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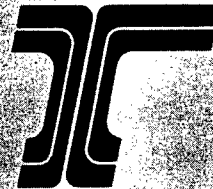
EVALUATION OF THE CORRIDOR SAFETY IMPROVEMENT PROGRAM

Phase 1 Final Report

**State Planning and Research
Project Number 369**

RESEARCH UNIT

Oregon Department of Transportation



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Phase 1 Final Report

State Planning and Research Project Number 369

by

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and

Federal Highway Administration
Oregon Division
Salem Oregon 97301

January 1998

OREGON DEPARTMENT OF TRANSPORTATION

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16. Abstract This project is an analysis of Oregon's Corridor Safety Improvement Programs implemented on Oregon Route 22 and Oregon Route 34. Improvements were made along each corridor in 1993. The project used a mail-out survey to determine the level of awareness and perception of safety among drivers due to the improvements made along each safety corridor. The results of the study show that most drivers are aware of the changes that were made to the corridors. In addition, most drivers also agreed that the changes made to the corridors were an improvement in safety. Most devices were said to be effective, but would eventually lose their effectiveness with repeated exposure.					
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MASS								
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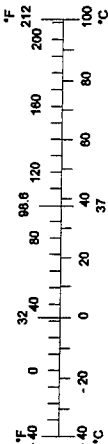
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EVALUATION OF THE CORRIDOR SAFETY IMPROVEMENT PROGRAM

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1.0 INTRODUCTION

In 1993, Corridor Safety Improvement Programs (CSIPs) were implemented along Oregon Route 34 (ORE-34) between Corvallis and Interstate 5 (milepoints 0.13 to 10.00, Figure 1), and along Oregon Route 22 (ORE-22) west of Salem, between Oregon Route 99W (ORE-99W) and the Willamette River (milepoints 16.12 to 25.63, Figure 2). The Transportation Safety Section of the Oregon Department of Transportation (ODOT) is interested in obtaining detailed information on the effectiveness of these projects. In order to evaluate the CSIPs, a two-phase study was developed and conducted jointly by the Transportation Safety Section at ODOT and the Transportation Research Institute at Oregon State University.

The two-phase study takes an in depth look at the effectiveness of the measures implemented and the overall effectiveness of the CSIP. Phase one of the study includes a literature review of current information on safety corridors, and a motorist survey mailed to surrounding communities for each corridor. Phase two of the study looks at enforcement patterns, speed studies, accident history, and other engineering studies to help evaluate the overall effectiveness of the CSIP on motorist behavior.

This report summarizes the literature review and results from the motorist survey from the first phase of the study.

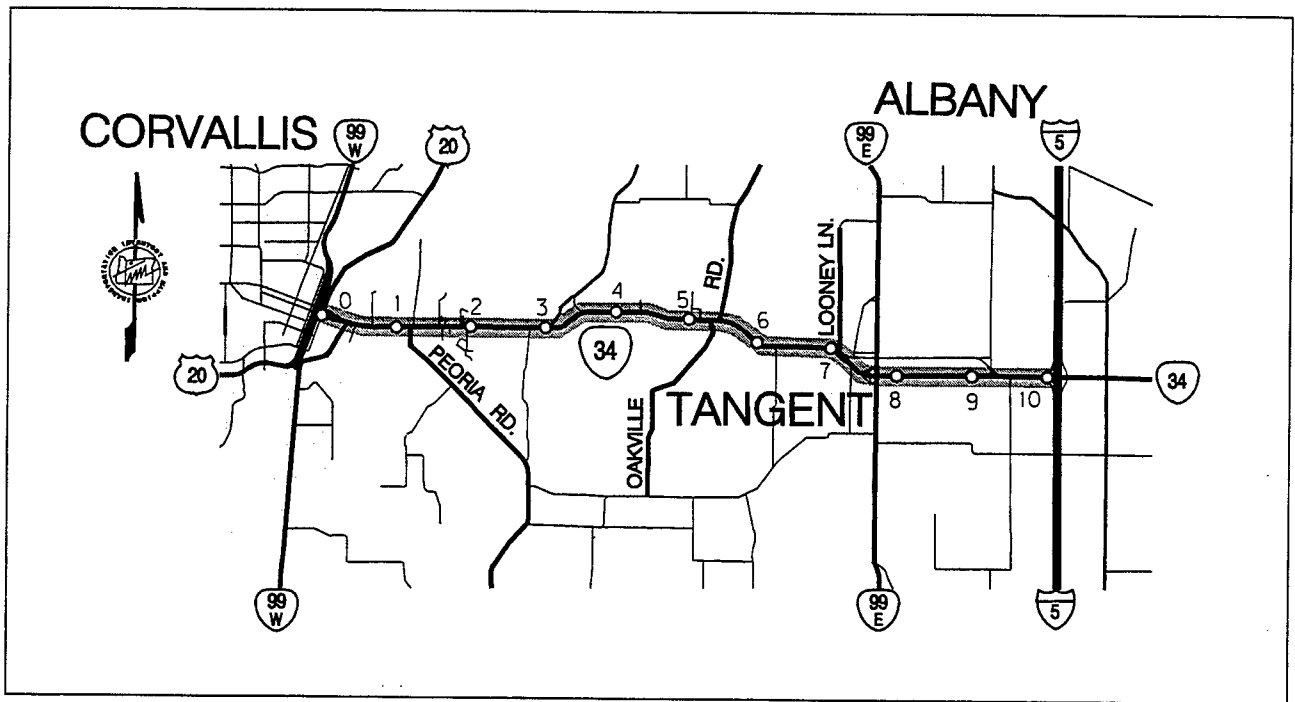


Figure 1: ORE-34 Safety Corridor

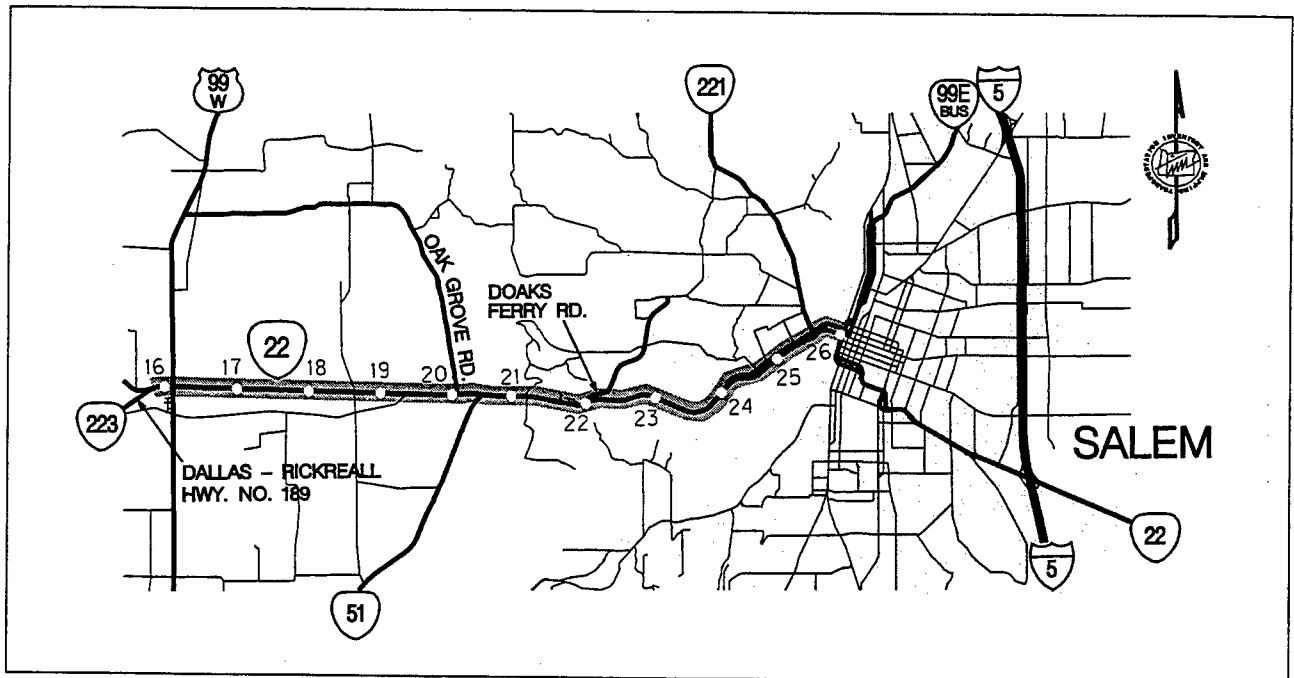


Figure 2: ORE-22 Safety Corridor

2.0 BACKGROUND

All states have long stretches of arterial highways, or corridors, that have severe accident problems. Nationwide, approximately 50 percent of fatalities and 30 percent of injuries occur on these arterials. Many problem corridors are characterized as free access, high volume facilities with speeds of 40 mph (65 kph) or more. These corridors are usually adjacent to commercial strip developments. The existing safety problems often can not be remedied by replacing the existing free access highway with an expressway or freeway because of major financial, environmental, or social impacts (*Zogby, 1991*).

Oregon has highway corridors that have similar controlling factors that also show indications of severe collision problems. In order to correct these problem roadways, Oregon adopted the Corridor Safety Improvement Program (CSIP). CSIPs have been successful in other states and are currently being promoted by the Federal Highway Administration (FHWA) and the National Highway Traffic Safety Administration (NHTSA). Oregon's CSIP is part of an overall ODOT program of safety improvements using federal and state funds (*ODOT, 1994*).

3.0 LITERATURE REVIEW

3.1 INTRODUCTION

An extensive literature review was undertaken to determine the current state of research on corridor safety improvement programs and speeding. The following sections summarize the findings from the literature review.

3.2 SAFETY IMPACTS OF SPEEDING

Speed is one of the largest contributors to vehicle crashes and fatalities both nationally and internationally. The speeding driver significantly lowers his or her ability to cope safely with the environment. The speed at which a vehicle is traveling affects the reaction time of the driver, steering ability, the distances required to stop the vehicle, and the energy involved in the impact. At higher speeds, the driver will have less time to cope with the surrounding events, and thus is more likely to be in a collision.

It is well known that not all vehicles travel at the same speed. It is the amount of dispersion or spread in these speeds that affects both the capacity and safety of a roadway. If all vehicles traveled at the same speed, crashes caused by overtaking or passing and rear-end collisions would be eliminated almost entirely (*Homburger, 1992*).

Free access roadways are especially dangerous as speeds and volumes get higher. The likelihood of an accident from vehicles entering and leaving the roadway is very high. Gaps necessary to allow vehicles to enter the roadway or exit left off the roadway are shortened, and vehicles exiting the roadway turning right are subject to unwary drivers rear-ending them. When there are fewer gaps for vehicles to take, many drivers will take chances turning in front of oncoming traffic. This increases the likelihood of a collision happening.

3.3 WHAT IS A CORRIDOR SAFETY IMPROVEMENT PROGRAM?

The Pennsylvania Department of Transportation (PennDOT) is credited with developing the CSIP. Following a serious automobile accident involving multiple fatalities, PennDOT formed a multi-disciplinary team to develop a plan for reducing accidents in the corridor. The team identified a 14-point action plan that included signing and pavement marking improvements, speed limit reduction, increased police enforcement, concrete median barrier installation, placement of anti-skid surfaces, and the establishment of an area to perform Motor Carrier Safety Assistance Program inspections. The effort successfully reduced the accident toll and was expanded to other corridors in Pennsylvania (*Zogby, 1991*).

The CSIP concept differs from traditional approaches to solving crash problems by looking beyond strictly engineering solutions to a multi-disciplinary team approach. The team may be comprised of law enforcement, emergency medical personnel, local merchants, other state or local agencies, senior citizen groups, traffic engineers, local traffic safety committees, schools, and the media (*ODOT, 1994*). A broad approach to safety is taken in the CSIP. The CSIP integrates highway improvements, driver behavior, enforcement, education, and emergency medical initiatives into a unified safety effort to reduce high traffic crash frequency and injury severity along sections of urban and rural arterials. This approach gives the community a sense of involvement in the saving of lives. It also allows agencies to address high accident trends along sections of highways rather than just spot locations.

3.4 OREGON'S SAFETY CORRIDORS

Oregon has installed CSIPs on a number of corridors across the state. ORE-62 between Interstate 5 and Eagle Point was the first project. It was begun in late 1989. With the success of this experience, Oregon added CSIPs on Century Drive near Bend, on Interstate 84 east of Pendleton, on ORE-34 east of Corvallis, and on ORE-22 west of Salem. In addition, several other locations have been added across the state. With continued success and information from this study, ODOT hopes to implement even more safety corridors around the state.

3.4.1 ORE-34 SAFETY CORRIDOR

Beginning in late 1991, ORE-34 west from Interstate 5 to Corvallis was improved to a five-lane highway system. Previously, the highway was a two-lane highway with some three lane passing sections. The construction included a new overpass at ORE-99E, which allowed ORE-34 traffic to avoid a stoplight at that intersection. ORE-34 traffic was essentially unrestricted without traffic control for ten miles on a five-lane highway.

Following the improvement, traffic volumes and traffic speeds increased. Volumes rose from an annual daily traffic (ADT) of 20,000 vehicles in 1992 to an ADT of 25,595 vehicles in 1993. The speeds rose from the low to mid 60's to the high 60's and low to mid 70's. As traffic volumes and speeds increased, so did traffic accidents and the severity of those accidents. During the five years prior to 1993, ODOT reported a total of nine fatal accidents, 186 non-fatal accidents, and 163 property damage accidents for the 10-mile stretch of highway. Then on October 4, 1993, at the intersection of Oakville Road and ORE-34, a major collision occurred resulting in the death of a 16-year-old youth. After this crash an initiative by the Albany State Police Patrol Office to improve safety on ORE-34 was put into action. The project designated ORE-34 as a "Traffic Safety Corridor" (*ODOT, 1994*). Elements of the CSIP program that were implemented on ORE-34 included the following: variable message signs, oversized speed signs, orange diamonds on all signs, flashing lights on intersection signs, additional illumination at selected intersections, stepped-up enforcement emphasis, mail-out brochures, realignment of Oakville Road intersection, "Lights On for Safety" signs, and "Safety Corridor Next 10 Miles" signs.

The speed signs were 48 inches by 60 inches (1.2 m by 1.5 m) and say "SPEED 55". The signs are black on white. The warning signs (including curve and intersection warning symbols) are 48-inch

(1.2 m) black on yellow diamond signs. Two 12 inch (0.3 m) orange diamond “flags” were mounted on the top of each speed and warning sign. Variable message signs were used initially and the message displayed, “This is not a Freeway”. Records on the hours of operations were not available. Enforcement patrols were random and records on the hours of enforcement were not available.

4.0 STUDY DESIGN

4.1 INVESTIGATIVE INSTRUMENT

In order to study the effectiveness of the CSIP two corridors were selected for investigation, ORE-34 and ORE-22. A motorist survey was developed for each of these corridors to help evaluate the effectiveness of these CSIPs. The survey for ORE-34 was distributed to employees at Oregon State University, as well as being mailed out to residences in Corvallis, Albany, Tangent, and Lebanon. The survey for ORE-22 was mailed to residences in West Salem, Dallas, Monmouth, Independence, Rickreall, and Falls City.

The survey examined people's recognition and perception of the safety corridor. The survey determined people's perception of the level of safety, the effectiveness of signs and markings, and level of enforcement. A copy of each survey is located in Appendices A and B.

The data from each survey were entered into a database, and then analyzed to answer the question of perceived effectiveness of the safety corridor. The next section summarizes the analysis of the surveys.

5.0 DATA ANALYSIS

A full copy of the data analysis for the two corridors can be found in Appendices C and D. The following is a summary of the responses from each survey conducted during the winter of 1996.

There were approximately 8100 surveys delivered for the ORE-34 safety corridor.¹ Of these, 1228 surveys were collected, for a return rate of approximately 15 percent. For ORE-22 there were 6000 surveys mailed out and 584 returned, for a return rate of nearly 10 percent.

The first questions gave an idea of the typical driving patterns of the survey respondents. Of the people that responded, high percentages drive the corridor in question at least one time per week, a little over 48 percent for ORE-34, and almost 76 percent for ORE-22 (see Figures 3 and 4). A comparison of results from respondents who drove the corridors more than three days per week with the full data set showed no significant differences in results, therefore no attempt was made to separate data by different driver frequencies.

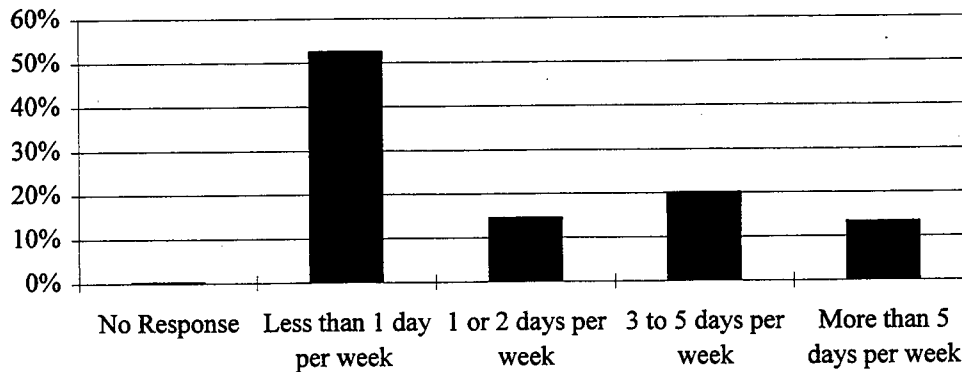


Figure 3: Number of days per week drivers drive ORE-34.

¹ The data from OSU and the data from the surveys mailed out were initially analyzed separately. The data were then compared and found to have very little difference, the majority of responses fell within five percent of one another between the two surveys.

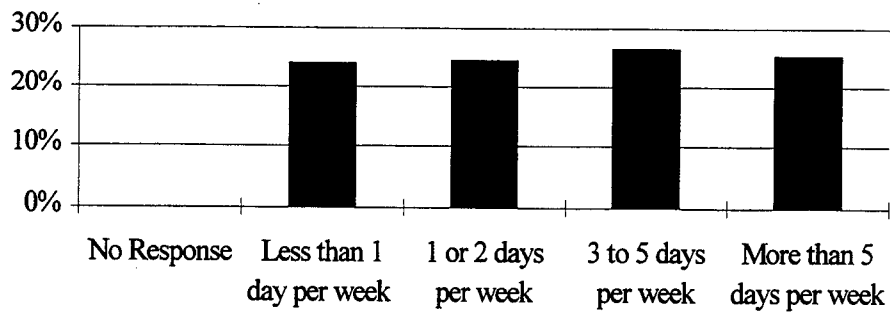


Figure 4: Number of days per week drivers drive ORE-22.

The second question was to determine the time of day that most people drive the corridor. Morning and evening rush hours ranked the highest with 54 percent and 57 percent, respectively, for ORE-34 and 56 percent and 65 percent for ORE-22 (see Figures 5 and 6).

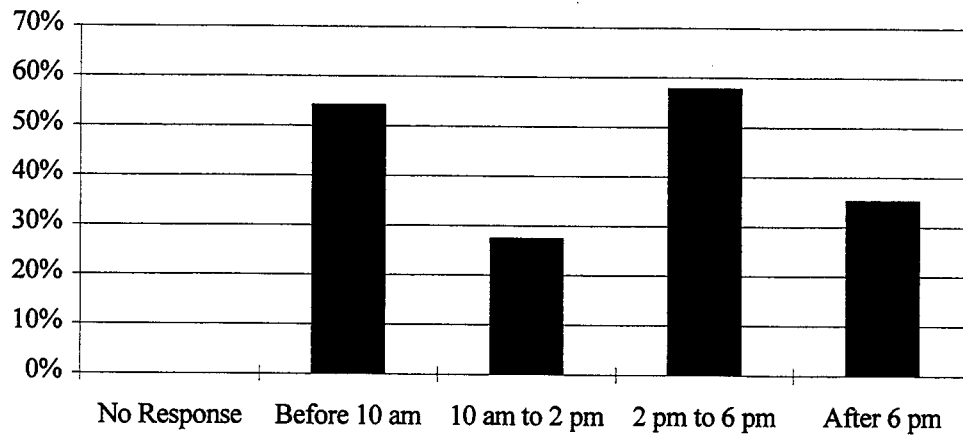


Figure 5: Times respondents drive ORE-34.

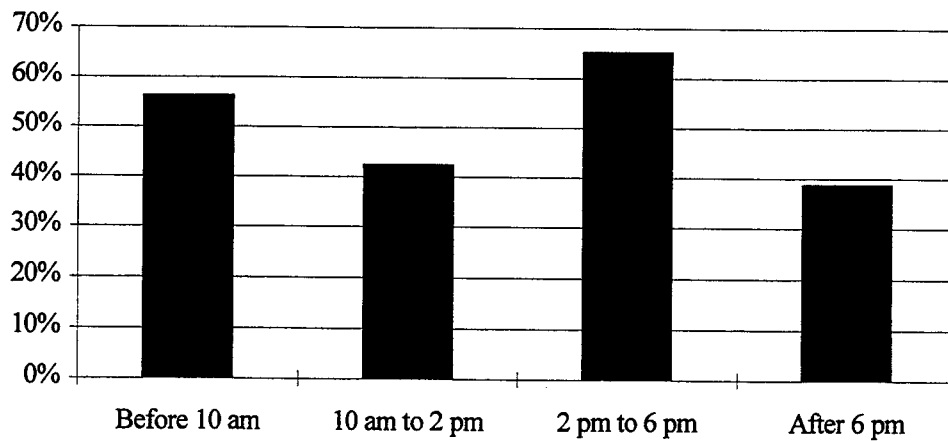


Figure 6: Times respondents drive ORE-22.

There were many reasons people had for driving the two corridors. The main reasons were commuting (33% for ORE-34, 36 % for ORE-22), shopping (17% for ORE-34, 33% for ORE-22), and a through route for business (14% for ORE-34, and 5% for ORE-22). Other reasons for using the corridors included school, sporting events, church, recreation, doctor appointments, visiting family and friends, and access to Interstate 5 for ORE-34 and beach access for ORE-22. A little more than 76 percent of drivers said they use ORE-34 for weekend trips and 80 percent said they use ORE-22 for weekend trips.

The direction traveled on ORE-34 was evenly split. About 36 percent travel east in the morning and about 34 percent travel west in the morning. The direction of travel for ORE-22 was a little more one-sided. Almost 70 percent of the respondents traveled east in the morning, while only 20 percent traveled west in the morning.

A question was asked to see if there are routes that are used other than the Safety Corridors to accomplish the same task as the Safety Corridor. More than 65 percent of ORE-34 drivers use alternate routes while only 55 percent of ORE-22 users use alternate routes. This is because of the lack of acceptable alternates for Salem.

The next questions were designed to find out information regarding driver behavior. These questions looked at speed and driving behaviors of the respondents and the surrounding traffic.

The majority of respondents (60%) from the ORE-34 survey said the average speed of surrounding traffic was between 55 and 60 mph. A little over 33 percent said the speed of surrounding traffic was more than 60 mph (see Figure 7). Approximately 41 percent of ORE-22 respondents said the average speed of drivers is between 55 and 60 mph, and 50 percent said the average speed is over 60 mph (see Figure 8). A majority of the respondents (62% for ORE-34 and 57% for ORE-22) said they traveled with the speed of the surrounding traffic. They also believe traffic speeds were the same both in the morning and the evening (54% for ORE-34, and 67% for ORE-22).

Approximately 87 percent of drivers said they turn their lights on at least some of the time when they are driving ORE-34 and 84 percent of the drivers on ORE-22 said they turn their lights on at least some of the time. For ORE-34, approximately 62 percent of respondents said they drive with their lights on some of the time, and nearly 26 percent all the time. ORE-22 showed a little over 64 percent of respondents drive with their lights on some of the time, and nearly 20 percent of respondents drive with their lights on all the time. Approximately 50 percent of respondents said that less than a quarter of the other drivers on ORE-34 have their lights on. The same was said by approximately 60 percent of ORE-22 respondents.

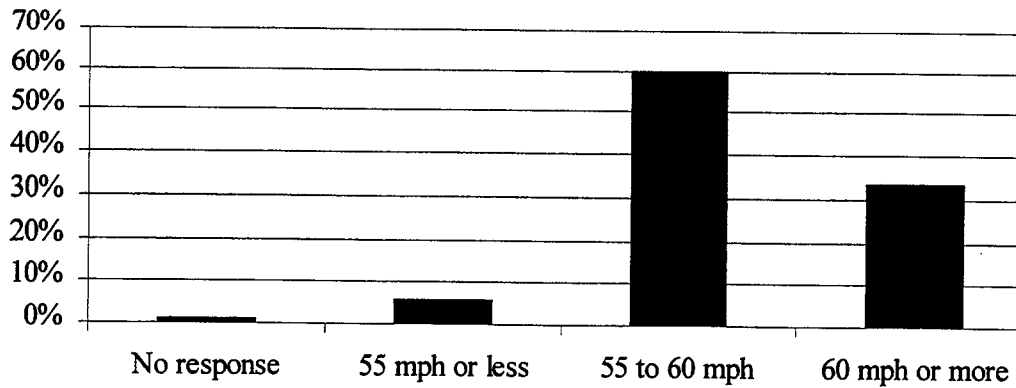


Figure 7: Motorist's perception of speed of surrounding traffic on ORE-34.

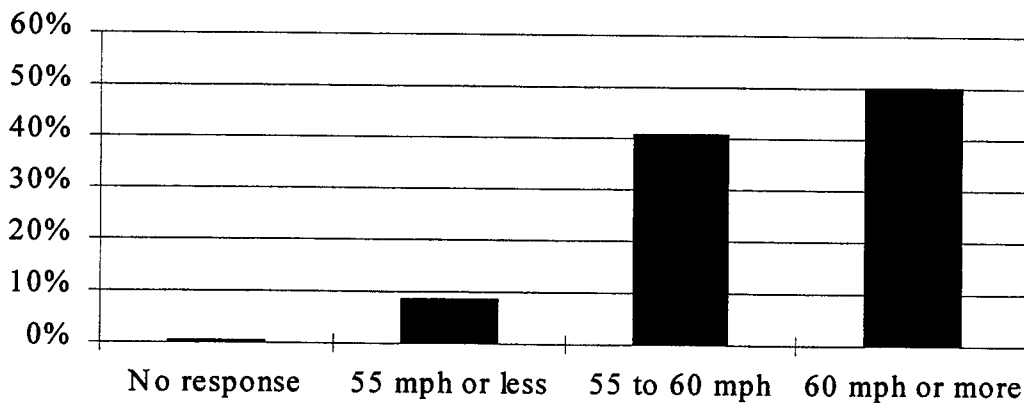


Figure 8: Motorist's perception of speed of surrounding traffic on ORE-22.

The next set of questions regards the changes made to the Highways in 1993. These changes include the CSIP improvements. The respondents were asked if they had heard or read anything about the changes that were taking place. Almost 74 percent of ORE-34 respondents and 60 percent of ORE-22 respondents said they had heard about it. Table 1 shows a breakdown of how people heard about the changes made to the two highways. It should be noted that two years had lapsed between the initial brochures and public meetings, and the distribution of the surveys.

Table 1: How changes were relayed to the public.

	ORE-34	ORE-22
Newspaper	62%	51%
Friends or Family	29%	22%
Radio	18%	7%
Brochure	2%	4%
Public Meetings	1%	1%

Respondents were then asked if they drove either ORE-22 or ORE-34 before 1993, prior to the changes that took place. A little over 85 percent had driven ORE-34 before 1993 and almost 84

percent had driven ORE-22 before 1993. Those that had driven the corridors before 1993 were asked to provide some information about the conditions before the improvements were made.

Respondents were asked if they drive the same speed that they did before 1993. Most respondents (58% on ORE-34 and 65% on ORE-22) said they drive the same speed as they did before the changes were made. On ORE-34 a little over 11 percent said they drive faster and another 17 percent said they drive slower now. On ORE-22 only 6 percent of respondents said they drive faster now and 15 percent said they drive slower. On ORE-34 nearly 38 percent said speeds were the same and a little over 33 percent said speeds have increased since 1993. On ORE-22 almost 46 percent said speeds were the same and almost 33 percent said speeds have increased (see Figures 9 and 10).

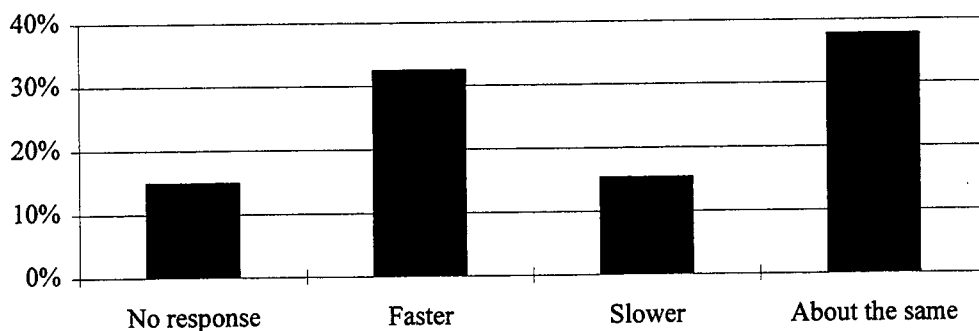


Figure 9: Motorist's perception of speed of surrounding traffic prior to 1993 on ORE-34.

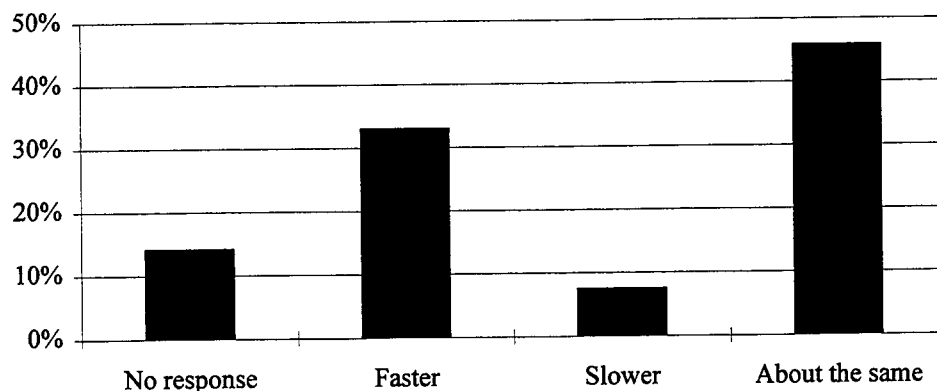


Figure 10: Motorist's perception of speed of surrounding traffic prior to 1993 on ORE-22.

The next two questions were aimed at getting the respondents' perception of the number of traffic crashes and the amount of enforcement that they witnessed on ORE-34 and ORE-22. On ORE-34 nearly 36 percent of respondents felt that the number of accidents had stayed the same, while 11 percent said they increased and 27 percent said they decreased. Almost 31 percent of the respondents said that the amount of patrolling on ORE-34 has stayed the same, a little over 12 percent said it decreased, and almost 32 percent said the amount of patrolling increased (see Figure 11). On ORE-22

a little over 36 percent said the number accidents had stayed the same, while 21 percent said accidents increased and 23 percent said the number of accidents decreased. A little more than 37 percent of the respondents said that the amount of patrolling on ORE-22 has stayed the same, 30 percent said the patrolling increased, and 13 percent said the amount of patrolling has decreased (see Figure 12).

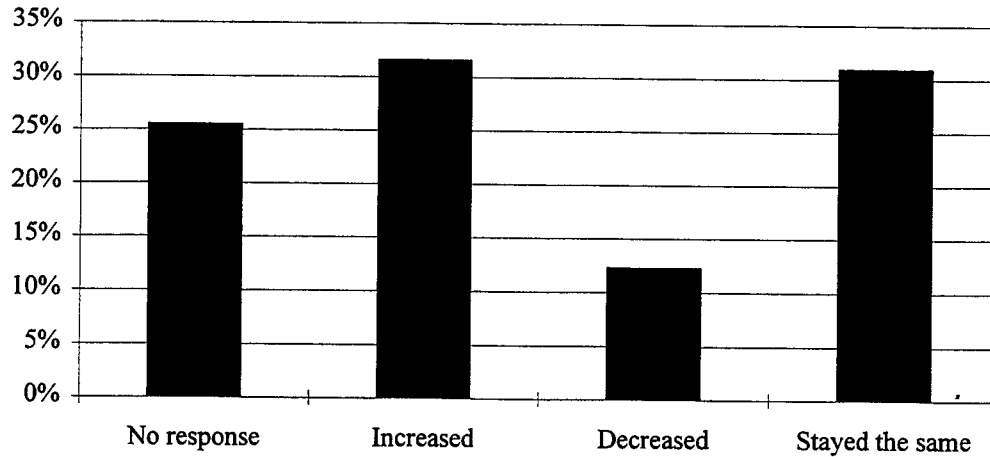


Figure 11: Traffic enforcement since 1993 on ORE-34.

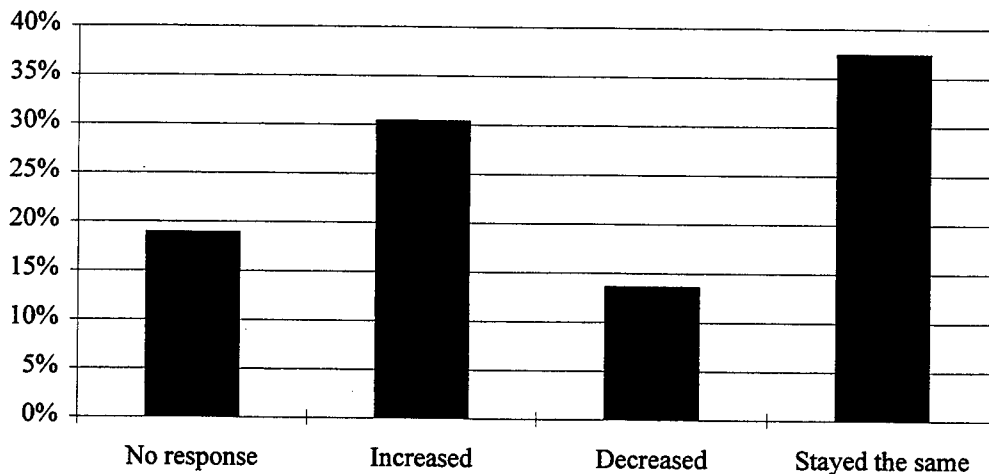


Figure 12: Traffic enforcement since 1993 on ORE-22.

The next six questions dealt with the changes in signing along ORE-34. The first change was the addition of orange diamonds to the top of warning signs and speed limit signs. Most respondents (70% on ORE-34 and 63% on ORE-22) were aware of the orange diamonds. Approximately 57 percent of ORE-34 respondents and almost 53 percent of ORE-22 respondents said that the orange diamonds attracted their attention to the signs (see Figures 13 and 14).

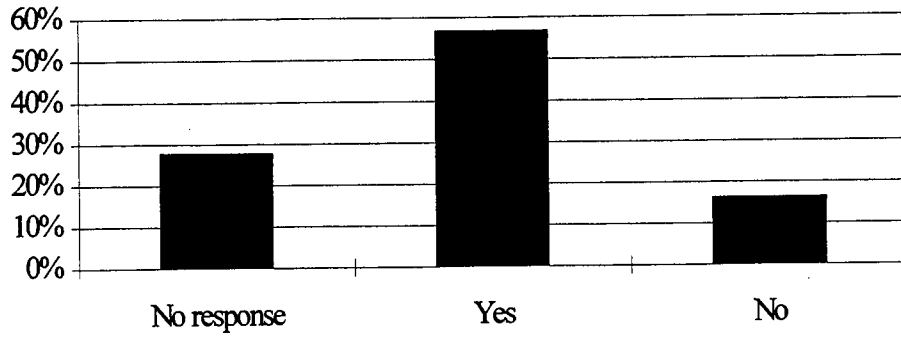


Figure 13: Do the orange diamonds attract your attention to the information on the signs (ORE-34)?

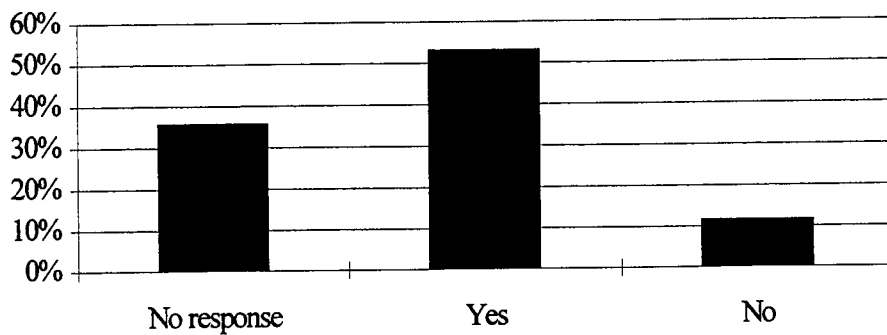


Figure 14: Do the orange diamonds attract your attention to the information on the signs (ORE-22)?

The next change asked about was the addition of flashing yellow lights added to the top of some warning signs. Again, most respondents were aware of the use of the flashing yellow lights (81% on ORE-34 and 62% on ORE-22). A little over 74 percent of ORE-34 respondents and 61 percent of ORE-22 respondents said the lights helped attract their attention to the information on the signs (see Figures 15 and 16).

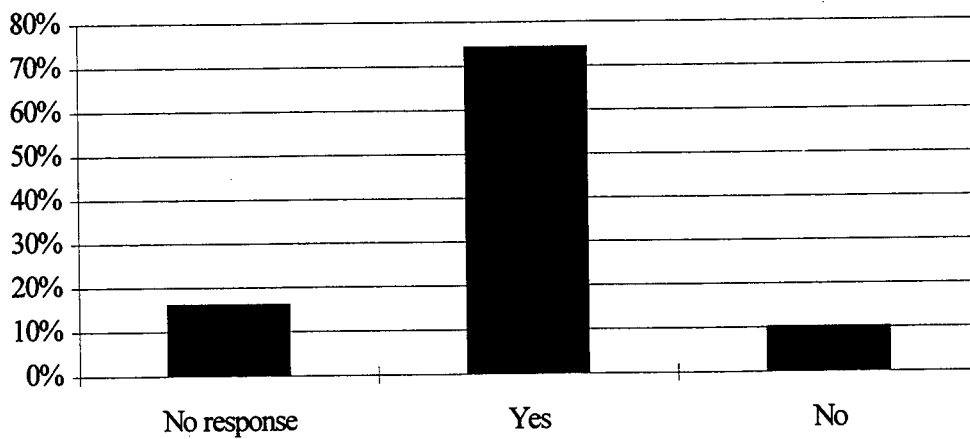


Figure 15: Do the flashing yellow lights help attract your attention to the information on the signs (ORE-34)?

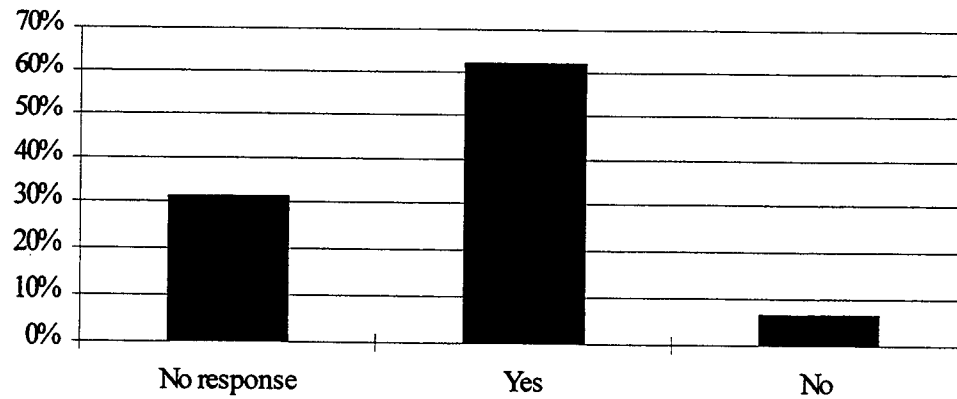


Figure 16: Do the flashing yellow lights help attract your attention to the information on the signs (ORE-22)?

At the beginning of the project, a variable message board was used to provide information to drivers. Most respondents (66% on ORE-34 and 61% on ORE-22) recalled seeing the variable message board. About 60 percent of ORE-34 recipients and 59 percent of ORE-22 respondents thought the variable message board helped increase their awareness of road conditions and events happening around them (see Figures 17 and 18).

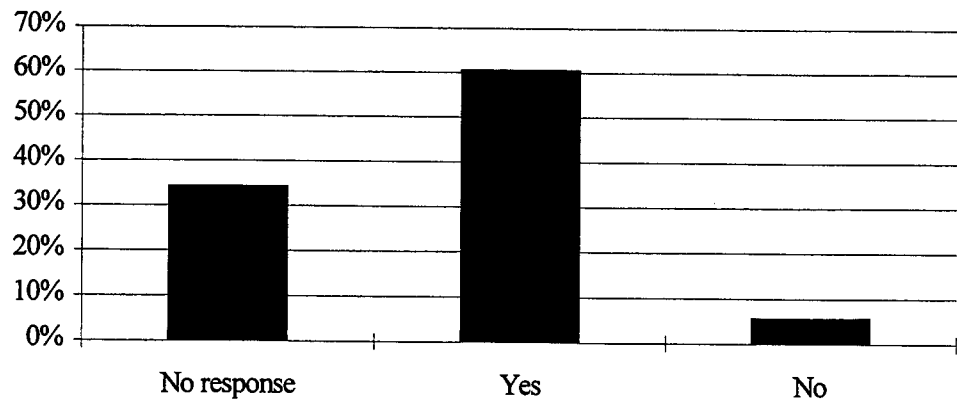


Figure 17: Did the variable message board help increase your awareness of road conditions and events happening on ORE-34?

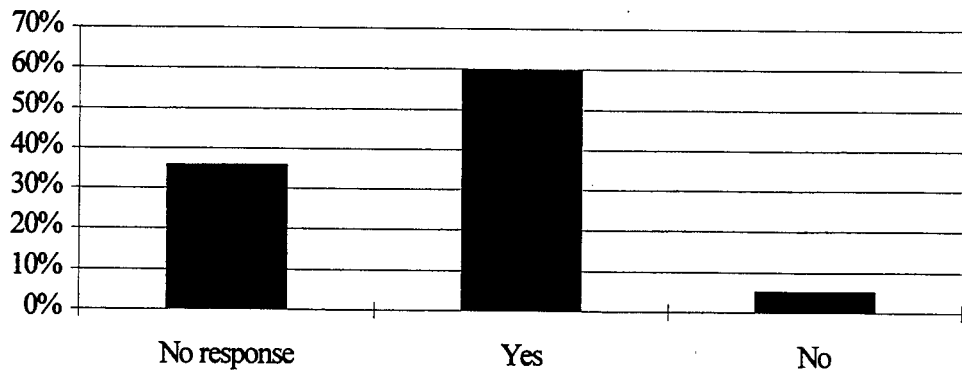


Figure 18: Did the variable message board help increase your awareness of road conditions and events happening on ORE-22?

Respondents were then asked if the changes made to the two highways had any effect on their driving. Approximately 50 percent of ORE-34 respondents said that the changes did not affect their driving habits, but nearly 66 percent did state they were more aware of events happening around them (see Figures 19 and 20). A little over 47 percent of ORE-22 respondents said that the changes did not affect their driving habits, but almost 71 percent of the respondents said they were more aware of events happening around them (see Figures 21 and 22).

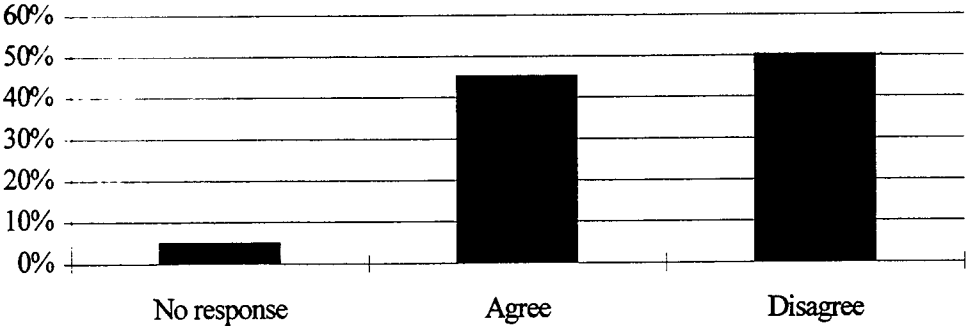


Figure 19: My driving habits changed due to the improvements on ORE-34.

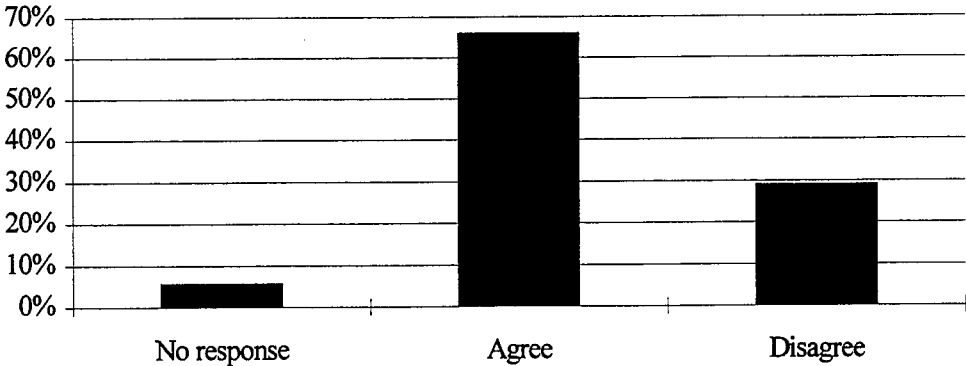


Figure 20: I am more aware of events happening around me on ORE-34.

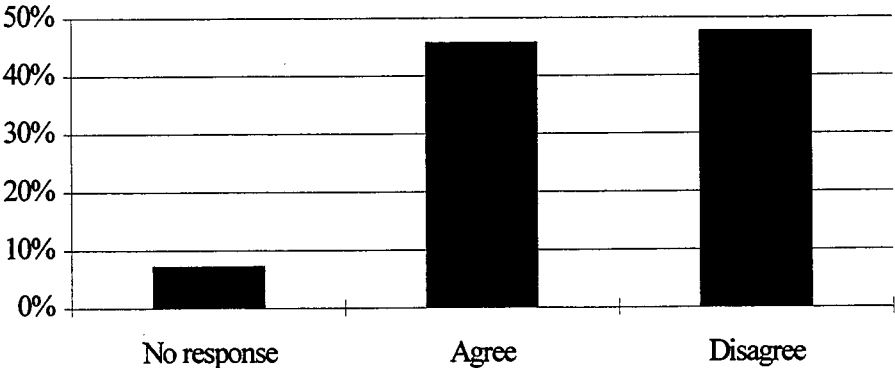


Figure 21: My driving habits changed due to the improvements on ORE-22.

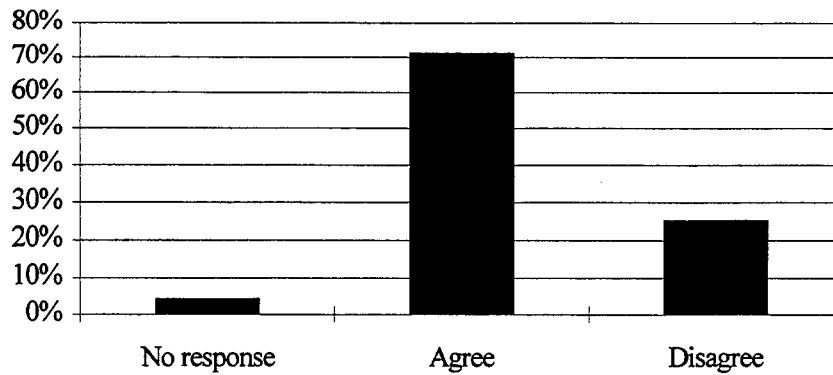


Figure 22: I am more aware of events happening around me on ORE-22.

Respondents were then asked to decide whether the changes had affected the level of safety on ORE-34 and ORE-22. For ORE-34 a little more than 65 percent said that the changes had increased safety, approximately 22 percent said there was no change in safety, and a little over 3 percent said the changes had decreased safety (see Figure 23). For ORE-22 almost 56 percent said that the changes increased safety, 36 percent said that there was no change in safety, and a little over 1 percent said the changes decreased safety (see Figure 24).

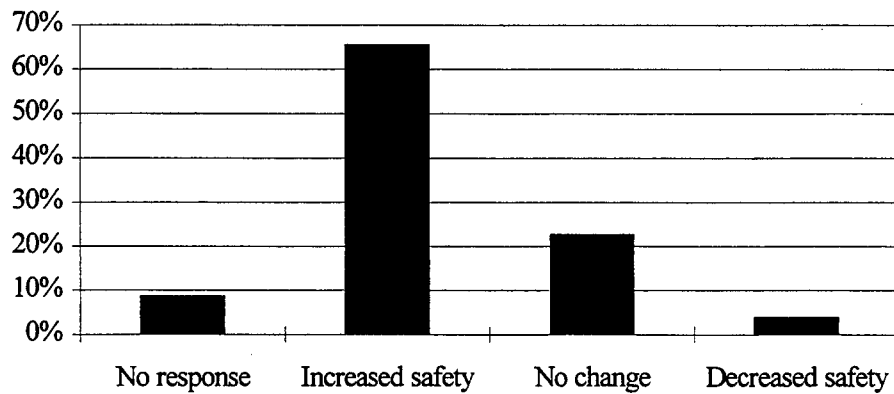


Figure 23: Did the changes affect safety on ORE-34?

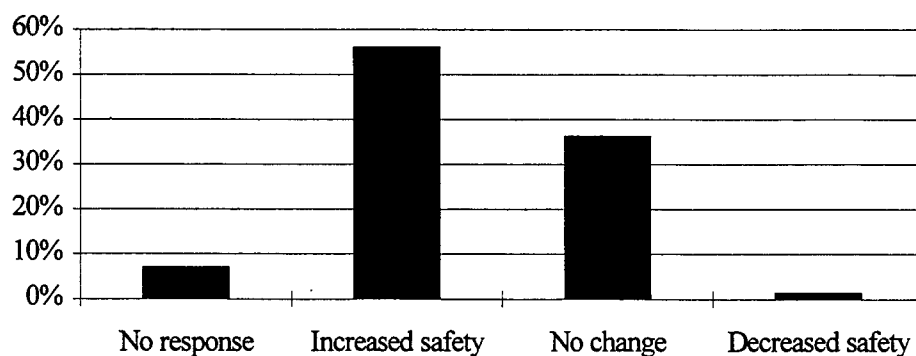


Figure 24: Did the changes affect safety on ORE-22?

6.0 CONSIDERATIONS

The following considerations are based on findings from the literature review, the motorist survey and their written comments. A full list of the motorist comments for ORE-34 and ORE-22 can be found in Appendices E and F. General considerations are made next for the CSIP project, and then individual considerations for each corridor follow.

6.1 GENERAL CONSIDERATIONS

Increase the level of traffic enforcement on the corridors.

There needs to be an increase in the number and frequency of police patrols on the safety corridors. Most of the traffic that uses the safety corridors travels in excess of the posted speeds. An increased presence of police patrols and an increase in the number of citations issued will help to slow down traffic. Other forms of speed control, such as photo radar, could also be effective at eliminating the amount of speeding.

Divide highway and limit the number of access points along the corridors.

Safety on ORE-34 and ORE-22 can be improved by limiting the number of conflict points and implementing access management strategies. The ideal solution is to make the corridors fully divided with grade separated interchanges. Examples of divided highways include: a 30 foot unpaved median having two road beds, a 10 foot median with median barrier, or a 4 foot median. Due to funding difficulties for these kinds of improvements, lower cost improvements need to be considered. One improvement is the elimination of two-way left turn lanes and limited places that traffic can turn left. This would eliminate the risk of head-on collisions and reduce the risk of conflicts during left turns. Another improvement is to limit the number of access points onto and off the highways. By providing frontage roads for driveways and minor crossroads, traffic can be directed to major access points. This will limit the number of places traffic will be entering the roadway, and therefore limit the number of conflicts possible and increase safety.

Provide acceleration and deceleration lanes at major access points.

One of the most common complaints about the safety corridors was the amount of vehicles that pull into traffic when it is inappropriate. There are also problems with vehicles following too close and nearly rear-ending vehicles that are exiting the roadway. To help solve this problem, acceleration and deceleration lanes should be provided at all major access points along the corridors. This will allow traffic entering the roadway to accelerate before entering the traffic stream, and it will also allow traffic exiting the roadway to decelerate once out of the traffic

stream. This will increase the safety of vehicles entering and leaving the roadways as well as vehicles staying on the road.

Limit the use of traffic signals on the safety corridors.

Many respondents to the surveys expressed a need for more traffic signals along the corridors. The use of traffic signals should be limited because of the lack of expectancy by drivers of this type of traffic control device. Traffic signals should only be used when there is a predominant amount of left turn traffic onto the corridor without enough gaps to accommodate the turns. If a traffic signal is necessary, it should be accompanied by a reduction in speed for the approaches and ample warning for oncoming traffic.

6.2 ORE-34 CONSIDERATIONS

Extend 45 mph speed zone from Corvallis to east of Peoria Road.

A major complaint by respondents to the ORE-34 survey was the number of vehicles that run the red light at Peoria Road. One possible solution would be to extend the 45-mph speed limit out east of the Peoria Road intersection. This could help to slow down traffic for the traffic signal.

Decrease speed limit at Oakville Road intersection.

There were many complaints about the Oakville Road intersection. Most of these complaints dealt with the number of cars entering and leaving the corridor at that intersection. Due to this high volume of turning movements, many risks are taken to turn in front of oncoming traffic. One way of reducing the risk of a serious accident at this intersection would be to reduce the speed limit entering the intersection. This will allow more gaps in the traffic stream for cars entering and leaving the roadway.

6.3 ORE-22 CONSIDERATIONS

Extend 50 mph speed zone east to Willamette River.

Numerous respondents to the ORE-22 survey expressed a concern about the current 50-mph speed zone. To be effective, the 50-mph speed zone should be extended east to the Willamette River, and combined with stricter enforcement of the speed zone to increase safety along the corridor.

7.0 CONCLUSION AND RECOMMENDATIONS

This report covers phase one of the two-phase evaluation of Oregon's Corridor Safety Improvement Programs implemented on ORE-34 and ORE-22. Based on the results from the surveys, the CSIPs appear to be successful. It is recommended that Phase 2 of the project be conducted to quantify the perceptions, observations and considerations noted in the Phase 1 report. There are still many improvements, such as access management, that could be made to further increase safety, but those that have been completed are having the desired effect. Most respondents to the survey said that the changes made to the corridors have increased safety and have made many drivers more aware of the events going on around them, and this in turn increases the overall safety of the corridor.

Phase 2 of the project will measure or quantify the "success" of the CSIP program by studying the relationship of speed profiles and levels of enforcement and accident reduction as a result of the CSIP program. Phase 1 of the study provided the first step of evaluating the program, that is, it conducted a driver survey to determine the public perceptions of the various safety treatments. A second phase of the project is recommended to evaluate the effectiveness of CSIP treatments and traffic enforcement patterns. Optimizing the CSIP treatments and enforcement patterns will improve the cost effectiveness of the CSIP. An optimized program becomes vital as law enforcement budgets are constrained or reduced. This becomes a concern since there is adequate reason to believe a reduction in traffic patrol forces will lead to an increase in traffic deaths and injuries. The objective of the phase 2 study is to determine the most effective treatments and enforcement levels for a Corridor Safety Improvement Program (CSIP). The evaluation will:

- Determine which of several specified traffic patrol patterns is most effective in reducing traffic speed, by optimizing the perceived risk of apprehension relative to enforcement resources invested.
- Determine the relative effectiveness of other traffic control and enforcement tools such as radar reader boards, variable message signs and drone radar in reducing vehicle speeds.

The results of the Phase 2 project will be used to validate the motorist's perceptions of safety improvements reported in the Phase 1 report.

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APPENDIX A

INVESTIGATIVE INSTRUMENT - ORE-34

Oh, no!!! Not another survey!!!
Well, yes, but before you toss this one, give it a look!

About 40,000 of your fellow Oregonians and visitors to our magnificent state are killed or injured each year in traffic crashes. If you knew you could do something to bring that number down, wouldn't you take a few minutes to do so? How does the saying go? "The Life you save may be your own."

The following questions are designed to tell us if what we are doing to improve highway safety is working or not.

Why not grab a glass of milk and a cookie, relax, give us your valued opinion and
Make a difference!!!

Please return questionnaire by
May 10th.

1. How many days per week do you drive Hwy. 34 between I-5 and Corvallis? (*Circle one number*)
 - 1 Less than one day per week
 - 2 1 or 2 days per week
 - 3 3 to 5 days per week
 - 4 More than 5 days per week
2. Please indicate whether or not you usually drive Hwy. 34 during each of the following times of the day. (*Circle each number that applies*)
 - 1 Mornings before 10 am
 - 2 Between 10 am and 2 pm
 - 3 Between 2 pm and 6 pm
 - 4 After 6 pm

3. Which best describes your most frequent use of Hwy. 34? (*Circle one number*)
 - 1 Commute to work
 - 2 Shopping
 - 3 Attend school
 - 4 Attend sporting events
 - 5 Through route for business
 - 6 Local route for business
 - 7 Other _____
4. How many miles do you drive, one way, in an average day?
_____ Miles one way
5. About how many of these miles, one way, are on Hwy. 34?
_____ Miles on Hwy. 34
6. In what direction do you normally travel on Hwy. 34 during the morning? (*Circle one number*)
 - 1 East
 - 2 West
7. Do you use alternate routes other than Hwy. 34 to accomplish the purpose in question 3? (*Circle one number*)
 - 1 Frequently
 - 2 Occasionally
 - 3 Never
8. When you use Hwy. 34, what would you say is the average speed of surrounding traffic? (*Circle one number*)
 - 1 55 mph or less
 - 2 55 to 60 mph
 - 3 60 mph or more
 - 8a. Is this faster, slower, or about the same as the speed you travel? (*Circle one number*)
 - 1 Faster
 - 2 Slower
 - 3 About the same
10. Does the speed of traffic tend to be faster in the morning, the evening, or the same both times of the day? (*Circle one number*)
 - 1 Morning
 - 2 Evening
 - 3 Same both times

11. Do you drive Hwy. 34 for weekend trips?
(Circle one number)
 - 1 Yes
 - 2 No
12. Do you turn your lights on when driving Hwy. 34? (Circle one number)
 - 1 All of the time
 - 2 Some of the time
 - 3 Never
13. About how many other drivers do you see on Hwy. 34 with their lights on? (Circle one number)
 - 1 Above 50%
 - 2 Between 25% and 50%
 - 3 Below 25%
14. Many changes were made on Hwy. 34 in 1993. Have you read or heard anything about these changes? (Circle one number)
 - 1 Yes
 - 2 No - Go on to question 15
- 14a. Indicate whether or not you have read or heard anything about the Hwy. 34 changes from each of the following. (Circle each number that applies)
 - 1 Received a brochure
 - 2 Attended any public meetings
 - 3 Read about it in the newspaper
 - 4 Heard about it on the radio
 - 5 Heard about it from family, friends, or neighbors.
15. Did you drive Hwy. 34 before 1993? (Circle one number)
 - 1 Yes
 - 2 No - Go on to question 16
- 15a. Do you drive faster, slower, or about the same as you did before 1993?
 - 1 Faster
 - 2 Slower
 - 3 About the same
- 15b. Do the other drivers around you drive faster, slower, or about the same as before? (Circle one number)
 - 1 Faster
 - 2 Slower
 - 3 About the same
- 15c. In your opinion, do there appear to be more accidents, fewer accidents, or about the same number of accidents as before 1993? (Circle one number)
 - 1 More
 - 2 Fewer
 - 3 The same number
- 15d. Has police patrolling of Hwy. 34 increased, decreased or stayed the same since 1993? (Circle one number)
 - 1 Increased
 - 2 Decreased
 - 3 Stayed the same
16. Have you noticed the orange diamonds mounted on top of the signs along Hwy. 34? (Circle one number)
 - 1 Yes
 - 2 No - Go on to question 17
- 16a. In your opinion, do the orange diamonds help attract your attention to the information on the signs? (Circle one number)
 - 1 Yes
 - 2 No
17. Have you noticed the flashing yellow lights mounted on some of the signs along Hwy. 34? (Circle one number)
 - 1 Yes
 - 2 No - Go on to question 18
- 17a. In your opinion, do the flashing yellow lights help attract your attention to the information on the signs? (Circle one number)
 - 1 Yes
 - 2 No
18. Did you notice the changeable message board that was used when the changes were being made to Hwy. 34? (Circle one number)
 - 1 Yes
 - 2 No - Go on to question 19

18a. In your opinion, did the changeable message board help increase your awareness of road conditions and events happening on Hwy. 34? (*Circle one number*)

- 1 Yes
- 2 No

19. Please indicate whether you agree or disagree with each of the following. (*Circle one number for each*)

	<u>Agree</u>	<u>Disagree</u>
a. My driving habits have been affected by the changes made on Hwy. 34.	1	2
b. I am more aware of events happening around me on Hwy. 34.	1	2
c. The changes at the Oakville Road intersection will increase safety.	1	2

20. From your experience, would you say that the improvements and changes to Hwy. 34 have increased safety, decreased safety, or have had no effect on safety? (*Circle one number*)

- 1 Increased Safety
- 2 No change
- 3 Decreased Safety

21. Is there anything else you would like to say about the changes to Hwy. 34?

Optional Questions:

22. Age _____

23. Sex (*Circle one number*)

- 1 Male
- 2 Female

24. City of residence and length at present address.

_____ City of residence
 _____ / _____ Years/Months

If you have any questions or comments about this survey please contact Larry Christianson, Roadway Safety Program Coordinator at (503) 986-4190.

Again, please return by no later than May 10th, 1996.

Thank you for your cooperation.

APPENDIX B

INVESTIGATIVE INSTRUMENT - ORE-22

Oh, no!!! Not another survey!!!
Well, yes, but before you toss this one, give it a look!

About 40,000 of your fellow Oregonians and visitors to our magnificent state are killed or injured each year in traffic crashes. If you knew you could do something to bring that number down, wouldn't you take a few minutes to do so? How does the saying go? "The Life you save may be your

3. Which best describes your most frequent use of Hwy. 22? (*Circle one number*)
 - 1 Commute to work
 - 2 Shopping
 - 3 Attend school
 - 4 Attend sporting events
 - 5 Through route for business
 - 6 Local route for business
 - 7 Other _____
4. How many miles do you drive, one way, in an average day?
_____ Miles one way
5. About how many of these miles, one way, are on Hwy. 22?

The following questions are designed to tell us if what we are doing to improve highway safety is working or not.

Why not grab a glass of milk and a cookie, relax, give us your valued opinion and
Make a difference!!!

Please return questionnaire by
May 10th.

1. How many days per week do you drive Hwy. 22 west of Salem? (*Circle one number*)
 - 1 Less than one day per week
 - 2 1 or 2 days per week
 - 3 3 to 5 days per week
 - 4 More than 5 days per week
2. Please indicate whether or not you usually drive Hwy. 22 during each of the following times of the day. (*Circle each number that applies*)
 - 1 Mornings before 10 am
 - 2 Between 10 am and 2 pm
 - 3 Between 2 pm and 6 pm
 - 4 After 6 pm

6. In what direction do you normally travel on Hwy. 22 during the morning? (*Circle one number*)
 - 1 East
 - 2 West
7. Do you use alternate routes other than Hwy. 22 to accomplish the purpose in question 3? (*Circle one number*)
 - 1 Frequently
 - 2 Occasionally
 - 3 Never
8. When you use Hwy. 22, what would you say is the average speed of surrounding traffic? (*Circle one number*)
 - 1 55 mph or less
 - 2 55 to 60 mph
 - 3 60 mph or more
 - 8a. Is this faster, slower, or about the same as the speed you travel? (*Circle one number*)
 - 1 Faster
 - 2 Slower
 - 3 About the same
10. Does the speed of traffic tend to be faster in the morning, the evening, or the same both times of the day? (*Circle one number*)
 - 1 Morning
 - 2 Evening
 - 3 Same both times

11. Do you drive Hwy. 22 for weekend trips?
(Circle one number)
 - 1 Yes
 - 2 No
12. Do you turn your lights on when driving Hwy. 22? (Circle one number)
 - 1 All of the time
 - 2 Some of the time
 - 3 Never
13. About how many other drivers do you see on Hwy. 22 with their lights on? (Circle one number)
 - 1 Above 50%
 - 2 Between 25% and 50%
 - 3 Below 25%
14. Many changes were made on Hwy. 22 in 1993. Have you read or heard anything about these changes? (Circle one number)
 - 1 Yes
 - 2 No - Go on to question 15
- 14a. Indicate whether or not you have read or heard anything about the Hwy. 22 changes from each of the following.
(Circle each number that applies)
 - 1 Received a brochure
 - 2 Attended any public meetings
 - 3 Read about it in the newspaper
 - 4 Heard about it on the radio
 - 5 Heard about it from family, friends, or neighbors.
15. Did you drive Hwy. 22 before 1993?
(Circle one number)
 - 1 Yes
 - 2 No - Go on to question 16
- 15a. Do you drive faster, slower, or about the same as you did before 1993?
 - 1 Faster
 - 2 Slower
 - 3 About the same
- 15b. Do the other drivers around you drive faster, slower, or about the same as before? (Circle one number)
 - 1 Faster
 - 2 Slower
 - 3 About the same
- 15c. In your opinion, do there appear to be more accidents, fewer accidents, or about the same number of accidents as before 1993? (Circle one number)
 - 1 More
 - 2 Fewer
 - 3 The same number
- 15d. Has police patrolling of Hwy. 22 increased, decreased or stayed the same since 1993? (Circle one number)
 - 1 Increased
 - 2 Decreased
 - 3 Stayed the same
16. Have you noticed the orange diamonds mounted on top of the signs along Hwy. 22?
(Circle one number)
 - 1 Yes
 - 2 No - Go on to question 17
- 16a. In your opinion, do the orange diamonds help attract your attention to the information on the signs? (Circle one number)
 - 1 Yes
 - 2 No
17. Have you noticed the flashing yellow lights mounted on some of the signs along Hwy. 22? (Circle one number)
 - 1 Yes
 - 2 No - Go on to question 18
- 17a. In your opinion, do the flashing yellow lights help attract your attention to the information on the signs? (Circle one number)
 - 1 Yes
 - 2 No
18. Did you notice the changeable message board that was used when the changes were being made to Hwy. 22? (Circle one number)
 - 1 Yes
 - 2 No - Go on to question 19

18a. In your opinion, did the changeable message board help increase your awareness of road conditions and events happening on Hwy. 22? (*Circle one number*)

- 1 Yes
- 2 No

19. Please indicate whether you agree or disagree with each of the following. (*Circle one number for each*)

Agree Disagree

- | | | |
|---|---|---|
| a. My driving habits have been affected by the changes made on Hwy. 22. | 1 | 2 |
| b. I am more aware of events happening around me on Hwy. 22. | 1 | 2 |

20. From your experience, would you say that the improvements and changes to Hwy. 22 have increased safety, decreased safety, or have had no effect on safety? (*Circle one number*)

- 1 Increased Safety
- 2 No change
- 3 Decreased Safety

21. Is there anything else you would like to say about the changes to Hwy. 22?

Optional Questions:

22. Age _____

23. Sex (*Circle one number*)

- 1 Male
- 2 Female

24. City of residence and length at present address.

_____ City of residence

_____ / _____ Years/Months

If you have any questions or comments about this survey please contact Larry Christianson, Roadway Safety Program Coordinator at (503) 986-4190.

Again, please return by no later than May 10th, 1996.

Thank you for your cooperation.

APPENDIX C

DATA SUMMARY - ORE-34

Data Summary of ORE-34 Surveys
Conducted 1996

Total Surveys Returned	1228
Total Surveys Delivered	8100
Percent Returned	15.16%

How many days per week do you drive Hwy. 34 between I-5 and Corvallis?

	Number	Percent
No Response	1	0.08%
Less than 1 day per week	643	52.36%
1 or 2 days per week	177	14.41%
3 to 5 days per week	245	19.95%
More than 5 days per week	162	13.19%

Please indicate whether or not you usually drive Hwy. 34 during each of the following times of the day.

	Number	Percent
No Response	0	0.00%
Before 10 am	664	54.07%
10 am to 2 p.m.	335	27.28%
2 p.m. to 6 p.m.	707	57.57%
After 6 p.m.	431	35.10%

Which best describes your most frequent use of Hwy. 34?

	Number	Percent
No response	19	1.55%
Commute	405	32.98%
Shopping	214	17.43%
School	27	2.20%
Sporting events	21	1.71%
Through route for business	170	13.84%
Local route for business	50	4.07%
Other	322	26.22%

How many miles do you drive, one way, in an average day?

	Number	Percent
No response	95	7.74%
1 to 3	186	15.15%
4 to 6	215	17.51%
7 to 9	159	12.95%
10 to 14	120	9.77%
15 to 19	109	8.88%
20 to 24	103	8.39%
25 to 29	63	5.13%
30 to 39	73	5.94%
40 to 49	45	3.66%
50 to 99	45	3.66%
> 100	15	1.22%

About how many of these miles, one way, are on Hwy. 34?

	Number	Percent
No response	641	52.20%
1 to 3	117	9.53%
4 to 6	68	5.54%
7 to 9	96	7.82%
10 to 14	191	15.55%
15 to 19	52	4.23%
20 to 24	41	3.34%
> 25	22	1.79%

In what direction do you normally travel on Hwy. 34 during the morning?

	Number	Percent
No response	370	30.13%
East	438	35.67%
West	420	34.20%

Do you use alternate routes other than Hwy. 34 to accomplish the purpose in question 3?

	Number	Percent
No response	89	7.25%
Frequently	271	22.07%
Occasionally	528	43.00%
Never	340	27.69%

When you use Hwy. 34, what would you say is the average speed of surrounding traffic?

	Number	Percent
No response	13	1.06%
55 mph or less	71	5.78%
55 to 60 mph	734	59.77%
60 mph or more	410	33.39%

Is this faster, slower, or about the same as the speed you travel?

	Number	Percent
No response	13	1.06%
Faster	403	32.82%
Slower	41	3.34%
About the same	771	62.79%

Does the speed of traffic tend to be faster in the morning, the evening, or the same both times of the day?

	Number	Percent
No response	287	23.37%
Morning	130	10.59%
Evening	152	12.38%
Same both times	659	53.66%

Do you drive Hwy. 34 for weekend trips?

	Number	Percent
No response	19	1.55%
Yes	937	76.30%
No	272	22.15%

Do you turn your lights on when driving Hwy. 34?

	Number	Percent
No response	12	0.98%
All of the time	316	25.73%
Some of the time	761	61.97%
Never	139	11.32%

About how many other drivers do you see on Hwy. 34 with their lights on?

	Number	Percent
No response	51	4.15%
Above 50%	115	9.36%
Between 25% and 50%	447	36.40%
Below 25%	615	50.08%

Many changes were made on Hwy. 34 in 1993. Have you read or heard anything about these changes?

	Number	Percent
No response	13	1.06%
Yes	903	73.53%
No	312	25.41%

Indicate whether or not you have read or heard anything about the Hwy. 34 changes from each of the following.

	Number	Percent
No response	358	29.15%
Brochure	31	2.52%
Meetings	18	1.47%
Newspaper	766	62.38%
Radio	225	18.32%
Friends/Family	362	29.48%

Did you drive Hwy. 34 before 1993?

	Number	Percent
No response	10	0.81%
Yes	1045	85.10%
No	173	14.09%

Do you drive faster, slower, or about the same as you did before 1993?

	Number	Percent
No response	169	13.76%
Faster	141	11.48%
Slower	204	16.61%
About the same	714	58.14%

Do the other drivers around you drive faster, slower, or about the same as before?

	Number	Percent
No response	182	14.82%
Faster	397	32.33%
Slower	187	15.23%
About the same	462	37.62%

In your opinion, do there appear to be more accidents, fewer accidents, or about the same number of accidents as before 1993?

	Number	Percent
No response	333	27.12%
More	130	10.59%
Fewer	329	26.79%
The same number	436	35.50%

Has police patrolling of Hwy. 34 increased, decreased or stayed the same since 1993?

	Number	Percent
No response	312	25.41%
Increased	387	31.51%
Decreased	150	12.21%
Stayed the same	379	30.86%

Have you noticed the orange diamonds mounted on top of the signs along Hwy. 34?

	Number	Percent
No response	7	0.57%
Yes	867	70.60%
No	354	28.83%

In your opinion, do the orange diamonds help attract your attention to the information on the signs?

	Number	Percent
No response	337	27.44%
Yes	695	56.60%
No	196	15.96%

Have you noticed the flashing yellow lights mounted on some of the signs along Hwy. 34?

	Number	Percent
No response	24	1.95%
Yes	998	81.27%
No	206	16.78%

In your opinion, do the flashing yellow lights help attract your attention to the information on the signs?

	Number	Percent
No response	196	15.96%
Yes	910	74.10%
No	122	9.93%

Did you notice the changeable message board that was used when the changes were being made to Hwy. 34?

	Number	Percent
No response	37	3.01%
Yes	808	65.80%
No	383	31.19%

In your opinion, did the changeable message board help increase your awareness of road conditions and events happening on Hwy. 34?

	Number	Percent
No response	419	34.12%
Yes	742	60.42%
No	67	5.46%

Please indicate whether you agree or disagree with each of the following.

My driving habits have been affected by the changes made on Hwy. 34.

	Number	Percent
No response	60	4.89%
Agree	553	45.03%
Disagree	615	50.08%

I am more aware of events happening around me on Hwy. 34.

	Number	Percent
No response	66	5.37%
Agree	807	65.72%
Disagree	355	28.91%

The changes at the Oakville Road intersection will increase safety.

	Number	Percent
No response	195	15.88%
Agree	734	59.77%
Disagree	299	24.35%

From your experience, would you say that the improvements and changes to Hwy. 34 have increased safety, decreased safety, or have had no affect on safety?

	Number	Percent
No response	104	8.47%
Increased safety	803	65.39%
No change	276	22.48%
Decreased safety	45	3.66%

Age

	Number	Percent
No response	120	9.77%
17 to 19	5	0.41%
20 to 24	34	2.77%
25 to 29	66	5.37%
30 to 34	94	7.65%
35 to 39	132	10.75%
40 to 44	166	13.52%
45 to 49	200	16.29%
50 to 54	184	14.98%
55 to 59	117	9.53%
60 to 64	54	4.40%
65 to 69	24	1.95%
70 to 74	16	1.30%
75 to 82	16	1.30%

Sex

	Number	Percent
No response	77	6.27%
Male	485	39.50%
Female	666	54.23%

City of Residence

	Number	Percent
No response	87	7.08%
Adair Village	1	0.08%
Airlie	1	0.08%
Albany	156	12.70%
Aloha	1	0.08%
Alsea	2	0.16%
Benton County	1	0.08%
Blodgett	1	0.08%
Blue River	1	0.08%
Brownsville	3	0.08%
Corvallis	594	48.37%
Dallas	20	1.63%
Dayton	1	0.08%
Eugene	14	1.14%
Florence	1	0.08%
Halsey	3	0.24%
Harrisburg	2	0.16%
Hermiston	1	0.08%
Independence	6	0.49%
Jefferson	5	0.41%
Junction City	1	0.08%
Keizer	3	0.24%
Lebanon	60	4.89%
Linn County	1	0.08%
Marion County	1	0.08%
Monmouth	6	0.49%
Monroe	5	0.41%
Newport	3	0.24%
Pedee	1	0.08%
Peoria	1	0.08%
Philomath	67	5.46%
Portland	5	0.41%
Rickreall	8	0.65%
Rural	1	0.08%

Salem	47	3.83%
Scio	4	0.33%
Scott Mills	1	0.08%
Seattle	1	0.08%
Shedd	1	0.08%
Sheridan	1	0.08%
Springfield	2	0.16%
Stayton	1	0.08%
Sweet Home	5	0.41%
Tangent	95	7.74%
Turner	2	0.16%
Waldport	1	0.08%
White Oak Road	1	0.08%
Wilsonville	1	0.08%
Yachats	1	0.08%

APPENDIX D

DATA SUMMARY - ORE-22

Data Summary of ORE-22 Surveys
Conducted 1996

Total Surveys Returned	584
Total Surveys Delivered	6000
Percent Returned	9.73%

How many days per week do you drive Hwy. 22 west of Salem?

	Number	Percent
No Response		
Less than 1 day per week	139	23.80%
1 or 2 days per week	142	24.32%
3 to 5 days per week	154	26.37%
More than 5 days per week	147	25.17%

Please indicate whether or not you usually drive Hwy. 22 during each of the following times of the day.

	Number	Percent
Before 10 am	328	56.16%
10 am to 2 p.m.	247	42.29%
2 p.m. to 6 p.m.	380	65.07%
After 6 p.m.	225	38.53%

Which best describes your most frequent use of Hwy. 22?

	Number	Percent
No response	6	1.03%
Commute	209	35.79%
Shopping	190	32.53%
School	11	1.88%
Sporting events	10	1.71%
Through route for business	29	4.97%
Local route for business	26	4.45%
Other	103	17.64%

How many miles do you drive, one way, in an average day?

	Number	Percent
No response	38	6.51%
1 to 3	27	4.62%
4 to 6	55	9.42%
7 to 9	19	3.25%
10 to 14	87	14.90%
15 to 19	74	12.67%
20 to 24	93	15.92%
25 to 29	60	10.27%
30 to 39	76	13.01%
40 to 49	23	3.94%
50 to 99	23	3.94%
> 100	9	1.54%

About how many of these miles, one way, are on Hwy. 22?

	Number	Percent
No response	113	19.35%
1 to 3	93	15.92%
4 to 6	66	11.30%
7 to 9	37	6.34%
10 to 14	133	22.77%
15 to 19	73	12.50%
20 to 24	36	6.16%
> 25	33	5.65%

In what direction do you normally travel on Hwy. 22 during the morning?

	Number	Percent
No response	58	9.93%
East	406	69.52%
West	120	20.55%

Do you use alternate routes other than Hwy. 22 to accomplish the purpose in question 3?

	Number	Percent
No response	10	1.71%
Frequently	77	13.18%
Occasionally	244	41.78%
Never	253	43.32%

When you use Hwy. 22 what would you say is the average speed of surrounding traffic?

	Number	Percent
No response	3	0.51%
55 mph or less	50	8.56%
55 to 60 mph	239	40.92%
60 mph or more	292	50.00%

Is this faster, slower, or about the same as the speed you travel?

	Number	Percent
No response	3	0.51%
Faster	226	38.70%
Slower	23	3.94%
About the same	332	56.85%

Does the speed of traffic tend to be faster in the morning, the evening, or the same both times of the day?

	Number	Percent
No response	49	8.39%
Morning	76	13.01%
Evening	69	11.82%
Same both times	390	66.78%

Do you drive Hwy. 22 for weekend trips?

	Number	Percent
No response	10	1.71%
Yes	469	80.31%
No	105	17.98%

Do you turn your lights on when driving Hwy. 22?

	Number	Percent
No response	4	0.68%
All of the time	115	19.69%
Some of the time	377	64.55%
Never	88	15.07%

About how many other drivers do you see on Hwy. 22 with their lights on?

	Number	Percent
No response	11	1.88%
Above 50%	32	5.48%
Between 25% and 50%	180	30.82%
Below 25%	361	61.82%

Many changes were made on Hwy. 22 in 1993. Have you read or heard anything about these changes?

	Number	Percent
No response	17	2.91%
Yes	352	60.27%
No	215	36.82%

Indicate whether or not you have read or heard anything about the Hwy. 22 changes from each of the following.

	Number	Percent
No response	91	15.58%
Brochure	23	3.94%
Meetings	5	0.86%
Newspaper	296	50.68%
Radio	39	6.68%
Friends/Family	130	22.26%

Did you drive Hwy. 22 before 1993?

	Number	Percent
No response	10	1.71%
Yes	489	83.73%
No	85	14.55%

Do you drive faster, slower, or about the same as you did before 1993?

	Number	Percent
No response	79	13.53%
Faster	34	5.82%
Slower	89	15.24%
About the same	382	65.41%

Do the other drivers around you drive faster, slower, or about the same as before?

	Number	Percent
No response	82	14.04%
Faster	192	32.88%
Slower	43	7.36%
About the same	267	45.72%

In your opinion, do there appear to be more accidents, fewer accidents, or about the same number of accidents as before 1993?

	Number	Percent
No response	113	19.35%
More	124	21.23%
Fewer	134	22.95%
The same number	213	36.47%

Has police patrolling of Hwy. 22 increased, decreased or stayed the same since 1993?

	Number	Percent
No response	110	18.84%
Increased	177	30.31%
Decreased	79	13.53%
Stayed the same	218	37.33%

Have you noticed the orange diamonds mounted on top of the signs along Hwy. 22?

	Number	Percent
No response	9	1.54%
Yes	366	62.67%
No	209	35.79%

In your opinion, do the orange diamonds help attract your attention to the information on the signs?

	Number	Percent
No response	208	35.62%
Yes	309	52.91%
No	67	11.47%

Have you noticed the flashing yellow lights mounted on some of the signs along Hwy. 22?

	Number	Percent
No response	14	2.40%
Yes	363	62.16%
No	207	35.45%

In your opinion, do the flashing yellow lights help attract your attention to the information on the signs?

	Number	Percent
No response	183	31.34%
Yes	362	61.99%
No	39	6.68%

Did you notice the changeable message board that was used when the changes were being made to Hwy. 22?

	Number	Percent
No response	21	3.60%
Yes	359	61.47%
No	204	34.93%

In your opinion, did the changeable message board help increase your awareness of road conditions and events happening on Hwy. 22?

	Number	Percent
No response	208	35.62%
Yes	347	59.42%
No	29	4.97%

Please indicate whether you agree or disagree with each of the following.

My driving habits have been affected by the changes made on Hwy. 22.

	Number	Percent
No response	41	7.02%
Agree	266	45.55%
Disagree	277	47.43%

I am more aware of events happening around me on Hwy. 22.

	Number	Percent
No response	24	4.11%
Agree	414	70.89%
Disagree	146	25.00%

From your experience, would you say that the improvements and changes to Hwy. 22 have increased safety, decreased safety, or have had no affect on safety?

	Number	Percent
No response	40	6.85%
Increased safety	326	55.82%
No change	211	36.13%
Decreased safety	7	1.20%

Age

	Number	Percent
No response	46	7.88%
17 to 22	36	6.16%
23 to 28	47	8.05%
29 to 34	45	7.71%
35 to 40	71	12.16%
41 to 46	72	12.33%
47 to 52	56	9.59%
53 to 58	42	7.19%
59 to 64	43	7.36%
65 to 70	48	8.22%
71 to 80	55	9.42%
81 to 87	23	

Sex

	Number	Percent
No response	33	5.65%
Male	249	42.64%
Female	302	51.71%

City of Residence

	Number	Percent
No Response	47	8.05%
Adair	1	0.17%
Dallas	10	1.71%
Falls City	70	11.99%
Independence	83	14.21%
Keizer	1	0.17%
Monmouth	176	30.14%
Polk County	5	0.86%
Rickreall	7	1.20%
Salem	143	24.49%
Tangent	2	0.34%
West Salem	39	6.68%

APPENDIX E

ADDITIONAL COMMENTS - ORE-34

Regarding question 15c--there seemed previously to be several accidents at the light at Peoria Road. Lately, however, I have noticed a decrease in the number of accidents at this intersection. Possibly, due to the fact that motorists are aware of and anticipating the light.

While the changes have made a difference slightly in safety, the Oakville Rd change hasn't seemed to change the behavior of people cutting into traffic from Oakville Rd. Mostly the safety improvements have come from people being more aware rather than the road changes or signage.

Dangerous road. It is built like a freeway with intersections. Make it a limited access freeway. Eliminate the intersections.

Oakville Rd intersection--south needs a traffic signal so that people are able to turn on or off it safely when traffic is heavy.

The turn lane to Colorado Lake Drive (East bound) seems too short.

Another light by Colorado Lake or Riverside. SLOWER SPEED!

I now drive Hwy 34 more often. When it was 2 lanes and very curvy I took 99 to Salem. Now I more often take 34 to I-5.

One of the most effective attention getters for me is the little crosses, monuments, etc. placed at roadsides at the scenes of fatal accidents--these make it apparent why the other measures--lights, diamonds etc. are taken.

I don't drive it much--hate it, and I-5.

Until drivers entering or exiting h-ways learn to get up to speed quickly, no changes even make things safer. This goes for exiting as well but in reverse and using the turn lane.

I've only been here for two years, so it's hard to make comparisons with the way it was before. In general I think the signing is good.

Enforce law about people using left lane on east side of I-5 overpass to turn north bound instead of using right hand clover leaf.

We may need even more traffic lights.

The changes to Hwy 34 are fine. Mostly, I would like to see the four lanes extended to Lebanon. If the four lanes are not feasible, I would like sufficient shoulders so that I can pull out of the traffic lane when I have car trouble.

I still believe a traffic light at Oakville Rd would have been the best all around solution to the accident problem. I believe tailgating is a big problem on 34 as well as other highways. I am glad 34 is to be improved between I-5 and Lebanon. It should have been done there and between Corvallis and Philomath. Desperately need a bypass around Lebanon.

Results of the changes do not justify the cost.

The heavy police patrols have done more to slow traffic than anything else.

In my experience, the increased presence of police lowers overall speed.

People just need to quit pulling out in front of cars.

I don't travel it much except when I go to Albany to shop. I DO notice traffic goes very FAST and almost run over me! I primarily go in the evening, but occasionally on a Saturday morning.

The south end of Columbus street needs a west bound merge lane. Poor planning, many trucks use this road to get to "Old 34". Also--who was the lame brain that designed the Hwy 34 Bi pass over the river? Poor planning--since many trucks use it, need sweeping turn. I have been in lines 2 miles long to make the "bypass" turn at 8:00 traffic.

I believe the changes made at Oakville Rd. were an abomination forced upon the locals by remote, supercilious government agents with no regard for daily users or local input! A traffic light would have been just as good or better and cost 1/5 as much, not taken acres of land, etc., etc.

Would like to see considerable more police patrolling and apprehension.

Make Hwy 34 four lane past I-5 to Lebanon

Notice more accidents near coast by-pass and from 1-way bridge exiting Corvallis. Oakville change only increased from one dangerous intersection to two. I hate that drive.

Specific warnings and positive safety notes are valuable. A very unsafe area presently exists on Hwy 20 for 1.5 miles just west of Hoodoo ski area. There should be warnings, just as Hwy 34, to warn westbound of dangerous curves. I have crossed the pass ten times since Nov. 95 and have seen three fatal accidents there.

More radar between Peoria road and R/R tracks.

17 years at old address.

Good job. I wish it extended all the way to Lebanon.

I commute from Eugene & usually only drive the Peoria Rd to Corvallis section of Hwy 34. I rarely go out to the freeway except during peak field burning, when Peoria Rd is risky.

In regards to #15d. There seemed to be increased patrolling after 1993, until recently. I've only seen one police car on Highway 34 in the last couple of months during my one day per week to and from Eugene trips. I used to see them at least 30% of the time.

I rarely read signs on a road. I travel daily--I know the route--but the symbols like the diamonds I see and they register "danger be aware." Forces me to pay a little more attention.

Speed is way to high, need more police patrols.

Expand shoulder width for I-5 to Lebanon.

My biggest frustration driving on 34 or other highways is very slow or slower drivers blocking or staying in the faster lane. I wish there were a way to better educate drivers.

Public are driving faster and faster and faster and faster. I don't like it.

I rarely drive on 34 between Corvallis & I-5--you can disregard my survey if you wish.

I've witnessed accident at Oakville Rd. I continue to witness near misses at Oakville and at Looney Lane in morning. East bound traffic turns across (north) in front of westbound traffic causing west bound traffic to brake to avoid accident. Most recently 2 or 3 weeks ago, approximately 1 month before that.

The measures did not fix the problem wait & see more lives will be ruined in the process. I always slow down and take inside lane when westbound at Oakville Rd.

Something needed to be done and I think this will help. I'm looking forward to improvements being made to the section between the freeway and Lebanon.

I like the idea of the message board reading the speed of passing cars.

Increase speed limit to 65 mph and enforce it.

I think the changes made at Oakville Rd have improved the safety at the intersection. I think repainting the lines separating lanes and marking the shoulders with reflective, long-lasting paint would go a long way toward improving safety at night and in the rain. Also, stronger suggestive signs concerning use of headlights during all hours would help.

I don't like the Oakville road changes, and don't believe they've improved safety one bit. In fact, it's a lot more confusing. I would prefer a traffic light, maybe only activated during rush hours. A long merging lane such as on freeways might also work.

They need to fix Hwy 34 between I-5 and Lebanon. They also need to have the police out there giving out tickets (but also the state police should else do the speed limit traffic moves, between 65 to 70 mph, morning, noon, and night. You either drive at that speed or you will get ran over.

The flags are more eye catching than the flashing lights--the yellow is too similar to the yellow in the signs.

I am very offended when construction crews begin work before the morning commute is over. In my opinion there is no excuse for not waiting until after 9pm before closing a lane of traffic!

The only thing that slows people down is more of STATE POLICE presence, nothing else works.

I don't drive Hwy. 34 often enough to see how the changes have effected traffic at Oakville Rd. The first time we used I-5/Hwy 34 approaching from the West to go North on I-5, we missed the entrance being a right turn rather than left as in the past. Earlier signs would have allowed us to be in the proper lane.

I would like to see the speed reduced to at least 45 mph between the bridge going east about 2 ½ - 3 miles. We line on Peoria Rd and see people run the red light there often. They are simply going too fast to stop so they go through.

They should have installed a light at the Oakville intersection. People have to look too hard to find the turns--also I see more U-turns than before. Traffic headed east from Oakville headed south have to wait some times up to 10 minutes or more to turn east during rush hour. Have seen several close ones there!

It's all well, and good that from I-5 west has been taken care of! But when will they do something east of I-5? I called about the "craters" (potholes) after the flood and it took nearly 2 weeks for them to "repair it" (not all were repaired). The road conditions are worse than they have ever been. It's time for Lebanon and Sweet Home residents to get some return for all their gas taxes. We are the ones driving the greatest distance on horrible roads.

Question 20: The sign for the directions to be in the right lane, for Salem needs be visible earlier. Too many cars are in the wrong land and cut across traffic.

Truck tend to speed regularly no matter if patrol around or not. Patrol appears to close eyes at speeding truckers. I frequently see OSP speeding on this highway and have seen Benton County and Linn County sheriffs with prisoners in back at 60-65 mph lead-follow or get the hell out of the way. Only change in Oakville safety is now you watch for people slowing down in turning south. Going east--still a problem but not as bad. What about Peoria turn off?

The double flashing lights at Oakville Rd. causes confusion, especially at night, because it looks like the site of an accident. The widening needs to be extended further east to help with the traffic to Lebanon.

US West trucks drive fast and won't give up inside lane. Few people will get over from fast lane to let traffic by. If you want to make good time, follow a log truck. I leave early from home so traffic isn't too heavy. Between 4:30 and 6:00 PM are the bad times at night because of the oncoming traffic from businesses.

The turn lane just before the bridge into Corvallis needs to be longer. In the morning, we are backed up into the "suicide" lane.

Patrol cars by far have had the greatest impact on slowing traffic. All signs in the world pale in comparison to a cop with a traffic citation.

There are virtually NO police on that road. I remember when it was first widened, and police were everywhere. Word on the road was "55." Now, it's 60-65-70. Get some enforcement out there.

I would suggest having a non stop lane for west bound traffic at the Peoria Road stop light.

Allowing the north lane to be non stop and allowing the Peoria road traffic turning west to turn into the southern west bound land. Use large barricades for safety to separate lanes.

Drop speed limit to 45 mph.

Add turn signal at riverside drive.

Not aware of changes

Accidents happen regardless. I don't think the changes (except for the increased enforcement of the 55 mph speed limit will make and difference--especially at the Oakville Road intersection.

The orange diamonds will eventually become known to mean lights & 50-55 mph. In my opinion the diamonds should be larger with an understanding of what it means as with the octagon (STOP) sign. Trying to read anything when you are driving 50-55 mph is dangerous. Anytime you take your eyes from the road you could cause an accident.

I rarely if ever use Hwy 34. If I need to go North I take Hwy 20. If I need to go south I take 99. I prefer back roads and I don't leave town that often.

The traffic lights at the bridge & Peoria road need to be turned or maybe flow driven--they randomly turn red when NO one is waiting for no apparent purpose.

A change in Oakville Rd intersection is a positive change. My driving habits are still the same. I am always aware of the things around me. I usually drive with headlights on even in day time and I watch in my rearview mirror every few seconds to see what's going on.

Housing, offices, industry, etc. are all increasing on 34 as well as foot traffic and bike travel. Clearly marked bike lanes and reduced speed (below 50-55) to 45mph from Oakville Rd west to Corvallis would help. 50 to 25 at the bridge is too fast of a transition that no one does.

Oakville interchange is not logical!

State taxes are high in Oregon. We were all looking forward to better and safer driving conditions on Hwy. 34 and that was not accomplished in my opinion. A large amount of our tax dollars again was squandered.

Only if all drivers comply with posted speed and use common sense and courtesy will there be any significant improvement. Unfortunately you can't "police" the minds and attitudes of drivers.

I find it to be a much more user friendly road now. I hope the accident rate has not actually increased.

Straightening the highway near the interstate between I-5 and Corvallis made the road safer--four lanes helped.

Speed limit should be increased.

It's very difficult to make a left turn on to 34 with cars coming at highway speed.

I travel between 101 and I-5 on Hwy 34. It has improved a lot since 1968.

I sincerely hope that there are no further changes--especially more traffic stop opportunities!!!

Drivers whether local or out-of-town should be aware of Hwy 34 if they can read! I think DOT has done about all it can do to improve safety of this stretch. I do not think with curve at Oakville road (east side) that a stoplight there is a wise choice. It could cause "rear-end" collisions. Continued patrols and enforcement of speed limits is all that is left.

Not having people at the Oakville interchange who have to make complicated maneuvers has certainly increased safety and aided traffic flow. Is there some way to make the Looney Lane turn off to LBCC a little more pronounced. On wet foggy days the only indication is the street light.

Speed enforcement was increased for awhile but now there's very little traffic enforcement.

The problem is not the highway--it's the people driving 60 in poor visibility.

Traveling eastward on 34, the exit to I-5 North is difficult to be prepared to exit. Needs better signing earlier. Businesses immediately preceding exit confuse entrance to exit.

Left turns need to be limited eliminated from the bridges to 99E.

Speed should be 35 mph westbound from signal to top of bridge. NO ONE drives the first section of 25 mph at 25!

I only use it to get to Peoria Rd from Corvallis, so I am not a good test case.

The widening has caused people to drive faster. People misuse center turn lanes & travel down them to enter traffic, especially at Morse Bros. trucks. Very dangerous.

I've only lived here 18 months.

I do not think that I drive that stretch of highway sufficiently often to give a considered opinion to many of the questions on the survey.

The Oakville Rd intersection should have a stop light

There is still a problem getting onto Hwy. 34 from the businesses along there like Flowerland, Eastgate shopping area, and the businesses on the north side of the highway especially during rush hours.

People still drive too fast on 34.

Its a much better road now than before 1993, more could be done to limit speeding & increase safety. A sign like "patrolled by radar" could help remind us not to speed.

Why not a light at Oakville road--much be less expensive than building roads! Camper still exists trying to get from Oakville Rd onto 34. Sometimes one must wait 15 minutes to get to the middle safety zone and even then, takes risks. A light would have reduced risks. This is dangerous.

Too many signs can have a negative effect.

The drivers have increased their speeds once again. We are amazed at all the ones that pass us when we try to go 55. I still think something should be done about the speeding. (more than is.) We even had a cyclist pass us in-between us & another car.

The four lanes all the way to the freeway is great.

I have driven Hwy 34 since 1966. The improvements were helpful, however, the best solution is better mass transit. Q4 - Bike. Q5 - Very Few.

Addition of second lane helped greatly especially in night and fog. Not at all a regular commuter, we use 34 to get to Lebanon, Central Oregon. We use 20 to get to I-5 to Portland.

I certainly appreciate all the improvements made in the past 26 years. Need to control industrial/urban sprawl along the road and access of there to Hwy 34 (36?)

It is a better road to travel on. Traffic has increased markedly over the years and it would be more dangerous without the improvements.

Changing Hwy 34 won't change the bad driving habits of the people on the road-driving over the speed limit, no turn signals, tail gating anyone who drives the true speed limit etc. etc. etc. The only time I see traffic moving safely is when the state police start parking along the road. People are still running the red light at Peoria Road.

Painted Lines need to be renewed--very hard to see lane lines at night and/or if it is raining.

The changes at Oakville road are confusing for those who have driven that route for awhile.

Less accidents but when there is one it is more severe because of the increased speed.

The changes to Hwy 34 have increased safety to a certain point. Only when there has been a serious accident or a large article in the paper or the infrequent appearance of the state police, do drivers (most) observe the designated that they are driving in a safely corridor!

Don't let people turn onto Looney Lane coming from Corvallis. There's always a long line & people dart across. I keep waiting to see an accident there. BAD spot! Those paint test areas are obnoxious.

The 40 mph limit near I-5 is not well marked.

I enter Hwy 34 west of Oakville Road, so I really can't say whether or not the changes made any effect on safety traffic was slower for a little while during the saturation patrols, but is now right back up to same speeds as before.

Seems like a poorly designed survey (choices for answers are frequently not applicable given responses to previous questions.) This will lead to inaccurate results.

I guess all these questions relate to 34 between Corvallis & I-5 and since I almost never drive that way anymore (moved to Philomath) I'm not sure how to answer. I think the improvements are good. I think there now need to be improvements on 34 west of Corvallis.

A light needs to go in at the LBCC intersection for people going East turning left.

I rarely use Hwy 34

Hwy 34 is much better than it was before 1993; in better shape, wider, better view to traffic, straighter.

The questions are not good for someone who occasionally (once a month) drives Route 34

The changes made I believe have helped, some however, there is a problem with the speed. I believe the limit should either be increased (the majority drive approx. 65 mph, even in the slow lanes) or the Hwy needs to be patrolled more, and/or more speeding tickets issued.

I have not taken Rt 34 into Albany for 10 months or so. I seldom go further than Riverside or Peoria exit. Cannot address issues presented, but will say that the route probably is not improved by "gadgets"--it is an unsafe route even without heavy traffic or bad drivers. I never have like to use it.

Why haven't changes continued to HooDoo & to the coast?

Someone should install a light (the red-yellow & green kind) on the intersection of 34 and Oakville Road.

I have noticed signs that identify this area as a high risk area, encourage you to turn on your lights and drive 55! I do think this has made me more aware. I tend to already be a cautious driver.

People drive TOO FAST and TOO CLOSE TOGETHER. No lights even in rain. But road over-all is much better--more room to evade accidents, better visibility with oncoming lights at night less bothersome. I don't know why, but that's the longest 10 miles of road ANYWHERE.

The lights and diamonds attract attention of drivers but did not change driving habits on Hwy. 34. Police patrols are the most effective at slowing speeds.

I didn't live in Corvallis before 1996. Some questions I cannot answer.

I have been driving Hwy 34 everyday since 1990. The biggest problem I see is side traffic pulling out into traffic already on Hwy 34. They don't allow enough space to allow them time to get up to speed and everyone has to slam on their brakes. Even school busses do this and just expect people to stop.

Continuing changes need to be made on Hwy 34, wherever traffic attempts to join the main flow. Currently cars moving on Hwy 34 from side roads are a very great danger.

I lived in Tangent from 1973-1976 and the 2 lane sections of 34 were very dangerous. Sections remain from I-5 to Lebanon that are still very dangerous. The incident at Oakville while unfortunate was greatly the responsibility of the driver killed. In many cases the improvements to 34 have only made the road safer for drivers to drive faster. I believe the Skill/Safety level of drivers is declining--People are becoming wacko drivers.

The intersection at Looney Lane (eastbound) should be closed, commuters to LBCC should travel the extra 1/8 of a mile and use Tangent (99W).

Now that the "Frogger Game" at Oakville Rd has been eliminated, the Safety Corridor distinction should be dropped and the speed limit raised to 65 MPH.

Please widen Hwy 34 from I-5 to Lebanon!

Breaks in the traffic stream are critical for side road traffic (reference here to 19c). More 1-2 stop lights are needed between Corvallis and I-5 to prevent an increase in accidents. 19c short term increase, long term decrease.

East bound bridge in Corvallis is a nightmare to get onto--I see lots of accidents in Corvallis being for the bridge--should be given a higher priority than further improvements on the rural sections, which are okay.

In 1987 I lived on Hwy 34, every morning I waited with my son for the school bus and 3 out of 5 mornings the police would have someone pulled over. It has made me more aware while traveling on Hwy 34.

I didn't enjoy traveling 34 before the changes. I felt like I was driving on a race track. Most people are driving more carefully, there are still those that drive too fast, but I feel safer driving 34.

I am not a regular commuter on Hwy 34. Just occasional. I mostly go to River Road or Peoria Road and turn off, so I seldom notice what goes on as far out as Oakville Rd.

Extend 4 lanes to Lebanon or FIX pot holes by resurfacing.

I think one of the biggest problems on Hwy 34 is that people cut get in a hurry and won't wait till it is really clear--applies to turning on and off the highway. Many times I have had to brake to an almost complete stop because someone pulled in front of me. I have driven Hwy 34 to work every day for almost 12 years. I think volume of traffic has at least tripled in that time, if not more.

Too bad overpass couldn't be installed at Oakville Rd.

The lack of proper policing of traffic laws is scandalous.

The anarchy is rampant with 80 mph drivers, weavers & tailgating common.

None of the 'changes' affected the above.

In my opinion, the 'changes' were a waste of money. Traffic enforcement and proper courts would have been much more effective.

I feel that the changes at Oakville are ridiculous and dangerous. To pull out onto 34--move 2 lanes in front of fast traffic to make a left turn is dangerous. Should have put a tripper light (as at Peoria Rd). Seems a flashing warning light ¼ mile before will alert people. Still a long waiting time to get on 34 from Oakville. Seems the long way around to get across the road.

I am glad I only have a short commute! The problems I see are mostly related to STUPID driving, speeding, unsafe lane changes, and tailgating. I have called police when I have seen unsafe conditions and they were rude and uncooperative. I once reported news vehicles parked too close to the roadway--police did not respond and an accident occurred--MADDENING!

The by-pass from Philomath Blvd. & south 99 has improved safety.

The traffic light at Peoria Road has improved safety.

Police patrol seems heavy at times but for the most part is pretty light.

Changes have been fine--I really like to Hwy 34 east of I-5 made to 4 lanes.

One of the main problems is entering Hwy 34 from one of the arterials. It takes a long time due to those on 34 traveling in the outside lanes. It is next to impossible to turn left onto 34 without using the median due to the amount and speed of traffic.

I appreciate the improvements of the intersection at I-5 and Hwy 34.

I am curious about the paint test.

I no longer use highway 34, it is just as convenient for me to go highway 20.

The on ramps to the freeway is awkward to get on. Turning left to get on I-5 going north (without a turning lane) is dangerous. The message board gets your attention so does the little box that tells you how fast you are going.

I don't think that changing the road will make it safer you have to change the people.

People talk on the phone, read the paper, put on makeup and all kinds of other things that make it unsafe.

Road should be made limited access. Oak street should cross without a jog and have a light. Too bad the intersection at I-5 wasn't made complete cloverleaf, probably at about the same cost.

We need a SAFE bike lane OFF the edge of the highway. If we could ride bikes without fear of being sideswiped I think you'd see a decrease in vehicle use. But the lane would have to be separated from the roadway for that bike riders to feel safe. I stopped using my bikes after several days of commuting to Celwave because of the speed of the cars/trucks and the closeness to them.

There is a great safety issue at Hwy 34 and the Peoria Rd. Coming onto 34 from Peoria you have to sit and wait for people & traffic on 34 to stop (when the light is red) before pulling out. I have seen many close calls because of consistent running of red lights. We need state police at that intersection more often.

Some changes--such as the speed limit and the light reminders are helpful. However, some changes, like the Oakville intersection changes were unnecessary and confusing. It was not an unsafe intersection as long as you were patient and waited for a safe reasonable time.

I don't drive Hwy 34 very often.

I did not drive 34 before 93.

Enforcement is laughable. There is never any visible police presence and most motorists disregard the posted regulations--regardless of their high visibility.

I like the fact that I almost always see a policeman patrolling for speeders. The connector roads still seem dangerous when trying to get onto 34 (especially in the morning) The only good (safe feeling) places to enter onto 34 are at Tangent and I-5.

ODOT did a good job on the Oakville Rd problem--a light would have been disastrous & an overpass too expensive. Wish 34 were 4 lanes from I-5 to Lebanon, I ALWAYS take the back roads now. Everyone on the 4 lane part drives like the speed limit has ALREADY changed!!!! I recommend that the limit NOT be changed in Oregon!

I like them very much. Once again speed seems to be a distracting as some people can't follow another car or else they're in a big hurry.

People trying to merge onto Hwy 34 from cross roads need to understand traffic flow is 55 MPH+ and not pull out to cause accidents. I will always get in left lane to accommodate merging if I can. But someone pulling out on oncoming traffic is a disaster on any highway (not just 34).

I like the greater flow--but I was upset about farmland disputes. I also find the Philomath cut-off to be problematic/troublesome.

Would like some indicator before Hwy 34 heading west that traffic will be merging from Oakville to encourage people to move over.

Extend the 4 lanes to Lebanon--or at least Denny School Rd.

The traffic moves so fast on Hwy 34 that difficult to enter road exiting Oakville Rd or Riverside Drive. If you want to take the exit before the bridge to go to the coast you must stay in the LEFT lane all the way or you can't get into the left lane.

No more traffic lights on Hwy. 34!!!

I would like to have a bicycle lane on Hwy. 34, only on one side separated physically from traffic.

What I'd like to say is that it's a pain driving because if you drive in the right lane everyone in front is going too slow, 40-50 & if you drive in the left lane everyone is driving too fast & they are riding your butt so you can't drive at a normal speed.

It was an okay road before and still is, a little easier to travel and go faster with widening to four lanes, the Oakville Rd. changes are overrated, might help a little--but dumb careless drivers will still get killed.

Something needs to be done to slow traffic coming over the bridge into Corvallis. Too many vehicles run the red light, cars and trucks. Perhaps speed bumps on the bridge, (like parking lots have) would train people to slow down.

The Oakville Rd was a terrible place to enter 34 (much less cross). The changes are an improvement but they really should have routed the street near the Railroad tracks and built overpasses over both.

As long as there are idiots driving Hwy 34 it will never be safe. All the changes won't solve that problem.

I am really upset about the speed of traffic on Hwy 34. I've seen no patrols for the past several months. The traffic goes at least 70 MPH. My family & I drive daily on this road and I fear for our safety. Signs are fine--but I think only patrols actually work.

I used to take Hwy 34 until I had my wreck. When the lights at Peoria Rd were put in and the lights before the bridge, traffic travels quite fast until lights turn red then traffic comes to a sudden stop. This is very dangerous, because you are allowed to go 55 mph, but people are going faster and bumper to bumper. This is scary. Also at Oakville Rd, people pull out in front of you all the time, sometimes at Riverside drive too. When Hwy. 34 was patrolled traffic went slower and it seemed to be a lot nicer. There needs to be changes.

I am scared for my life on Hwy 34.

Although some of the changes have helped, it is the responsibility of the drivers to make 34 safe. It would be nice to see more police and to see drivers slow down instead of using 34 as a raceway. I do use Linn-Benton Loop occasionally might be nice if other do the same.

I only drive Hwy 34 about 1 per month!

Anything you can do to get the impatient asses off the road who tailgate then pass on the left of the fast lane (the turn lane) would be great! I have witnessed many near accidents because of this phenomenon. Those must really be IMPORTANT people!! :(

We live in NW Corvallis, so we don't use Hwy. 34 much. We generally take Peoria Rd when going to Eugene & Hwy. 99 to Salem. We do have friends who live off Hwy. 34 and use it most frequently for that purpose.

I just moved to Corvallis from Albany in March--and I thank God I no longer have to commute every day on 34--my stress level has decreased significantly--and I no longer fear for the safety of my daughter and myself. I try to avoid going to Albany as much as possible now--to avoid 34!!

All the stuff just makes me more aware of the possibilities of the chances of being pulled over may be greater. I see all the signs & lights & stuff so I just look for police more--I really don't see any changes other than that.

The new overpass was confusing--and still is--to drivers who are trying to enter the freeway. There should be additional signs that say a left turn cannot be made to enter the freeway. Cars attempting to do this cause everyone around them to have to stop or swerve around them to avoid an accident.

It is one of the few highways on which I really try to drive close to 55.

Need: SLOWER TRAFFIC USE RIGHT LANE signs

The Oakville Road change has to help. The unusual interchange helps people be more safety conscious. The orange diamonds and flashing lights will effect non-local driver more--and make them aware of the need for extra vigilance in the Oakville area.

Our highways suffer from sign pollution. If the unnecessary signs were reduced people might pay more attention to important ones.

16a. & 17a. These changes to attract attention to signs are only temporary & just become part of the scenery after a few months. 15b. Traffic speed on 34 seems to have increased in the last few months--65 to 70 mph seems to be the norm. I rarely see police patrolling during rush hours. I think the biggest safety problem on Hwy 34 is often no clear avenue for faster moving traffic. Often people will travel in the left-handed lane at slower speeds (often because they need exit left but too many times slower-moving traffic travel the left-hand lane as a matter of course) which makes those who are impatient do a lot of lane shifting, passing on the right and weaving in and out of traffic.

More changes need to be made: extend reduced speed of 45 MPH east on 34 at least out to White Oak. Very few drive 55 or below. Need more visible law enforcement during rush hours it is impossible to merge SAFELY onto 34; traffic is HEAVY and FAST. There is a definite need for public transportation.

I prefer to use Hwy 20 when I go to Albany because it's slower. I only use Hwy 34 if I go to Portland or sometimes Eugene.

The new bypass is VERY confusing--it is hard to know if you are in the correct lane or even going on to an exit/entrance the wrong way.

I had the "pleasure" of being the first traffic incident when the signals went up at Peoria & 34. The person who hit me (going 60mph) lived on 34. In her daily commutes she apparently never noticed preparations for the lights. The sign they put up was near the bridge on the north of 34. After my incident they moved it. She ran the red light & was uninsured. I see people run red lights several times/week, but no police patrol. Further, no one goes 25 mph on the bridge.

Hwy 34 is VERY dangerous commute. The average speed is 64 mph. I rarely see a police car. Because the change in Oakville Rd there has been fewer close calls. I try to drive exclusively in the pass lane to avoid cars pulling out in front of me, which in my opinion is the biggest problem (cars pulling out and not paying attention to what's coming).

Hwy 34 between I-5 and Lebanon desperately needs attention next. Need shoulders especially. It feels extremely unsafe at night and during rainy season.

It seems so much like a freeway that you have a tendency to zone out.

The new south side Oakville exit seems as dangerous as Peoria. I don't see people slowing to 25 mph at bridge. Start warning sooner.

I believe they are positive improvements. I think it should still be regularly patrolled. Speeding & tailgating are still common during peak commuting times.

This is a poorly worded survey. What part of Hwy 34 are you talking about? I can only surmise between I-5 & Corvallis, it is only clear in question one. I use 34 between Corvallis and Waldport. What about this stretch, or to Lebanon?

The more you straighten and smooth a road, the faster people drive. If we didn't want people driving at freeway speed and beyond, then we shouldn't have made it a freeway/speedway.

People will continue to drive with regard to their safety or the safety of others.

Have more police patrolling on the Hwy to cut down on the speeding drivers and the passing of vehicles by using the turn lane for passing.

Don't have car engines build to do over speed limit.

Oakville Rd changes are a pain in the rear. They needed a light put in now you just sit waiting for traffic to clear 100 yards further down the road.

The high quality road encourages speed. These signs that measure your speed might help when traffic is light.

In response to #20, the improvements to hwy 34 have made it a much nicer road to drive, and a safer one due to straightening & widening the road. These improvements have also increased the amount of traffic & the speed at which it moves. In addition I noticed an increase in the speed of traffic when I-5 went up to 65 mph.

Question 20: increased safety short term, no change long term

Question 20: depends on area, Oakville is better. On/off ramps at I-5 are much better, pulling across 34 near I-5 (or Looney Lane, etc.) IS worse because of more & faster traffic.

When I travel from Corvallis to a destination, it is usually a weekend, and usually north. Since I live on the north side of town, my preferred route is 20 to Albany, or 99W to 22 to Salem. I usually try to avoid Hwy 34 due to its reputation for accidents & tickets.

It would be best to reduce traffic and reliance on auto. Increase gas prices to European standards. Put in commuter train & busses. Encourage bike commuters.

Need a stop light at Oakville Road like the one on Peoria--too many people entering a Hwy at 20-25 mph in front of oncoming cars doing 60 or better.

Usually drive to Albany on weekend for shopping. The road seems safer, but I don't drive it often enough to make an in-depth judgment.

I filled this out because on occasion those of us who do not drive in that direction must drive Hwy 34 to get to Salem in a shorter length of time. I hate everything about the drive--seems like a race track. I often go down 99 to 22 to get on to my destination rather than 34.

To bad than wasn't a better way for access to (Looney?) LBCC. That's still bad. More signs needed going west from I-5 -- "Remember this isn't a freeway" Hard o slow down when coming off freeway--speed is a habit. Need be reminded.

Need more police patrolling on Hwy 34.

I think speed limits should be 45 mph going east through Peoria Rd light and should be decreased to 45 mph before the Peoria Rd light, coming from the east with one warning of the light. (Traffic now frequently runs this light at grave danger to those turning onto 34 off Peoria Rd).

It no doubt helped that road has been widened, and I-5 cloverleaf completed. More police patrols would be good. Clear the rocks off the bike lane more often. Develop alternate modes so there are alternatives to driving.

Decreased safety because bigger road, faster cars, more cars. Shrink the road, slow them down, there will be more carpooling, fewer cars. Is I-5 safe? No--it is full of many fast cars. Safety is in fewer cars, going SLOWER, with drivers being DEFENSIVE & COURTEOUS, not the cars or roads.

In all questions you're assuming some commuting along 34. Questions don't fit non-commuter!

I for one appreciate your efforts to increase safety. I've rarely seen a patrol car on that stretch, so perhaps increased surveillance would also help.

I don't drive Hwy 34 (Corvallis-I-5) very often. Usually drive it at 55-60 mph, always have. Some sections slower--old days esp. It seems that people have slowed down a bit, but not a lot. Not sure about the new Oakville exchange--last time I was in the area it seemed more dangerous then before. Those on 34 have more areas to be watchful of--instead of one cross road. The signs make me be more careful but many ignore signs. Turning onto 34--going west from Terra Lane is REALLY bad at night & rain especially.

Question 18A. You still had to drive with traffic. People will pass in the center lane. The board did nothing to slow down traffic. People are crazy. Also they pass on shoulder if they are really in a hurry.

I have found the reduced speed (55mph) and the effort of enhanced driver awareness agreeable. Unfortunately, it seems with the large influx of persons to Lebanon, Albany, & Sweet Home areas in the last 2-3 years, traffic speed has been pushed up a few mph above 60 mph. Most, if not all, of these new commuters are relatively oblivious to the safety corridor and its purpose. Speed will continue to increase as more new people move to the area. Re-education is needed!

They only thing that slows people down is ENFORCEMENT of speed limits. Without it, speeding is effectively condemned. I don't travel 34 very much but when I do, I don't see OSP. It does seem like traffic has slowed on 34 in the last couple of years.

I think you should have several signals all set so if you go 45 mph (in the business district), you will hit all the lights--otherwise you get stopped.

The road from LBCC (Looney) enters 34 right in the middle of a curve. This seems very unsafe.

Try enforcing speed limits rather then lowering them.

After the Oakville accidents, police patrols increased, speed decreased etc. But now it is pretty much back to normal. Likewise, diamonds on signs, lights etc. lose their impact after awhile.

I've heard comments about "how dumb the changes are at Oakville Rd." In my opinion this engineering change is an EXCELLENT improvement to the problem. I do not want more stop lights on 34.

Increase the speed limit to 65 mph, and keep the incompetent drivers off the highway.

I only use 34 as an alternate route when coming S on I-5 usually I use 99.

Too many people do illegal/frequent lane changes and have car radio's too loud. Slow drivers need to be in outside lanes, and attempt to meet recommended speed if weather conditions permit.

More people not obeying stop on red lights, many speeding yet, cases off by pass don't stop on yellow or red--buzz off by pass too fast going east, without looking west at all.

Need help with: 1. Big trucks traveling in groups should be discouraged, 2. Big trucks not obeying signs moving too slowly into left turn lane. 3. Speeding still a problem. 4. Drivers courtesy is still A MUST--but many drivers don't do their part--using turn signals, lights, etc. 5. Traffic lights more in SYNC with other lights.

Too scary to drive.

Oakville Rd intersection change has only lengthened the danger zone from one intersection to a long space from RR tracks to bridge. Flashing lights and intro. signs just before Riverside Dr +White Oak drive+one other road just make for too much confusion--in the dark particularly. Police patrolling increased for a few months after it was made safety zone but now seems to be down to previous level.

I do not drive Hwy 34 except for business, occasionally driving the week, or for pleasure on weekends. My roommate, however, travels it every day (works in Lebanon) & is very happy with the changes on Hwy 34.

Moving Oakville road has increased safety but the stoplight at Peoria Road has decreased safety. When drivers in the right or left lane see someone wants to pull out in traffic & they can move to another lane safely they won't move to let the other person out. Very discourteous drivers.

I would like to see the police beef up their patrols again. I drive between 55-58 mph and almost everyone passes me like I'm sitting still.

I used to live in Lacombe and commuted to Corvallis to work. Luckily I have flextime, so I deliberately come in later and go home later than the "mob." I now live ON Hwy. 34 and am amazed at the traffic difference between rush hour and the rest of the day. People drive as if it's a freeway, and are irritated by any non-freeway behavior, such as driving less than 60 mph, using the middle turn lane, or the stoplights. Speed limit needs to be lowered and more stoplights installed at junctions. Thanks for asking!

At the beginning of the survey Lisa wrote: This is GREAT! I hope you can (make a difference)!

The road looks like a freeway and is driven like it by most drivers. Yet the cross streets are rural and frequently have tractors and slow moving vehicles entering Hwy 34. It seems to me that the heavy police patrols have lightened in recent months. I'd like to see them reinstated.

Much heavier police patrols--some vehicles even pass on the right at 70 mph.

I'm a cautious driver with or without signs. Signs make already cautious people more cautious--Some people you can't help!

I think widening the highway to 4 lanes all the way to I-5 was a big improvement safety-wise.

Traffic still seems to be too fast in certain areas of Hwy 34. In time hopefully these changes will have an impact on the drivers that utilize Hwy 34.

I have been driving 34 since 1967. It's MUCH safer Hwy than before.

How many pages do I get? The changes made to improve Hwy 34 in 1993 were implemented after a tragic accident at the Oakville Road intersection. Both that and the safety improvements heightened everyone's awareness. However, time heals all wounds and we are forgetting that accidents (as well as others) that prompted safety improvements. Some new to the area are not aware of hazards on 34 nor the history of why improvements were made. They drive way too fast (especially younger people).

Specifically, I live on Wolcott Road, and when traveling east on Hwy 34 to get home, have to get in the middle lane at Peoria Road intersections. I find myself competing with traffic going west wanting to turn into Marv's Corner Store or Peoria Road. I have been yelled at, "flipped off," honked at and even chastised by a police officer for being in the way (who later escorted apologized and escorted me down the road to my house.) Personally, I don't think people are going to slow down. I think Hwy 34 needs to be engineered to be safer for residential inhabitants who need to enter and exit onto the highway.

Better highway then the old congested highway from the 7th day Adventist school, and Hwy I-5.

I don't perceive that the changes made at Oakville road have changed safety conditions very much. We (myself included) still seem to want to travel at faster than safe conditions would allow.

I also lived in Corvallis 1938-1962. Hwy 34 has become more dangerous due to higher speeds. Cars from I-5 seem to continue at freeway speeds. A wider, straighter road seems to have increased speeds. Speeds are much too high for crossroads, business access, home driveways.

Because of the number of accidents at 34 and Oakville I have been extremely cautious. I notice the incredible speed of other traffic and I get irritated. I set my auto speed at 55 and I feel like a "slow poke" left in the dust. The orange diamond is great (16a) I notice but only because I am already aware of the danger in that section of the highway.

Pursue the Widening to Lebanon.

I believe Hwy safety is more related to drivers' attitude and habits. These seem to use to be the same as before the changes in Hwy 34 were made.

Speed limit should NOT be increased.

There is more room to make mistakes. I find the speed signs are effective: You are driving 63 mph

Need to reduce speed limit, add more lights. Oakville changes were a big mistake. Should have put in a light there.

I think the light at the intersection of Peoria Rd is still dangerous. If I have to stop there, I look in my rear view mirror & pray the cars stop. If there could be a warning light ahead of the intersection that flashes when the light is yellow/red, maybe drivers would slow before reaching the cars that are stopped.

I usually enter Hwy 34 at the Peoria Rd intersection. I constantly see vehicles on the Hwy run the red light. I never pull out at the green light until I check to see that the Hwy 34 traffic is stopping. There are a lot of accidents at that intersection because of that. At Green (near) Roseburg, they have a flashing light that warns drivers when the traffic light ahead will be turning red. It only flashes at that time. That would help.

I noticed the DOT Paint test. And I noticed the signs and RR crossing barriers which have been destroyed by large trucks. Finally, I've noticed the police. The first was not too impressive. The second encourages me to believe that the truck drivers are semi-skilled at best. I count on the third (enforcement) to protect me more than any other measures.

Speed limit should change to 75 mph.

A lot of accidents at the stoplight before you reach the golf course.

The one problem that seems very dangerous is that drivers use the center "turning" lane as a "holding" area to merge into traffic or an acceleration lane--sometime traveling ½ mile before they actually merge over. It seems like a hazard to drive coming both directions.

Regarding #16a, the orange diamonds attract attention because they are rare. If every Hwy. had them, they'd be less effective.

Changes have been relatively minor and trivial. I feel that if change is necessary, do something significant. Examples might include: installation of a jersey barrier along the whole length (in the middle of the road), to prevent dangerous left-hand turns at many locations; traffic lights at several intersections.

I think they're (the signs) a good idea, at least for fairly cautious drivers like me, who know the history of accidents, especially on Oakville Rd. Some more impatient drivers seem to regard them as a lot of silliness, but you can't reach everyone, can you?

Try clucanes--make it a toll road (make tall lights)!

They need to do the same things from I-5 east that they've done on the section closest to Corvallis. I used to commute from Lebanon to Corvallis for work, and the widened section is a DEFINATE improvement. (A lot safer when slower drivers have a lane and speedier driver can go out around them.) Lights are really helpful at certain hours of the day and in inclement weather (including cloudy!)

Needs to be patrolled more. People are always running the light at Peoria Rd.

I feel it is a injustice to the public to not continue the widening project to Lebanon when they widened it to the freeway. Very dangerous situation at I-5 where 4-6 lanes of traffic converge into the old 2 lane highway. This should be a priority for any responsible manager, it would save many lives. I personally know 5-6 people killed on that road. One of the worst situation I have seen!!!

Yes--why can an underpass be built on Hwy 18 at Grande Round for the gambling Casino and NOT one built on busy Hwy 34 at the Oakville crossing where people have lost their lives!

Please continue frequent patrolling by law enforcement.

Very nice highway, form Corvallis to I-5.

No--but I wish they would do something about Hwy 20!!

The changes to Hwy 34 are all positive changes. I don't agree with how or why they accrued. I've been driving that road everyday for the last 13 years, & from my personal experiences & observations I would have to say the majority of injury accidents were do to either poor judgment or inexperience. No one seems to want to take responsibility for their own actions, blame it on the road condition!

My husband was part of an accident at Peoria Road stop light when someone pulled front of him from the left side causing a chain collision. It is very difficult to drive out that road when your work involves access from White Oak Drive. Crossing two lanes of traffic in the dark is hazardous when night vision and perception is poor.

All the signs and efforts assume that drivers on the highway are the problem. The people pulling into traffic are a big part of the problem. What efforts are made to make them aware and alert?

There has been good changes--yet the drivers on Hwy 34 treat it as an interstate. Many motorists drive 75-80 mph. I'd like to see patrol cars more often.

Traffic light at Peoria Rd & Hwy 34 helped. Needed the same thing at Oakville & Hwy 34. The new road they put in is ridiculous.

If possible please think about a "merge left" sign east of Oakville road for traffic. Vehicles are backed up on Oakville to enter Hwy 34 to travel west.

Additional OSP troopers and Linn Co. Deputies using radar for speeders: monitor lane changes, following too close fail to obey red lights, using the center lane for passing motorists who are going the speed limit & shoulders for same reason.

Over or underpass exits should be made for most all left hand turns on that road.

Why is such a big deal made about this particular road? I would drive faster than I did before 93 if I were not afraid of being stopped by cops--I hear it is a speed trap.

The addition of flashing yellow lights and caution signs have helped me to slow down! I don't like the Oakville interchange. It's "difficult" but my "perception" is that its still a bad intersection.

Uneven in quality: easternmost section (closest to I-5) is very freeway-like, yet appears to have least traffic. Improvement is least noticeable between Corvallis and Oakville Rd, yet highest volume of traffic appears to be in that section. Seems like misguided priorities.

Lets get rapid transit along there!

Not enough experience to comment on several questions.

Orange diamonds and flashing lights on highway signs is a typical Oregonian response to the problem. Drivers ignore highway signs because they don't care, not because they don't see them. The message board distracted my attention from the road the first time I encountered it to such an extent that I almost ran off the highway. The problem with Hwy 34, and certain other roads, is not the quality of the road but instead the attitudes of the drivers. The boy killed at Oakville road died because he ran a stop sign; the road was not at fault. To make a highway safe, maintain the pavement, keep the lines painted, and drain the rainwater properly. Orange diamonds and flashing lights are an ineffective, unnecessary, expensive distraction. If you want to see what makes a highway dangerous, drive I-5 through Salem. Construction projects that drag on for years are very hazardous. Focus on timely repairs to roads and forget about those stupid Orange diamonds. Even idiots see signs, they just choose to ignore them.

Msg. board often distracts drivers too close to gas station driveways! Oakville Rd is a disaster! Left turn traffic to Oakville south is risky at best.

I would really like Hwy 34 widened to 4-5 lanes all the way to and through Lebanon from I-5 junction east. I think the changes since '93 have significantly improved safety an preservation of human life. Even though the traffic has increased their speed.

I rarely drive Hwy 34!

1. People pulling out from Riverside Dr. & Oakville Rd need to be more aware of the speed of oncoming traffic. 2. Slower drivers (ones that go below 55) should NEVER get in the inside (fast) lane as other people ride their tails & cause accidents. 3. The Van Buran & Harrison bridges could be widened (if possible) to allow safer travel on & off Hwy 34.

I don't drive it very often--but my sense is that the accidents that do occur are because people speed AND lack common sense. NO amount of signs can change the (lack of the) latter. I think good speed enforcement + more signals at intersections are the key.

Seems like a stoplight at Oakville Rd would have increased safety much more than what was done. Using the paint that is lasting in the ODOT paint test would help on those rainy days.

Really like the lights that improved Colorado Lake Drive, White Oak Drive and Riverside exits--it helps greatly!! The need to have the white side of the road lines plus the arrows painted at all times in the turning lane off of Hwy 34! It's of much help during fog & when it's dark.

What determines patrol speed signs on Hwy 34? Should the speed allowed be reduced?

The changes are GREAT. Lets change side road to Hwy 34. People have little patience when trying to cross highway.

More and bigger signs asking for LIGHTS ON FOR SAFETY.

The changes made may save more lives but I'm not sure that enough has been done. The late afternoon commute home is still very hazardous at Oakville. I believe over passes or control lights are the answer. And as the community's that use this route continue to grow so will this problem. Look at the Tangent exchange, that used to be the problem area. Much better now. Bite the bullet, spend the money, save that next life.

I think that particular section of Hwy 34 has been greatly improved due to recent construction improvements. I think the section between I-5 and Lebanon needs work desperately.

The changes have definitely affected the way people drive Hwy 34--they drive slower and probably more cautiously.

Need to go through to Lebanon.

Oakville intersection still very dangerous.

Lower speed to 50 from Peoria to Riverside.

The Oakville Rd change was a total waste of money & time better spent elsewhere. By having 2 intersections you have doubled the chance for someone to get hit. However the chances of getting hit ON Oakville Rd were never high & the people that did get in wrecks were the people who WERE NOT paying attention! I drove that road for years & never saw a wreck there. Seriously, why does the government need to protect us from ourselves! Impossible task!

I don't drive 34 very often--live south of Corvallis and use 99W to Eugene and South. Don't go North very often.

As of recent, police patrolling has decreased. Some drivers travel at speeds of 65 or better in the AM. They must think it is a freeway! This higher speed also includes large trucks. It is very difficult to use the left lane prior to moving into the turn lane because of such high speed drivers. It is also hair raising when moving farm equipment on Hwy 34!!

Oakville, like Peoria, should have simply gotten a traffic light (red/green). Corvallis bypass should've interconnected 34 with a cloverleaf, not dead-end (to avoid OSU golf course), as originally proposed by ODOT.

I like them. They make me feel safer.

Glad to see people (DOT or whoever) concerned about this traffic corridor. The increased traffic load is quite alarming especially at the evening hours. I would like to see the speed limit lowered to 45 mph, both for the safety of the traffic on 34 and to accommodate the on/off traffic as well. Also have patrols work on peak traffic hours--not Sunday AM!!! Also: could you let drivers know to get more involved in improving safety--sign boards, who to call, etc?

Oakville Road off/on road changes look worse (less safe) than they used to be. The signs are more effective than pre-1993. The homemade "Dangerous Intersection" was ineffective.

Drivers have to be responsible for estimating/determining/judging other vehicles "actual speed" when entering the hwy. Concentrate on the source of the problem, bad drivers that can't judge correctly. If someone chooses to pull out in front of a moving car, they are at their own risk.

It's the heavy trucks that keep going at lights at Peoria Rd. They go through--needs to be more warning before lights in both directions--intersection is a big problem--I think the only way to "fix" is overpass so Hwy 34 traffic can continue. Overpass should have been included at bridge/crew/signal.

There has been a difference at the Oakville intersection--But I still don't like the changes that were made. Seems there could have been a better way.

Nice work! It is much safer now especially for passing. Cross traffic/side streets/driveways are a problem, consider: limiting access, frontage roads, accelerations lanes.

I generally travel Hwy 34 only to River Rd as an access to Albany--only 2-3 times a year do I go to Lebanon or to I-5.

The blinking yellow light at the Oakville Rd intersection is helpful but is hardly a solution! For a growing problem. The oncoming traffic is far too fast to safely cross the intersection at a decent speed. (Traffic coming from Albany's side.) Too constant of a stream, steady. Difficult to enter or exit Hwy. 34 from side streets.

Widening Hwy 34 was needed due to volume of traffic, amount of use, but only caused people to drive faster and be less courteous. Individuals ride your bumper no matter what speed you drive. I can be driving about 60 (over the speed limit) and they ride my bumper or give me the finger because they don't think I'm going fast enough. I think a good portion of people drive more careless now due to more lanes. They don't pay any attention to signs, etc. They just go.

I feel the changes at Oakville Road used excessive funds (\$!) to handle a problem that could have been resulted with a stop lights combined with flashing warning lights & signs at much lower cost to taxpayers!

Something needs to be done about the people who get on Hwy 34 and stay in the fast lane of traffic and never move back to the slow lane. I'm surprised that there aren't more accidents because of cars trying to zip in & out to get around these cars. Between Hwy 99W and Corvallis this is a problem going east or west.

I rarely drive 34 only if I go to Lebanon (which is about once every 6 months) or to Riverside Hall (about the same, 6 months) or once in a great while to I-5. I am DEFINITELY against the new outlet mall at Tangent. If you think traffic & safety is a problem now, just wait until that mall is up and running.

This should be a limited access truck highway--there should be no lights with a few cloverleaf intersections. Having lived in Midwest--particularly Minnesota--a road like 34 would be more like a freeway--all the intersections and lights are dangerous!!

Would like to see legal speed limit increased.

Orange diamonds and flashing yellow lights, if wet excessively results in drivers paying little attentions to them.

Need better lighting or road painting at Riverside Drive and Looney Lane. Very hard to see these turn-offs during bad weather.

The main safety factor is the wondering/straightening & more limited access out near I-5. The addition of extra lanes & turning lane makes access safer; higher speeds don't seem to matter. I'm puzzled by all the emphasis on Oakville Rd. I don't believe this intersection was/is any less safe than any other. The near accidents I encountered involved cars entering the old 2-lane 34 from driveways or country roads, or from the tangent traffic signal interchange.

Going from 2 lanes to 4 lanes has made the commute to Corvallis faster and in a safety manner only because the very slow traffic now has a lane to travel and probably has calmed frayed nerves. It would be nice to see 4 lanes to Lebanon from I-5 it is very much needed.

Why doesn't OSU subsidize the Linn-Benton Loop Bus for OSU students, staff, and faculty? Like they do Corvallis Transit? This would be very beneficial to LBCC/OSU students as well as decreasing Hwy 34 traffic with OSU commuter.

The changes at Oakville Road failed to address the most dangerous maneuver--a south bound vehicle turning East onto 34. Also, the removal of the traffic light at Hwy 34 and 99E (PRE over ramp) has changed the traffic pattern west bound on 34 at Oakville Road. There is now rarely a break in traffic for a south bound! Someday, it will work!

Many accidents plus one day conditions make route scary. Some improvements help.

No historical perspective for me to make comparisons. Been here too short of time.

Entrance to I-5 (interchange) could use better signs (especially at night/fog).

When do we get 4 lanes on the other side of freeway to Lebanon. A person feels safer with four lanes for ones who think they need to drive faster have a lane and you can get out of the way.

In answering this survey I assume your questions are ALL referring to Hwy 34 between Corvallis and I-5. Other sections of Hwy 34 do not apply in my answers.

I view safety as a parameter of the driver. I'm not confident that most drivers have been positively affected by safety programs. They still do absolutely idiotic careless things too frequently.

Did ODOT get any information from their paint test? I'd like to see the lines better in rainy circumstances. Hwy. 34 in rain is still bad because of the road lines. Fix Looney Lane intersection. The road surface there is bad.

Hard to read all the signs going 55 mph. Maybe if they were spread out a bit more.

The speed limit should be changed to 65 mph. Everyone drives that speed limit anyway. I don't think this has a large affect on accidents. Congestion caused by trucks and slow moving vehicles cause lane backups and impatience and confusion.

Not sure when overpass of 99E was done, but that has helped. Also new interchange with I-5--but it takes getting use to. My wife and I have both got in wrong lane to go north on I-5.

The changes I think will have only a minor affect. The biggest effect would be if the police patrolled during rush hour and pulled a few dozen people over. I almost NEVER see a cop in the early morning and almost always seem to see them at 2:30 PM (when the road is empty!) Where's the logic?

I heard about all the changes when I first moved to Corvallis in Sept. 1993. It definitely made me be more aware of how I drove on Hwy 34--I definitely watch my speed when I'm driving on Hwy 34. However, I don't think there should be an increase in speed traps because most people seem to travel at about the same speed--the flow of traffic is good. If people started worrying that there were speed traps. I think the number of accidents would increased because people would pay less attention to the road and would be looking around more. They'd be distracted instead of focused on their driving.

I surely agree with the spirit of the questionnaire, however, I was at a loss to respond in some cases because: 1. I use 34 infrequent. 2. It is a long highway and I was not sure what part of it you were referring to. I use to go both east and west of Corvallis.

Traffic moved slower and drives more often used headlights in the year after the big changes. But now driving habits have generally returned to the old, unsafe ways.

Hwy 34 is VASTLY improved over it's condition and ability to handle the traffic load since 1990. Still, it is maxed-out for commuter load--as is Hwy 20. A third alternative for commuters from Albany/Lebanon/other valley towns, including Philomath/Alsea is Desperately Needed.

Not a frequent user of Hwy 34.

I suspect that: 1. It will be very difficult to STATISTICALLY separate the effects of higher traffic density, higher speeds and Hwy 34 changes on accident rates. 2. Accident rates will continue to increase inspire of mechanical changes due to higher traffic loads and high average velocity of vehicles.

I live on Hwy 34, 3 miles East of Corvallis & have driven Hwy 34 for 27 years.

Traffic is still too fast too many cell phones in use while driving.

When will positive changes be made where the truck route be Lebanon turns off Hwy 34.

My only negative comment is that it seemed crazy (poor planning?) that repairs were done on Hwy 20 between Corvallis and Albany during the 1993 construction on Hwy 34. This surely upped the frustration and risk for divers on both roads!

The speed after crossing the bridge should not go to 55 right away (from 25 bridge)--maybe 40 mph until after the bypass light where it goes to 55.

More patrolling is needed by police.

The only time I use Hwy 34 is on weekends when I go to Salem or Portland. I didn't answer questions 4 & 5 because I ride my bike to work so I never drive except on weekends.

A light Oakville Road would have been a less confusing solution. I-5, occasionally to homes of friends on Peoria Road.

It is hard for strangers to understand the 55 mph limit--that you mean business. Often people coming to visit get tickets.

In answer to the question in your introductory paragraph, besides trying to improve highway safety, one of the best long range solutions is to stabilize Oregon's human population at levels sustainable for the long time future, which is probably lower than current levels. An OR population of 1 million might be more manageable, all things considered. Let us put effort into this too, and your "safely report" survey ought to reflect this position. It is too often ignored. PS. I am mostly a bicycle commuter.

I don't use Hwy 34 much, but my sister used to drive on it everyday to/from Brownsville & Corvallis. She was lots of accidents and when looking for property to purchase refused to look at anything east of the river where the commute to OSU would involve Hwy 34.

I still avoid it, unless traveling to Eugene via Peoria Road or unless in downtown Corvallis prior to driving to Portland. I usually go through Albany to get to I-5

Improvements have substantially increased the amount of traffic on the highway. One person who seldom travels this road started to do this and then scratched out her choices. Then a person who frequently travels the road filled this out. That's why there are changes.

While at times I've found that to keep with the flow of traffic I end up going somewhere faster. I feel it is more safe. The signs etc. are definitely a Big (?) let you know what to expect ahead of time--It's hard watching all the drivers to avoid a possible situation without the signs.

Since it now looks like a freeway it behaves like freeway.

People still don't slow down when it's posted 50 mph at Oakville area. Average speed from the bridge to freeway is just too fast. I haven't noticed police patrols for a long time. The Oakville change seems very awkward and difficult to get across the highway--but I don't use it.

Much safer than the old Hwy. A sign, more apparent than the existing one, for Looney Lane/LBCC for eastbound traffic would be helpful.

A good impact assessment should be done before an outlet mall goes in. Such a development might counteract all the safety progress made to date.

I rarely drive Hwy 34. (I prefer #20) Too wide and fast. My commuter on Questions 16, 17, 18, relate to the fact that I have forgotten, owing the not having driven that route for 6 months. Make it Dual divided Road carriageway--much safer for this width of road.

You need to make people better aware at the Railroad Crossing especially when a train is going. There's nothing to alert you up the road. I've almost rear ended another driver who slowed down mildly for the train. It's the biggest hazard on that highway!

The overpass construction was a REAL HAZARD--very confusing signal did know which way/ where to enter the freeway--incredible delays. They should have built a completely new bridge--but probably not \$ feasible.

The intersection of route 34 and Peoria Road is a nightmare. The main problem is people "running" red lights. This is epidemic in the Corvallis area. I would like to see more law enforcement during "rush" hours.

The light at Peoria Road greatly increased safety but the widening and "freeway appearance" changes to Hwy 34 allows and encourages increased speed. Many drivers on 34 run the red light at Peoria Rd and the bypass so drivers entering from those roads must be sure traffic has stopped before proceeding. (Need more patrolling on Hwy 34)

Hwy 34 has become easier to travel with the new road which has led to increased speed. I don't believe Oakville rd is any safer than before and I am still cautious going through that area--Columbus is another bad intersection on the north side--especially turning N off Hwy 34 or turning E onto Hwy 34.

I think the change at Oakville was poorly thought out. Traffic crossing Hwy 34 still have to move across the opposing traffic. I realize money was probably not available for an overpass but I feel the changes will merely complicate that intersection. With the new 34/99 interchange, I think the access to LBCC from 34 should be discontinued, allowing only westbound traffic use of it. (Both going to and from LBCC.)

When all the changes were being proposed, it was stated that there would be more police patrols watching for speeding drivers driving peak driving hours. It doesn't seem to me that this really happened--I very rarely see any patrols checking for speeding drivers, but it seems that this would be a good idea to follow through on.

Even though I think Hwy 34 is patrolled more, it is still spastic. A more regular police presence would help.

When we first moved here in 1990 Hwy 34 was a real mess. There were a great many detours, the lines on the road were often faded on non-excitement. I had to make may "dark time" trips to and from Portland airport. New Hwy 34 is a major improvement. I used to often see accidents, now I can't remember the last I saw one.

Mostly found out about the changes on 34 from the signs on 34. Didn't subscribe to the G-T then.

Believe is safer then it used to be from what I have heard. It is a very busy road and I think it should be increased to 4 lanes between I-5 and Lebanon also.

Keep up the extra patrol on 34 east of Corvallis. I think it has slowed traffic some. Now if it could just cut out the tailgating.

I think that the changes at Oakville road went way past reasonable--and they still turn left (going east) at the North ramp (I-5) to Salem INSTEAD of getting into the right lane for North to Salem ramp.

The serpentine changes--Oakville Road is ridiculous. The waste of farmland is inexcusable. The state should not allow construction contracts to drag on forever--case in point--the new Santiam (I-5) bridge(s). This is perpetuating a road hazard for at least 2 years longer than necessary. Contracts should require prompt completion of jobs so the public safety is not jeopardized longer than necessary.

Driving Hwy 34 west of I-5 is obviously much improved sine it became 4 lanes. Only when Hwy 34 east of I-5 (to Lebanon) is widened will it be truly able to assess whether driving conditions are better of worse.

Mostly, the amount of traffic has significantly increased over the years. I think everything done to improve safety has been good, but I have been happier with alternate routes the last 1-2 years just because of the crowding and long waits to get into Corvallis in the morning.

No, but, it would be nice to see a questionnaire on Hwy 20/34 between Corvallis and through Philomath!

I think that there needs to be more STOP LIGHTS!!

I don't travel Hwy 34 often enough to answer these questions. It's not my usual route.

The left turn lane at Hwy 20 (to the coast) is not sufficient to handle the amount of traffic. Very often, drivers slow down and/or stop completely in left turn lane, on Hwy 34, in order to merge into traffic. This is an accident waiting to happen.

1. East bound traffic exiting across oncoming traffic to get to LBCC is major potential disastrous situation. 2. Rush hour backup to turn on Corvallis cutoff also creates dangerous situation. 3. Back up on Harrison Bridge in morning rush hour also dangerous.

Police patrolling sometime seems to have increased some types of dangerous driving (rapid decrease in speed & sudden left to right lane changes when people think they see a police car.)

Have only been driving on Hwy 34 for a few weeks, so I can't compare to before. However, drive seems safe enough. Intersections are clearly indicated, so I am wary as I pass through them.

The changes at Oakville Road are good and the freeway interchange is MUCH better. In general money was well spent.

I wish more people would use their head lights in the morning and evening like they should. Also people would not go like the Indy 500 in the morning. If I leave 5 or 10 minutes late it is like a whole new ball game and they try to run right over you. But I have seen some change. One thing that would help is a passing lane from I-5 to Lebanon, one day.

It needs to be four lanes all the way to Lebanon.

The only noticeable change on 34 were the paint lines that tested the durability.

I think the changes at Oakville Road have helped but with the truck traffic. I wonder if a light system might have been a better choice. There are still problem areas--Terra Circle, Colorado Lake, Riverside Drive, White Oak, Looney Lane, etc.

More patrols

I have driven to & from Corvallis less than 10 times. The first time was Sept. 95. I live and work in Portland.

Biggest improvement is widening to 4 lanes--much more effective than the various safety experiments.

Access to Hwy 34 is extremely difficult and hazardous from Peoria Rd etc. There could be improvements.

Please don't put any more stop/traffic lights on Hwy 34. Traffic is already congested enough!

Too many speeders on Hwy 34--If it were patrolled like 99 near the Eugene Airport then the level of safety would improve.

The road is bad after I-5 going to Lebanon.

I would say that things are a bit better on 34 and a lot of it is due to increased police patrol as well as the re-construction. BUT, I HATE when a driver will pull out right in front of you from a side road and go slow! (when you are driving 55-60 mph on 34 in the right lane!) These people are IDIOTS!! And increase risk of accidents!

This is not a well-written survey--Next time, use the Survey Research Center on campus to put together a proper instrument.

I think 60 mph should be the speed.

Seems to be a biased survey. I suspect, for example, that those concerned about the safety of Hwy 34 will be much more likely to complete this survey than others. Designed for those who believe a difference should be made.

I know very little about the topic. The newspaper articles I've read have caused me to be more aware of intersections & safety in general when I do use Rt 34.

I feel changes from I-5 east to Lebanon should be a higher priority. There are numerous accidents on that stretch of highway that could be avoided if change lanes and turnouts were added.

There is too much going on--too many intersections for it to ever be a safe highway. Streamlining the road and facilitates & encourages speed. We really need more mass transit. Frequent, reliable, affordable commuter trains and busses. Semis belong on freight trains. We need fewer roads, not more, bigger faster ones.

Since I tended to drive 55-60 mph (or slower in for) my driving habits didn't change with the changes.

I bicycle 34 to Peoria Road and to Oakville Rd--very dangerous for bicycles. Traffic too fast to cross safely. Should have signs about bicycle route--watch for bicycles

Very dangerous to pull onto 4 from Colorado Lake Drive. Need more lights to show down traffic. It's an absolute nightmare and I dread it every day--twice. Need more stop lights. Need more stop lights. Need more stop lights. Need more stop lights. Need more stop lights.

One of my co-workers was involved in an accident at 34--Peoria Rd intersection after the light was put up. It increased my awareness of the traffic problems on Hwy 34.

Please put signs up BEFORE the I-5 intersection to indicate the junction layout! Frequent users have no problem, but I frequently see out of area drivers confused and making sudden lane changes. Left turns a signals onto the ramps designed to make traffic from the other direction. Please attempt to decrease speed of heavy truck traffic. Tractor rigs often pass me doing 65-70, yet I have never seen any pulled over by police.

The widening of Hwy 34 has made a big difference to make a big difference to my driving enjoyment, but the increase in number of cars seems to cancel out other improvements.

Some of the changes were beneficial--signs, etc. Some, in my opinion, a disaster! The Albany bypass is ridiculous as is the circle about the Oakville road by the KOA--what a stupid mess--why not just a light--no! All kinds of money spent & confusion for drivers.

I don't use 34 enough to make my reply valid.

In regards to the safety factor: I think the changes made should have made driving the highway safer, however I think drivers (including myself) take the new safety features for granted and are driving much too fast. I don't feel as safe due from other drivers and the high traffic.

I usually commute Hwy 20 to avoid the congestion on 34.

The major influence has been increased police pressure.

Traffic too fast. I think limit should go to 50 mph. Average speed in 60-65. Not policed enough.

I avoid traveling on Hwy 34 but 20 is getting to be nearly as bad.

I don't drive this route regularly. It is an access route to I-5 eastern destinations, and some local business.

People are still approaching the bridge from the east at a pretty high speed stoplights at some intersections may be helpful in some ways except that people are often up to high speeds when they approach the signals, so could cause a problem trying to stop.

Driver drive too fast.

I'd like to see heavier patrolling on the West end of the Van Buren approach. I feel most vulnerable as motorist accelerate to pass me to reach the bridge ahead of me when I am in the appropriate lane, observing the speed limit--especially in the morning.

The connection to/with I-5 has improved a lot, but what a speed trap. 55 mph is simply too slow.

I can not give precise information, as I have started driving on Hwy 34 just recently.

I'm here on sabbatical & don't travel 34 much. If there's a reasonably convenient way to avoid it, I do.

I rarely drive 34 so many of these questions don't apply to me.

Try painting the lines on the roads so they are visible in any weather conditions. Have you tried driving 34 at night? Half the lines are not visible at all, it's a guessing game! In fact you can say the same for many areas on I-5 between Albany & Salem. How about moving the bike path off the highway, rather than it being a part of the highway. (Like it is between Corvallis & Philomath, or along Walnut by the horse barns!)

It does appear speeds have increased, but I'm not sure that's all bad. I rarely see vehicles waiting at Oakville Road entrances. Probably the more dangerous road now is the Looney Lane left turn to LBCC and right turn on McFarland Road (actually those waiting to enter at this turn.)

I commute to Corvallis from Lebanon every day. I would like to see the stretch of Hwy 34 between Lebanon and I-5 improved to the same level as from I-5 to Corvallis.

I have a sense that these changes are confusing and not a lot safer than before. Too bad we couldn't have had a controlled interchange there.

I haven't been driving 34 on a regular basis long enough to answer some questions.

The big problem with Hwy 34 is: People pull out on 34 from Oakville Rd etc. without considering how fast people are coming, thinking they will stop for them. I think they get impatient. Slowing down traffic any less than 55 would be more hazardous. People get impatient trying to weave in and out of traffic causing more accidents. They already do that now.

I thought that the road work on Hwy 34 would never end. But now that it is done, west of I-5, I look forward to it being done east to Lebanon.

Continue on and widen from I-5 to Lebanon.

In bound, between Peoria Road and the Willamette River bridge, cars do not slow down--as the high was signs warn. Rather, they do their slowing down about at stoplight or maybe only when they get to the bridge.

Widen the east side to Lebanon, it is a very busy dangerous stretch of road--no shoulders & curvy.

I bicycle commute occasionally (2-3 times a week) from Peoria Road into Corvallis. Having the shoulders clear of loose rocks & debris is greatly appreciated!

No--but about the survey: I don't drive 34 enough to give good answers. There should be a category in each number allowing those who don't use the road to skip to other numbers or a "don't know" number choice.

We should consider adopting a system in use in UK called "accident black spot." For each type of highway there is a "normal" number of accidents to be expected per mile. Any sections of Hwy that consistently exceed that number are identified as "accident black spots" and are sign-posted accordingly.

The flashing lights may cause some epileptics have seizures while driving. Please DON'T use flashing lights to alert drivers--cars still drive too fast--might as well increase speed limit there--Good Road--Might want to have one more stoplight at Looney Lane turn off.

Too little--too late. The highway is developing into a really dangerous condition. Driveways going right onto a 65 mph traffic pattern, especially for left hand turns are a prescription for disaster.

I can't answer questions 18-20 because I have only been traveling highway 34 for 6 months.

Oakville Road intersection still dangerous. A traffic light should have been installed instead of the current intersection reconfiguration.

1. Some 34 intersections seem too dangerous. 2. We need 2 lane bridge when Harrison Street Bridge crosses the Willamette River.

I don't think that the changes to 34 will help much when the problem lies with the drivers. Any idiot proof solution will only make commuting worse for those that travel 34. I would suggest better public transportation to keep people off the roads.

Worst thing about old Hwy 34 was lack of white stripes or reflectors at night. Some better now, but on dark, rainy nights driving home from Portland it is still not what I would call adequate lighted or marked with reflectors/with marks at edges all along the way. I think the Oakville Road change may cause MORE accidents since it is so strange a pattern of traffic flow.

It's much better driving conditions with the changes, Thank you.

At the Oakville Road intersection I think it would be wiser to have a regular traffic signal.

The changes made to Hwy. 34 are mostly very positive. In driving to Portland from Corvallis I USED to alternate routes for reaching I-5 between Hwy. 20 through Albany and Hwy. 34. Since the improvements to Hwy. 34, I have been using it almost exclusively.

At Oakville, drivers are still darting across the traffic--the "accident" is going to happen.

Oakville Road was only real criticism. People traveling through Oakville now must enter traffic flow of 34 west bound--immediately negotiate to center lane to exit crossing east bound traffic flow. It appears to have increased opportunity to get in the way. Was an overpass considered?

The speed that people drive on Hwy 34 is really scary, but if you go the speed limit then you become a road hazard as people zoom around you. How do you do anything to slow folks down? I go Hwy 20 to Albany or 94 to Eugene whenever I can.

The stoplight at Peoria Road and Hwy 34 makes it much easier to access Hwy 34 to the left, rather than try to get on from White Oak Road when turning left, I always go down to Peoria Road.

Mark turning lines better with more white line not yellow and back more.

Increased traffic on 34.

The Oakville Road change scares me. I'm glad I don't have to use it, but I feel uneasy about it when I pass it.

1. In England we saw signs saying "dangerous intersection number of people have been killed at this intersection." This had more effect on us than flashing yellow lights. 2. Oakville Road needs an overpass to be effective. 3. Intersection east of Harrison bridge & Philomath Blvd. to Hwy 34 is extremely dangerous. People are running the stoplights of pulling into traffic.

The Oakville Road changes do no good at all. You still have to sit and wait for long periods of time to go from Oakville Road east. A light would have worked the best.

The most dangerous place now is the left turn lane from Hwy 34 to Looney Lane going toward LBCC. If there was a way to close the left lane and channel the traffic to 99E it would be a big help. On that turn people are always cutting it too close on the turn across traffic.

I hate what was done at Oakville Intersection with 34 but DOT obviously didn't listen to the public!!!

The "Sullivan" effect will likely result in increased awareness. Sullivan turned lights up, then down and found that people worked faster in factories. His conclusion--they were being affected or recognized as important. Thus, changing signs, lights, and signals will probably lead to continuous safety. It never stops!! There is no one correct answer. So, your next question is "how often should we change signals, colors, shapes, etc.?"

Need to remind drivers that they should change to the fast or passing lane, if possible, to let cars enter the highway from connecting streets (Columbus, Oakville, Riverside, Colorado Lake.)

Center turn lanes were the biggest improvements at Colorado Lake and Looney Lane.

I drive 60-62 with the cruise control and I get very annoyed with the jerks going to lane-to-lane at 75+ mph.

We live off of Hwy 34 & work in Corvallis, lot of people stay in the left lane making it difficult to enter Hwy 34 going west. Have to use the turn lane to merge. Traffic in the morning, fast, not very courteous people! A lot more accidents at Peoria Rd. People running the light on 34!!

Lower the speed limit and police the road frequently and issue tickets. I previously worked in it and would end up shaking because of the speeding and reckless drivers frightening me.

I'd like to see more cops around the Peoria exit. Every morning around 6:50-7:00 so many auto's run the red light on 34 that when you pull off Peoria Road with a green light you have to be very careful and make sure every one has stopped.

Too many people ignore the speed limit. I can be 5 mph over the speed limit and others will pass me going much faster. If I'm passing someone else, people often come right up on my tail and nearly rear-end me trying to get me to move out of the way. This, when I'm going 60 mph!

Until people begin to feel a responsibility while behind the wheel me amount of changes can make a big difference but they do help some.

I've been driving Hwy 34 for the past nine years. Until the changes were made it seemed that everyday (work week) there was an accident after 5:00 PM. I'm glad to see this decreased. Nobody wants a ticket, however when there are police officers on Hwy 34 it seems to slow traffic down (even myself) and that's good!!

Due to changes the amount of traffic has significantly increased!!!! It is difficult to get onto Hwy 34 between 7:30-8:30 AM. Other alternate routes need to be found.

The changes at the Oakville Road intersection is a BIG JOKE. There needs to be a STOP LIGHT. Stop wasting gas tax dollars and do the right thing. What ever happened to common sense?

I use highway 34 rather infrequently--but continue to feel that extra alertness is needed on this section. I avoid turning across traffic as much as possible (use Tangent ex access LBCC for example). I felt the Trysting Tree turn is dangerous--speeds still seem to be high--but the wide & smooth road seems to encourage it. I caution my "in training" student drivers--especially when driving this section.

When 34 was narrow speed was dependent upon a vehicle: farm machinery or truck=slow, small vehicle=fast. When 34 was narrow the majority paid attention; with new 34 drivers seem to space out quite often. With the old 34 I would drive with the traffic; with the new 34 I tend to view it as an extension of I-5 and drive accordingly. And I still can't figure out why police stop the cars they do--I've never been stopped and I consistently drive over 55 on 34.

The stop lights are the most beneficial change.

Basically my answers are of little value since I do not commute on Hwy 34. I may drive one way about once a month, you would get better results if you target regular drivers of 34 only.

There are now NEW problems--most relate to how we humans behave! i.e. at Oakville Road, if (traffic) car drivers, coming from south Oakville wants to go left (heading North on Oakville) and traffic is too heavy to go left an option is to go right and turn left on Oakville Rd off 34 and returns. However, if irritated or in a hurry I have seen cars loop across the entrance in order to quickly go back west of 34 as desired (dangerous). Traffic from the industry also makes problems.

The changes have allowed traffic to move more rapidly as if it were a freeway. Either you pace your speed with everyone else or you have everybody changing lanes causing safety concerns. Looney lane needs better visibility or closed to through traffic. I avoid Hwy 34 because of the factor that is being allowed and not patrolled enough. Better surveillance is needed.

I think speed was slower for awhile (when the push of the safety corridor was made) but now is just as fast since other area speed laws have changed. I know they've said fatality rate down but the changes at Oakville were more expensive then a stoplight--remember we had to get used to one at Peoria Road too! I think gone sight of the fact that Hwy 34 will only continue to grow with business therefore increasing need for additional stop lights anyway.

I see wreck or near wrecks every week at the Hwy 34--Peoria Road. The traffic on Hwy 34 ignores the traffic lights. There needs to be increased patrol at rush hour traffic!

When are you going to finish the road--Lebanon to the freeway is just as dangerous or more so then the freeway to Corvallis was.

When going east bound and turning left on Oakville or Looney it's nearly impossible to turn.

The changes on Hwy 34 are note worthy, however, commuter traffic morning and evening feel so safe they don't seem to notice the speed limit. Also, at the rate of increase in traffic volume since the improvements to Hwy 34 how long will it be before Hwy 34 will need to be a 6 lane hwy or Hwy 20 (also 4-6 lanes), as an alternate route? Hwy 34 will be a major gridlock during

A 4 way light is still needed for those of us who pull out from Oakville Road and head east. Farm equipment is extremely difficult to move out. With the speed the TRUCKS now travel, you take your life in you hands when entering 34 from Oakville. Just this week I was nearly killed by a huge truck with long trailer traveling too fast.

Speed needs to be held at 55 mph. Trucks exceed the limit too much. A few drivers drive Hwy 34 far above the limit.

Because more confusing. To many built on roads and turns. I don't like the change in parts of the road turns. I know it's a tough situation and I appreciate your concerns. If folks weren't in such a hurry, they'd be OK at the crossing (Oakville). In my humble opinion a amber light would be better.

Get 34 done right all the way to Lebanon (it's crazy not to), Economically--safety consideration-time factors. People speed on 34 (from I-5) to make up for boondoggle before from Lebanon. We can't believe how crazy that is! (Lot of angry people!)

More visible patrolling would keep traffic slower—maybe-

I have driven this road for over 35 years. The improvement made years ago made drivers relax more and not pay attention to driving. I have witnessed many drivers reading while traveling 60 mph mix that with inconsiderate drivers and there will be some type of accident.

(Question 17)--I must have grown used to the blinking flashing yellow lights, because I don't recall them.

I am not aware of changes to Hwy 34 before my time. To improve safety install flashing yellow lights at intersections or on/off intersections with turn couplets to warn oncoming &

Oakville is the main increase in safety along with overhead lights at the intersections. In areas there are too many control or "attention catching" devices.

The Oakville intersection is still very dangerous when turning left off Hwy 34 onto Oakville. Also when turning left off Oakville onto Hwy 34. There are the same problems at Riverside Road and Looney Lane. The changes helped somewhat until traffic lights or over passes are installed, left turns will remain hazardous.

We think there should be a red and green light at Oakville. It is very difficult to make left-hand turn off Oakville Road onto Hwy 34.

I truly believe the driver involved in the fatality was careless in judgment, obviously had influential powers--Oakville road has had some accidents but none that had the affect of the careless, inexperienced young man from 1993--I feel lawmakers have gone overboard to hand hold some noisy individuals. I see accidents/fatalities at Looney Lane/Hwy 99 regularly and still no right hand turn lane. Why?? Judy Hildebrand 926-4739

The changes did not stop the high speed people drive. On more than on occasion I was driving too fast, 60+, and many passed me like I was standing still. Maybe speed bumps would help at the intersections, just a thought.

I believe that the big improvement on safety and making people slow down is highway patrol officers seem to be out & about (more visible) than previously. It sure makes me really think about speeding.

If you patrolled more heavily things would change for the better.

No more traffic lights. We need improvements from I-5 to Lebanon now!

I find that it is almost impossible to enter Hwy 34 from my driveway to go west--more patrol cars to slow down the traffic--Hwy 34 is a nightmare now.

Traffic light at I-5 and 34 is a serious hazard to those exiting/entering I-5. It also creates large traffic jams & blocks business driveways. Traffic flows much smoother without it & I feel the area is safer without it. IT IS HAZARDOUS. Also--there are too many signs and warnings on 34--they are distracting & some are insulting. (WE KNOW IT IS NOT A FREEWAY!) Also--changes & construction too way too long to complete--more wasted tax dollars!

Current information about the actual speed limit on Hwy 34 has been very confusing since the Federal speed limit was repealed. Better information should be communicated to the citizens and media in this mid Willamette Valley.

When are you going to improve Hwy 228???

I think they should have installed a signal light at Oakville road with warning lights at the curves east of Oakville road. I think the biggest hazard on 34 is due to people using the fast lane to do the speed limit or less and refusing to change to slow lane. I feel this is important to enforce(or more) as the speed limit.

I feel there needs to be more police patrolling Hwy 34. I drive 60 mph and cars will fly by me as if I was going 30-40 mph. Especially in-between Lebanon and I-5. This survey is EXCELLENT

In my opinion it is very seldom the road conditions but the drivers who fail to have control of their cars that cause accidents.

Still need more police patrolling.

Increase the speed to 65 mph so people driving over 55, which most do, won't drive paranoid and erratic speeds. More lighting, especially at night and in the foggy morning. Flashing yellow light at Columbus Blvd.

I still think that stoplights at Oakville Road are needed. More police presence is needed, especially around Peoria Road, I have seen many near misses by large trucks running stop lights. I myself had many near misses at this light. Why don't you see police ever pull over trucks??

I believe the change at Oakville was needed badly. It will increase safety.

Driver Awareness is the only thing that will really improve highway safety! I think it should be a state or national law, that every car and truck on the road should have their lights on regardless what time of day it is. I have seen STATE POLICE driving on Highway 34 WITHOUT their headlights on.

Speed too high. A light is still needed at Oakville Rd.

I would like to see a yellow warning light both east and west for the signal light at Hwy 34 and Peoria Road to warn when the light is about to change mainly driving a semi pulling double trailers the light can change very quickly.

I want the speed to stay at 55 mph.

They need to slow traffic down sooner when approaching Corvallis because of the amount of trucks that enter the highway. Need flashing yellow lights at every major intersection i.e. Riverside, Looney Lane, Whiteside Dr.

Overall, the improved "Quality" of the road has lead most drivers to drive--65mph. I find it hard to make left turns into and out of businesses and roads on 34. The center turn lane does help. Seems police not stopping anyone unless they are doing 70+. Volume of cars/trucks seems increased since '93.

Hwy 34 is a very dangerous highway especially Oakville Rd and Riverside Dr. The intersection at Oakville Rd was a stupid idea by some dumb traffic engineer--typical college graduate. Traffic lights should be the same as Peoria Rd and at I-5 interchange.

I would like to make a suggestion: In Seattle, where they have car-pool lanes, they post signs with a phone # to call to report violators. I've wondered if the same thing could be done on Hwy 34 to report speeders. I think just the signs themselves--just the threat of being reported--would slow some people down.

People just travel too fast on Hwy. 34. Trucks travel way over 55 mile speed limit almost impossible to enter Hwy 34 going east from out driveway. Need more traffic control.

The intersection at Oakville was a farce--\$ wasted there were other logical ways to direct

Comments: Lately, since the weather is better and more people are traveling, Hwy 34 is more congested; we noted this last Sunday, June 16th, and some exceeded 55 mph by 10-15 mph with no police in sight as we went to church and returned home later about 2 PM.

Much of what you ask about appears to assume 34 from I-5 to Corvallis. I live in Tangent and work some days in Lebanon. I go to Corvallis occasionally on personal business thus most of my drive is on older sections of 34. I also believe: if you improve a road cars go faster so when an accident happens it is more deadly.

Install traffic lights as needed (Oakville Rd, Looney Lane from LBCC, Riverside Dr) if these lights were installed and synchronized it would create a break in the traffic for those entering from lesser roads.

I thought Oakville

I think this road was designated a safety zone. It probably would not make any difference but I thought it would make more sense to call it a hazard zone.

Never enough speed enforcement on any of Oregon's Highways.

Our input on Hwy. 34 hasn't done any good so far. I don't expect it to (our input) get any

It doesn't make sense to think that #34 can handle all the traffic that uses the hwy from Corvallis to I-5 safely. Not all traffic exits at 99 or I-5. It must be 4 lanes to Lebanon.

I have driven 34 from Lebanon to Corvallis for 18 years and the changes are good but, 34 from Lebanon to freeway is the most dangerous I have ever driven my life.

Too many cars exceeding legal limit.

Rumple strips before the traffic light would help warn people in the evening.

Four lanes is fine. Lights and new ramps at I-5 is good. Oakville road intersection is a joke--should have a traffic light.

The speed should increase, everyone drives faster anyway.

Widen to 4 lanes to Lebanon.

Hwy 34 problems are much the same as elsewhere--people are in to big a hurry and the state of Oregon can't seem to put stiff enough penalties on infractions to the rules--& if they would they darn court system wouldn't enforce the fines or penalties.

More police patrols are necessary.

I think that even though I haven't noticed my change in speed that the lights and signs have increased driver awareness and this is where the gains have been made in safety. There was initially the decrease in speed when the changes were firs made but it seems that there is no

No safety measures will be effective until people obey them. It is incredible the risks people take on Hwy 34 with the deadly weapons they call cars. I have seen the death and destruction. I spend a great deal of my time untangling people from wreckage of cars, most accidents are directly related to excessive speed and following too close. I am a paramedic firefighter with tangent fire and Albany Fire Departments. I know what I am talking about!

I live and work in Salem and ride the bus to/from work. My only trips on Hwy 34 were for pleasure not work related.

I lived in Albany 20 years ago. Then moved and came back to Salem area a year ago. So really don't know much about 34 now.

Thank you for the survey.

I believe that the presence of patrol cars have made a difference in how fast people travel on that road. That area is known for being an area that is frequently patrolled by the police. Many more people adhere to the 55 mph speed limit on that section of roadway than in other areas.

Not a real heavy user at this time but have and did notice the sign use in the last year or so was very good I thought.

Nothing works better than cop cars.

Intro: I have driven Hwy 34 a total of 5-6 times in my entire life. My answers are based on that
It is rare indeed that I drive Hwy 34. From Salem, Hwy 99W is more convenient for us.
Our use of 34 is very occasional! 99W is used more by our group.

I don't use it enough to notice much to answer your questions. I like it for scenic value and easy drive, prefer to I-5.

You've done a good job and it is appreciated. *smiley face* Thank you for the opportunity to let you know the above.

Not all that familiar with Hwy 34, take 99W to Corvallis from the Salem area whenever possible. Don't like I-5 or Hwy 34.

Question 3: Working for BLM, I travel this route to lands we manage near Mary's Peak.

I moved here in '93 no have no comparison prior to that. I feel the speed limit could be increased due to the excellent conditions of the road.

The changes to the Oakville I think that most accidents are caused by people not paying attention and following too close. A major problem is the mobile homes being towed at speeds over 65 mph. I have seen this many times and several of those with no pilot cars.

I usually (every day) drive I-5 to Lebanon. It is much less safe. I hope you are asking these questions to find out what would be effective on this other section of 34.

I only drive Hwy 34 very infrequently.

People disregard slow moving farm equipment and create extreme hazard.

Increased traffic volume have offset many of the safety improvements.

The main reason the changes have hopefully increased safety is because the changes have given more notice and perhaps more attention is now brought on to the surroundings. Change= attention in most cases but I don't know what or if there are any effects. I hardly drive the road at all.

APPENDIX F

ADDITIONAL COMMENTS - ORE-22

There needs to be an overpass/underpass for Hwy. 99W & 22, and for the Dallas turnoff.

But one change I think needs to be made is at the intersection where Hwy. 22 you can turn left to go to Dallas OR right to basketslough. There needs to be a turning lane to turn left on Kings Valley Hwy. When traffic is heavy like late afternoon or evening and so many people are turning left at Rickreall turnoff--I often drive right on by to the next one & have noticed quite a few people do that. For one thing you can travel faster on 22 & KV Hwy. as it isn't as congested as Rickreall Hwy. to Dallas.

The special treatment used to keep water spray down is a blessing. I wish all roads were treated in such a manor. Miss the "blue" device by the manure pit to show when below 32 degree F.

I believe when traffic moves at the 50 mph speed limit, Hwy. 22 is safer. Traffic doesn't always travel at designated speed. In the winter Hwy. 22 is very dangerous with flooding and ice.

Law enforcement of the 50 mile an hour speed limit is very lax. If a speed limit is set, then it should be enforced. The changes on 22 would be much more effective, if they were enforced.

As I am a new resident of this area I cannot answer some of the questions.

The safety corridor has caught my attention & has me slow down to the appropriate speed. Has it decreased accidents? I prefer Hwy. 22 to River Road. I notice several accidents that have occurred there as well. I support your attempts at increasing safety.

I do NOT want a law passed mandating that we keep our headlights on during the day!!

I think if there were more visible patrolling, traffic would slow down. The 50 mph does not slow down 50% of the traffic. I would like to see more citations issued.

There needs to be more solid barriers for dividers in the areas where most of the accidents have occurred in the past. Usually someone had crossed over into oncoming traffic because of no barriers.

Road is much nicer to drive especially in winter. Would be nice to have left turn lanes at intersections past 1st Dallas turnoff, especially at the 2 Dallas intersection going west.

People need to slow down on Hwy. 22. hey drive too fast and pass without clearance. Some of the road is a death trap. Very seldom do I see a policeman on the road.

Reduce the speed limit from 55 to 50 from the river to Capitol manor--in both directions. No one changes speed to 50 mph from capitol manor to college drive in either direction. Poor planning by the transportation department.

I travel a short distance on Hwy. 22.

It appears to me that, the majority of problems on Hwy. 22 are near the Salem city limits. Lowering the speed to 50 mph works good. However when

I really appreciate the changes at Eola and the Park area--the problems of constant running water/ice are virtually nonexistent except in extreme weather now. There is still a problem on traffic turning onto 22 (left turn) at #51 intersection, and at the 50 mph zone from the old Salem Academy street. Stop lights create more of a problem--I don't know. The 50 mph zone is patrolled regularly so usually traffic slows, but I'm not sure. 50 mph makes it safer.

Need more Patrolling.

Reconstruct Rosemont (West Salem) Intersection to eliminate the left lane on from Rosemont onto Highway 22. Slow traffic from Rosemont must blend by yielding into fast left lane traffic on Hwy 22. East bound Hwy 22 should be place overhead as is the west bound & Rosemont traffic passed under to make a east bound merge from the right side of 22. Also extend 50 mph speed zone from its present limit to the Willamette River bridge.

I feel there is about the same amount of accident but they are worse (more deadly). I do appreciate the effort to attempt to eliminate the running water near Eola. It has helped. I feel there should be more police patrols and lower speed from Rickrell to W. Salem, to 50 mph all the way.

Who's money are you wasting??? Why not use citizen reports to stop the same offenders doing all the speeding and reckless driving. We don't need more arrogant cops on that road. Most I know hate the attitude of your state cops and their way of doing things--they cost more than they are worth.

Something needs to be done with Hwy. 22. I have had several "close calls" while driving on that road. There seems to be a real problem with people pulling out in front of cars trying to get into businesses. Maybe there could be one place to turning or some kind of on ramp.

I probably haven't seen many changes because I get on 22 at Doaks Ferry Rd, across from Eola Restaurant. I drive west until I get to Old Rickreal Road then I turn left from the turn lane there and exit 22. I do this around 7 AM, and 3 PM several times a week.

There needs to be a sign put back by the dairy to tell if the highway is frozen.

People usually increase speed at least 5-10 mph if they see speed signs and few take in the condition of the road. I like certain speed signs and follow them. Why post signs if they aren't observed? Why is the world in such a hurry? How many times does a speeder go in and out of traffic and end up right BESIDE you at a stop sign?

The entire "strip" from Salem to the end of the (curved) 50 mph speed zone should be 50 mph. Having the entire "strip" the same speed might increase compliance with the posted speed. The Rosemont merge lane is a very

I had a friend that died on 22 because of the wet spots that would freeze up during the winter. It's too bad that a death has to occur before a obvious safety hazard is corrected. Also while speed is a factor in some accidents most of them that occur are from people that are impatient and pull out in front of oncoming traffic. This road is getting very congested.

It appears to me that the majority of the problems on Hwy 22 are near Salem's city limits.

Lowering the speed to 50 mph works good. However when the overpasses by Capitol Manor freeze in the winter, there needs to be a reader board of some sort warning motorists of the icy conditions--I get tired of being awakened in the morning by the sounds of smashing cars and screaming people--I've called "911" more than once.

The current changes are cosmetic only. To significantly improve the safety of Hwy. 22, the Hwy. needs to become a fully access controlled roadway. Eliminate the at-grade intersections along it, such as College Drive.

Passing lanes and their improvements have helped a lot.

Changing the speed limit to 65 mph instead of 55.

Resurfacing and improving drainage have made driving much safer. Merging traffic crossing over center line is major problem--not always sure car will stop in center lane for traffic to clear.

Traffic signal at Eola Drive would be helpful. Hard to make left turn going east on highway.

The questions were very unclear about what sections of Hwy. 22 you were relating to.

What exactly was done? Who paid for?

How much money did it cost to make the changes? Was it all taxpayers money?

Would like to see more message boards with "slow down" type message. Also would like to see more police patrolling during hours where the most people are commuting to work.

The feeder streets on the north side of the highway west of Capitol Manor still seems to be difficult and dangerous to use. I try to avoid using these streets when I have to turn onto Hwy. 22 eastbound.

Just get work done--been working on it for a long time--delays are expected as normal now.

Very few people pay heed to the 50 miles per hour.

WHY WHY WHY Don't you have BRIGHT highway markers the whole length (not just over the bridge) of the highway?!?!? I almost got killed at a rural intersection (Perrydara) and Hwy. 22 because I could not see the intersection. Fog weather is often bad--rain, for! Lanes are hard to determine. MY 40+ eyes are too old to see the often faded lines that mark highways. Have seen bright Hwy. reflectors go in along much less traveled roads--why not Hwy 22--Why so long?? Next accident -- I will SUE the state!!!! Tell the bureaucrats to use

The road that joins Hwy. 22 (west of Salem) across from Eola Inn is really dangerous. People get tired of waiting and just pull out in the traffic with cars nearly on top of them. I'm surprised no accidents have happened yet. It would be nice to see some kind of change there since the Eola hills area is getting more developed.

Increasing awareness levels on Hwy. 22 is very important. Police patrol always increases this awareness level and is a great deterrent to speeders. Some drivers on Hwy.22 are downright reckless.

Police patrols are the most effective safety measure margin.

The biggest danger on Hwy. 22 is the access roads intersect the way. Especially bad are the access roads that join the Hwy. at the bridge and near the bridge. People cross two lanes of speeding traffic to get into the far lane. Its especially bad in winter. Close those residential access roads.

I feel something needs to be done about black ice around Eola curves. Also don't like "smell" east of the intersection with 99W. The smell is foul and distracting to drivers who seem to drive faster to get by the smell. If you have questions please feel free to call 787-3249. Penny Rusce

Use 22 only occasionally.

The "safety corridor" with added signs and lowered speed through Polk County is a good idea. Unfortunately people still drive too fast and too close. The improved drainage and traction work done in eastern Polk County seems to have taken care of a problem area.

The center turn lanes as at Eola Inn and Oak Knoll Golf Club are truly a plus when entering the two lanes either east or west bound. Traffic moves at high speed along this corridor. A 55 mph sign with a caution sign on top might help also.

Reducing the speed limit is a Band-Aid. Fix the problem--reengineer the road to ALLOW the extra traffic at the speed we currently are driving.

Drive slower on all highways.

1. The road is in MUCH better shape, the rutting was so bad. 2. Less high water. 3. Safer.

Speeds are generally 60-65 mph.

Young people--16-20 have more problems with 2 lane roads. Passing is their problem, they are more comfortable with 4 lane situations--that's the main problem with most heavily traveled 2 lane roads. It's not Hwy. 22 its a training issue. The exception would be near Salem with the ice problems, however the 50 mph areas

Hwy. 22 with the amount of traffic and logging trucks and very few safe pass lanes could use a complete overhaul. More lanes need to be added--an accident or slow moving vehicle can tie us up for hours. I will say winter maintenance is good--but the Hwy. is not big enough to handle the traffic flow.

I have wide tires on my Bronco and it used to be terrible to drive in the rain, large puddles everywhere. My vehicle would float all over the road and I would drive 40 to 45 mph in wet weather. Since the road was redone from Rickreall to Salem it is great. Thanks a lot!! Keep up the speed traps--please.

I like they have worked on the water that would flow across the road in quite a few spots from Areal to West Salem turn off. The freezing weather was very dangerous and even hitting the water would grab your car.

In my opinion I think the 50 mph in West Salem area should be policed more often. I go home the same time everyday, there is several cars that exceed the speed limit. I would estimate at least 20-24 per hour every day.

Majority seems to drive above the speed limit also drivers disobey following distance by often tailgating.

Yes--More police patrols needed.

I think the changes that are/have been made have really helped. This Hwy. has always scared the drive to the large number of accidents but in recent times I feel the changes have helped. Keep it up!

Thank goodness, it's finally repaired. I used to hydroplane all the time ant that was dangerous. I also think the speed limit should be 55 or 60 mph. There is no reason for a 50 mph zone + 55 is slow considering the relative straightness of the route.

I really don't know about the changes I've only lived here 10 months -- I attend WOSC.

When you do use the changeable message board make sure it says exactly what is going on ahead instead of the opposite.

Need to get the (*expletive*) out of the passing lane--These people or would be people cause lots of problems need to be saturated police patrols--to stop these (*expletive*).

I live close to 22--but usually use Edgewater to get to Salem -- so I'm not a good "subject."

Water still puddles up on bridge and corner of Eola. Still dangerous as ever.

Need more patrols factors -- and also need to extend the 50 mile zone west to Doaks Ferry Road most vehicles travel over 60 mph ever in the 50 mph zone--how can we decrease speed?

I think a lot of effort has gone into making changes on Hwy. 22. However, people seem to still drive way too fast. I've been driving a long time and I'm still afraid to drive on Hwy. 22.

Since the speed limit change (US) I have noticed many drivers driving much faster. I believe anyone going over 5 mph over the limit should be cited and fined. Radar speed sign that indicates your speed (see mounted on top of police vehicles along side of road) should be used more often. The new system taking photo's of speeding vehicles should also be used.

Speed limits that are not enforced lead to drivers ignoring others laws, leaving adequate space between cars, using turn signals. Either the legislature should change the speed limit or see to it that posted limits are enforced.

Because using a bicycle on Eola Drive between Sunwood Drive and Kingwood Drive is so dangerous, I'm forced to drive on Highway 22 rather than ride my bicycle. The city of Salems' unwillingness to prioritize bike lanes and sidewalks increases traffic and hence accident risks.

I would like to see more policing as I see there is to many speeding drivers, many very reckless. Our main travel is from Rickreall to Salem. We enjoy the new highway.

As a volunteer firefighter, I've seen numerous accidents on Hwy. 22 and Hwy. 99. I want to see some of the improvements made to Hwy. 22 implemented on Hwy. 99.

I know the speed limit was lowered to "50" through part of 22 but I do't believe it has resulted in traffic slowing.

All the communities have grown considerably and there are more drivers. I have lived in Dallas 8 years now and the increase in drivers is amazing. The casino at Grand Ronde is a heavy traffic factor also. Traffic at 99/22 intersection is heavy and noon seems to read traffic lights--speeding is common occurrence as is crazy lane

I find the 50 mph zone to be of no point. Nobody pays attention to it. It would be better to keep it at 55 mph. as people recklessly pass those who slow to 50 mph.

Yes, if the objective was to increase the safety on 2 it has failed. Eola Inn before the road splits west Salem cut off still very dangerous. 2 stop lights would help also the y from 51 is very dangerous & needs a light.

Increased patrolling has decreased speeds tremendously--but only during patrols. Billboards warning motorists to slow down helped too. But, only while present, again. As in all areas, population growing rapidly and roads becoming more congested. I applaud the efforts the state has undertaken.

More passing lanes.

Some changes have decreased safety by increased speed.

Changing the speed zone by capital manor to 50 mph was a great idea!

Flashing yellow lights & changeable message boards do help, but I seldom drive Hwy. 22 west of Salem city limits and thus cannot comment on this particular application.

There are many areas that I feel would be safe to increase the speed limit to 65 mph. Also, I tend to notice the signs that indicate "congestion" or "congested area" either the orange diamonds or the flashing light may help alert more dangerous areas.

I merge from the Rosemont entrance onto Hwy. 22 in the AM--can be very tricky during rush hour traffic. People are generally very courteous. The entrance onto the bridge from Front street is very dangerous when you have to cut across 2 lanes to take the Wallace exit, especially during heavy traffic times.

It is dangerous especially at Doaks Ferry Rd.

The road surface condition is a large contributor to accident possibility. Especially west Bauret Lane lighting is inadequate in logging area of Hwy. 22 at night. Deer are a major factor yet traffic is so heavy you cannot use your bright lights, so you cannot see the animal on the road.

The drop in speed limit to 50 mph in W. Salem is ineffective in regard to the problem it's meant to solve, i.e.. Accidents due to snow/ice at hillside intersections (a center barrier would be better), and cross-traffic access to Hwy. 222 at these intersections. A trip-light at peak hours with a caution light at most times at one intersection would be better and also serve the purpose of slowing & interrupting traffic.

I would attend the Pentacle Theater on 52 St. if there were a light (green-yellow-red) activated when show is over. A left turn on #22 is suicide without some protection at night and in bad weather.

Visually clarify (further) intersection of Hwy. 22 and Old Corvallis Hwy. The turn toward Independence especially at night, is extremely difficult to see lane lines. Very confusing even after 25 years in this area.

When the passing lane was put in and these no passing signs went up it was very confusing. Some pass if I'm going 55 mph--than I hear they get a ticket. I have not seen that happen but it probably does.

I would like to see improved lighting along the route of Hwy. 22. Though the reflectors did not help, I feel the road is dangerous in the safety zone near Holman Park. It is almost impossible to see expecially when it is raining. The curves make the area very dangerous at night.

We generally only drive between the Rosemont exit and Salem except for occasional trips to the coast or to friends in Independence.

I'm usually a passenger instead of the driver on Hwy. 22 so the signs do not effect me that much. Being 84 years old I drive mainly in the Independence-Monmouth-Dallas area, so my answers are not too valuable.

The speed reduction going into Salem was unnecessary--that was not the problem. The problem was ice and stupid people who were driving too fast for the road conditions. People pulling back onto the Hwy. at Eola from the gas station and the orchard don't pay enough attention to opposing traffic.

A tremendous improvement over the past 35 years--safer by far. I appreciate the work the highway dept. is doing.

Speed approaching center street bridge should have been lowered to less than 50--not enough difference to slow traffic.

Question 4: 9 miles when regular classes, 55 miles one way when student teaching.

Slow traffic to 60 mph.

Always like to see highways patrolled. It cuts down excessive speed. When it's raining very hard would like to see signs reminding people to slow down.

The accidents on Highway 22 several years ago were a direct result of higher than posted speed combined with poor engineering of the road (a water line directly emptied on the road west of Salem, creating an ice rink in the winter.) There needs to be more radar (police) patrol. When drivers speed, they drive 70-80 to the coast.

Driver's attitudes no courtesy, unsafe passing, tail gating when you observe speeds -- and too many LARGE trucks (and congestion) speeding are the causes of accidents there.

(Rickreall Junction) I sold frontage along 99W years ago so a overpass could be built over 22 and its time to start planning for it NOW. I have seen many accidents there, and frustration, wasted fuel and time.

It should be a four lane highway from Bend to Lincoln City.

I live at Capital Manor on Hwy. 22 and in the winter time there are accidents all the time on Hwy. 22. People go to fast and there is ice on the overpass and they hit their brakes and they are in trouble. Perhaps a sign saying "icy when cold" would help.

All the present changes have helped with the accident rate on Hwy. 22, which is presently heavily traveled.

Yes--make a series of speed bumps. Reduce speed limit. Reduction to 50 mph is just a joke. In one area of California that is dangerous they have used a series of 15 sets of about 5 rows of white bumps! It works!

Since I have only driven Hwy. 2 times since almost mid 1993 and only drive the section from Independence Hwy. to Edgewater, I'm not very aware of how road conditions were previous to 1993. I do think the highway is kept well surfaced and thing the roughest texture gives better traction in bad weather.

Until you raise the level on conscious thought of the average driver Hwy. 22 will still be dangerous. Some people just don't pay attention, or don't dare for their safety!

I think most commuters would agree that anything seen day after day will eventually draw no attention. The signs that change (as in 18) are definitely the most effective attention-getter. I no longer drive 10 miles each way on Hwy. 22 (thank God!) and have a shorter commute so I'm not nearly as aware of changes as I once was.

You don't have a crank here but Oregon is the poorest highway police state is all the western states. Plus when Barbara Roberts gutted the Oregon State Police it was a serious mistake. Oregon also seems reluctant to enforce the speed laws and the running of cautions and red lights. Does anyone care?

I see next to no police patrols for speeding. I feel increased police patrols and tickets to speeders would slow traffic down. An access road is needed further west (to Independence turn-off). Business traffic entering a Hwy. is very dangerous.

More patrolling would work.

Peak hour traffic speeds appear to be fairly uniform. Average speeds of surrounding traffic varies much more in evenings and on weekends. Signs and other new traffic control devices lose effectiveness to draw attention after in place for awhile.

Changes probably help, but until drivers slow down to the designated speeds and quit cutting in and out of their lanes, there will continue to be accidents and frustrated drivers, I seldom see any police.

They really need to rework, rematch bad places in the pavement, rough road hard on my vehicle.

I would like to see a safer Dallas exit (west bound) cars come fast around that corner.

At the Y-Independence cut off a longer lane should be there until you pass that B-service station--going east. Still need to slow down up on or at the Y--(going east). Independence cut off too fast drivers.

95% of our trips involve getting on and off at Rosemont Avenue; EAST of the area where changes have been made since '93.

More random patrols by law enforcement (state police or county) to keep speeds of motorist down to legal limits. Continue enforcement by awareness programs of seat belt use by motorists. More information and awareness of ODOT corridor safety program to media and public.

The road conditions are well maintained the bridge is always sounded early on icy mornings. It's a nice scenic highway to drive.

Should increase speed limit. Drivers ignore them!

Enforce traffic laws.

More safety measures are obviously needed. There are far too many accidents and fatalities. Side streets entering the Hwy need some alternatives rather than a slow entry onto a 50 mph hwy.

Improvements to Dallas/Rickreall turn-off made years earlier had much more of an effect --far fewer accidents and fatalities. Need more patrols--people speed and drive like (*expletive*) -- no lights at night--stopping in the fast lane--passing on right, etc.

I now drive only when I am forced to for medical or personal reasons. I have been driving since I was eleven years of age 74 years. In that time I have received 5 citations only one in the last 5 years (Irregular turn.). I have always tried to be a defensive driver. I probably drive 22 on the average of one time a month.

I think they should have more patrol cars for longer periods of time, especially along the 50 mph zone.

1. There should be a concrete divider between the east and west lanes. 2. Exit & entry ways to West Salem needs improvement. The speed limit 50 mph doesn't seem to have made that area any safer. 3. The *patrols are the best efforts that has made Hwy. 22 safer. (*state and county) 4. The area around the intersection of 99W and Clow Corner Road (between Monmouth and Rickreall) is very, very dangerous. Changes may be needed there too.

1. The entrance from old Hwy. to 22 by golf course put a merge lane there. A lot of people don't even stop. 2. Make right hand turn lanes by business around (east of) the Independence Y. 3. Or make a safety barrier with only one way in and out to those business. This could apply to both sides of the road. 4. Rest area is a dangerous area. 5. Make main road on a build up with cross traffic underneath with control exits and entrances like a freeway.

Need to increase the lanes or create an additional route for people to bypass Salem to go to I-5.

No, the changes are great! Should benefit all drivers--if they drive within the speed limit.

Changes help, but they make speedier cars, all the time, and some people seem to want to drive them as fast as they can go.

Yes--near Eola Inn is extremely dangerous when it is icy or snowy -- and there was water leaking across this area last winter which didn't help any. Can you fix this area? The slant of the curve is such that cars just slide towards the river and into the guard rail, when it is icy/snowy!

Change the timing on the stop lights.

I don't get on Hwy. 22 about once a year.

Some of the side roads and driveways coming onto 22 are a nightmare especially near the overpasses--need to decrease speed limit from start of W. Salem exit to bridge area.

The changes have made the driving on 22 worse because the motorists drive faster. I myself have come close to being rear ended by speeding motorist. I think the speed limit should be reduced and enforced.

I believe most of the danger is caused by having too many side streets with direct access to Hwy. 22. People need to merge with traffic. Most, however, use the left turn lane as a starting point to merge into traffic. I find this to be very dangerous.

Every day I get on Hwy. 22 at the last exit before Salem. The lane that enters the fast lane is unsafe because to many people are there to drive faster.

I get on Hwy. 22 at the Rosemont Exit by Safeway. It is very dangerous in the AM (7-8)--cars are coming on you way too fast and will not move over. Sometimes they pass you on both sides while you are trying to merge in. This is scary--can't something be done about this?

Change the speed limit from Salem bridge to Doaks Ferry Rd to 45 mph. Make it a business district!

Pleased to see the additional lanes being added and I feel there is need for more police patrolling on Hwy. 22.

85% of males cannot see orange. Increase patrol is the only way to slow traffic, signs are useless.

More police presence-visible might slow down the speeders--keep speed limit at 50 or even 45 between West Salem and Center Street Bridge (Marion St.). It hops back to 55 on a blind bridge corner and that nasty left entrance from West Salem and Dayton. Post larger bridge speed signs? No one pays attention to the 35 mph and that whole bridge is a nasty snarl.

Not enough changes; drivers need 3 lanes each way and more police patrols for speeders.

The drainage problem on or around Eola curves has not been taken care of. A drainage pipe (large) needed to be put in under the road going from hill toward river.

Before the improvements there were many dark areas where I felt safe only by driving slowly at night. Because of the reflectors through and past the dark areas night driving feels safer even in bad weather. I used to dread driving in the West Salem area of Hwy. 22 where the road surface crowded because of bad weather. After last years work it is so much better. I drive slower than most drivers on Hwy. 22 so being in the right lane help because those 60 mph and over speeders just go on by except when traveling east in the morning and things get more jammed up during the pre-eight o'clock. For me that feels like the least safe time.

The 50 mph section is a joke. I go through it about 6 AM and 5:30 PM and EVERYONE passes me-even if I'm a little over 50--such as 54-55. Where are the police? I don't think anyone expects to see them the times I go.

Received questionnaire on my way to Hwy. 22--2 PM counted 117 west bound drivers 6 had on lights. One was a police care with no light on.

I received this on 6-13-96. On 6-12-96 at approx. 1-2 PM I came upon a 2 car accident on Hwy. 22 in the area of the Touch of Mink. Most unusual that this would show up in the mail. People still travel TOO FAST in that area!

Improvement work was done very professionally. Very welcome job.

Needs to be 4 lane to dramatically improve safety with the amount of traffic. This is especially true at weekend

Paint lines and lane so they are visible in rain.

As one point the curvature of the road isn't smooth, you have to jerk the wheel a bit to make it. I don't know what mile post but it is shortly after the gas station exiting West Salem heading west.

Somehow cars should be made aware that they're driving too fast and conditions during ice, etc. should be somehow made more aware to drivers.

Need more police on Hwy. 22. I only see them right before or on a holiday or long weekends.

I think the speed limit should be 60. 55 is too slow and 65 too fast. The lights on during the day is silly. Most people use their brights during the day, which leaves spots in your eyes and ends up being a distraction.

They still have not corrected the seepage problems that cause ice building in the winter months.

I don't think that changes have been made in the right areas.

Between 18 and 21 interchange to Van Duzen Corridor needs 4 lanes all the way.

Center dividers between East and West traffic.

Keep the springs from flowing across the road in icy season and you'll be all right. I lost a lot of friends because of ice water running across the road from power plant to Holman park. Speed limit of 50 is fine, more signs the better. Keep up good work.

I'm a very cautious driver so my opinion may skew your accomplishments. More police visibility. 50 mph from Eola to the bridges. Continue saturation patrol.

Please keep white lines on edge of Hwy. painted and any other method so visibility in rain and fog is at max.

With the increase of population in the Hwy. 22 corridor, and with the new gambling casinos, efforts should be made to widen Hwy.22 and to increase traffic controls along the Hwy.

It's not enough! It is very unsafe trying to get on the highway. College drive should have a light. Doaks Ferry is very dangerous, and Rosemont entering is a nightmare! Getting on at Safeway is unsafe. I am using 22 less & less because it's unsafe to enter it.

1. The pavement is definitely smoother. 2. The West Salem water leaks are gone. 3. Since I got a speeding ticket I work to keep my speed between 55-60 mph. 4. There seems to be more room in the lanes. 5. Enforcement of speeding, etc. still very sporadic, but more over the last 2 or so years.

Patrol for violators for extended periods, and more often--we RARELY see patrol cars on Hwy 22.

Would be great if one could slow down traffic.

Each driver needs to be MORE RESPONSIBLE about the speed level in which they drive on Hwy 22. Many motorists are going 70 mph instead of posted speed. It's almost like driving on a super speed Hwy! More VISIBLE police patrolling and aggressive ticketing on a consistent basis would be an effective deterrent.

Question 24: Lived in West Salem for 1 year--but traveled it a lot before from Lincoln City.

The changes in Hwy 22 have definitely made the driving much easier. I wish it could have resulted in prompting more drivers to observe the speed limits and the rules and laws that make for safe driving. Hwy 22 from Salem to the coast is most enjoyable. Thank you, State Hwy Dep't.

I've noticed the sign to put light on and do. I think this makes my gray car more visible and is a good safety practice. The main reason I avoid that area is that damn stinky dairy!! (*expletive*)! How about someone cleaning up dead animals (road kills) especially on 99W Monmouth to Corvallis, my work route. Now there are some really safety concerns on that road! Could farmers wait until after work rush to travel or way before!!

We are going to have an increase usage in the future and all changes should be to move a large volume of traffic safely and speedily.

I assume the questionnaire applies only to 22 west of Salem (see question 1) but don't know how far west--assume to the junction with 18. In my opinion, should go for 2 lane each way ASAP.

We need more changes to make this highway safer. Highway 22 is designated for 1970's traffic loads not "sell your soul to development" loads. Changes needed:

- Limit access-concrete barrier down center from SR51 to Capital Manor ext.

- Longer entrance lane at Rosemont.

- "Trouble" lane to bridges

- Signal at Doaks Ferry.

Other possibilities:

- Create Service road

- Concrete center dividers to Dallas exit

- Severely limit crossing

- More Traffic Signals

Changes so far have been like putting makeup on an old whore--still pretty ugly underneath.

Need to:

- Redesign entry to Hwy. 22 from West Salem Safeway.

- Traffic light at Doaks Ferry intersection.

- Vigorously enforce speed laws.

I think police presence does the most to slow the traffic down to 55-60. I also think effort so far, make people more aware and more cautious even though it has not slowed traffic very much.

Thanks for improving conditions. I think seniors here are more careful since it is brought to our attention to slow down and watch for signs more often.

It has been 2 months since I was on Salem Dallas Hwy. and I wasn't driving then. Infrequent use makes it different for me to reach an opinion.

I don't know if there have been less accidents but I do notice people tend to be more careful about changing lanes (not cutting in and out) as they did before.

Despite articles written on the danger of high speed on Hwy. 22--people continue to speed--frequently doing 80 or more MPH! I have never seen patrol cars on Hwy. 22 since I have lived here (1 1/2 years) also traffic continues to speed where leaving Hwy. 22 off ramp to Edgewater (by Capitol Manor.)

So seldom drive out of Salem can not give good answers--sorry.

I hope the 50 mph speed limit between the end of Edgewater and the BPA station in West Salem will remain and be enforced permanently. I'd also encourage retention of the orange colored flags atop the speed limit signs. Please add some flags atop the "resume 55" sign at the west end of congested area near BPA.

All traffic on 22 from the bridges west drive too fast the need is for more police patrolling.

The most dangerous situations are caused by a small percentage of people who think speed limits are for other people. Periodic saturation patrols might cure that. Since people commute every day they'd be picked up eventually even without regular policing.

Getting onto 22 from Oak Grove Road or Greenwood is difficult I find and on from golf course--Heavy FINES might be helpful for us who sometimes speed to keep up with incoming coast traffic--such beautiful country does Highway 22 pass through, it is a shame folks speed so quickly through. Wallace Road is a place too that needs work.

Change is good!

I know this is a dangerous (or was more dangerous) stretch of Hwy--I used to see more accidents. I'm concerned about the merging traffic from W. Salem streets and parking lots of businesses along the Hwy. One place in particular is very hard for cars to get across the westbound & into the eastbound lanes--the meridian area may need to have a sign warning merging--also one where the Rosemont onramp to Hwy 22 feeds in--a merging sign may be helpful. I use my running lights 90% of the daytime travel because an article about reduced accidents and insurance costs in some European countries when day lights were mandated.

I no longer commute to Salem on Hwy. 22--I commute to Corvallis. In 1993-94 I commuted to Salem 3-4 days a week to my graduate internship. My answers are based largely on my commute two years ago.

I like that they have increased patrols on Hwy. 22.

We can make changes but accidents happen because of people. People do NOT do not do so good things while driving, that cause accidents.

I go to the coast about once a year. Sometimes Hwy. 20, sometimes Hwy. 22. I don't know what's going on west of Salt Creek. Even less do I know about 22 to Hebo or Stayton to Hoodoo.

The newspaper reports of accidents on Hwy. 22 are what made me most aware that this could be a dangerous road--especially in Bad Weather!

Oregon's Highways and roads are very good, keep up the good work.

I don't know how helpful my responses are going to be towards this survey. I travel Hwy. 22 less than once a week. When I do travel Hwy 22 it is late at night when the road does not have that much traffic. As for the orange diamonds on the signs, I did see them, but I did not know what they meant. I figured they warned of construction ahead and not the signs they are posted on. I was glad to help out. Thank you for asking my opinion.

I moved to West Salem in March 1995--and usually frequently enter Hwy. 22 at the Rosemont entrance which is a left hand entrance to 22 going East. I wonder why the 50 mile posted speed back at the blinking light about at Academy St. is not required all the way to the bridge? I know it's dangerous, but there's no other way to get onto bridge and to the right lane if you want to go down front street.

The police need to patrol the 50 mph area.

How about outlawing California and Washington drivers?

Add more highway patrols because people tend to speed more than 60 mph. Also, need a sign for slow drivers on the right lane, high speed on the left lane. It has been frustrating when 2 lanes and people behind these cars would like to go faster, but it can cause accidents if people refuse to move over into the right lane. The diverted road Independence needs improvements for gas stations on the right side and before the bridge, people had a hard time to get on Hwy 22--they tend to go in the middle of 2 different lanes. It may cause an accident Salem to Dallas. Need signs for MERGE people had a hard time to get into 22 without an accident.

It is hard to say if the changes have helped. I recall when we had black ice and we had 3 or more fatalities right in a row. Blocking the lanes around capitol manor helps but I don't feel that anything can help Hwy 22 unless there are more patrol cars MAKING people SLOW DOWN!

Very difficult to enter Hwy. from side roads i.e., Doaks Ferry, Golf Course, Brunks, Corner, Nursery, etc. Too much traffic, too fast!

There needs to be a median all the way down to the Independence turnoff with signal there! I was almost in a head on accident there.

I only commute on the last mile before the bridges in Salem (from the Rosemont exit). Therefore, many of the questions about changes on Hwy. 22 aren't relevant. The reduced speed limit, signs etc., were west of my route. (Your questions about the lights on cars means "during the daytime," I presume.)

I don't travel enough to know them.

Interstate from Salem to Junction City.

There are still too many drivers who are oblivious to the potential dangerous Hwy. 22. and oblivious to the speed limit, and act like they are on the freeway.

During rain, snow, and freezing rain conditions still too many accidents.

People are in a big hurry to go nowhere. The majority of drivers go over speed limits, pass unsafely. Law enforcement needs to be more visible.

The main change I have made is 50 through the 50 zone.

More police patrol.

How about the hard bubbles in the road (multi strips) to wake up people approaching on ramps and intersections of speed changes. Several rows to give wake up call in more dangerous areas.

Westbound, when approaching the stop lights as Hwy. 99 and the speed limit decreases to 50, most cars do not slow down. I turn off 22 at 99.

I am very happy with the more recent changes they made--resurfacing it and adding reflectors to the surface to mark lanes. It makes it easier and safer to drive in evening and at night!!

I would like to see increased police patrol.

The only change that will ever make a difference is to have full time total saturation patrols in effect 365 days a year. The biggest problem is that most people do not leave early enough to allow a safe drive. Everyone in TOO MUCH OF A HURRY! It makes me sick! Why not reduce the speed limit to 40 mph for Hwy. 22?

I think the speed limit between the bridge and Independence turn-off should be 50 mph. Very few people slow down to 50 mph. I set my cruise at 60 and do not slow down to 50 or 55 (unless a cop is present) to only speed up again. If the speed limit was 50 (from bridge-Independence Y) and patrolled on a regular basis I think people would get into the habit of slowing down.

I used to drive every day or the week on highway 22 before 1993--to work at Detroit road.
Highway 22 should have at least 3 lanes all the way to Highway 20--one lane for passing.

After several winter accidents near W. Salem due to underground springs freezing water on the road, it took several accidents some fatal to correct the problem. It was a known hazard for a long time but at last hopefully it has been corrected. Hwy 22 is more congested and with more turning on and off traffic than years past, the general traffic goes too fast.

It was a good thing.

I did not hear or notice as much ice problems on Hwy. 22 since the channels were put in. I think the road that intersects with Hwy 22 just before the east and west bound lanes are separated in west Salem should be closed. I see a lot of near misses when cars try to get in the eastbound lanes, especially in the mornings.

I would like to see more patrol in the area more often than just traffic hours. Changes on Hwy. 22 from Independence to Salem are good.

More police patrolling.

There should be a stop light at Eola Inn--this would slow down traffic and make it safer for drivers exiting and entering Hwy. 22 at that location. There should be a sign stating, "This is not a freeway," and, "The fine for speeding on this road is \$100."

The built up divider is an excellent safety item. I do not believe the 50 mph zone is necessary. It is not speed that causes accidents but rather the periodic flooding that occurs. In these conditions, I feel the speed limit should be 45 mph with warning of flooding ahead signs.

These aren't problems with Hwy 22. The problem is with drivers. They speed, are discourteous and want government to fix all their ills.

Hwy 22 and 51--should have a traffic light. Especially dangerous to make a left turn towards Independence when coming from Salem. Also hard to make a left turn onto 22 westbound from Hwy 51, Hwy 99W and 22--need left turn signals for traffic on 99W (Both north and south bound) to turn onto Hwy 22.

I would like to see around the clock police patrol to slow down the speeders. SPEED KILLS not the road conditions of Hwy. 22.

There has been talk of increasing the speed limits on several highways. When will this take place?

Probably the best changes are to make as much 4 lane as possible--theres just a lot of traffic. When it gets real heavy people get impatient and try stupid stuff thinking they'll get there sooner.

The highway is great my concern is that there is no courtesy from drivers for one another and people pulling into and out of businesses create a hazard.

The intent of the changes is good, but without enforcement they don't mean much.

Something needs to be done about the Hwy 22./ Hwy 51 intersection, especially east bound with Hwy 51 traffic entering Hwy 22 and Hwy 22 traffic trying to turn into the gas stations and fruit stands on south side of Hwy 22. Also, next to impossible to get back onto Hwy 22 from gas stations. Also, at 99W/Hwy 22 intersection, new right turn lane for north bound Hwy 99W traffic turning east bound on Hwy 22 is twisted so you can't see the signal color of the right turn light until halfway through the turn.

Too much speed!

Traffic west bound leaving the bridge should be held to 50 mph not 55 then changed back to 50 mph.

Sign that says "End 50" after leaving West Salem (heading west) says what speed limit is not--but not what it is. Its confused my out-of-state visitors recently. Most hazards I've been aware of had to do with turning traffic on or off AND a few rude impatient drivers.

I would like to see as many changes as needed to keep us all safe.

Something needs to be done to improve traffic flow at intersection of Hwy 22 and 51. Its hard to get on Hwy 22 because the approach is plantss and used also for business exits. Moving from 22 to 51 means crossing traffic from the west they come around a corner at 65 miles per hour.

What changes?

Speeds are too fast. Driver make too many erratic lane changes. The worst section is from the Independence exit coming in to downtown Salem. It's surprising there are not more accidents than what there are.

Install devices to automatically record speed and auto license of speeders and mail citations for fines to their registered addresses. It is obvious that police patrols are inadequate for enforcement of speed limits.

There could be more traffic patrols as there are still a lot of drivers going excessively fast. Especially to Grande Ronde.

Traveling west--from Marion bridge speed limit should be 50 mph through to end of present 50 mph location. Note in most cases the 50 mph limited area is NOT obeyed!

1. Intersection Hwy 22 and Doaks Ferry Very Dangerous needs attention. 2. Any development on River side of Hwy 22 must be CAREFULLY STUDIED because of the speed and the amount of traffic on this FREEWAY.

How about a light at Doaks Ferry Road. Might slow down the speedsters who really add speed at that point.

Traffic needs to be slowed down. Probably through an increase in police patrols.

They have increased stress and agitation for drivers, as they made us more aware of the habitual speeders, who drive 70-90 mph range. Increased police pressure will have the biggest affect on slowing drivers down. If they see someone pulled over every time they drive Hwy 22, they will slow down!

I appreciate the signs reminding one to put on your lights and the slower speed around the curves. Also the new traffic light at intersection of 99W and Hwy. 22 is terrific. During the flooding in Feb., that westbound lane was awful with the overflowing water cutting traffic to one lane.

Get the police out of the coffee shops and on the Hwy. I see a police car MAYBE once a week; in the area where the speed changes to 50 mph.

I think it was a good idea to reduce the speed limit just west of Salem perhaps reducing it to 45 would even be better.

The caution light when turning toward Dallas was good.

Hwy. 22 is the most dangerous highway I know of. Any changes that have been made are superficial. Most people speak with still consider Hwy. 22 "slaughter alley." I am never comfortable while driving it!

How about 99W from Corvallis to Rickreall?

Slow eastbound traffic a bit sooner--keep it 50 or 45 all the way to the--same with west bound leaving the bridges. Use visual radar speed indicator trailers periodic--in both directions. Things are not too bad now, considering the big increase in traffic.

East of Independence junction its still a dangerous road due to narrow lanes high use, turn offs with no turn lanes (off highway) and speeding drivers.

The change has been a great improvement to safety and notability of drivers awareness.

The change from 55 to 50 is not enough at West Salem. Most drivers don't even notice it should reduce to at least 40 or 45.

Most people obey the 50 mph speed limit in West Salem area, but not all. There seems to be lots more traffic feeding into Hwy 22 from 99 may coming off 99 onto 51 through Independence this traffic comes from south

More active enforcement of 55 mph speed limit is sorely needed. Too many people drive Route 22 like it was a freeway and get impatient with those of us traveling at 55 mph.

