

TO: Commercial-Vista Corridor Plan Project Management Team

FROM: Judith Johnduff, AICP, Associate Transportation Planner
Public Works Department

DATE: June 1, 2015

SUBJECT: Public Events #2 - Summary of Comments Received

During the months of April and May, the project staff met with neighborhood associations, the project Technical Advisory Committee and the Stakeholder Advisory Committee, held a Public Workshop, and posted a survey on-line to solicit feedback on conceptual land use and street designs for the project area. A summary of the feedback received for each alternative is provided below. The Stakeholder Advisory Committee Meeting Notes are attached.

Commercial Street SE Conceptual Designs

Commercial Street SE Alternatives #1 Buffered Bike Lane and #2 Enhanced Pedestrian Corridor:

Comments received indicate the Commercial Street SE Alternative #1 Buffered Bike Lanes option is clearly preferred. Additional comments regarding the Commercial Street Corridor indicate that a signal at Ratcliff Drive SE is highly desired in the near term to facilitate not only vehicle traffic, but to allow for an important pedestrian crossing. Additionally, several people expressed concern about the complex nature of the Commercial Street SE/Fairview Avenue SE/Alice Avenue S intersection, and the difficulty bicycles, vehicles, and pedestrians encounter at this intersection. There was general support for narrowing the travel lanes to accommodate the buffered bike lane and encourage compliance with the posted speed limit. Left-turn lanes from Madrona Avenue SE to Commercial Street SE are desired. Access management was identified as a concern as well.

Throughout the planning process a strong desire has been expressed to improve the pedestrian environment along the Commercial Street SE corridor. Streetlights, buffers, landscaping, and more pedestrian crossings were identified as important for the area.

Liberty Road Conceptual Designs

Liberty Road S Alternative #3A Multi-use path, Alternative #3B Salem Heights S Reroute, and Alternative 4 TSP Improvements

The Salem TSP Alternative #3A was identified as the preferred design. Alternative #3-B received a significant negative response from some property and business owners, although at

least one property owner was in favor of the alternative and possible City acquisition of right-of-way. Although there was a desire for the TSP Alternative as a long term improvement, there was also a strong desire for more near term improvements to accommodate bicycles and improve the pedestrian environment.

Salem Heights SE Conceptual Designs

Salem Heights SE Alternative #5 TSP Standard Collector, Alternative #6 Angled Parking

The TSP Alternative with parallel parking was slightly preferred. Again, a signal is desired at the intersection at Ratcliff Drive SE. Overall, comments received noted the desire for improvements especially for pedestrians. Improvements were also identified as needed to support the area and improve drainage.

Triangle Drive SE Conceptual Designs

Triangle Drive SE Alternative #7 TSP Standard Local Street, Alternative #8A Angled Parking, Alternative #8B Parallel Parking

Comments received indicate that some property owners are opposed to all on-street parking alternatives if they would interfere with access to on-site parking or reduce the number of parking spaces available for customers.

Comments on Street Design Options

Bicycle Improvements

- A bike box at Vista Avenue SE/Liberty Road S was considered the most important to implement of the three improvements at the Liberty Road S split.
- Comment Received: Consider improving bicycle facilities on Madrona Avenue SE with enhanced bicycle treatments from Westbound Madrona Avenue SE to northbound Commercial Street SE to re-route northbound bicycles from Liberty Road S to Commercial Street SE.

Intersection Improvements

- Signalization of the Ratcliff Drive SE intersection was ranked as the most important to signalize with the dual left turn lanes at Madrona Avenue SE/Commercial Street SE being second most important improvement.
- The intersection of Fairview Avenue SE/Alice Avenue S is a safety concern for pedestrians. The right-turn from Fairview Avenue SE onto Commercial Street SE is of particular concern with drivers not yielding right-of-way to pedestrians.

- Double Left-Turns at the Intersection of Fairview Avenue SE/Alice Avenue S is a concern to some drivers.
- Some individuals would like Fairview Avenue SE opened to eastbound traffic, however the SCAN Neighborhood Association is opposed to opening the street to eastbound traffic.

Enhanced Crosswalks

- Of the proposed pedestrian crossings, the crossings between Vista Avenue SE and Madrona Avenue SE were listed as the most important to implement, followed by Commercial Street SE at Waldo Avenue SE and Liberty Road S north of Triangle Drive SE.
- Comment Received: enhanced crosswalks need to be well lit so that drivers can see pedestrians.

Streetscape and Land Use Options

- Throughout the planning process a strong desire has been expressed to improve the pedestrian environment throughout the Corridor. Streetlights, buffers, landscaping, street trees, and more pedestrian crossings are desired.
- Trees and landscaping were identified as the most important improvement for the pedestrian zone, followed by lighting.



Commercial-Vista Corridor Plan

Connecting People and Places

Stakeholder Advisory Committee

Meeting #2 Summary Notes

Date: Wednesday, April 15, 2015
Time: 4:30 p.m.
Location: South Salem High School

Attendees:

Stakeholder Advisory Committee Members

Alex Beamer, LifeSource Natural Foods

Laura Tesler, Resident

Tim Jennings, Roth's Fresh Markets

Holly D. Sears, Resident

Kirk Sund, Architect/Design Professional

Lorrie Walker, Resident, SCAN Neighborhood Association

Tina Thompson, Resident, Faye Wright Neighborhood Association

John Lattimer, SWAN Neighborhood Association

Staff

Naomi Zwerdling, Oregon Department of Transportation

Judy Johnduff, Public Works Department, Transportation Planning

Consultant Team

Jordin Ketelsen, DKS

Glen Bolen, OTAK

Scott Mansur, DKS

Matt Hastie, APG

Members of the public present:

Jon Christensen

Meeting Notes

These meeting notes document the major questions and comments discussed at the Stakeholder Advisory Committee Meeting.

Overview and Discussion of the Opportunities and Constraints Report

Scott Mansur presented alternative street cross-section options for Commercial Street SE, Liberty Road S, Salem Heights Avenue SE, and Triangle Drive SE. Also presented were transportation design options for specific locations including improvements at the Liberty/Commercial, Vista/Liberty/Commercial and Ratcliff/Commercial Intersections, four pedestrian crossing improvements, and bicycle safety improvements. Street design options were presented to the Committee.

Discussion and Feedback:

The Project Team developed a series of questions to prompt feedback from the stakeholders about the conceptual street design alternatives:

1. Which of the alternatives better supports the project goals and best serves the area businesses, residents, and visitors?
2. Do you recommend any changes to either/any of the alternatives to improve it?

Comments on Street Design Alternatives:

Commercial Street SE Alternatives #1 Buffered Bike Lane and #2 Enhanced Pedestrian Corridor:

- The existing bike lanes on Commercial near Madrona are currently so wide that some drivers are using the lanes as turn pockets. How will the buffered bike lanes be marked? Answer: The proposal would be to stripe the 2-foot buffer with two parallel stripes separated by diagonal striping to make it clear that the lanes are for bicycles only.
- Is the sidewalk corridor wide enough to have buffered bike lanes and still have a wider sidewalk area? Yes, the pedestrian corridor would only be 12 to 14 feet wide, which is still wide enough to support a sidewalk and furnishing zone.
- Would like to see the Committee support street trees that provide shade and a better pedestrian environment. Currently there are trees along Commercial Street, however they have been trimmed so much they do not provide shade and do not enhance the pedestrian environment.
- Would there be a change to the water quality standards on Commercial Street? Both alternatives improve the water quality on Commercial Street but alternative 2 improves the most due to the largest space for landscaping and smallest roadway width.
- Would the buffered bike lane option still provide room for stormwater quality features in the furnishing zone / landscape buffer? Yes.
- Landscape buffer and 11-foot travel lanes would be a positive change.
- Suggest access management and closing some driveways where possible to improve Commercial Street.
- Recommendation to lengthen the left turn lane signals timing at Vista, currently drivers are running the red.

Received some support for the buffered bike lane option due to more people using Commercial Street as a popular bikeway.

Liberty Road Alternative #3A Multi-use path, Alternative #3B Salem Heights Reroute, and Alternative 4 TSP Improvements

- Suggestion to remove the gas station to widen Vista to create a better connection from Liberty to Commercial Street.
- Some of the options for Liberty seem like improvements in the short term with the

Transportation System Plan alternative as the long-term goal.

- Currently Salem Heights Avenue SE has a stop at Triangle Drive SE will that remain?
Answer: Alternative 3B would likely involve relocating the current stop sign on Salem Heights Avenue SE to Triangle Drive SE.
- Concern that the Salem Heights Reroute Option would require a significant amount of right-of-way and impact neighboring properties.

Salem Heights Alternative #5 TSP Standard Collector, Alternative #6 Angled Parking

- Salem Heights needs improvement—currently very bleak.
- The alternatives do not call for bike lanes on Salem Heights. Sharrows are not ideal and the Angle Parking Alternative can be a problem for bicycles.
- Angle parking would be helpful in terms of providing more parking opportunities for businesses and pulling in and backing out is easier and would not hold up traffic as much.
- Parallel parking is better for bicycles; however, doors can still be a problem for bicyclists. All in all, studies have shown that parallel parking is much safer than angled parking.

Triangle Drive Alternative #7 TSP Standard Local Street, Alternative #8A Angled Parking, Alternative #8B Parallel Parking

- Drivers running the stop signs at Salem Heights have been a problem.
- Cut-thru traffic is a problem on Neef Avenue SE and may be a bigger problem with increased traffic.
- Possibility of bikes using Triangle Drive should be considered.

Comments on Street Design Options

- Intersection of Fairview / Alice is a safety concern for pedestrians. The right-turn from Fairview onto Commercial is of particular concern with drivers not yielding right-of-way to pedestrians.
- Intersection of Fairview / Alice is a concern to vehicles as well with the double lefts.
- Would like to open Fairview to Eastbound Vehicles—Neighborhood is opposed to opening the street to eastbound traffic.
- Enhanced Crosswalks need to be well lit so that drivers can see pedestrians. Commercial Street Enhanced Crosswalk by City Hall noted as poorly lit where it is very difficult to see pedestrians.

Comments on Streetscape and Land Use Options

- The proposed enhanced pedestrian crossing on Liberty is greatly needed.
- As new development plans are submitted to the City, these improvements should be discussed with developers to encourage implementation.

- The Triangle Drive area looks like a great opportunity to create a nice area.
- Suggest looking at possibilities for incorporating the pond on Commercial Street into the land use / streetscape options.
- Suggest thinking about the cemetery on Liberty Road in the planning effort.

Next Steps

- Staff and the consultants will review the comments provided on the conceptual street design and land use options, and narrow the options to 1 to 2 alternatives for further refinement. The refined alternatives will be presented to the Stakeholder Advisory Committee for review and feedback at the next Stakeholder Advisory Committee Meeting.
- The next meeting is tentatively scheduled for early June 2015.