

**Public Comments on 9th Street Improvement Plan
Received by Email**

Just a quicknote regarding the development plans for 9th street. I am certainly supportive of any changes that will enhance safety for all parties. There does need to be recognition, however, that this is a major thoroughfare and a commercial area. Changes that would be appropriate for a residential area are not necessarily appropriate in a commercial district. Changes that would significantly limit access to businesses on either side of 9th street while traveling either direction seem inappropriate for this particular stretch of 9th street.

thank you
Gary DeLander

I want to have my views on the 9th St. improvement plan heard.

I am a 9th St business owner, shopper and Corvallis Chamber Member. If 9th St were to have a meridian along the entire length of the street, our business (as well as all others) would suffer **immensely**. It would force customers to either find a cross street to turn around, or change their mind and to buy flowers at the grocery store or choose another gift.

My preference would be to leave 9th St. as is.

thanks for listening

Twila Weder (owner)
Expressions In Bloom
Corvallis, OR 97330

To Advisory Committee - My comments on the draft plan relate to my concern that the location of the island starting at the Splish Splash sign will adversely affect the Splish Splash car wash business. I regularly get my car washed at Splish Splash, and usually make the decision just as I am approaching on 9th, about 1/2 the time from the North. If I am hampered from turning left into the car wash, I may likely skip a car wash at that time, instead of driving further south and turning to reverse my direction to return to the car wash. Obviously, the sole source of the Splish Splash business is automobiles turning from 9th Street in to the business. It would be unfortunate to alter the design of 9th Street in a way that has a chance of damaging Wil Post's business. The importance of small businesses like Wil's to Corvallis can't be underestimated. It would seem that damage to the car wash business can be avoided with only minimal changes in the Draft Plan. Thank you. peter barnhisel [pbarnhisel@gmail.com]

I believe this is a waste of money and unsafe. I've seen drivers drive over the center dividers by Richey's more than once. One lane stops for pedestrians and the other does not creating a very serious situation. Obstruction of view from both directions makes for unsafe lane changes and turning lanes.

Thank you, Dave
David Domholt

Name: B Bond Starker

Comments: I live in the SW part of Corvallis, but have many reasons to visit the businesses on Ninth street. one thing that would reduce congestion on Ninth street from my use would be more frequent connections to 99 w such as a garfield and/or grant? reducing the length o Ninth that I have to travel to reach my destination.

Please count me as a resident of Corvallis and a 9th Street business owner.

Please also register my preference to leave 9th street as it is - the two new alternate plans would degrade the business appeal of the artery of our city and the reason we moved to 9th St.

And the full length boulevard would be **horrible** for business and I know would cost us significant amounts of business as we rely heavily on walk in sales (meaning people that can easily turn in and park in our lot).

Thanks for letting me give you my feedback
Jonathon Boundy
owner, Expressions In Bloom

Gentlemen: As a former councilman and a long time (9 years - 8 years as chairman) planning commission member, am just have to comment on the proposed islands on 9th street.

For years we attempted to keep commercial and residential activities separated. We confined the 9th street development to an area south of Walnut and (with some prior land use exceptions) north of Buchanan.

As you know most businesses in that area are automobile related and their businesses are dependent on ease of access to and from their parking or working areas.

9th street has long been encouraged to be a major arterial and commercial center, and we should not encourage additional pedestrian activity crossing the street

Therefore, I am very strongly opposed to any dividers/islands that would interfere with that access and traffic flow.

Name: Richard A. Meganck

Comments: I do NOT support the concept of placing a barrier on 9th street. It will cut off access to commercial outlets and result in even greater traffic problems as persons turning at traffic signals will be forced to enter neighborhoods to turn around and then proceed in the direction they had originally intended to access any particular business. The Planning Organization seems to think that simply spending public funds is ALWAYS an improvement. In this case it is not an improvement and further proof of the anti-business mentality of the City. Ninth street is a principal commercial district for the City and by cutting off access to turn from that street you will substantively and measurably impact those persons who have invested in that area.

I submit this as the owner of two commercial buildings on 9th street (1324 NW 9th and 1330 NW 9th) as well as a partner in the Sunnybrook Building (1045 NW 9th).

Name: Rita Brown

Comments: Mr. Bonakdar and Mr. Mitchell:

I continue to be concerned especially about the intersection at Polk Ave. and 9th Street. I had a conflict and was unable to attend the last public input session, but I have tried to catch up on your web site. I am concerned that, under the issues document, this intersection is not mentioned. I have many concerns with 9th street and appreciate the work that is being done, but as I live a block from 9th/Polk, I am paying special attention to this one. It causes me much anxiety and frustration. I spoke with you on the phone a few months ago, Mr. Mitchell. Could we talk again or could I meet with you? Maybe I am misunderstanding what I am seeing in the plans.

Thank you. Sincerely, Rita Brown

CAMPO,

I am amazed that that we have money in our city budget, and would choose to spend it, to put in traffic medians that will inconvenience the primary area of small businesses in Corvallis. My experience with these types of medians, both on Walnut and 53rd Street in Corvallis, as well as in other cities is that they are dangerous. They are difficult to see at night and there seems to be no money in the budget for general ongoing upkeep regarding landscaping. On 9th Street, unless U turning will be allowed, there are some businesses that will not have access from the north end of town without cars having to turn off of 9th Street and wind through existing residential areas or other business parking lots to turn around to get to the businesses. Is this really what we want in this economy? Please reconsider this plan in the general interest of small businesses and customers in Corvallis.

Anne Ulstad

Hello,

I am a business owner on 9th St and I find it curious that we have not received any notices of this, nor any of the meeting schedules nor the packets that are mentioned below. We would appreciate being added to your mailing list.

Thank You.

Sincerely,
April Conklin-Henderlite

Ali,

I appreciate you taking the time to meet with me last month at my Carl's Jr. on 9th Street. to discuss the proposed median strip in front of my restaurant and the adjoining Freemont Place Center. I have had an opportunity to visit this restaurant on several occasions to evaluate the potential impact and to give the proposal fair consideration prior to offering my recommendations as you requested.

As I had stated previously; I feel the development of the Carl's Jr. and the Freemont Place Center has already greatly improved the appearance and the safety of this area of 9th Street. We reduced the number of driveways on 9th Street from three to one and we enlarged the landscape planter and the sidewalk near 9th Street. This area is much more attractive than the majority of 9th Street and I feel the focus for improvement should be to the north of this area.

I do not see and I am not aware of a vehicular safety issue with the left turn in and out of my property. I do not see a need for a median and I feel a left turn in and out should still be possible from my property. There are other areas of 9th Street where a median makes sense and would achieve the necessary improvements you desire.

As to the safety of the pedestrian traffic, my suggestion is to have a clearly mark crosswalk which could possibly include flashing lights or a traffic signal that can be activated by waiting pedestrians. I feel this will achieve the goal of improved pedestrian safety without negatively impacting the traffic flow in and out of my property. I am concerned with the pedestrian traffic in my parking lot. By eliminating the left turn in and out of my 9th Street driveway will increase the traffic in my parking area as many more cars from both my business (cars entering and exiting the drive thru as well as dine-in customers) and the businesses from the Freemont Place Center will be forced to utilize the Freemont Street driveway. Customers (which often include children) using my parking lot will have to deal with this increased traffic and their safety would be jeopardized.

Ali, I strongly believe that the proposed raised median is not needed at this location and I suggest that these medians be placed on other areas of 9th Street where they can achieve the results desired.

Please feel free to let me know if you have any questions or want further clarification on my thoughts.

Thank you,

Joe Karcher
JCK Restaurants, Inc.

I think leaving 9th street alone is the way to go. Beautifying 9th street is a great idea, but I think the medians would cause more traffic problems.

Thanks!!
Caryn O'Connor
Corvallis Service Center Supervisor

Name: Larry Stover

Comments: I am concerned about the Ninth Street plan for two reasons. First, by landscaping parts of the median, you will reduce the left turn lane capacity significantly. If cars waiting to turn left exceed the room available, they will back up into the driving lanes. Could lead to gridlock. My second concern is access to all businesses on Ninth Street from both directions. Any restriction on this is not acceptable.

Soon after leaving the open house on Thursday, I had another thought. How about a plan like Alternative #3, but with MORE median strips? Especially in the southern half of the study area, #3 has them pretty sparse. It seems if planted medians are a good idea at all -- attractive, refuge for pedestrians, etc. -- the more the better.

Of course there need to be plenty of places for left turns. But I'd like the general treatment to be median strip, and any piece of left-turn lane still remaining should be separately justified. I.e., median greenery as the default option.

Bart Jones, Corvallis

This is to strongly object to the City of Corvallis' plans to place medians on 9th Street from Buchanan to Circle Drive.

My reasons are as follows:

1. There will be no way to turn left into the Splish Splash Car Wash coming from the north on 9th Street. There is no street behind 9th Street on the east to provide a "round the block" option.
2. Trees planted in such a meridian will prevent vision of drivers to see clearly cars and pedestrians who might choose to jay-walk across said street.
3. Trash will accumulate in the meridians as the City has no budget to maintain this pick-up on a regular basis.
4. Trucks servicing businesses along this area will be prevented from easy access to deliver supplies.

This is a BAD IDEA and should be eliminated from the recommendations of the Project Advisory Committee.
Janet Snyder

Name: Kenneth A. Coe

Comments: To Whom It May Concern:

I am an owner of the Fremont Place Strip Center located at 820 NW 9th Street. Our property has joint vehicular access with the Carl Jr's Restaurant. The proposed 160 foot median strip in front of our 9th Street access would have a detrimental impact to our tenant businesses. From the presentation materials provided supporting these medians there are four factors for considering the location of these strips. It appears that locating a median strip in front of our location would be of little value.

We only have one vehicular access to our site on 9th Street, and there is no vehicle access to the property direct east of us on the other side of the 9th Street. So this median would only affect one left hand turn lane and this would do little to lessen congestion. There are several other opportunities on 9th Street that are more congested with more vehicular access points that would greatly benefit from this median.

As to assist for safer pedestrian crossing, it appears there are two other median strips directly to the south and the north that are proposed. It would seem that there are adequate medians without the one proposed in front of our property.

By leaving us the ability to turn left into and out of our property, this is a minor hindrance to the traffic flow. This would have some effect to slowing traffic in this area, without adding to the congestion. Especially since there is no where to make a left turn into the East side property on 9th Street.

Both Carl's Jr. as well as Fremont Place have greatly improved this area with generous well maintained landscaping and well kept newer buildings. Adding more landscaping to this area would provide additional beauty; however there are areas along 9th Street that could use this beautification and it would have a much more dramatic impact.

In reviewing the accident reports, the area near Fremont Street has not had any traffic issues. It appears that the bulk of traffic accidents occur farther north on 9th Street. It also appears that areas north of us could use a center median where there are businesses with multiple vehicular access points on each side of 9th Street. Often these same areas have little to no landscaping (sidewalk and parking lots) which the addition of well maintained landscaping would enhance these areas in a dramatic fashion.

Based on a review of the proposal and the lack of evidence for the need of a median strip just north of Fremont Street, on 9th Street, I recommend that this 160 foot median strip be relocated farther North on 9th Street, where it can provide the benefits sought after in the proposal report.

Name: Dean Pickett

Comments: To Whom It May Concern:

I represent the owner of the strip center @ 820 NW 9th Street and was involved in the redevelopment of 800 & 820 NW 9th Street. This site originally supported a motel, restaurant and bar. The site has approximately 306 feet of street frontage on 9th Street. It also fronts Fremont Street with about 158 feet. Prior to redeveloping this site the site had three vehicular access points off 9th and two vehicular access points off of Fremont Street. As part of the redevelopment we consolidated the three vehicular entrances off of 9th into one common or shared access and also consolidated the two on Fremont Street to a single shared vehicular access point as well. Also, as a part of this redevelopment we added a park strip by moving the sidewalk back from the curb on 9th. In addition to landscaping the park strip we also provided additional landscaping, including "street" trees to the opposing side of the side walk as well. Originally the sidewalk was abutted to the curb and then immediately flowed into an asphalt parking lot.

At the open house I was told the four points of motivation for the median park strips were:

- Reduce left hand turns and congestion
- Provide for safe pedestrian crossing
- Slow down traffic
- Beautification

The "Map of Proposed Median Locations, Polk – Buchanan" was provided showing the proposed location of the 160' median strip just north of Fremont Street, labeled as "At Avery Square". First the building represented in the map on the West side of 9th and immediately North of Fremont Place, is the old building that has been torn down and replaced by the Carl's Jr. Restaurant and the Fremont Place Strip Center. This map also reflects the old vehicular access points to this property, three from 9th Street and two from Fremont Street. This inaccurate portrayal of this property skews the thought process of those reviewing the location and need of this median strip. An accurate portrayal of the site would be beneficial to those reviewing as well as those making this proposal.

Reduce left hand turns and congestion

The proposed "At Avery Square" median would only reduce one left hand turn. With the redevelopment of the West side of 9th street at this proposed median, there is only one access point off of 9th Street, while previously (and as depicted in the provided map) there were three vehicular access points. In addition, there are no vehicular access points off 9th Street on the East side of this median strip. It would appear that locating this Median strip at this location has a low impact to the overall congestion on 9th Street.

Provide for safe pedestrian crossing

There are two additional median strip proposed immediately north and south of the "At Avery Square" median. With the development of either of these median strips would provide an adequate safe pedestrian crossing. In fact with three median strips so close together, they would encourage pedestrian crossings at multiple points, causing more congestion in this immediate area.

Slow down traffic

By removing the "At Avery Square" median strip and allowing a left hand turn lane to still be used, this would add to the slowing of traffic. In addition there are median strips proposed immediately north and south of this location.

Beautification

With the redevelopment of the Carl's Jr. and Freemont Place property we have over 260 feet of well maintained beautiful landscaping along 9th street and over 100 feet of landscaping on Freemont Street. The buildings are new and well maintained as well. The "At Avery Square" median is in front of the site and would be redundant landscaping.

Thus, when reviewing the "At Avery Square" median in context to the current use of the property immediately west, the four solution points for a median strip reflect that a median strip is not warranted at this location. Possibly a relocation of this strip to the area North of Reiman Street and South of Sunnybrook would provide be more beneficial. This area has multiple points of vehicular access on each side of 9th street, providing much congestion. There also appears to be no good pedestrian crossing in this area and the addition of a median strip would also slow traffic down as well. Also, this area has limited or no landscaping and a median strip would enhance this area. In reviewing the traffic cash data, there have been no accidents in the area North of Freemont and South of Sunnybrook. It appears there may be other areas that a median strip on 9th would provide more benefits than one "At Avery Square".

I read with interest your 9th street plan. Generally I am supportive of change. But the plan left me doubtful.

1. The pedestrian-activated lights are a good idea for safety. The sidewalks seem to carry the small amount of traffic that I observe.
2. The concern over landscaping seems like overkill. Is this really an issue?
3. Reducing driveway entrances is okay if they are too large.
4. Medians in the middle of 9th street?
Traffic flows great now.
On heavy traffic times, short turn lanes will cause congestion and even stop traffic
U turns? Oh boy! No thanks!
Where is the great gain if the plan is implemented?
5. The current situation on 9th seems to be working well. Although you gave a multitude of superfluous, small problems, most are easily accommodated, at little cost.
6. Your plan gave no general purpose for the plan. What is it? What is the major goal of your plan?
7. If the major deliverable for your plan is to add medians, I'm guessing the cost-benefit isn't there. Will medians really improve the movement of traffic, or slow things down?

Thanks for the opportunity to provide you with my input.

Regards, cliff gray

One of the plan sheets at the open house on October 1 showed a proposed median just south of Spruce Street in the Taco del Mar - Wild Birds Unlimited area. Since there are no accesses/approaches on the west side of 9th Street in this stretch, the purpose appears to be to reduce turning movements for southbound traffic into the four accesses on the east side of 9th Street.

This seems to be only a partial improvement. Northbound traffic would still have potential conflicts at all four accesses. Have you considered exercising some access control by simply consolidating the four accesses into one or two? The median would no longer be necessary, and the cost of it could be diverted to the internal improvements needed in the three parking lots to allow the five businesses on the east side to be served by the one or two new accesses. This reduction in accesses would also improve bicycle and pedestrian safety on the east side of 9th Street, something the median would not do.

I say one or two new accesses, because the current businesses need to be serviced by semi-trailer trucks and a one-access configuration may not work.

But a two-way drive as one access, with an in-only second access north of it at the alley between the buildings, may work quite well for large trucks.

At such future time as the property redevelops, access could then be reduced to a single driveway.

Ken Hilton
Wild Birds Unlimited
1935 NW 9th St

I most certainly hope that you will be issuing an invitation to the general public to view your plans for the 9th Street "improvements". This Oct. 1 open house should be for all citizens of Corvallis, not just the property and business owners. There are many of us who are very unhappy with your attempts to do an end run around the public when making decisions that should be made by all members of the Corvallis community. I expect you to have a LARGE display ad with information about the open house in the Gazette Times well in advance of Oct. 1 so that we all have the chance to review your plans and give our input.

Sincerely,
Joanne Graham

Name: Brooke Running

Comments: Hello- I am excited for the improvements but not for the construction. I live on 10th just north of Buchanan. My husband and I work at a business on 9th about 2 blocks away. We walk to work but play frogger between Campbell's Cleaners and Sheri's rather than risk getting hit at the Buchanan & 9th intersection. We always see pedestrians crossing in this area since there is nothing between Buchanan and Grant. And biking is worse. A safe ped crossing would be nice in this area. Thank you and good luck.

Name: Larry Starks

Comments: Do not turn 9th street into Main Street in Philomath. The middle turn lane is working. Changing the concept with mediums will disrupt the flow and will be cause for traffic back up. Cars need to be able to turn into their destination, not have to continue pass until a u-turn is available. There isn't a pleasant medium in Corvallis that is maintained on a continuous basis. New mediums on 9th will begin looking like the medium circle on Grant and the medium on 53rd in front of the Fair Grounds. They are not maintained year round. 9th Street is not broken.....it is what it is.....if you want to add trees, do so in the existing road side properties.

You have come into a amount of money you want to take advantage of. The "Means will not justify the End".

Generally speaking, people understand 9th st There will always be a fringe on both side of issues.

This program is a fringe platform willing to spend a wind fall of money that could be better spent. Drive Hw 99 from Elks Blvd to Wilson Motors. Talk about an embarrassment to Corvallis.

By the way, I am a business owner on 9th and landlord. Disturbing my ingress and egress will be cause for great consternation

Ali,

I just received the Metro Planning letter notification of the 6/30 meeting for proposed Landscaped Raised Medians on 9th. Street. Thank you for including us !

I am with the Samaritan Health Services Corvallis Property Management Section and my office is in the Avery Square Building.

The enclosed map / information sheet though helpful, lacks fine detail as to the turn lane shelter areas that will remain after such an installation.

The 160' length indicated between Avery and Cannery Mall would perhaps leave enough shelter for two cars at each end of the improvement (?). My first glance at the map made me think Polk/ Riemann loop would be all that was available. I now realize that is not the case.

However, it would be most helpful for discussions within our organization to have a map with higher level of detail for these turn lanes.... Even though I have read the info. in item two on the back of map...

Thank you, I'll bet this one is keeping you busy !

Ken Ryker
Samaritan Health Services
Avery Square L-115

Dear Mr. Bonakdar:

I called you last week regarding the 9th Street improvement plan and you asked that I send an email, detailing my concerns. I'm sorry I was unable to attend the meeting.

My name is Rita Brown and I live, with my husband and two sons, at the northeast corner of 10th and Polk, one block from the traffic light at the Border's intersection on 9th Street.

I am and have been very concerned about this intersection since that traffic light was installed. I read the 9th Street improvement plan draft on your web site and I am very surprised that there have not been more accidents at this intersection. I have witnessed a large number of near-hits, specifically cars with other cars, and cars with pedestrians. The biggest problem that I see on a regular basis (and experience first-hand) is that drivers entering 9th Street from Polk Ave. have a very difficult time with the offset intersection. Drivers coming from the west on Polk, wishing to travel north on 9th, (and drivers coming from Borders or LBCC, wishing to travel south on 9th) have to cross two lanes of vehicle traffic with no light to help, while there is a pedestrian crossing, not at the normal distance from their lane, but rather some distance away. It is very difficult to monitor pedestrian traffic at the crosswalk, sidewalk and bike lane traffic, four lanes of car traffic, and the opposite leg of the Polk Ave. traffic, especially when the offset intersection puts some of these things at an odd distance from the driver, making it extra difficult to see. Often, when it has felt safe to enter 9th Street from my house to head north on 9th, I have found myself in the car lanes accelerating with a pedestrian starting to cross the street. I have also found myself sitting between the 9th Street stopped vehicle traffic and the pedestrian crossing as it's the only way to handle a left turn onto 9th during heavy traffic. Of course, the preferred maneuver is to travel another way, avoiding that dangerous intersection altogether. While that is an option I can exercise, many drivers and pedestrians don't know (or forget) what they are getting into when they choose to take Polk Ave. to get to the Border's Bookstore, for example.

I believe this intersection needs additional traffic lights for drivers entering 9th Street from either side of 9th Street on Polk Ave. A Corvallis intersection that comes to mind as being similar to this one is located at Harrison and 36th

Streets. While it is an awkward-looking intersection, it does feel safe in that every driver from the four 'legs' of that intersection will get a chance to execute their turn safely.

Please let me know if I can provide additional information or clarification of my concerns. I would very much like to be involved in the project pertaining, especially, to this intersection that I live so near.

Thank you very much.

Sincerely,

Rita Brown
Corvallis, OR 97330

Hi Steve,

I'm sorry that I didn't respond to your question about crossing concerns. I have three primary concerns:

1. Crossing at major intersections. As an adult who has bicycled for much of my life, I am comfortable navigating streets as though I am in a vehicle. I am wary of vehicles taking a right turn at lights in front of me and of vehicles entering and departing parking lots, for example. I know that bicyclists are all but invisible to many drivers. In spite of the excellent bicycle training that the city provides to students in the Corvallis schools, the 9th street artery and several of the cross streets (Walnut, Circle, Buchanon) are just not safe for our children, and less skilled bicyclists in general, to cross and traverse. I am particularly concerned with the intersections at 9th and 99W and Conifer for these are the streets my children would cross if they were to bicycle to Cheldelin.
2. The city provides a relatively safe, multimodal, off-road alternative to get from downtown to the corner of Circle and 99W. Unfortunately, the path ends at what I'm guessing is one of the busiest intersections in town, with no safe passage across 99W and 9th or to the NW neighborhoods.
3. Just getting to destinations around 9th is difficult on a bicycle. For example, if my kids want to go to Rite Aid to buy baseball cards, candy or the latest teen or sports mag, it is simply not safe to get there via bicycle, from any direction.

I know these are very complicated issues, but there are a variety of possible solutions that could be adopted. I don't have definitive solutions but look forward to sharing my concerns and some ideas at next Wednesday's meeting.

Thanks so much for listening. Michael

Name: Judy Corwin

Comments: My name is Judy Corwin. I live in SW Corvallis off of West Hills Drive and I work at The Corvallis Clinic in NW Corvallis. As a Corvallis resident, I frequently ride my bike to work using various routes, including NW 9th Street, NW Highland and the bike path along Hwy 99. I also drive NW 9th Street frequently. I have viewed your plans, attended your open forum, and read your Website about the proposed study to "beautify" 9th street. I feel your median plans in examples 2 and 3 are ill advised for the intended purpose of NW 9th Street. They will provide more barriers to traffic and bikers than already exists. Making 9th street a two-lane road as in Proposal No. 3 is irresponsible planning. The bike lane in this example is beyond the 6-foot requirement and the medians with tall trees suggested block views both forward and peripherally for drivers. How dangerous. Plan No. 2 isn't much better. Although No. 2 maintains four-traffic lanes, the medians are still dangerous barriers for drivers trying to enter business driveways with the potential to back-up traffic. Plan 2 gives a false expectation to pedestrians and bikers about the ability to cross 9th Street safely. I fear Plan 2 or Plan 3 will divert traffic to neighborhood streets in the Garfield school area, which is counter to the planning objective for those areas. NW Highland has excellent bike lanes and is the better solution for bikers traveling north and south. Currently 9th Street is very adequate for bikers as is. I have traveled it often on my bike and find no difficulties. I believe 9th Street should be left as it was planned for-- to be a commercial street primarily for car traffic with no medians, barriers, or expanded bike lanes. I would recommend, instead, studying the planning code that is 10 years old and requires that this study even be conducted.

If you want to focus on fruitful improvement, study the intersection of Circle and 9th to provide better access to bikers to the bike path on Hwy 99. That access is very dangerous. Also study the intersection of Conifer and 9th. That intersection is designed chaotically. The remaining part of 9th Street south of Circle to Buchanan should be left alone and needs no study in my opinion. Thank you.

Name: Shawn Tucker

Comments: I'd like to put my vote in for not proceeding with the 9th street "improvement" plan. I see far too many issues with adding medians and the problems that it will cause. Making some changes (limiting driveways and combining some driveways) however adding the median strips causes undue headaches and will create additional traffic issues rather than solving issues.

October 7, 2009

TO: Members of the 9th Street Improvement Plan Project Advisory Committee
RE: Draft 9th Street Improvement Plan
FROM: Liz Frenkel

I attended the CAMPO Open House on Thursday, October 1, 2009 and have just finished reading the complete draft and accompanying documents on your website.

I applaud ODOT's suggestion that the focus of your study be turned from just an "access management plan" to the development of a "comprehensive corridor implementation plan". This 2.2 mile corridor defines a significant portion of northwest Corvallis. I note in your introduction to Chapter I of the draft that "Ninth Street exhibits many of the **problems** typically associated with commercial strip developments". I completely concur with that statement and look to "comprehensive" solutions to those problems.

I note the absence of any analysis relating to the legislative charge in HB 2186 creating the Metropolitan Planning Organization. That charge is to bring together representatives from Oregon's six MPOs and land use and transportation planning stakeholders to study land use and transportation scenarios that will achieve a reduction in greenhouse gas emissions from cars and light trucks, taking into consideration expected growth and increased fuel efficiency. How does this draft plan help to meet the state's greenhouse gas emission reduction targets for 2035?

I do not find any cost-benefit analysis, however ever speculative, of alternatives to the present Two-Way Left-Turn Lane (TWLTL) – such as raised medians or landscaped medians. While the statement is made that, since the City of Corvallis "does not adopt a recommendation that lacks a reliable funding source", the "strategies and measures recommended by this effort will be incorporated in the City of Corvallis Land Use Development Code". This presumes that the choice of options will have already been made – before implementation. A public CIP review would merely be about implementation options. A range of cost might influence the choice of alternatives.

The information regarding public transit opportunities is not clear. I have recently had occasion to use the bus system and know that there are now ½ hourly options going from "hospital hill" and the downtown transit station – and they are used! I believe this usage will only increase with time. 9th Street buses offer options for the many low-income – single car residents living close to 9th Street. As a reminder, bus transit presumes pedestrian traffic!

The "Purpose of the Study", as stated, is three-fold:

1. To improve the operation of 9th Street for vehicles, pedestrian, bicycle, and transit services;
2. To develop a 9th Street Improvement Plan that guides future development; and
3. To incorporate the 9th Street Improvement Plan into the City of Corvallis

Development Code for implementation.

Among the issues raised by the public were that 9th Street was "Unfriendly to Pedestrian Crossing"; "Unfriendly to Bicycling". Improvements suggested were improving pedestrian safety, adding more transit shelters, additional

landscaping, raised median and following principles of “Smart Growth Development”. Only one of the alternatives adequately considers the pedestrian problem as well as the aesthetic problem – let alone the safety and comfort problem. Without landscaped medians, the image of 9th Street is of just another strip development; is just a Corvallis *Grand Prix* . That accolade should remain with the major 9th Street by-pass arterial..

The 9th Street Study “Inventory of Existing Conditions” notes that a majority of the commercial activities are in the LDC “Mixed Use Community Shopping” (MUCS) zone. MUCS are defined as:

Commercial developments between neighborhood centers that are intended to transition to a more pedestrian and human scale environment. The MUCS zone is intended to provide for retail businesses and commercial and personal service activities of limited size ... accommodating both pedestrian oriented uses and a limited number of land uses that are more dependent on automobile circulation.

9th Street is an urban minor arterial. The 9th Street By-Pass is obviously a major arterial. I would suggest that attempting to elevate 9th Street to a major arterial – a street primarily for fast, through traffic, does not meet the test of this Draft Plan’s purposes nor the intent of the MUCS zone nor does it promote pedestrian use nor does it deal with green house gas emissions resulting from automobile traffic.

I would hope that landscaped pedestrian refuges would take precedence over convenience to automobiles that now can, and do, turn left from the center land most anywhere, despite TWLDL markings. I would hope that more transit shelters be planned for and that they be closer to safe crosswalks than now. I would hope that “Smart Growth Development” principles be more than just goals.

Sometimes a single street defines a community. Let’s not allow 9th Street to define Corvallis as a “strip development”.

Thank you for your consideration of my comments.