



October 1, 2009 Open House Comments

Public ideas, support, and concerns about the Draft 9th Street Improvement Plan

Which Access Management Alternative (Existing, Boulevard, Planted Median) most appeals to you? Why?

Alternative I - Existing (15 responses)

- Leave 9th Street alone, it is working for businesses. None of these will work – will create more traffic flow problems!
- They all seem like they fail to address balancing the needs on our arterial
- Need more opportunities for input from 9th St businesses. Also, invite S 3rd businesses that have gone through this process
- Other than a couple of main intersections I feel traffic flow isn't a problem. Pedestrians and bicyclists are not so numerous that it needs to be changed
- Cost. The 2 way traffic with 2 lanes is needed
- Provides best access to all on 9th Street. Allows for good traffic flow, less congestion
- 1 access 9th from the north via Walnut.
- 9th St. is one of the primary commercial streets in town. As a property owner and business owner, I appreciate the current access and visibility
- Other than 9th & Circle, there doesn't seem to be an immediate or future concern to traffic
- 9th Street moves traffic - any restrictions will increase problems not reduce them
- This street should be focused on cars. Don't try to make it a downtown area (i.e. walking friendly). It should stay a TWLTL (two-way left-turn lane).
- I need access to businesses on both sides of 9th no matter which direction I'm driving. Having shopped this way for 45 years, I know it to be the most efficient.
- Other alternatives make access to businesses I frequent too difficult and dangerous
- I access 9th from the north via Walnut. Most of the businesses I frequent are on the east side of 9th which means lots of left turns. The plans proposed which limit left turns make no sense on our most commercial avenue. You seem to be solving a non-problem.
- Not alternative three – keep medians north, where incidents of accidents are higher and more pedestrian challenges

Alternative II - Boulevard (1 response)

- More pleasant environment. Less CO² input to the atmosphere

Alternative III - Planted Median (3 responses)

- It will definitely enhance the dilapidated buildings and further emphasize that Corvallis is indeed the most beautiful University town in Pacific Northwest
- More attractive, turn access preserved, progress of traffic flow preserved (Respondent also inserted diagram illustrating how traffic is managed in other cities, with wider paved streets and dedicated turn lanes at intersections, allowing through drivers to go faster in the straight-away single lane parts)
- Small oasis from asphalt desert; pedestrian safe area when crossing street; still leaves room for 4 lanes

Which Access Management Alternative (Existing, Boulevard, Planted Median) is least appealing to you? Why?

Alternative I - Existing (3 responses)

- Too much traffic

- Ugly; dangerous feeling (on bicycle); difficult to walk across
- Put medians where they are the most frequent number of curb cuts

Alternative II - Boulevard (9 responses)

- Although it might be aesthetically pleasing to the eye, it might actually aggravate the traffic/ foot traffic that goes through
- Restricted traffic flow, additional congestion and loss of business trade on 9th Street
- Selected, but no reason provided
- One lane each way would close business / divert business traffic to residential streets to avoid congestion
- Selected, but no reason provided
- Single lane will be very slow driving, long waits for turning cars and buses at bus stops
- You will limit car traffic and destroy property values and business along 9th street. How will people turn left from properties on the east side of the property?
- How will people turn left from properties on the east side of the property?
- Increase resistance to the flow of traffic

Alternative III - Planted Median (10 responses)

- Significantly impacts Carl's Jr. and more importantly Freemont Place (only access for this business)
- Keep medians North where incidents of accidents is heavier and more pedestrian changes
- Access to and from our property for customers and our delivery vehicles. We also have freight trucks that need unobstructed access
- Planted medians would defeat the purpose of a safe haven for pedestrians and congest access to and from businesses
- Restricted traffic flow, additional congestion and loss of business trade on 9th Street
- I want to make sure that the median labeled "Office Max & Plaza 9" allows a left hand turn from the driveway on 9th Street that is used by Office Max, CCC Plaza and OSU Federal Credit Union. This not clear on the current drawing
- The median planned between La Ponderosa and Mick's Sign would not allow access to "Play It Again" Sports driveway and would bottle neck vehicles turning south out of Mick's, Kens Car Care Center, Schaefer's and Special Occasions customers.
- Increase resistance to the flow of traffic
- Because I would have to plan which direction I needed to go to access a certain business and u-turns would not be possible plus I would have to change directions by going through neighborhood streets (10th) and for turn around on the opposite side in business lots.
- Trees block view of traffic across the median and will increase city costs for clean-up due to leaves in the fall

What, if any, changes or additions to the Plan Recommendations would you suggest?

Access Management:

- No medians
- Leave open as possible
- Remove median in front of La Ponderosa and Mick's sidewalk

Walking:

- Striped crossings with median refuges
- Need crosswalks on 9th Street
- Store at sidewalk, parking in back would be wonderful
- Slower speed limits would allow pedestrians to use crosswalks on non-signal crossings
- Should be deemphasized

- Add pedestrian activated crossing lights near credit union

Biking:

- Maintain the bike lanes we have - Enforce the use of them
- Widen bike lane by reducing sidewalk
- Let's keep bikes off this commercial street
- Use 10th St., 9th St. is too busy for bicyclists
- 3' bike lane is plenty big enough if you can use it. As it is now that's hard for two reasons: 1. For most of the bike lanes, the 16" on the right is sections of concrete (part of the curbs?) which are bumpy or awful to ride on. So I want to ride in the left 20", EXCEPT 2. Cars and big trucks whizzing by with 6' to spare are scary too. PLEASE have smooth asphalt on ALL the bike lane – like now northbound (east side) north of Randy's. This would nearly double the effective width of the lane, at no cost of space.
- Should be deemphasized
- Good luck

Transit:

- Park & Ride behind Safeway with transit for 9th Street businesses
- Horse drawn cars, Streetcars, Trolleys, Segways, Shuttles every few minutes, Pedi cabs
- Turnouts
Good – more shelters

Land Use:

- Do not force existing property owners to build towards street and move parking to rear. This has a major effect on small business owners who need to expand
- Consistent planning and use
- Consider rezoning land if 9th Street gets higher traffic at the north end below hospital
- Keep as is – market will dictate uses, not zoning

Landscaping:

- Do not increase trees. It is already too hard to see businesses
- Street trees! (small) or bushes between sidewalk and/or bike lane and traffic lanes
- Don't let it interfere with visibility
- Keep out of the streets
- Who gets to pay for the maintenance on the boulevard or planted median?
- Trees are best investment – street & medians

Signs:

- They are grandfathered in. If new businesses are forced to change from the existing signage people wouldn't want to do business here
- Current plan appears to work well.
- Good idea
- Yes –remove tacky signs
- Consolidate and fewer

Hanging Wires:

- Put them underground...(but it would probably be very expensive)
- If moving underground is feasible and affordable it's an option but not necessary
- It would be nice to remove, but time required to do it would create a loss to businesses during construction
- Transition to underground
- Good idea
- Much better underground if you can
- Good idea

- Underground if you have the money

Overall:

- Park & Ride – behind Safeway
- This is a commercial district, please maintain this zone as historically developed
- Please consider the economic benefits and losses to the owners of the property and businesses as the decisions are made
- Make exit only from 99W to 9th at Grant
- Get rid of this plan. Our community has far more important issues than this
- Leave 9th Street as is it's working fine!!

Additional Comments

- 9th Street is busy, as we expect for a major arterial. But 9th Street is also a major shopping area in Corvallis. It is critical that opportunities to access businesses easily be preserved. Additionally, existing property owners are likely in a poor position now to cover costs of the plan due to poor economy.