



ISSUES REQUIRING FUTURE STUDY

Transportation planning is an ongoing process that tends to identify new issues as it finds solutions for others. Some issues are so complex that a solution to one problem may need to be linked to the solution of another. Building community consensus on an issue may also require additional time and study. There are several issues that, for reasons related to timing, funding, and staff availability, will need to be studied in greater detail in the near future. The *Salem Transportation System Plan* has identified the following issues as requiring future study. When completed, the Plan can be amended to reflect the recommendations of these studies.

Willamette River Crossing Capacity Study

The first phase of the Rivercrossing Capacity Study was completed in 1999. The need for additional crossings has been identified, as well as two general crossing alignment areas. The northern alignment area (Tryon Avenue NE/Pine Street NE Corridor) has been identified as the primary one to be studied and pursued first. The second, or southern, general alignment area (Kuebler Boulevard SE) is to be pursued over a much longer time frame. The next phase of work associated the Study will be to begin the formal Environmental Impact Statement (EIS) process. This will specifically refine the northern alignment, begin preliminary design, identify potential funding, and begin the study of potential environmental impacts. SKATS adopted Resolution 03-9 in 2003 supporting any and all efforts related to the procurement of the necessary funding to produce an EIS for a new bridge in the northern alignment area connecting the Salem Parkway, West Salem, and Highway 22. The Salem City Council adopted a similar resolution in November 2003 (Resolution 2003-132) to support efforts related to producing an EIS for a new bridge crossing in the Tryon Avenue NE/Pine Street NE Corridor. In 2004, Congress approved earmarked funding to assist in developing this EIS. Salem also has committed funds towards this effort. The EIS process is expected to be completed in the next few years, pending availability of additional Federal, State, or local funds to supplement funds already identified.

Highway 22 Urban Corridor Study

State Highway 22 crosses the Salem Urban Area from east to west, serving as one of Salem's most heavily traveled roads. The purpose of the study is to examine ways to improve the corridor's travel capacity, safety, and multimodal travel needs. The components of this study are described in both the Street System Element and the Long-range Transportation Strategy Element of this Plan. This study is expected to begin within the next few years.

Sunnyside Road SE—Commercial Street SE—Hilfiker Lane SE Intersection Management and Improvement Study

The segment of Commercial Street SE between 12th Street SE and Keglers Lane SE is the subject of increasing congestion and frustration among drivers. The closely-spaced intersections of five major streets in the area create a confusing and inefficient circulation pattern. The future eastern extension of Hilfiker Drive SE will add additional traffic demand to the intersection area. To address these concerns, an intersection management and improvement study is needed to identify transportation system management measures to make the intersections operate more efficiently and, if necessary, potential realignments of existing streets and other physical improvements to increase capacity, circulation and street system connectivity.

River Road S to Commercial-Liberty Couplet Study

It is expected that traffic volumes will continue to grow on River Road S as future residential development occurs in the far south of Salem. Currently, traffic must use Owens Street S as the link between River Road S and the



Commercial/Liberty Street SE couplet. Congestion will increase on Owens Street S, particularly in the eastbound-to-northbound movement, as traffic attempts to negotiate the closely-spaced intersections and lengthy signals. A study is needed to identify measures, potential realignments, or physical improvements that can be employed to better facilitate future traffic circulation and reduce congestion.

Vehicle Miles Traveled (VMT) Reduction Strategy and Development of Alternative Measures

The *Salem Transportation System Plan* contains an ambitious set of goals and objectives to reduce our community's reliance on the single-occupant vehicle. However, meeting these goals may still not be sufficient to achieve the numerical requirements set forth in the State Transportation Planning Rule for the reduction of VMT per capita. The purpose of this study would be to identify specific measures that could help the Salem-Keizer region comply with these requirements. Some of these measures could include, but not be limited to, enhancing the region's ongoing transportation demand management program, expanding regional transit service, and adopting land use development codes that promote mixed-use and transit accessibility.

The City of Salem, in coordination with its regional partner jurisdictions will work together to develop alternative measures to VMT reduction that measure progress toward achieving a more balanced transportation system. These alternative measures may include:

- Modal Share of alternative modes, including walking, bicycling, and transit trips;
- Vehicle hours of travel per capita;
- Accessibility of people to goods and services necessary to meet their daily needs;
- The Oregon Benchmark for a reduction in peak hour commuting by SOVs; and
- Other alternative measures that would produce an equivalent benefit to a reduction in VMT per capita.

A major component of this study would include the determination of its feasibility and benefit to the community. These two related planning efforts are anticipated to be completed as part of the update to the SKATS Regional Transportation System Plan in 2001-2002.

Update to the Salem Area Comprehensive Plan (Land Use) and Development of an Integrated Land Use and Transportation Plan

Given the age of the current version of the City's comprehensive land use plan and the continued growth being experienced by our community, it is imperative that the *Salem Area Comprehensive Plan* be revised to reflect a greater linkage between land use development and transportation services. It should also be revised to address policies on mixed-use development, residential land supply, and urban design overlays. Aspects of this study would help address the issue of meeting the VMT reductions in the State Transportation Planning Rule. The *Salem Futures* process is currently underway and contains both a visioning component and an analysis of several land use alternatives for the Salem Urban Area. The *Salem Futures* process should be completed in 2003.

The final evolution of the *Salem Futures* process is to combine its results with ongoing revisions to the *Salem Revised Code* and the *Salem Transportation System Plan* to produce an integrated land use and transportation plan.



This plan would then be adopted into and reflected in all of Salem's pertinent planning documents. Specifically, the goal of the effort would be to develop an integrated land use and transportation plan that helps improve livability by promoting changes in land use patterns and the transportation system that makes it more convenient for people to walk, bicycle, use transit, and drive less to meet their daily needs.

Other specific objectives of this planning effort are to include development of regulations that:

- Increase residential densities within a quarter-mile of transit routes, major employment areas, and major retail shopping areas;
- Increase allowed densities in new commercial office and retail developments in designated community centers;
- Designate lands for neighborhood shopping centers within convenient walking and bicycling distance of residential areas;
- Designate land to provide a better balance between jobs and housing considering the total number of jobs and housing units, the availability of affordable housing, and the provision of housing opportunities near employment areas; and
- Establish a mechanism to review and manage major roadway projects to ensure that the effects of such projects are consistent with an integrated land use and transportation plan to reduce reliance on the automobile.

This planning process will be closely linked to developing a VMT Reduction Strategy and Alternative Measures. An integrated land use and transportation plan should begin to take shape in the years 2002-2005.

Lancaster Drive Access Management Design Study

Two recent efforts have been made to improve traffic conditions on Lancaster Drive SE/NE in East Salem. Improvements in traffic signal coordination were completed in 1994. In 1995, the first phase of the Lancaster Drive Improvement Strategies project was completed, creating a menu of access management measures that could be implemented on Lancaster Drive SE/NE to improve traffic flow and safety. The second phase of this project would be a design study to determine the type and location of access control measures that could be implemented. Funding for this study has not been identified.

Arterial Streetscape Improvement Projects

As part of its 1994-1995 Neighborhood Environmental Evaluation and Design Study, the Northeast Neighbors (NEN) and the Southeast Salem Neighborhood Association (SESNA) identified a need to improve and beautify the streetscape for State Street between 13th Street SE and 23rd Street SE. Similar support has been expressed over possible improvements to Edgewater Street NW, Wallace Road NW, and Broadway Street NE. It is recommended that studies be completed with local neighborhood participation to identify specific design improvements for these arterial corridors. Improvements could include, but not be limited to, landscaping, street lighting, wider sidewalks, street furniture, public art, and other public amenities. The identification and design of major gateway points, as referenced in Comprehensive Transportation Policy No. 21, should be accomplished as a part of the studies and design work related to these arterial streetscape projects. A funding mechanism needs to be identified for this program to proceed.



Updates to City of Salem Neighborhood Plans

All of Salem's adopted neighborhood plans need to be revised to reflect the changes in the transportation system identified in the *Salem Transportation System Plan*. West Salem was the first to revise its plan, which was adopted in 2003. These plans need to reflect transportation-supportive land use policies and include revisions resulting from other City infrastructure plans. Neighborhood plans will be undertaken as funding and staff resources are available.

Innovative Treatment of Stormwater in Street Design

It is a policy of this Plan to take proactive measures to reduce the environmental impacts from transportation projects. To support this policy, the City plans to explore ways to reduce the impacts of road surface runoff. Alternative designs, including use of biological, vegetative, or passive filtration, can reduce runoff velocity and negative impacts to the environment. The Public Works Department is committed to gaining experience with alternative designs through pilot projects. Appropriate standards will be created once the City has more experience specific to Salem with these designs, including cost and maintenance considerations.

Permeable pavements are another tool that can reduce stormwater runoff. Benefits of permeable pavements include better infiltration, groundwater recharge, reduction in runoff volume, and treatment of stormwater for pollutants. At this point permeable pavements are not considered appropriate for use on streets in Salem. This is in part due to the soil types in Salem and concerns with maintenance. Permeable pavements may be appropriate for private driveway or parking areas.

Cordon Road NE/SE Corridor Plan

Cordon Road NE/SE serves as a strategic corridor for traffic to and from the Salem area. Partly due to its relative attractiveness as a travel route, and partly due to the rapid growth of the eastern Salem area, traffic volumes have increased substantially on this road in recent years. These traffic volumes are starting to push the boundaries of available capacity on this road. The purpose of this study would be to develop a thorough plan to ensure the adequacy of Cordon Road NE/SE as a travel route in the future. This will include evaluating the adequacy of the current roadway to serve future traffic, as well as evaluating the possibilities of turn lanes and traffic signals at intersections and the possibility of widening the roadway. While most of Cordon Road NE/SE is outside the Salem UGB, Salem sees this study as a regional planning effort to coordinate transportation needs.

Central Salem Streetcar Feasibility Study

Streetcars are enjoying a renaissance in American cities of all sizes, as both public and private interests have realized the potential for meeting transportation circulation needs and economic development goals through the implementation of streetcar service. In Salem streetcars have long been a part of the city's heritage—horsedrawn streetcar lines were in place in 1889. In 1890 the Capitol City Railway Company installed the first electric streetcar lines, and by the early twentieth century the streetcar system in Salem had grown into an extensive network of lines. As other forms of transit replaced streetcar networks, streetcars were usually replaced by diesel buses, which were broadly seen as less expensive, more flexible, and more "modern." In Salem buses began to make inroads in the city in 1924 and had completely replaced the streetcar by 1924.

Today many of the basic community and economic development principles that fueled the development of early streetcar lines are being revived. A focus on street-front retail, development of core city retail and services, demand



for close-in, pedestrian-friendly, mixed-use neighborhoods, and convenient access to transportation are among the factors that have restored interest in streetcars. These factors, and a need for circulation in Central Salem, generated interest in a streetcar system within Central Salem. The City is participating with Cherriots and other downtown interests to conduct a streetcar feasibility study. The results of this study will help guide decisions about pursuing a new streetcar system in Central Salem. If a future streetcar is proposed, it will be very important to design it to interface with other modes of transportation.

Downtown Traffic Circulation Study

Traffic circulation in Downtown Salem consists primarily of a one-way grid system. Traffic patterns have been modified several times over recent decades. There is an interest in revisiting the current traffic circulation system downtown to determine if it remains the best configuration to meet the city's needs and priorities. Such a study would need to take into consideration a variety of issues, including traffic volumes, speeds, pedestrian and bicycle access, parking, existing and proposed land uses, among others. Funding has not been identified to conduct this study.

