



**CORVALLIS AREA**  
**METROPOLITAN PLANNING ORGANIZATION**

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**9th Street Improvement Plan**

**PROJECT ADVISORY COMMITTEE (PAC)**  
**Meeting**

**3:30 – 5:00 PM., Thursday, November 19, 2009**

**Downstairs Meeting Room, Benton Plaza, 408 SW Monroe, Corvallis**

**Agenda**

- I. Agenda Review**
- II. Minutes of November 3, 09 Meeting (*Attachment*)**
- III. Review Final Recommendations of Plan (*Attachment*)**
- IV. Review The Implementation/Financing Plan (*Attachment*)**
- V. Next Step**
- VI. Adjourn**

**9<sup>TH</sup> STREET IMPROVEMENT PLAN  
PROJECT ADVISORY COMMITTEE (PAC) MEETING**

**November 3<sup>rd</sup>, 2009 1:30-3:00 pm  
Benton County Public Works Meeting Room**

**MINUTES**

**Advisory Committee Members:** Ali Bonakdar, Hal Brauner, David Helton, Randy Jones, Jim Mitchell, Steve Rogers, Scott Wilson, Kelley Kaiser Stewart, Wershow, Frank Maudlin (Ex-Officio)

**Members Absent:** Fred Towne

**Staff:** Pam Silbernagel, Theresa Conley

TOPIC	DISCUSSION
I. Agenda Review	Ali Bonakdar called the meeting to order at 1:35 and reviewed the items on the agenda.
II. Call to order and Review of Minutes from June 9th, 2009	Ali asked if there were any comments and corrections about the minutes of June meeting. There were no comments or corrections to the minutes.
III. Review of Comments Received (Attachment)	<p>Ali recapped the October public meeting, stating that it was well-attended and procured many public comments. The public comment period extended prior to the meeting through the end of October. Ali then distributed additional copies of the summary of public comments.</p> <p>Reviewing the summary, Ali stated that there were a total of 61 public comments via phone, email, letters to the editor, letters to Council or CAMPO staff, and input cards at the public meeting. In total, 42 of 61 individuals who commented opposed planted medians; 15 of 61 were supportive of pedestrian improvements (35 did not comment), 10 were opposed to landscaping or trees in the median and/or planting strip (44 did not give an opinion); and 11 were opposed to bike improvements (43 did not give an opinion).</p> <p>Kelley Kaiser asked for clarification on what comments were included in the summary. CAMPO staff confirmed that all comments received through the end of October were included in the summary. Theresa Conley clarified that comments on 'landscaping or trees' included all comments regarding landscaping or trees in the median and/or in the planting strip. Jim Mitchell asked if individuals who submitted two comments were included twice and Theresa confirmed that, yes, they would be tabulated as individual comments.</p>

<p>IV. Formulate Recommendations of the 9<sup>th</sup> Street Improvement Plan</p>	<p>The Committee was asked to finalize the recommendations by showing thumbs up or down to the proposed recommendations.</p> <p>Ali distributed copies of the Chapter III-Traffic Operation and described the engineering work performed by PTV America, an expert firm on intersection operation analyses hired by ODOT on behalf of the project. The analyses looked at the operation of major intersections, utilizing the Corvallis travel forecasting model and data from the Corvallis Area Metropolitan Transportation Plan: Destination 2030. The deliverables from the study were:</p> <ul style="list-style-type: none"> <li>▪ Current estimate of the performance of the intersections relative to existing standards</li> <li>▪ Projected performance for intersections in 2030</li> <li>▪ Estimates of formation of queues (length)</li> <li>▪ Synchronization of traffic lights</li> </ul> <p>Ali noted that, because Good Samaritan had already completed a full intersection analysis and recommendations for the Elk and 9<sup>th</sup> Street area, that intersection was not included in the PTV America analysis. The nine intersections included and the results of the analyses are shown in Table III-2 on page 27 of the current draft. Before explaining the results, Ali defined the terms for measuring defining intersection performance: Level of Service (LOS) and Volume to Capacity Ratio (V/C Ratio). The analysis indicated that intersections projected to have a low LOS by 2030 were Circle and 9<sup>th</sup>, 99W and Circle, 99W &amp; Walnut, and 99W &amp; Conifer.</p> <p>Jim Mitchell and other committee members asked that all assumed future transportation improvements used in the PTV America study be outlined in the report. This includes the recent changes to the 9<sup>th</sup> &amp; Circle intersection and any changes to Elks, Walnut, and Conifer.</p> <p>To address the projected deficiencies, PTV America provided the recommendations in Table III-3 on page 28 of the draft, and included below. The recommendations can be explained in three layers, as shown in the table. These are improvements needed for now and future and improvements needed as the results of Elk Drive modifications as recommended by the Good Samaritan Hospitals plan. The committee discussed the impact of the redevelopment around Good Samaritan Hospitals.</p>
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**Table III-3  
Intersections Recommended Improvements**

<b>Intersection</b>	<b>Layer 1</b>	<b>Layer 2</b>	<b>Layer 3</b>
9 <sup>th</sup> St. & Circle	<u>Circle Blvd:</u> Add westbound right turn lane.  <u>9<sup>th</sup> St:</u> Add southbound and northbound right turn lane. Add right turn overlap phase to southbound and northbound approach. Lengthen northbound left turn lane to 260 ft.	None	None
9 <sup>th</sup> St. & Walnut	None	Add one left turn lane on westbound (dual left turn)	None
9 <sup>th</sup> St. & Conifer	None	Close westbound approach toward 9 <sup>th</sup> St.	None
99W & Circle	<u>Circle Blvd</u> Add right turn overlap phase to eastbound approach. Lengthen westbound left turn lane to 270 ft.  <u>Highway 99W</u> Add southbound/northbound right turn lane	<u>Circle Blvd</u> Add one lane to westbound left turn lane (dual left turn)	<u>Circle Blvd</u> Add westbound right turn lane.
99W & Walnut	Add southbound right turn lane.	Lengthen southbound left turn lane	Add westbound right turn lane.
99W & Conifer	None	Close westbound approach toward 9 <sup>th</sup> St.	Add eastbound second left turn lane.

In discussing the needed right-of-way for these expansions, Frank Maudlin and Randy Jones inquired about the use of eminent domain for these improvements. Steve Rogers stated that the City has only used condemnation once in recent history, and avoids using such power. Compensation will always be provided. Hal Brauner outlined the three ways that the right-of-way could be acquired: as a condition of development, through negotiated sale or donation, or through eminent domain. Steve Rogers said that the City is currently talking with any business owner who may be affected by upcoming ROW acquisition processes.

Steve Rogers stated that the analysis seemed to be missing a discussion of the benefits of interconnected traffic signals. Dave Helton stated that this was included in the contract, and should be forthcoming. Ali stated that the analysis also included a calculation of queue lines as another metric for intersection performance.

Frank Maudlin asked what assumptions were used in the model, and Ali explained that the CAMPO 2030 traffic demand forecasting model was used along with employment and household growth projections through 2030. Dave Helton pointed out in the analysis that annual average growth rate assumptions ranged from 1.1% - 1.41%. Steve R. described the difficulty in planning for the future based on projections for a specific year as opposed to overall population growth regardless of year. Kelley K. asked how the PTV America recommendations would impact other improvements such as pedestrian crosswalks, and Ali stated that the recommendations would not impact those improvements.

**Consensus: The Committee determined to:**

- Include the PTV America analysis and its recommended improvements in the 9<sup>th</sup> Street Improvement Plan, provided that all assumptions used in the analyses be outlined.

**Recommended Improvements (Chapter VI)**

Ali Bondakar next distributed copies of the staff recommended improvements as currently included in the plan, and asked for the group to consider each individual recommendation.

**Walking Improvements**

It was decided that the exact location of each pedestrian crossing be determined by the City's Engineering Department for safety, maximum use, impacts on traffic and businesses and transit friendly. Discussion included the appropriate location for the distance between Circle-Walnut for a pedestrian crossing. The existing crossing at Polk was discussed relative to the recommended crossing north of Polk (Borders Book Store). Jim felt that this particular location would be too difficult and two crossings so close together would be inappropriate. Steve felt that the recommendation should be for a pedestrian crossing between Fremont and Reiman. The PAC agreed to split this into two separate issues, with one recommendation addressing the location of a ped activated crosswalk north of Polk and the other addressing the maintaining or removal of the Polk crossing. Frank M. stated that the pedestrian activated crossings recommended (blinking yellow) do not work, and are dangerous. He inquired about having red lights instead of yellow warning

lights, and the committee stated that the recommendation had always been for yellow lights, and a crossings similar to those on S. 3<sup>rd</sup> St.

**Consensus: The Committee determined to:**

- Include adopt recommendations 1-4 with the following changes:
- Adding a pedestrian crossing between Circle and Walnut Blvd should be contingent upon whether it would be feasible at all to find a safe and sound location in this densely developed stretch of 9<sup>th</sup> Street.
- Split #3 into two recommendations, one addressing the location of a ped activated crosswalk between Fremont and Reiman and the other addressing the relocation/removal of the Polk crossing, based on the results of a traffic engineering study.
- Insert a footnote explaining the role of the City engineers in finding the appropriate locations
- Add a pedestrian crossing between Grant and Garfield.
- Add a pedestrian crossing between Buchanan and Grant.

**Access Management**

Ali informed the Committee that in response to the overwhelming opposition expressed to the construction of planted medians, the technical staff is dropping this recommendation. The Committee concurred. Dave Helton suggested rewording the recommendation to say that the city would 'seek opportunities as a condition of development', which would still allow for the placement of medians in case opportunities arise over time. Committee members offered several additional options, but decided to remove the recommendation for medians due to public opposition. Frank Maudlin dissented.

Business owner Will Post commented on the recommendation for right-in right-out driveways, stating that it would result in increased congestion at the next. Steve Rogers agreed that right-in right-out driveways would work best on the west side of 9<sup>th</sup> Street.

**Consensus: The Committee determined to:**

- Remove recommendations 1 & 4 (planted medians)
- Add language as to why the Committee did not recommend construction of planted medians
- Add language for numbers 2 and 3 indicating these recommendations will be implemented as the development occur, with regards to surrounding circumstances and per the requirements of the City of Corvallis Development Code.

### **Transit Improvements**

#### **Consensus: The Committee determined to:**

- Retain the suggested recommendation of increase the number of bus shelters, with the added language ‘where appropriate’.

### **Landscaping Improvements**

Kelley asked for clarification on what the public was opposed to in terms of landscaping. Theresa Conley clarified that the summary of input included all comments about landscaping whether in a median and/or planter strip. Randy Jones shared his experience with regards to difficulties of maintaining landscaping, and expressed that it should be an individual choice of the business owner to have or not have trees and landscaping. The Committee discussed the damage to the sidewalk by tree roots and the impact on obscuring business signs. Stewart shared that he has worked with CBUF to educate business owners about different landscaping options, and supported rephrasing the recommendation to say that ‘businesses will be encouraged to plant trees’ (as per Steve’s suggestion). Jim inquired about the 3 foot minimum for the planter strip, and Ali explained that 3 ft was the current minimum in the study area.

#### **Consensus: The Committee determined to:**

- Rephrase #1 to say ‘Encourage businesses to plant appropriate types of trees and require trees in redevelopments, as per the Corvallis Development Code’
- Rephrase #2 to say ‘Maintain the existing 12 ft planter strip requirement of the Development Code, from Polk to Walnut Avenues.
- Rephrase #3 to say ‘Enforce the maintenance of planter strips by adjacent property owners as per the Corvallis Development Code.

### **Bicycling Improvements**

The committee discussed recommendation #3, which supported the connection of 9<sup>th</sup> St bike lanes to the adjacent bike facilities’. Ali clarified that this was intended to mean connections to bike lane improvements on 10<sup>th</sup> or 11<sup>th</sup>, as discussed and not extension of bike lanes south of Polk along 9<sup>th</sup>. Jim Mitchell noted that this would primarily point to the need for bike lanes on Grant, as the only missing connection.

Steve stated that widening all bike lanes to 6 feet might not be feasible where there is inadequate right-of-way. He also pointed out that the city does allow construction of 5 foot lanes. Steve

	<p><b>Consensus: The Committee determined to:</b></p> <ul style="list-style-type: none"> <li>▪ Rephrase #1 to say ‘widen the sub-standard bike lanes to 6 foot wide, on both sides, when right of way is available.</li> <li>▪ Retain #2</li> <li>▪ Rephrase #3 to say ‘support the expansion of bike facilities as per the TSP’. This may require extension of the existing bikeway to south of Polk for connection to the downtown area.</li> <li>▪ Add consider the feasibility of a multi-use path west of 9<sup>th</sup> Street.</li> </ul> <p><b><u>Signs and Hanging Wires Improvements</u></b></p> <p>Randy J. suggested that this would be very expensive to implement, and committee members agreed that it would take a bond measure or outside funding opportunity. Pam Silbernagel suggested including bundling of wires as an option. The PAC discussed the actual enforcement of the sign ordinance, and agreed that it was not strictly enforced.</p> <p>Ali will contact the City’s code enforcement office regarding sign enforcement.</p> <p><b>Consensus: The Committee determined to:</b></p> <ul style="list-style-type: none"> <li>▪ Break #2 into two recommendations: ‘Look for opportunities to underground utilities when possible’ and ‘Look for opportunities to minimize the visual impact of utilities’.</li> </ul> <p><b><u>Land Use Improvements</u></b></p> <p>Ali explained that the recommendations in this section were consistent with the new Development Code.</p> <p><b>Consensus: The Committee determined to:</b></p> <ul style="list-style-type: none"> <li>▪ Retain #1 and #2, with the additional language ‘as per the Corvallis Development Code’.</li> </ul>
VI. Next Steps	Ali shared that the next steps will be to finalize edits on the Plan and talk about implementation measures. The PAC suggested November 13 <sup>th</sup> as the next meeting date, but did not confirm.
V. Adjourn	The meeting adjourned at 3:35 pm.

## Chapter VI

### Recommended Improvements

The following improvements are recommended for the 9th Street transportation issues:

#### A. Walking Improvements

1. Widen the sub-standard sidewalks to maintain a minimum of 5 foot wide sidewalks on both sides of the street, per the City of Corvallis Development Code standards.
2. Provide for safe pedestrian crossing opportunities at the locations recommended below. The recommended crossing facilities will include a pedestrian actuated flashing yellow light, crosswalk marking of the pavement and a short island on the center. The City of Corvallis Engineering Division will study the most appropriate locations for these crossing facilities based on considerations of feasibility, safety, highest use, transit needs, business access and impacts on traffic flow.
  - i. Between Reiman Avenue and Fremont Avenue
  - ii. Between Buchanan Avenue and Grant Avenue
  - iii. Between Grant Avenue and Garfield Avenue
  - iv. Between Garfield Avenue and Circle Blvd.
  - v. Between Circle Blvd and Walnut Blvd contingent upon the results of feasibility study by the City Engineering Division.
3. Study the location of the existing pedestrian traffic light at Polk Avenue to determine whether this traffic light should be maintained, removed or relocated.

#### B. Bicycling Improvements

1. Widen the sub-standard bike lanes to 6 foot wide on both sides of the street, when right-of-way is available.
2. Support the expansion of bike facilities as per the City of Corvallis Transportation Plan to connect 9<sup>th</sup> Street to the adjacent bikeways, i.e. add bike lanes on Grant Avenue.
3. Monitor the presence of debris on 9<sup>th</sup> Street bike lanes to determine if a more frequent sweeping regimen is warranted.

#### C. Transit Improvements

1. Increase the number of bus shelters for bus stops on 9th Street.

#### D. Landscaping Improvements

1. Encourage businesses to plant appropriate types of trees and require trees upon developments/redevelopments, as per the Corvallis Development Code.
2. Maintain the existing 12 foot planter strip standard in the City Development Code, from Polk to Walnut Avenues.
3. Enforce the maintenance of planter strips by property owners, per the City Ordinance.

#### **E. Access Management**

*Note: The following recommendations were initially included in this Plan as a tool of access management and safety enhancement:*

*Construct landscaped medians at the locations identified in Table V-1 and Maps V-1 through V-3, and; study the feasibility of a continuous landscaped median along the Study Area.*

*In response to a strong opposition expressed by the public and especially by the business owners on 9<sup>th</sup> Street, the Project Advisory Committee on November 3, 2009 removed those recommendations from the Plan. This opposition was mainly based on a belief that the proposed median would reduce access to businesses and would pose awkward driving conditions. For more on the impacts of medians, see Evaluation of Raised Medians in previous section.*

The following recommendations on Access Management apply only to new development and redevelopment of properties along 9<sup>th</sup> Street when such opportunities arise and in consideration of developments location relative to impacts on traffic.

1. Reduce number of driveways in the Study Area by eliminating, consolidating or relocating excess driveways.
2. Require right-in right-out channelization of driveways, per the City of Corvallis Development Code.

#### **F. Traffic Flow Improvements**

1. Implement the recommendations of the consultant's work on intersection capacity analyses to provide for the needed capacity at identified intersections. For details on these recommendations, see Chapter III – Traffic Operation.

#### **G. Signs and Hanging Wires Improvements**

1. Strictly enforce the City's sign ordinance.
2. Seek opportunities to minimize visual impacts of hanging wires, i.e., burying, bundling, or any other aesthetic improvements.

## **H. Land Use Improvements**

1. Strictly follow the requirements of the latest amended Corvallis Land Development Code.
2. Promote the following principles of “Smart Growth” development, to the extent possible:
  - i. Mixed uses
  - ii. Parking in the rear
  - iii. Site building entrances near the street and facing the street
  - iv. Emphasis on alternative modes of transportation.

## Chapter VII Implementation Plan

The availability of funding opportunities is the highest determining factor in the implementation of the 9<sup>th</sup> Street Improvement Plan. As such the Plan will be implemented in a piece meal approach and when funding opportunities arise. Only certain federal, state and local funding sources could be used for the implementation of the Plan. Therefore, it is important to identify the funding sources that could be use for the implementation of the Plan.

### Possible Funding Sources

The following is a brief description of regular funding sources that could be used for the implementation of the Plan, although additional funding opportunities may arise at times<sup>1</sup>:

1. **Surface Transportation Program (STP).** STP is a federal transportation block grant fund that is annually distributed to the states for roadway system improvements. Per a formula that is based on the population of the Urbanized Area, ODOT distributes approximately \$600,000 of STP funds to the Corvallis Area MPO. The MPO Policy Board allocates the fund to the highest priority projects within the MPO area.
2. **Transportation Enhancement Program (TE).** The Transportation Enhancement program provides federal highway funds for projects that strengthen the cultural, aesthetic, or environmental value of our transportation system. The funds are distributed on a competitive basis for the improvement of (a) Pedestrian and Bicycle Facilities; (b) Historic Preservation projects related to surface transportation; (c) Landscaping and Scenic Beautification, and; (d) Environmental Mitigation activities.
3. **Oregon Bicycle and Pedestrian Program (OBPP).** The State of Oregon provides funding for the improvement of bicycle and pedestrian facilities within the state. The funds are distributed on a competitive basis to the eligible projects.
4. **System Development Charges (SDC).** SDC is a local program that charges the owners of developing properties to pay for projects that improve future capacity of the city's streets, water, storm water, wastewater and parks.
5. **Corvallis Street Fund (CSF).** The City of Corvallis receives State of Oregon Highway Funds as a share of the gas tax and other transportation-related fees collected by the state.
6. **Development/Redevelopment Projects.** Developers are required to pay for a portion of the improvements of transportation facilities that will be impacted by their development proposals.

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<sup>1</sup> Per a policy of the City of Corvallis City Council, the city's general fund cannot be used for the improvement of transportation facilities.

## **Funding Process**

The use of the above mentioned funding sources requires prior inclusion of the improvement project in the planning or capital improvement documents. The planning and capital improvement projects needed for the use of above mentioned funds are:

1. **CAMPO Regional Transportation Plan (RTP).** Developed and approved by the MPO, the RTP includes transportation projects anticipated for the next 20 years in the area. The Plan is updated every five years. The MPO is currently in the process of updating the RTP. This update provides opportunity for including the recommendations of the 9<sup>th</sup> Street Improvement Plan in the RTP, a prerequisite for receiving federal improvement funds.
2. **CAMPO Transportation Improvement Program (TIP).** The TIP is a short-range capital improvement program that enumerates priority transportation projects for funding over the next 2-3 years. The TIP is updated every two years. The TIP is a federally required document for receiving federal funds. Projects in the TIP must be derived from an adopted RTP. The MPO is in the process of updating its TIP. Both the RTP and the TIP are fiscally constrained documents, in that, every plan or project must come have a reasonably anticipated funding source.
3. **City of Corvallis Capital Improvement Program (CIP).** The CIP is a 5-year program that identifies and prioritizes the city's current and future capital improvement projects. Projects in the first year of the CIP are fiscally constrained. All major improvement projects within the city must be included in the annual CIP and adopted by the City Council, as a part of the annual budget.
4. **Federal Transit Administration's Section 5307 and 5309.** FTA provides federal dollars for the capital and operation improvements of transit systems. The City of Corvallis receives annual allocation of Section 5307 funds. Section 5309 Funds are at the discretion of US Congress.

Table VII-1 below provides a summary of recommendations, recommended funding sources and the documents required for the implementation of recommendations.

**Table VII-1  
Implementation Process**

No	Recommendation	Recommended Funding Source	Prerequisite Document
A	<b>Walking Improvements:</b> <ol style="list-style-type: none"> <li>1. Widen substandard sidewalks to 5 ft.</li> <li>2. Provide for safe pedestrian crossings at 5 identified locations</li> <li>3. Evaluate the location of the existing crossing signal near Polk Ave</li> </ol>	TE/OBPP/CSF/Develop TE/OBPP/CSF OBPP/CSF	TIP-CIP TIP-CIP
B	<b>Bicycling Improvements:</b> <ol style="list-style-type: none"> <li>1. Widen substandard bikeways to 6 ft.</li> <li>2. Connect 9<sup>th</sup> Street bikeways to adjacent bikeways</li> <li>3. Monitor the presence of debris on bikeways</li> </ol>	TE/OBPP/CSF TE/OBPP/CSF Routine Maintenance	TIP-CIP TIP-CIP
C	<b>Transit Improvements:</b> <ol style="list-style-type: none"> <li>1. Increase the number of bus shelters for bus stops</li> <li>2. Provide pedestrian crossings as per Section A, above</li> </ol>	FTA Section 5307/5309 OBPP/CSF/Develop	TIP-CIP CIP
D	<b>Landscaping Improvements:</b> <ol style="list-style-type: none"> <li>1. Encourage businesses to plant appropriate type of trees</li> <li>2. Maintain the 12 ft planter strip standard, per the CLDC</li> <li>3. Enforce maintenance of planter strip, per the City Ordinance</li> </ol>	Business/landowner's responsibility/ Admin cost to the City	City Land Development Code
E	<b>Access Management:</b> <ol style="list-style-type: none"> <li>1. Reduce the number of driveways (elimination, consolidation)</li> <li>2. Require right-in-right-out channelization of driveways</li> </ol>	Development/ Redevelopment	City Land Development Code

F	<p><b>Traffic Flow Improvements:</b></p> <p><b>a. Good Samaritan Hospitals Plan</b></p> <ol style="list-style-type: none"> <li>1. Reconfiguration of Elk Dr intersections with 9<sup>th</sup> Street and OR99W</li> <li>2. Closure of Westbound Conifer Blvd, between 9<sup>th</sup> Street and OR 99W</li> <li>3. Add left turn lane to westbound traffic (dual left turn) at 9<sup>th</sup> and Walnut</li> <li>4. Add southbound right turn lane at OR 99W and Walnut</li> <li>5. Add eastbound second left turn lane at OR 99W and Conifer</li> <li>6. Lengthen southbound left turn at OR 99W and Walnut</li> <li>7. Add westbound righty turn lane at OR 99W and Walnut</li> </ol> <p><b>b. Intersections Capacity Improvements</b></p> <ol style="list-style-type: none"> <li>1. Add westbound right turn lane at 9<sup>th</sup> and Circle</li> <li>2. Add northbound right-turn lane at 9<sup>th</sup> and Circle</li> <li>3. Add southbound right turn lane at 9<sup>th</sup> and Circle</li> <li>4. Add right turn overlap phase to southbound and northbound at 9<sup>th</sup> and Circle</li> <li>5. Lengthen northbound left turn lane to 260 ft. at 9<sup>th</sup> and Circle</li> <li>6. Add right turn overlap phase to eastbound approach at OR 99W and Circle</li> <li>7. Lengthen westbound left turn to 270 ft. at OR 99W and Circle</li> <li>8. Add southbound and northbound right turn lane at OR 99W and Circle</li> <li>9. Add one lane to westbound left turn lane (dual left) at OR 99W and Circle</li> <li>10. Add westbound right turn lane at OR 99W and Circle</li> </ol> <p><b>c. Synchronization of Traffic Signals</b></p>	<p>Improvements warranted by the Good Samaritan Hospital's expansion Plan are contingent upon the consensus of ODOT, City of Corvallis and the Hospital and will be financed mainly by the Hospital</p> <p>Intersection capacity improvement projects can be implemented on piecemeal basis.</p> <p>These could be financed with STP, SDC or by the developers</p> <p>CSF</p>	TIP-CIP
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G	<b>Signs and Hanging Wires Improvements</b> <ol style="list-style-type: none"> <li>1. Strictly enforce the city's sign ordinance</li> <li>2. Seek opportunities to minimize visual impacts of hanging wires</li> </ol>	Gradual and incremental progress recommended Negotiations with stakeholders at development opportunities. Admin costs	City Land Development Code
H	<b>Land Use Improvements</b> <ol style="list-style-type: none"> <li>1. Follow the latest requirements of Land Development Code</li> <li>2. Promote principles of "Smart Growth"</li> </ol>	Negotiation with developers. Admin costs	City Land Development Code