete, and road noise, along with the associated increase in traffic, ruining the existing recreational and ecological services provided by this area.

Sincerely,

Sarah Marshall

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**From:** Gary Chapman [xxxx]  
**Sent:** Wednesday, December 07, 2011 12:00 PM  
**To:** Ali Bonakdar  
**Subject:** Circle Blvd Extension

Hello,

Would you please let me know you have received this comment.

I do not oppose the extension of Circle Blvd. However, until the entire Witham Oaks situation is resolved, the features and characteristics of the street are, or should be, somewhat up in the air. Therefore, no extension should take place at this time. It is not inconceivable that some day a developer may submit a plan that would even lead to a mutual consent that could alter the location of the City's right-of-way.

For the record, I am strongly opposed to any zone change that would add more student autos to said street and its connectors.

Thank you.

Gary Chapman  
xxxxxx  
Corvallis.

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**From:** Shirley | Timberhill Athletic Club [xxxxxx]  
**Sent:** Wednesday, December 07, 2011 11:59 AM  
**To:** Ali Bonakdar  
**Subject:** Circle Blve Extension

Dear Ali,

I would just like you and the City of Corvallis to know that I am opposed to this extension of Circle Blvd through to Harrison Blvd. This is a very special place in the City of Corvallis, which is home to many different types of wildlife and offers the citizens of Corvallis an opportunity to enjoy the open space without having to travel great distances to take advantage of what living in this special city has to offer.

Thank you so much for your time,

*Shirley*

Shirley Shaw  
Business Office Director

xxxxxx, xxxxx \_\_\_\_\_

[www.timberhillac.com](http://www.timberhillac.com)

"When you're finished changing, you're finished."

- Benjamin Franklin

Facebook://www.facebook.com/TimberhillAthleticClub

Twitter: <http://twitter.com/#!/search/TACMembrSuccess>

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**From:** Andrew McKelvey [xxxxx]  
**Sent:** Tuesday, December 06, 2011 7:28 PM  
**To:** Ali Bonakdar  
**Cc:** Theresa Conley  
**Subject:** Extending Circle Blvd

Ali,

I heard that there is a proposal in Corvallis to extend Circle Blvd to Harrison Blvd, and I have a few questions on this for which I would appreciate an answer:

1. Can the undeveloped Witham Oaks area be developed without an extension of Circle?
2. If the answer to the question above is "yes", where does this requirement come from?
3. Is the extension of Circle meant to compensate for the additional traffic that might result from developing the Witham Oaks land for student housing?

Without knowing the answers to these questions I can't be sure, but it seems like the reason to extend Circle would be to compensate for added car traffic from new development. I am not against having 800 people live in Witham Oaks, but altering our road system to accept and encourage the extra car traffic seems like it will make our community a more dangerous, less pleasant, more polluted, and uglier place to live.

Instead of altering our road system for additional car travel, it seems to me we could limit parking in this development to, say, 50 stalls, install a new sidewalk to connect to the existing sidewalks further down on Harrison, add a crosswalk to get safely to this sidewalk, and add a bus stop at this location on Harrison. It is very possible to live in this town without a car, but at the moment this lot is essentially inaccessible to mobility-impaired people as there is no way of getting there without either walking a long way on a bike lane or walking a mile out of your way over a substantial hill. With the extension of the Harrison sidewalk and the other things I list above I would think a walk to campus would not be an issue for a student choosing to live at this location, and these improvements might cost less than building a few car travel lanes through a wetland. To my mind, the development would then result in a more walkable and vibrant community.

If my concerns, questions, or ideas posed are not relevant to this case, please let me know, but from here the extension of Circle looks like an attempt to get a developer to offer something next-to-useless in return for making Corvallis a worse place to live. I would prefer that the development include improved pedestrian access instead of extending Circle. I don't own a car because Corvallis is safely and conveniently bike-able, but I would have to re-think that were Circle or Harrison, both important bike routes due to their convenience, attractiveness, and safety, to suddenly experience a rapid increase in car traffic.

Thanks,  
Andrew McKelvey

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**From:** Louise E. Wiprud [xxxxx]  
**Sent:** Tuesday, December 06, 2011 5:50 PM  
**To:** Ali Bonakdar  
**Cc:** Theresa Conley  
**Subject:** Extension of Circle Blvd. to Harrison

Dear Mr. Bonakdar,

I am opposed to the extension of Circle Blvd. to Harrison for a multitude of reasons, the foremost one being a totally unmanageable traffic increase. Who said it should be done? Just because someone decided it was a good idea many years ago is not a sufficient reason. Hundreds more cars pouring onto Harrison and Circle at similar times, because of similar class times, would be a disaster. This is NOT for the good of Corvallis, and informed city planners now know that.

Please send me a response to this email, that I may know my opposition to the plan has been duly read and filed.

Sincerely,

Louise E. Wiprud

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**From:** xxxxxx  
**Sent:** Tuesday, December 06, 2011 3:53 PM  
**To:** Ali Bonakdar; xxxxxx@xxxxxx; xxxx@xxxx; xxxx@xxxx  
**Subject:** extension of Circle Boulevard

Please indicate receipt of this message in your office by sending me a response--thank you

This message is to indicate my opposition, as a resident of xxxxxx, Corvallis to the extension of Circle Blvd from its short spur off Witham Hill Drive down to Harrison.

We believe that this extension is contrary to the stated intentions of Citizens of Corvallis and our representatives. It is impotant to pay attention to traffic, city deficits, sustainability and health issues for ALL who reside here. None of these concerns seem to me to make any such extension necessary.

I look forward to your attention to this matter.

Be Davison Herrera

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**From:** Kevin Marley [xxxxxx]  
**Sent:** Tuesday, December 06, 2011 3:10 PM  
**To:** Ali Bonakdar  
**Subject:** please acknowledge receipt

Hi Sorry I forgot to ask that you acknowledge receipt of this.  
Thanks,  
Kevin

----- Forwarded Message -----

**From:** Kevin Marley <xxxxx>  
**To:** "xxxx" <xxxxxx>  
**Sent:** Monday, December 5, 2011 8:16 PM  
**Subject:** CAMPO transportation plan public comment

To whom it may concern,

This letter is intended to inform you of my opposition to the extension of Circle Blvd from south of Witham Hill to Harrison Blvd. The vision statement outlined in the Corvallis Area Metropolitan Transportation Plan states the goals of preserving the natural environment, providing access and connectivity, promoting economic vitality and perhaps most importantly enhancing neighborhood livability. I argue that the extension of circle blvd would first, destroy significant natural habitat, and immeasurably damage livability in my neighborhood and second offer no benefits to connectivity or economic vitality. The extension would encourage driving and the use of fossil fuels and discourage walking and cycling on the path that exists there now. As a result the proposed extension is in direct conflict with the stated goals of the transportation plan and should be removed from the updated document.

Thank you,  
Kevin Marley  
xxxxxx  
Corvallis, OR 97330

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**From:** Nandan Rao [xxxxx]  
**Sent:** Tuesday, December 06, 2011 2:52 PM  
**To:** Ali Bonakdar  
**Cc:** Theresa Conley  
**Subject:** Regarding the Extension of Circle - My Thoughts

I am opposed to the extending of Circle Boulevard -

The extension of large artery roads inherently serves one purpose - the extension of the city. Extending, or expanding our city is in direct opposition to the 2020 Vision statement that starts by claiming Corvallis will be "compact" and precedes to claim that we envision a city that is "less auto-dependant", "livable", and with increased public transit use. Any extension of an artery road, or the increase in high-traffic-volume roads in our city, will increase auto-dependency, as it has in every precedent of urban growth in the last 50 years, and as documented in any textbook or study on urban development published in recent years. The extension of such a road is a blatant trading of long-term goals and values for a short-term quick-fix.

If I am wrong on these assessments I would very much like to see some sort of proof, some concept based in accepted tenants of urban planning, as well as modern precedents about how such an action has helped another city achieve the goals for which we are striving in the 2020 Vision statement. Following plans set forth decades ago is not an answer to urban growth unless those plans are still valid from the knowledge we have now.

I'm 24-years-old. Please don't continue auto-dependent sprawl as every continued policy that caters to such a model is simply one more obstacle that me and the rest of my generation will have to struggle to reverse over the course of the next 50 years. I understand that it takes time, effort, and money to come up with solutions to growth that are different than the accepted solutions that have been in practice for the greater part of the last century, but no matter what the cost of that thinking and planning, the cost to future generations will be much greater if we don't put forth the effort now.

If you do believe that we will achieve our 2020 vision goals without readjusting old lines on planning maps I would love to discuss the issue with you, I have recently been writing an essay exploring some of the issues we are facing in our particular city, and how they correlate to a number of contemporary studies across the country - I would be happy to share a draft with you if you might like to take a look. Suffice to say it seems like an extremely difficult challenge, one that requires solutions known to few, but one that will definitely not be solved by following the solutions of the past.

This issue is bigger than Circle, but this is an opportunity to make a landmark change, an opportunity for novel solutions, an opportunity to leverage the knowledge we have to create a solution that will define our city for the future. And you know what, even if we can't know the solution at this point, let's at least try something new, because there is plenty of evidence that trying to same old thing will most definitely not work.

Thank you for your time,

Nandan Rao  
xxxxxxx

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**From:** xxxxxx  
**Sent:** Tuesday, December 06, 2011 10:47 AM  
**To:** Ali Bonakdar  
**Cc:** Theresa Conley; SBN  
**Subject:** Opposition to Circle Blvd extention

Please record my opposition to the Circle Blvd extension.

1st: Traffic on Harrison would worsen. With OSU and Benton County property south of Harrison, any Circle extension would dead-end at Harrison. This would require a traffic light and additionally slow already impeded flow.

2nd: Student housing needs to be within walking, or short bicycle ride, from campus. Development in the Witham Oaks area requires vehicles (car or bus) to access campus.

3rd: The traffic calming 'humps' between 29th and Witham Hill were needed to slow vehicles in a residential area. Increased traffic would make this area more dangerous.

4th: The hilly terrain between Witham Hill and Harrison creates visibility problems that are not ideal for a through-artery or heavy traffic residential.

5th: Walnut Blvd is already developed. It carries traffic through a flat valley, much of which is unpopulated. Walnut is wide and smooth enough to comfortably carry through traffic for the foreseeable future.

6th: Given that Walnut currently provides a northern beltway for Corvallis, the Circle extension is now obsolete. In this time of rethinking financial priorities, please remove this out-dated plan from consideration.

7th: Also, please, please, slow suburban-style development. For reduced car traffic, we need to improve our city/campus core with well designed, well constructed, compact, affordable housing.

Thank you for accepting my testimony.

Eileen Maxfield  
PO Box xxxxx  
Philomath, OR 97370

xxxxxx

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**From:** Kate Rendich [xxxxx]  
**Sent:** Monday, December 05, 2011 4:53 PM  
**To:** Theresa Conley  
**Subject:** Re: Harrison /Circle

Her name is Jodie Rendich and she wants to be on the list as I do.  
Thank you.

Kate Rendich

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**From:** Theresa Conley <xxxxx>  
**To:** Kate Rendich <xxxxxxx>  
**Cc:** Ali Bonakdar <xxxxxxx>  
**Sent:** Monday, December 5, 2011 4:17 PM  
**Subject:** RE: Harrison /Circle

Hi Kate,

Thanks for the email – you reached the right place! Your email is a sufficient way to record your mother's opposition, although for future reference your mother can also provide input through regular mail or by visiting our office on 4<sup>th</sup> Street.

Regards,  
Theresa Conley

**Community & Economic Development Planner I**

Oregon Cascades West Council of Governments  
Community & Economic Development  
xxxxxxxxxxxxxxxxxx  
Corvallis, OR 97333

xxxxxx  
<http://www.ocwcog.org/>  
<http://www.corvallisareampo.org/>

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**From:** Kate Rendich [xxxxxxx]  
**Sent:** Monday, December 05, 2011 3:52 PM  
**To:** Theresa Conley  
**Subject:** Harrison /Circle

My mom is 83 and does not do e-mail.  
She is very opposed to this action.  
What can she do to be counted in the 'opposed' group?  
I could not find an alternative contact in the e-mail I received.

Kate

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**From:** Reimer, Jeff [xxxxxx]  
**Sent:** Tuesday, December 06, 2011 8:47 AM  
**To:** Ali Bonakdar  
**Cc:** Theresa Conley  
**Subject:** Letter IN FAVOR of extension of Circle Blvd to Harrison Blvd.

I am writing to give strong support for the potential Extension of Circle Blvd to Harrison Blvd.

This extension would greatly reduce present travel time down for anyone coming from west Corvallis (on Harrison) to do business on Circle (there seem to be a lot of us). For most of my personal activities Walnut, for example, is unable to serve this purpose (it takes me much too far north). As a resident of west Corvallis, I frequently need to go to Circle Blvd for business and other activities.

Right now I (and seemingly many other people) travel east on Harrison all the way to 36<sup>th</sup> street, then backtrack on Witham Hill drive back towards Circle. Alternatively I have to use 29<sup>th</sup> street to get up to Circle, from Harrison. This forces me to travel through a relatively congested, residential area.

If Circle is connected to Harrison, it would take a lot of pressure off the 29<sup>th</sup> to 36<sup>th</sup> street areas that are north of Harrison.

Thank you for your consideration,

Jeff Reimer  
xxxxxxx  
Corvallis, OR 97333  
xxxxxxx

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**From:** LindaDianeJonesEaster [xxxxx]  
**Sent:** Tuesday, December 06, 2011 7:43 AM  
**To:** Ali Bonakdar  
**Cc:** Theresa Conley  
**Subject:** support of Circle extension

I get many emails and hear many people opposing the extension of Circle Blvd to Harrison .

I have thought about it and can see no reason why it should not be extended. I personally think that it is logical and would make traffic flow much better through and around the city.

Linda Easter  
PO Box  
Corvallis, OR 97339-1001

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**From:** Vivek [xxxxx]  
**Sent:** Tuesday, December 06, 2011 3:22 AM  
**To:** Ali Bonakdar  
**Cc:** Theresa Conley  
**Subject:** Regional Transportation Plan

Hi Ali. I was present at the Regional Transportation Plan last week, but I didn't get the chance to speak with you. I'd like to share the transportation issue most important to me and my family: bicycles.

When we moved to Corvallis in 2008, we had no idea we would become bicyclists. I had never seen or heard of a "bike lane". It was a slow transformation for my wife and me, but we eventually sold our car completely. The money we spent on car payments, we now save for vacations. We travel internationally a few times a year, and therefore go farther than we ever could if we owned a car. This is something I can NOT get in any other city. I could entertain higher salaries in other cities, but I will not leave my job in Corvallis because of our car-free lifestyle here. This is God's honest truth.

I plead with the Regional Transportation Plan to make Corvallis a bike mecca. Let every other city in America have a transportation system based on the assumption that oil stays cheap forever. Let us achieve something wholly different. Please do NOT take steps to eliminate our current Corvallis lifestyles. Expanding Circle Blvd will bring more cars into town... DO NOT do that. Please take every step to increase population density downtown, and not contribute to urban sprawl.

Also, I think I heard you make a statement about smart growth. I urge you to watch this Youtube lecture by a physicist about how there is no such thing as "smart" growth: <http://www.youtube.com/watch?v=F-QA2rkpBSY>

Thank you. Will there be further meetings? It was great that you held that outreach and discussion with the public, as it was eye-opening for me. If you would like to personally discuss any of these issues, I am available to you.

-Vivek Jeevan  
medical physicist at Samaritan Regional Cancer Center

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**From:** Nancy Baumeister [xxxxx]  
**Sent:** Monday, December 05, 2011 10:30 PM  
**To:** Ali Bonakdar  
**Cc:** Theresa Conley; xxxxxx  
**Subject:** opposed to the extention of Circle to Harrison

Hello Ali,

I would like to be on the record as opposing the extention of Circle to Harrison. We don't need high density housing on the edge of the city. We don't need more roads in this town or more ways for cars to get places faster or more conveniently. We do need more bicycles and more nature.

Please let me know that my objection has been recorded.

Thank you,

Nancy Baumeister

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Nancy Baumeister  
CoHoEcovillage.com

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**From:** Kevin Marley [xxxx]  
**Sent:** Monday, December 05, 2011 8:17 PM  
**To:** Ali Bonakdar  
**Subject:** CAMPO transportation plan public comment

To whom it may concern,

This letter is intended to inform you of my opposition to the extension of Circle Blvd from south of Witham Hill to Harrison Blvd. The vision statement outlined in the Corvallis Area Metropolitan Transportation Plan states the goals of preserving the natural environment, providing access and connectivity, promoting economic vitality and perhaps most importantly enhancing neighborhood livability. I argue that the extension of circle blvd would first, destroy significant natural habitat, and immeasurably damage livability in my neighborhood and second offer no benefits to connectivity or economic vitality. The extension would encourage driving and the use of fossil fuels and discourage walking and cycling on the path that exists there now. As a result the proposed extension is in direct conflict with the stated goals of the transportation plan and should be removed from the updated document.

Thank you,  
Kevin Marley  
xxxxxxx  
Corvallis, OR 97330

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**From:** Wiprud Ted [xxxxx]  
**Sent:** Monday, December 05, 2011 5:19 PM  
**To:** Ali Bonakdar  
**Subject:** Opposition to extension of Circle Blvd. to Harrison.

Dear Mr. Bonakdar,

I am oppose to the extension of Circle Blvd. to Harrison for the simple fact it would be a disaster for traffic.

Extending Circle Blvd. was a flawed plan from the start and it still is. Having someone else, in this case Campus Crest, pay for extending Circle Blvd. is not a valid reason to pursue an outdated, flawed plan. For the city to ignore arguments against the extension would be an act of dereliction of duty and sheer arrogance.

Please send me a response to this email so I will know my opposition to the plan has been duly filed.

Sincerely,

Ted F. Wiprud

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**From:** Theresa Conley  
**Sent:** Monday, December 05, 2011 4:03 PM  
**To:** Ali Bonakdar  
**Subject:** FW: Harrison /Circle

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**From:** Kate Rendich [□□□□□]  
**Sent:** Monday, December 05, 2011 3:52 PM  
**To:** Theresa Conley  
**Subject:** Harrison /Circle

My mom is 83 and does not do e-mail.  
She is very opposed to this action.  
What can she do to be counted in the 'opposed' group?  
I could not find an alternative contact in the e-mail I received.

Kate

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**From:** Teresa Reinhardt [xxxxx]  
**Sent:** Monday, December 05, 2011 3:18 PM  
**To:** Ali Bonakdar  
**Cc:** Theresa Conley  
**Subject:** Plans of extension of Circle to Harrison in Corvallis

I am writing to strongly oppose any plans to extend Circle Boulevard to Harrison.

1. We already have a solution that brings traffic from the North end of 9th St. to the NW residential areas: Walnut. It is both wider and better suited for this purpose than Circle could ever be.

2. To bring any more traffic to Harrison would be absolutely irresponsible. Harrison was not even built for the traffic that is there now; much less for additional traffic (this should also be taken into account when making any decisions to build large swaths of housing for students (each of whom will have & use a car) between 36th and Walnut.

Harrison also already has some of the most dangerous intersections (should be easy to verify via accident data or a quick trip while the students are still here).

3. I find it amoral to make the citizens of Corvallis pay for a useless/dangerous street project (see 1 and 2 above) if  
a) only a developer will benefit (and from out of state, no less), and  
b) we cannot even patch all the potholes on existing streets (please check long the No. 6 bus route in So. Corvallis, and yes, right in front of my house).

4. I would also like to state that I have no personal/business interest in this opinion (1&2) (quite the contrary; my house on 36th St. would be much quieter - but what's wrong is wrong).

I would appreciate hearing what decision has been made and why, or I can take this into account come the next elections and bond measures.

Thank you!

Best regards / Mit besten Grüßen  
Teresa Reinhardt

Teresa Reinhardt, CT  
ATA-certified GER<>ENG  
Technical & legal translations, interpreting, editing & writing  
xxxxx Ave.  
Corvallis, OR 97333 USA  
Cell: xxxxx  
Skype: xxxxx

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**From:** xxxxxxxx  
**Sent:** Monday, December 05, 2011 2:16 PM  
**To:** Ali Bonakdar  
**Cc:** Theresa Conley  
**Subject:** I oppose the extension of Circle Blvd

**Matthew D. McCord, AIA, NCARB**  
GFI- Government Facilities & Infrastructure

**CH2M HILL**  
xxxxx., Suite xxxx  
Corvallis, OR 97330  
xxxxx  
xxxxxx  
[www.ch2mhill.com](http://www.ch2mhill.com)

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**From:** Skip Wenz [xxxxx]  
**Sent:** Sunday, December 04, 2011 8:18 PM  
**To:** Ali Bonakdar  
**Cc:** Theresa Conley  
**Subject:** Opposition to the Extension of Circle

Hello Ali and Theresa,

I want you to know that I have started a campaign in opposition to the extension of Circle Blvd. to Harrison. For reasons explained below, I believe it is a bad idea. If my campaign is effective, you might receive several emails in opposition to the extension before the Dec. 9 comment deadline.

I'm letting you know about the "opposition campaign," because overall I respect your work and what CAMPO is doing, though I would like to see a little less car-oriented development. I think that will come over time. I'm not someone who is against all forms of development — I'm just FOR compact, pedestrian friendly development.

I urge you to reconsider the Circle extension. Although that particular piece of the transportation pie might seem like a detail to you at this time, I can assure you that it is a very important detail: if Circle is extended, you will be hearing a LOT about Harrison Blvd. in the coming years.

I will address the City Council on Dec. 5, and urge them to reconsider this issue as well.

Thank you,

Skip Wenz

Here is an email I sent to the Friends of Witham Oaks (FOWO) a non-profit organization that's trying to preserve the Witham Oaks property.

**URGENT — FOWO members and other interested parties,**

I have a fairly urgent task I want to urge everyone to do, which is file an **file an email with CAMPO Director Ali Bonakdar opposing the extension of Circle Blvd. to Harrison**. I'll explain why this is important in a moment, but the reason for the urgency is that CAMPO (Corvallis Area Metropolitan Planning Organization) has requested public comments on its Regional Transportation Plan Update, and **the comment period closes on December 9**.

Ali's email is: Ali Bonakdar <xxxxx>. [I suggest you CC the email to his assistant, the very helpful Theresa Conley, at Theresa Conley <xxxxxxx>, in case Ali gets too busy to file the objections in time.](#)

This week, I exchanged several emails about the extension of Circle with Ali, resulting in his stating, [You are recorded as opposed to the extension of Circle Blvd.](#)

That's what we want, but we want it for as many people as possible, not just me. Your email simply has to state that you are opposed to the extension of Circle to Harrison, and you can give as many reasons as you want — or no reasons if you're pressed for time. Also, **ask for a brief response, so you make sure your opposition is duly filed.**

## WHY OPPOSING THE EXTENSION OF CIRCLE IS IMPORTANT

**If we can demonstrate that there is significant opposition to the anachronistic idea of turning Circle into a "artery," and that it is in fact a bad idea, we have a chance of eliminating one of the Planning Department's main reasons for supporting Campus Crest's zoning change proposal.**

When I first heard about Campus Crest's proposal to build a student housing complex at Witham Oaks, I talked to a staff member of the Corvallis Planning Department to express my concerns about the automobile impacts the development might have — increased traffic, carbon pollution, increased suburbanization and so on. That is when I first learned that pushing Circle through to Harrison is part and parcel of any development of Witham Oaks — the City will require any developer to extend Circle. *In fact, pushing Circle through is likely to be one of the main reasons the Planning Department would approve of Campus Crest's zoning change proposal*, because the City *wants* to extend Circle but can't afford to do so — they want a developer to pay for it. In this case, the land use issue and the traffic issue cannot be separated — you can't have one without the other.

The planner I talked to was seemed somewhat excited at the prospect that Circle would "finally" be pushed through if the Camus Crest project is approved. I asked him why that was desirable, and he said that extending Circle had been part of the transportation plan "for a long time." In other words, *the main reason extending Circle is a good idea today is that somebody thought it was a good idea 20 or 30 years ago.*

**Extending circle is a bad idea today.** Twenty or 30 years ago, Circle was supposed to be the route that carried traffic around the north end of Corvallis. Even then, it was a bad design, because Circle goes up and down a steep hill and cuts through residential neighborhoods. And, it doesn't "circle" the city — it stops on a two-lane country road (Harrison) across from a dairy farm — that's not a good location for a principle "beltway." Maybe that's why it was never completed.

**In fact, Circle is now obsolete** as the "beltway" because it has been replaced by the much-better-designed Walnut Blvd which carries traffic through a flat valley, much of which is unpopulated in the Witham Oaks area. Walnut is wide and smooth enough to comfortably carry through traffic for the foreseeable future. Because Walnut has replaced the original function of Circle, someone joked that the best way to "extend Circle," would be to just trade the names — move all the "Circle" street signs to Walnut, and visa versa. Walnut is the new Circle — the circling route.

But there is another important reason to **oppose the Circle extension: it would be a disaster for traffic along Harrison.** As you know, Harrison is already an overloaded traffic bottleneck, and is particularly dangerous for bicyclists between 35th and 29th. If Circle is extended — and it will only be extended if a 792 bedroom student apartment complex adding about 800 cars is built along it — there will be an *absolute minimum* of 1600 new car trips per day along Harrison. (The 800 cars in the proposed project are approximately twice the number of cars that the current zoning supports.) (Plus a whole bunch of new student bicyclists.) The inevitable traffic jams and accidents will force the City/County to widen Harrison (at our expense) and probably require the removal of the beautiful trees lining Harrison between 35th and 29th.

An all for what?

So an out-of-town developer can make a bundle, even though there are plenty of alternative building sites closer to OSU that would enable students to walk to campus. (Without wrecking historic neighborhoods.) Housing those students closer to campus or on campus would drastically reduce automobile impact on our community while simultaneously supporting downtown business growth.

## WHAT TO DO NEXT

It's important to put as many people and organizations as possible on record as opposing the extension of Circle.

I will address the City Council on Monday, Dec 5, concerning this issue, and give them a modified copy of this email.

At that time, I will urge the Council to do three things:

- 1) Instruct the Planning Department, CAMPO and any other relevant departments and authorities to reevaluate the Circle extension and provide the Council and the Citizens with updated reasons why this would be good for the City.
- 2) Instruct the Planning Department to identify developable land within *comfortable walking distance of the OSU Campus* that could be used for student housing or affordable housing complexes.
- 3) Reject any further suburban-style development and thus steer development toward the city's center. The first words of the Corvallis 2020 Vision statement taken from the City's website are: **We envision that in 2020 Corvallis will be... a compact, medium-sized city ...** The council should foster that policy.

So far, the Circle Blvd. extension is only a line on a map. We should work to have that line erased.

Skip Wenz

## NOTES FROM MY CORRESPONDENCE WITH ALI BONAKDAR

When I talked to Ali at the CAMPO open house this week, he said that the reason Circle should be extended is that it would complete a "grid," which is the proper way to distribute traffic. He also believed, from looking at a metropolitan-scale map, that there was a "hole" in the area between Harrison and S.W. Hills and 35th and 53rd that was a good area for "infill development."

I pointed out that the "hole," was a dairy farm and OSU and Benton County land. I also pointed out in my email correspondence that the "grid" theory of traffic distribution doesn't apply in this case, because Circle "dead ends" at Harrison, which takes traffic either to the worst of Corvallis's congested areas north of Campus or to Walnut/53rd which is already carrying the through traffic the "grid" would theoretically distribute and calm.

Here are some points I made in the email that earned me my status of ... [You are recorded as opposed to the extension of Circle Blvd.](#)

- In other words, as an important *through*-artery, Circle seems to me to be obsolete, and in fact an accident waiting to happen (let's hope not literally).
- Nobody lives on the Cul-de-Sac end of it, so the fact that it's a quiet residential street doesn't hurt anything.
- If Circle were to become a short cut through a neighborhood, that would turn it into the opposite of its original intention, which was to bypass neighborhoods (as Walnut does).
- And if it dumps onto Harrison as a result of an 800 bedroom development at Witham Oaks, Harrison, as I said before, will become a traffic nightmare.



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**From:** Skip Wenz [xxxxxx]  
**Sent:** Saturday, December 03, 2011 12:10 AM  
**To:** Ali Bonakdar  
**Cc:** Theresa Conley  
**Subject:** Explanation of "Urban Section," Please

Hi,

I found the following proposal on your Corvallis Area Metropolitan Transportation Plan, Chapter VIII, Destination 2030, Roadway Component:

o Harrison Boulevard, 29th to 36th, Widen to add bike lanes and Urban Section

Could you explain what is meant by "Urban Section," and if widening Harrison in this section means removing the trees that currently line the street? If not, how will there be room for the bike lanes.

Thanks,

Skip Wenz

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**From:** John Wood xxxxxx]  
**Sent:** Friday, December 02, 2011 12:39 PM  
**To:** Ali Bonakdar  
**Subject:** Comments on update of CAMTP  
**Attachments:** Comments concerning the update to the CAMTP.docx

Due to personal health reasons I was unable to attend your meeting at the Corvallis Public Library last night (Nov. 29, 2011). I am sending my comments in an attachment to this email. If it is not possible to add my comments in this manner, please notify me so I can get them to you by another method. Also, I do have a few questions after looking at your webpage, but I'll wait to send those.

Thank you,

John Wood

Philomath, OR 97370

## Comments concerning the update to the CAMTP

### Regarding the planned roundabout at 53<sup>rd</sup> St. & West Hills Rd.

I am a resident of Benton County who lives west of 53<sup>rd</sup> St., and the intersection of 53<sup>rd</sup> St. & West Hills Rd. is one of my primary routes when heading to Corvallis, heading to Interstate 5, or heading to Eugene or other points south. I have made every effort to keep updated on plans for this intersection and opportunities to express my feelings on this; I attended the open house at the Benton County Fair Grounds 10 February 2011, I am a member of the Benton County Roads Advisory Committee and was involved in many presentations and discussions on this matter, I am a Commissioner for the Rosewood Estates Special Road District and have discussed this issue with residents in my district, I have written letters to the *Gazette Times*. I mention these points to make it clear that I have been involved and continue to have concerns on this issue.

I am opposed to building a roundabout at the intersection of 53<sup>rd</sup> St. & West Hills Rd. for the following reasons:

- 1). I believe that it is clear that a majority of people that will use this intersection do not wish to have a roundabout and I feel it is wrong to build one under the circumstances with the “hope” that residents will change their minds after one is built. To go against the will of the majority will only make it harder for public agencies to gain public support when more funding is needed in the future.
- 2). At a time when transportation budgets are stretched very thin and there is not enough funding to maintain the roads that we currently have, it is wrong to build a roundabout that is admittedly more expensive than traffic lights.
- 3). While I have heard many times that a roundabout will eventually save money over traffic lights because there will be no cost of electricity to run the lights, nor maintenance cost for the machinery for the lights; I believe that those mentioning these savings fail to consider other maintenance costs of a roundabout over traffic lights. Roundabouts require additional paving, curbing, signage, painting, and possibly lighting (due to the increased footprint) beyond that for a signalized intersection and there will be additional maintenance costs for these things. I have never seen these issues addressed.
- 4). While wasted fuel and air pollution due to vehicles stopping “unnecessarily” at stop signs or lights are given as a major factor in favor of roundabouts, I think the extent of “unnecessary” stopping at traffic lights is exaggerated if the lights are set “on demand” and not “timed.” If the comparison is with “timed” lights then it is an unfair comparison.
- 5). Lastly, I do not feel a roundabout will do a better job of allowing the east/west flow of traffic during morning and evening rush hours, and to me this is one of the biggest reasons for improving the intersection. I believe that the north/south traffic is so heavy in the morning and evening that cars in those directions will enter the roundabout like a “train,” and since the cars are to yield to traffic already in the roundabout, east/west vehicles will frequently come to a standstill and the situation will be no better than the current stop signs. To me a similar condition already exists during rush hour where

west-bound traffic on Western Blvd. tries to merge with west-bound traffic on the Philomath Blvd. Traffic on Western Blvd. is often backed up ten or fifteen cars because of solid traffic on Philomath Blvd. "If" drivers were courteous and allowed others to merge, this wouldn't happen. But I believe the same situation will occur at the proposed roundabout. I believe traffic signals will be a far cheaper and more effective solution to the problems at this location.

John Wood

Philomath, OR 97370

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**From:** David Eckert [xxxx]  
**Sent:** Tuesday, November 22, 2011 4:47 PM  
**To:** Ali Bonakdar  
**Subject:** Re: Route 20 bypass around Corvallis

Mr. Bonakdar -

Thank you.

Dave Eckert

On 11/22/11 3:19 PM, "Ali Bonakdar" <> wrote: \_\_\_\_\_

Mr. Eckert

Thank you for your email.

There is no plan for any loop or extension of Reservoir Road. US20/OR34, from 35th Street to 53rd Street, will be studied for possible improvements along its current alignment.

The existing transportation plan, [Corvallis Area Metropolitan Transportation Plan: Destination 2030](#) is posted in our website.

*Ali Bonakdar, AICP  
Director  
Corvallis Area Metropolitan Planning Organization*

*Corvallis, OR 97333*

*Ph:*

*Fax:*

*Email:* \_\_\_\_\_

*Web:* \_\_\_\_\_

**From:** David Eckert [□□□□□] \_\_\_\_\_  
**Sent:** Tuesday, November 22, 2011 12:22 PM  
**To:** Ali Bonakdar  
**Subject:** Route 20 bypass around Corvallis

Mr. Bonakdar -

Thank you for holding the public meeting on November 29.

I have two questions to help me to prepare for commenting at the meeting.

1. Is it true that there are long-term (still unfunded) plans to create a Route 20 by-pass around Corvallis that will use the new section of Reservoir Road, cross a corner of OSU Agricultural land and connect to the planned (still unfunded) extension of Circle Blvd. toward Harrison Blvd. This would also change the currently approved path of the Circle Blvd. extension to a more NE/SW angle, rather than a North/South alignment. If there are any plans or concepts for this, could you forward those to me, so I can better prepare intelligent comments?
2. Could you forward me the current document of projects that will be reviewed in this updating of the Corvallis Area

Metropolitan Transportation Plan, so I can review them for my comments?

Thank you for your work and I look forward to receiving any documents you have and to your public meeting.

**Dave Eckert**

xxxxxxx, Corvallis, OR 97330

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**Request for Public Comments**

The Corvallis Area Metropolitan Planning Organization (CAMPO) is seeking public comments on the updating of the Corvallis Area Metropolitan Transportation Plan, adopted in 2006. The Plan Update includes projects and policies for the area's transportation system over the next 24 years. A public meeting has been scheduled for 5:00 PM to 7:30 PM on Tuesday, November 29, 2011 at the Corvallis-Benton County Public Library Meeting Room, 645 NW Monroe Ave., Corvallis.

Comments will be received through 5:00 PM on Friday, December 9, 2011. For further information visit [www.corvallisareampo.org](http://www.corvallisareampo.org) <<http://www.corvallisareampo.org/>> or contact:

**Ali Bonakdar, Director**

Email: [xxxxx](mailto:xxxxx)

Corvallis Area MPO

xxxxxxx

Corvallis, OR 97333

Ph:

Fax:

**Dave Eckert**

xxxxxxx

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**From:** Ali Bonakdar  
**Sent:** Tuesday, December 13, 2011 3:49 PM  
**To:** Theresa Conley  
**Subject:** FW: Opposition to the Extension of Kings Blvd.

[You probably didn't get this](#)

[Ali](#)

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**From:** Ali Bonakdar  
**Sent:** Tuesday, December 13, 2011 3:47 PM  
**To:** 'xxxxxx'  
**Subject:** RE: Opposition to the Extension of Kings Blvd.

[Skip](#)

- Yes. CAMPO Policy Board meetings are open to the public
- The Board agenda always includes public comment time
- The Monthly Packet to the Policy Board is always posted in our website
- All comments received are being posted on our website
- I will be **updating** the Policy Board this Friday on the status of the Transportation Plan and the comments received
- Both Transportation Plans include the extension projects
- As long as the City of Corvallis intends to use SDC fund for these projects, inclusion in one document would be sufficient.

*Ali Bonakdar, AICP  
Director  
Corvallis Area Metropolitan Planning Organization*

*Corvallis, OR 97333  
Ph:  
Fax:  
Email: \_\_\_\_\_  
Web: [www.corvallisareampo.org](http://www.corvallisareampo.org)*

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**From:** [xxxxxx](#)  
**Sent:** Saturday, December 10, 2011 1:31 PM  
**To:** Ali Bonakdar  
**Subject:** Re: Opposition to the Extension of Kings Blvd.

Mr. Bonakdar,

Thank you for your response. *When you have time*, I would appreciate your explaining two things:

1) Are the CAMPO Policy Board meetings open, and can they be addressed at an "open mic" as the Corvallis City Council meetings are. If so, when would the notice of the Circle/Kings comments be presented to the board and citizen have a chance to address it?

2) What agency has the authority to decide whether the Circle/Kings extensions are still part of the traffic master plan? Is this up to CAMPO, the Corvallis Planning Department, the Corvallis City Council.

Respectively,

Skip Wenz

On Dec 9, 2011, at 4:50 PM, Ali Bonakdar wrote:

[Mr. Skip Wenz](#)

Thank you for your comments again. You have definitely been counted as opposed. Your comments and all other ones received will be presented to the Policy Board.

[Ali](#)

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**From:** [xxxxxx](#)

**Sent:** Friday, December 09, 2011 11:00 AM

**To:** Ali Bonakdar

**Cc:** David Eckert; Theresa Conley

**Subject:** Opposition to the Extension of Kings Blvd.

Dear Mr. Bonakdar,

I want to second Dave Eckert's opposition to the northward extension of King's Blvd. as shown on the CAMPO plan. Please record my opposition and send me a confirming email.

I am not as familiar with the particular issues surrounding the extension of Kings as I am with those of extending Circle Blvd. to Harrison. However, as you recall from our conversation at the CAMPO open house and my recent testimony at the City Council, I have for decades witnessed and opposed a pattern where road development leads to housing developments, leads to the demand for more road development and thus encourages more housing development and so on ad infinitum. Thus has America become a sprawl-mall country that will have trouble maintaining itself in an era of diminishing energy and material resources.

I believe that the era of the suburbanization of America needs to draw to a close, quickly, and that there is no better place to implement a new pattern of city-center development than Corvallis, which is danger of becoming irrevocably suburbanized. One of the simplest and cheapest ways to reduce suburbanization is to stop building and "improving" roads. Removing the proposed extension of Circle and Kings Blvds. from the CAMPO master plan would be a good place to start stopping.

Sincerely,

Skip Wenz  
Corvallis

Philip S. Wenz, Editor and Publisher  
*Ecotecture®: The Journal of Ecological Design*

[XXXXX](#)

