



CORVALLIS AREA
METROPOLITAN PLANNING ORGANIZATION

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9th Street Improvement Plan

PROJECT ADVISORY COMMITTEE (PAC)
Meeting

1:30 – 3:00 PM., Tuesday, November 3, 2009

Benton County Public Works Meeting Room, 360 SW Avery Ave., Corvallis

Agenda

- I. Agenda Review
- II. Minutes of June 9, 09 Meeting (Attachment)
- III. Review of Comments Received (Attachment)
- IV. Formulate Recommendations of the 9th Street Improvement Plan
- V. Finalize 9th Street Improvement Plan (Attachment)
- VI. Next Step
- VII. Adjourn

9TH STREET IMPROVEMENT PLAN PROJECT ADVISORY COMMITTEE (PAC) MEETING

June 9th, 2009 10:00 am
Corvallis-Benton Public Library Meeting Room

MINUTES

Advisory Committee Members: Ali Bonakdar, Hal Brauner, David Helton, Randy Jones, Jim Mitchell, Steve Rogers, Scott Wilson, Stewart Wershow, Frank Maudlin (Ex-Officio)
Members Absent: Kelley Kaiser, Fred Towne
Staff: Pam Silbernagel, Theresa Conley

TOPIC	DISCUSSION
I. Call to order and Review of Minutes from April 16, 2009	Ali Bonakdar called the meeting to order at 10:05 and asked if there were any comments and corrections about the minutes of April meeting. There were no comments or corrections to the minutes.
II. Review of Chapter V – Access Management	Ali reviewed Chapter V- Access Management through a PowerPoint presentation which is posted at the 9 th Street Improvement Plan Website: http://www.corvallisareampo.org/9thStreetImprovementPlan.html The PowerPoint Presentation covered the following topics: <ul style="list-style-type: none">• Definition of access management• The tools used for access management,• Evaluation of raised medians,• The legal basis for implementing access management• Plan approach• Recommendations Comments made regarding the presentation are as follows: <ul style="list-style-type: none">• The committee talked about how raised medians could potentially increase right-of-way

for bike lanes, etc, however it was pointed out that the same center-lane width is still needed in order to accommodate center left-turn lanes in areas with out a median.

- Raised medians can impact certain types of businesses more than others. Most business patrons on 9th Street are seeking out specific businesses (i.e. a sewing repair shop) and will not be deterred by a median. Businesses that can potentially be affected are gas stations and fast-food restaurants whose patrons are looking for convenient access. This may be especially true for out-of-towners passing by, who are not looking for a particular restaurant or business.
- The committee discussed the most appropriate way to describe terms like ‘police power’, and agreed that the public may understand it better if it was described as ‘regulatory power’. The group discussed simplifying the language in the presentation and clarifying that this regulatory power seeks to balance property-owners’ rights with government regulatory power, and assuring that any governmental requirements/actions will be fair and appropriate to the situation. Randy Jones inquired about the appellate process for any type of action that may affect property owners and it was explained that the goal is to work with property owners directly to gain consent for any changes and to follow due process. Steve Rogers stated that the medians would be built under the Capital Improvement Program (CIP) which requires adoption by City Council. Thus, the public will have many opportunities for input, including CIP meetings and Council meetings.

Nearby property owners will be notified and given a change for input on the exact location and design of medians, and those designs/locations can be modified even after Council approves them. This is what occurred on 3rd Street. Designed features will be implemented only when CIP funds become available.

- OAR 734-051 only applies to state roadways or areas having direct impact on state roadways (i.e., at Elks).

Ali presented the table of possible median locations for input. Comments were:

- The need for additional pedestrian crossings was identified between Circle-Walnut,

	<p>Garfield-Circle, Garfield-Grant, and Grant -Buchanan. These crossings may or may not have a connection with a raised median. There is need for a crossing north of Circle, but the exact location would require an engineering study. The focus on this table is on medians.</p> <ul style="list-style-type: none"> • Jim clarified that a pedestrian crossing and realignment of the Polk intersection will be evaluated – nothing has been determined. • Discussion was made regarding the determination of driveway consolidations. Consolidations would be based on voluntary involvement with funding identified and approved by the City. It may involve a cost-sharing with property owners. • Redevelopment provides a good chance for consolidation and reduction of access points, as it happened with the development of the Goodwill facility. <p>Additional Comments:</p> <ul style="list-style-type: none"> • Need to clarify the sentence that includes ‘limited access to side streets.’ • Copies of studies in FL, IA etc should be provided to City Council. CBUF is also interested in talking with business owners and can benefit from studies about the cost-benefits of medians or other changes. • Need to clarify that the medians are proposed as planted or landscaped structures and not just paved.
<p>III. Revisions to the Deficiencies and Recommendations Chapters</p>	<p>Ali explained that edits to Chapter 4 were made, based on input from the last Committee meeting. The revised copy will be posted on the website.</p> <p>Comments:</p> <ul style="list-style-type: none"> • It would be beneficial to examine if driveway closures would increase the business parking area. • It would be beneficial to find out if the granting of an access point to some of the businesses has been an issue.

	<ul style="list-style-type: none"> • Jim Mitchell informed that the City currently has a requirement of 12 ft park strip on 9th Street. Examples of developments under this standard are Carl's Jr., Randy Jones and Goodwill. • #4 should be reworded to say that the location of Polk Ave pedestrian traffic light be <i>studied</i> • Still waiting on consultant work to provide recommendations on traffic flow improvements. • In terms of pedestrian improvements, the plan should identify <i>either</i> 5' or 6' of sidewalks as the target, and not 'work towards' 6' of sidewalk.
<p>IV. Discussion of Notifying Business Owners and the Public</p>	<p>Members of the Committee agreed that direct contact with business owners would be the best way to get meaningful input and involvement. The Committee agreed that affected property owners should be contacted to discuss access management strategies as the first step in the process. Many landlords are 'absentee landlords' and are not as much aware of potential issues/concerns.</p> <p>Randy iterated that the cost and access impacts will be key concerns to business owners. Randy and Hal offered to inform the Chamber about progress on the project.</p>
<p>V. Adjourn</p>	<p>The meeting adjourned at 11:40 am</p>



Summary of Public Comments

Public input and comments about the Recommendations of Draft 9th Street Improvement Plan

The following is a brief summary of public comments received about the recommendations of Draft 9th Street Improvement Plan.

Summary of Comments Received by Media Type:

◆ Emails and phone calls	25	61
◆ Letters to the editors or City Council	16	
◆ October 1 st public meeting	20	

Summary of Comments Received by Content:

Planted medians (full or partial)

Supportive	11	Opposed	42	N/A	8
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Pedestrian improvements, incl. pedestrian-activated crossings

Supportive	15	Opposed	11	N/A	35
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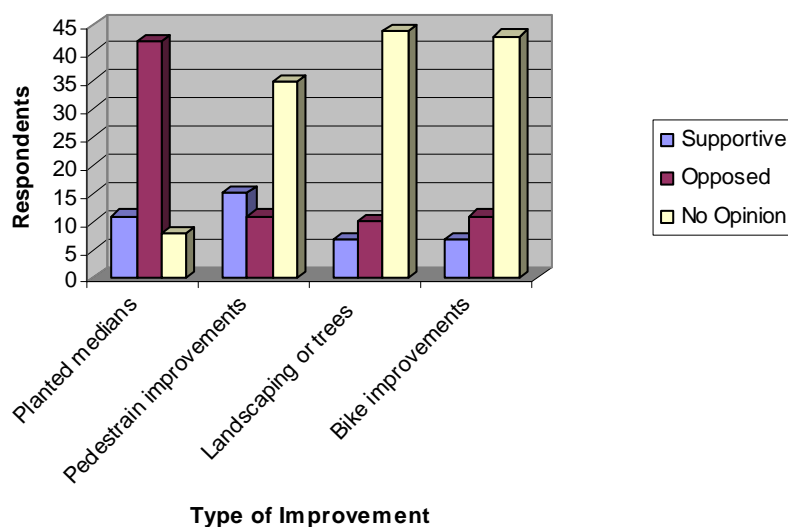
Landscaping or trees

Supportive	7	Opposed	10	N/A	44
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Bike improvements

Supportive	7	Opposed	11	N/A	43
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Public Opinion on Proposed 9th Street Improvements



Emails & Phone Calls

Planted medians (full or partial)

Supportive	2	Opposed	17	N/A	6
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Pedestrian improvements, incl. pedestrian-activated crossings

Supportive	5	Opposed	5	N/A	15
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Landscaping or trees

Supportive	2	Opposed	4	N/A	19
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Bike improvements

Supportive	3	Opposed	4	N/A	18
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Letters

Planted medians (full or partial)

Supportive	5	Opposed	10	N/A	1
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Pedestrian improvements, incl. pedestrian-activated crossings

Supportive	6	Opposed	1	N/A	9
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Landscaping or trees

Supportive	4	Opposed	1	N/A	11
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Bike improvements

Supportive	2	Opposed	1	N/A	13
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Meeting Input

Planted medians (full or partial)

Supportive	4	Opposed	15	N/A	1
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Pedestrian improvements, incl. pedestrian-activated crossings

Supportive	4	Opposed	5	N/A	11
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Landscaping or trees

Supportive	1	Opposed	5	N/A	14
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Bike improvements

Supportive	2	Opposed	6	N/A	12
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