Oregon
Theodore R. Kulongoski, Governor

Department of Land Conservation and Development
635 Capitol Street, Suite 150
Salem, OR 97301-2540
(503) 373-0050
Fax (503) 378-5518
www.lcd.state.or.us

NOTICE OF ADOPTED AMENDMENT

July 19, 2007

TO: Subscribers to Notice of Adopted Plan or Land Use Regulation Amendments

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of Salem Plan Amendment
DLCD File Number 024-06

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. A copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: August 6, 2007

This amendment was submitted to DLCD for review 45 days prior to adoption. Pursuant to ORS 197.830 (2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

***NOTE:** **THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAN IT WAS MAILED TO DLCD. AS A RESULT YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.**

Cc: Gloria Gardiner, DLCD Urban Planning Specialist
Jason Locke, DLCD Regional Representative
Matthew Crall, DLCD Transportation Planner
Julie Warncke, City of Salem

<paa> ya/email

FORM 2

DLCD
Notice of Adoption

THIS FORM **MUST BE MAILED** TO DLCD
WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION
PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18

☐ In person ☐ electronic ☐ mailed

DATE STAMP
DEPT OF
JUL 16 2007
LAND CONSERVATION AND DEVELOPMENT
For DLCD Use Only

Jurisdiction: **City of Salem**
Local file number: **N/A**
Date of Adoption: **7/9/2007**
Date Mailed: **July 16, 2007**
Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **Yes** Date: 12/22/2006

☒ Comprehensive Plan Text Amendment
☐ Comprehensive Plan Map Amendment
☐ Land Use Regulation Amendment
☐ Zoning Map Amendment
☐ New Land Use Regulation
☐ Other:

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

Major amendments were made to the Introduction, the Street System Element, and the Transportation Finance Element. Minor amendments were made to the Bicycle System Element, the Pedestrian System Element, and the Transportation System Management Element. The primary focus was on updating the transportation projects.

Does the Adoption differ from proposal? Yes, Please explain below:

Three new projects were added, four projects had a change in priority, four Tables had cost or revenue adjustments, a new map was added, a new appendix was added, and some corrections were made for typos and grammar.

Plan Map Changed from: to:

Zone Map Changed from: to:

Location: Acres Involved:

Specify Density: Previous: New:

Applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☒	☐	☐	☐	☐	☐	☐	☐

Was an Exception Adopted? ☐ YES ☒ NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing?	☒ Yes	☐ No
If no, do the statewide planning goals apply?	☐ Yes	☐ No
If no, did Emergency Circumstances require immediate adoption?	☐ Yes	☐ No

DLCD file No. 024-06 (15759)

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

Marion County, Polk County, ODOT, Salem Area Mass Transit District, SKATS

Local Contact: **Julie Warncke** Phone: **(503) 588-6211** Extension:

Address: **555 Liberty St SE, Room 325** Fax Number: **503-588-6025**

City: **Salem** Zip: **97301** E-mail Address: **jwarncke@cityofsalem.net**

ADOPTION SUBMITTAL REQUIREMENTS

This form **must be mailed** to DLCD **within 5 working days after the final decision**
per ORS 197.610, OAR Chapter 660 - Division 18.

1. Send this Form and **TWO Complete Copies** (documents and maps) of the Adopted Amendment to:

   ATTENTION: PLAN AMENDMENT SPECIALIST
   DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
   635 CAPITOL STREET NE, SUITE 150
   SALEM, OREGON 97301-2540

2. Electronic Submittals: At least **one** hard copy must be sent by mail or in person, but you may also submit an electronic copy, by either email or FTP. You may connect to this address to FTP proposals and adoptions: **webserver.lcd.state.or.us**. To obtain our Username and password for FTP, call Mara Ulloa at 503-373-0050 extension 238, or by emailing **mara.ulloa@state.or.us**.

3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.

4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.

5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date the Notice of Adoption is sent to DLCD.

6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.

7. **Need More Copies?** You can now access these forms online at **http://www.lcd.state.or.us/**. Please print on **8-1/2x11 green paper only**. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to **mara.ulloa@state.or.us** - ATTENTION: PLAN AMENDMENT SPECIALIST.

ENGROSSED

ORDINANCE BILL NO. 85-07

AN ORDINANCE RELATING TO THE SALEM TRANSPORTATION SYSTEM PLAN AND AMENDING SRC 64.230

The City of Salem ordains as follows:

Section 1.

(a) Portions of the following Salem Transportation System Plan "Elements" are hereby amended to read as set forth in "Exhibits 1- 7," which are attached hereto and incorporated herein by reference:

EXHIBIT	ELEMENT
1	"Introduction"
2	"Street System Element"
3	"Transportation System Management Element"
4	"Bicycle System Element"
5	"Pedestrian System Element"
6	"Transportation Finance Element"
7	"Appendix G: Refinements to Typical Street Requirements"

(b) A new medium priority project is hereby added to "Exhibit 2," "Street System Element." The text to be added to "Exhibit 2," "Street System Element," is set forth on "Exhibit 11," which is attached hereto and incorporated herein by reference."

Section 2. SRC 64.230 is amended to read:

64.230. Adoption of Detailed Plans. The following detailed plans are hereby adopted as part of this Code the same as if fully reproduced herein. One copy of each is kept on file in the office of the City Recorder. Any portion of an adopted detail plan found not to be in conformance with the comprehensive plan shall be considered null and void.

(a) Comprehensive Park System Master Plan. Adopted April 26, 1999.

(b) Salem Area Wastewater Management Master Plan, 1996, CH2M-Hill. Adopted December 16, 1996, as amended by the Willow Lake Facilities Plan, Black & Veatch

Corp. / Carollo Engineers, adopted September 23, 2002, and further amended February 7, 2005.

(c) Stormwater Master Plan. Adopted September 25, 2000.

(d) Water System Master Plan, 1994, CH2M-Hill. Adopted April 25, 1994, amended September 23, 1996, October 25, 1999, and February 7, 2005.

(e) McNary Field Airport Master Plan, Salem, Oregon, Hodges and Shutt, May 1979. Adopted June 18, 1979, revised April 27, 1987, and further revised November 24, 1997.

(f) Urban Growth Management Program. As amended and adopted July 23, 1979, and as further amended January 11, 1982, and November 28, 1983, and September 23, 1996.

(g) Willamette River Greenway Plan, July, 1979. Adopted September 24, 1979.

(h) South Liberty Road Corridor Study. Approved December 27, 1982.

(i) Salem Transportation System Plan adopted June 28, 1998, and amended February 14, 2000, May 14, 2001, January 24, 2005, ~~and~~ March 28, 2005, and April 23, 2007.

(j) Salem Urban Area Public Facilities Plan. Adopted October 12, 1992.

Section 3. The City Council hereby adopts ~~that~~ those certain staff reports entitled "Salem Transportation System Plan Amendments", and dated April 2, 2007, "Salem Transportation System Plan Amendments - Public Hearing", and dated April 23, 2007, "Salem Transportation System Plan Amendments - Supplemental Staff Report on Rainier Drive SE and 23rd Street SE," dated June 11, 2007 and June 18, 2007, which ~~is~~ are attached hereto as "Exhibit 8," "Exhibit 9," and "Exhibit 10," respectively, and incorporated herein by reference, as findings in support of the amendments enacted herein.

Section 4. Severability. Each section of this ordinance, and any part thereof, is severable, and if any part of this ordinance is held invalid by a court of competent jurisdiction, the remainder of this ordinance shall remain in full force and effect.

PASSED by the Council this 9th day of July, 2007.

ATTEST:

Kathey Hall
City Recorder

Approved by City Attorney: _____

Checked by: J. Warncke

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EXHIBIT 1

Introduction

The following text, maps, tables and figures replace the portion of the **Introduction** chapter of the *Salem Transportation System Plan* from the beginning of the chapter through the end of the "Employment Distribution" section on page 1-26. Proposed text changes are shown using the strikeout/underline method. All maps, tables and figures being replaced are shown crossed out at the end of this exhibit.

INTRODUCTION

Overview

The goal of the *Salem Transportation System Plan* is to provide a framework of goals, objectives, and policies that will guide our community's efforts at achieving mobility through ~~the remainder of this century and~~ the first third of the 21st century. In addition, the Plan will show how our community must invest its resources in future transportation programs and infrastructure to meet anticipated travel demands.

PLANNING HORIZONS

The *Salem Transportation System Plan* contains two planning horizons. The main portion of the Plan is a ~~20~~25-year plan that contains policy language and detailed descriptions of transportation system investments that will take our community to ~~the Year 2020~~2030. The proposed investments in the ~~20~~25-year plan are matched to anticipated revenue sources~~, making the Plan financially constrained, a key requirement of Federal transportation policies~~. A longer-term vision comprises the long-range transportation strategy. This strategy contains broader policies that extend beyond the ~~traditional 20~~25-year time frame of transportation planning, and addresses the travel needs and urban form of our community as urban development nears its current Urban Growth Boundary. The long-range strategy takes a ~~financially unconstrained~~ look at what investments may be necessary to provide mobility in the long-term.

IDENTIFYING SYSTEM NEEDS

Before transportation investments can be planned for our community, its current and future travel demands need to be assessed. Those assessments have been made using current and projected population and employment figures, social demographics, surveys of travel behavior, and inventories of developable land within the ~~u~~Urban ~~g~~Growth ~~b~~Boundary. Using computer models, future travel demand has been projected for the Salem transportation system. Deficiencies have been identified by comparing travel demand to the capacity of the existing transportation system. The investments that need to be made in the system are designed to remedy those deficiencies and maintain or increase overall mobility.

GOALS, OBJECTIVES, AND POLICIES

Contained in the *Salem Transportation System Plan* are goals, objectives, and policies that will guide how investments are to be made in Salem's transportation system over the next ~~20~~25 years. These policies provide a comprehensive framework for more detailed City codes and requirements that relate to development standards, parking management, facilities design, system maintenance, and funding. Adopted by Council, these policies constitute the foundation and parameters of how transportation planning decisions should be made in the City of Salem.

PLANNING INVESTMENTS

The transportation investments identified in the *Salem Transportation System Plan* are designed to maximize mobility. Maximizing mobility means investing in several travel modes simultaneously. For example, the same street improvement project may widen a roadway to add vehicle travel lanes, add bicycle lanes, and construct sidewalks. Bus turn-outs may also be designed as part of the project. Most projects contained in the Plan are designed to be multimodal.

Investments are prioritized based on when they are expected to be needed. Funding constraints determine how many projects can be constructed at any given time. Prudently investing in infrastructure calls for building only what is needed, or reasonably anticipated to be needed, for the design life of the project. Maintaining surplus infrastructure is not cost effective over the long term, nor does it increase overall mobility.

INDIVIDUAL SYSTEM ELEMENTS

The *Salem Transportation System Plan* is a collection of smaller plan elements that deal specifically with each mode of travel, or aspect, of the entire transportation system. Most of these elements are required by the 1991 State Transportation Planning Rule. Others have been added for the benefit of the Plan. The Plan includes the following elements:

Street System Element

Identifies the needs of the entire street system, assigns each street a functional classification, provides typical design cross-sections, and recommends planned street improvement projects.

Local Street Connectivity Element

Contains policies that require local streets to connect to each other and to higher level streets, provide connections to neighborhood activity centers such as schools, parks, and shopping, and provide access to transit service.

Transportation System Management Element

Identifies ways of maximizing the capacity and safety of the existing street system through traffic engineering and applications of technology. Contains access management standards that increase safety and decrease congestion on arterial streets.

Neighborhood Traffic Management Element

Outlines the ~~process and methods~~ policies and programs available for neighborhoods to mitigate residential traffic issues such as infiltration of through-traffic and speeding on local streets.

Bicycle System Element

Identifies bicycle system needs. Contains policies that encourage bicycle use and safety. Designates streets that are bicycle routes, and lists planned bicycle system improvements.

Pedestrian System Element

Identifies inadequacies in the sidewalk system and contains policies that encourage walking and infrastructure improvements.

Transit System Element

Describes the City's role in supporting the transit system through infrastructure improvements that make transit services more accessible. Although the City of Salem does not operate the transit system, this element identifies needs and develops policies that will encourage transit ridership.

Intercity Passenger Travel Element

Identifies means, aside from the automobile, by which people can travel between cities in the region and beyond. Contains policies that encourage the availability of intercity passenger rail, bus, and aviation services.

Transportation Demand Management Element

Contains policies that encourage and facilitate the use of carpools, vanpools, flexible work hours, ~~telecommuting~~ teleworking, and other alternative travel modes that decrease reliance on the single-occupant automobile for the commute to and from work.

Parking Management Element

Estimates the current and future supply of off-street parking for commercial, industrial, and institutional uses within the Salem/Keizer urban area. Contains policies that promote an adequate supply of parking, but discourages an oversupply of parking that would promote single-occupant vehicle travel.

Freight Movement Element

Identifies the infrastructure needs for moving goods and services throughout Salem. Contains policies and planned improvements for movement of goods through pipelines, aviation, rail, inland marine, and trucks.

Transportation System Maintenance Element

Contains an inventory of maintenance and operations needs for the City's transportation system. It also contains policies that describe the City's strategies for preserving the investment made in transportation infrastructure.

Transportation Finance Element

Identifies the financial resources needed to achieve the level of mobility outlined in the Plan. Contains policies that guide the City's funding strategy for providing transportation services.

LAND USE, ~~AND~~ TRANSPORTATION, ~~PLANNING~~ AND ECONOMIC DEVELOPMENT

The relationship between land use development and the transportation system is one of cause and effect. The type, density, and design of land use developments place differing demands on the transportation system. Citywide land use patterns will determine the type of transportation system that is developed. A compact development pattern with high intensities of mixed uses will support transit operations and walking more efficiently than a low-density, segregated land use pattern, which tends to be more automobile-oriented.

A key element that is important in the land use/transportation discussion is the relationship of both to a community's economic health and economic development. Economic activities are far more than simply a component of a community's land use, for they provide the jobs and income that drive the need for housing and various other urban land uses. Land use planning and regulations can support and stimulate economic development through a number of means including regulations that maintain the quality of life in the community and the proper location and designation of lands for economic activities. Transportation infrastructure, which is needed to accommodate economic activities, can often be utilized as a stimulant to economic development if planned properly. Land use,

transportation, and economic development are interwoven and can be mutually supportive to help create a vibrant community.

The *Salem Transportation System Plan* has been developed to provide maximum mobility based on the currently adopted *Salem Area Comprehensive Plan*. The Plan contains land use planning recommendations that support greater efficiencies in the transportation system. These recommendations are included in the Plan to guide future City efforts to revise the *Salem Area Comprehensive Plan*.

ISSUES FOR FUTURE STUDY

There are many complex issues involved in planning a multimodal transportation system. Some issues require more detailed study and resources than are available during the development time frame of the Plan. In other cases, issues have surfaced during the planning process that require additional study. These additional studies are listed in the Plan.

PLAN IMPLEMENTATION

The *Salem Transportation System Plan* is adopted as a Detailed Plan of the City. The policies and projects contained in the Plan give the City direction on how to respond to land use and development proposals, what projects should have priority in the City's *Capital Improvement Program*, and under what policy framework specific codes and standards should be developed.

PLAN CONSISTENCY

The *Salem Transportation System Plan* must be consistent with the adopted SKATS *Regional Transportation System Plan* and those plans of neighboring jurisdictions. All of these plans must, in turn, be consistent with the broader transportation policies found in the adopted *Oregon Transportation Plan* and its statewide modal plans.

Regulatory Context

There are several Federal and State policies and regulations that affect our regional and local transportation planning process. These policies provide: guidelines for how transportation planning should be undertaken, specific benchmark targets to evaluate plan performance, funding requirements, and elements required for inclusion in a plan. Among the more important Federal and State policies and regulations are the following:

FEDERAL POLICIES AND REGULATIONS

~~*Transportation Efficiency Act for the 21st Century, 1998 (TEA-21)*~~ *The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)*

~~TEA-21~~ SAFETEA-LU is the umbrella Federal legislation that affects transportation planning nationwide. This legislation, ~~which expires in 2002~~ signed into law in 2005 and following in the spirit of its predecessors TEA-21 and ISTEA, authorizes the expenditure of Federal Highway Trust Fund revenues that represent a large portion of the funding used to sustain and improve the Federal and State portions of the regional highway system. Federal

transportation funds also support the ~~Mid-Valley~~ Region's Rideshare Program and bicycle facilities. Similar to previous Federal transportation legislation, ~~TEA-21~~ SAFETEA-LU requires Metropolitan Planning Organizations (Salem/Keizer Area Transportation Study) to address a series of criteria in their regional plans, including: financial constraint, environmental impacts, socio-economic impacts, equity, multimodal systems, energy consumption, and consistency with Federal, State, and local transportation plans. New MPO requirements from SAFETEA-LU include a Public Participation Plan, broader consultation on environmental and other issues, and a focus on security issues, and design, among others.

Current ~~TEA-21~~ SAFETEA-LU legislation affects the *Salem Transportation System Plan* in relation to projects using Federal funding and requires that regional and local plans ~~must~~ be consistent.

Clean Air Act Amendments of 1990

This legislation requires that projects listed in regional transportation plans may not contribute to worsening air quality or violations of standards set by the Environmental Protection Agency. These standards were revised and tightened in 1996. Failure to show conformance with the standards can result in the withdrawal of Federal funds.

Street improvement projects of regional significance contained in the *Salem Transportation System Plan* must be in conformance with Clean Air Act legislation in order for the Regional Transportation System Plan to be in compliance.

Americans with Disabilities Act (ADA) of 1990

This Act mandates that persons with disabilities be able to access public transportation facilities and services. It also requires that paratransit services be provided on a level comparable to overall mass transit services in the region. The local transit authority must prepare an ADA Paratransit Plan. That plan must be integrated in all regional and local transportation plans.

This Act relates mainly to how transportation facilities are built on the local level. The *Salem Transportation System Plan* must take into account paratransit services, and include ADA conforming designs for new construction, and significant reconstruction of streets and other transportation facilities.

STATE POLICIES AND REGULATIONS

Oregon Transportation Plan

Adopted by the Oregon Transportation Commission in ~~1992~~ 2006, this is the master plan that sets policies for the State's transportation facilities and services for the next ~~40~~ 25 years. It outlines broad strategies the ~~s~~State has developed for implementing Federal and State policies.

Projects on State facilities, and those projects using State funding, contained within the *Salem Transportation System Plan* must be consistent with the *Oregon Transportation Plan* and its respective modal plans.

Oregon Benchmarks

These benchmarks establish performance measures that show the State's progress toward the vision outlined in the State's Strategic Plan. These include measures that address: air quality, reduced reliance on the single-occupant

vehicle for commute trips, commute trip lengths, transit ridership, and roadway and bridge maintenance and preservation.

Local transportation system plans must address these benchmarks in order for them to be met on a statewide level.

State Land Use Planning Goals

Developed through the State Land Conservation and Development Commission (LCDC), the State has adopted a series of statewide planning goals which are to be implemented through the comprehensive land use plans of each city and county. These goals address the manner in which the land, air, and water resources of the State will be used to determine the need for improved public facilities. Statewide Goal 12—Transportation, is to be implemented through compliance with the State Transportation Planning Rule.

The *Salem Transportation System Plan* (TSP) must be consistent with the Oregon Transportation Plan and the State Transportation Planning Rule. The Salem Plan must also be consistent with the other 19 Statewide Planning Goals.

State Transportation Planning Rule (OAR 660-12)

Originally a~~A~~dopted by LCDC in 1991, this Rule is the set of administrative rules implementing Statewide Goal 12—Transportation. It requires that each metropolitan planning organization, city, county, port, and transit authority develop a transportation system plan that:

- Promotes the provision of transportation services that are viable alternatives to reliance on the single-occupant vehicle;

- Requires local governments to adopt transit, bicycle, and pedestrian supportive land development and subdivision ordinances;

- ~~Requires that our metropolitan region first work to hold vehicle-miles-traveled (VMT) per capita to "no growth" over the first 10 years of the Plan, then achieve a 5 percent reduction in daily VMT per capita after 20 years of plan adoption, with a total 10 percent reduction within 30 years. If these goals cannot be achieved, the region will need to develop integrated land use and transportation plans that reflect nonauto-dependent land use patterns that support increased transit use, walking, and bicycling. The region then must develop alternative standards to measure the performance of the transportation system;~~ Requires that the regional and local TSPs be designed to achieve standards adopted by the MPO for increasing transportation choices and reducing reliance on the automobile;

- Requires plans to target and work towards a reduction in the number of certain types of automobile parking spaces per person by 10 percent over ~~the next~~ a 20-years planning horizon; and

- Require that local transportation system plans be consistent with regional and neighboring local jurisdiction transportation plans, as well as Statewide Goal 12—Transportation.

State Conformity Rule (Air Quality)

Promulgated through the State Department of Environmental Quality (DEQ), this Rule requires that regional emissions must not contribute to worsening air quality or violations of Federal air quality standards. Projects found in the *Salem Transportation System Plan* that are of regional significance must demonstrate conformity.

Conformance

The consistency and conformance of the *Salem Transportation System Plan* with Federal and State plans, policies, and regulations is addressed in Appendix E of this document and in the Facts and Findings section of the staff reports that accompanied this plan when it, and subsequent amendments, ~~was~~ were presented to the Salem City Council for formal adoption.

TRANSPORTATION PLANNING IN SALEM

This document is built upon a strong and lengthy history of transportation planning in Salem. From the earliest *SATS Plan* to the more recent~~ly adopted~~ SKATS *Regional Transportation System Plan*, Salem has always worked towards meeting the future mobility needs of the community.

SATS PLANS

One of the earliest comprehensive transportation planning efforts in Salem began in 1960 with the *Salem Area Transportation Study* (SATS), completed through the Oregon State Highway Department and the Mid-Willamette Valley Planning Council. By 1968 the SATS planning efforts resulted in a transportation plan for the Salem urban area. Among other things, this plan called for a circumferential parkway around the Salem Urban Area, and a total of six bridges across the Willamette River. The 1968 SATS Plan was revised several times in subsequent years.

URBAN GROWTH MANAGEMENT PROGRAM

In 1979, the City adopted the Urban Growth Management Program. This Program is still active and is designed to provide for major public facilities in the developing portions of the Salem Urban Area. The Program called for the development of major facility plans, including the 1990 *Salem Transportation Plan*. The Program also called for the development of interim plans, called Sector Plans, to guide development until master plans were developed.

SALEM TRAFFIC CIRCULATION STUDY

In the early 1980s, the *Salem Traffic Circulation Study* was developed. This research effort resulted in extensive transportation data, including traffic volumes, origin and destination studies, opinion surveys, and background materials that were integral in the development of the 1990 *Salem Transportation Plan*.

SECTOR PLANS

In the nine-year period after the adoption of the Urban Growth Management Program, seven Sector Plans were adopted. The planning threshold for these plans was build-out of the land uses found within the boundary of the *Salem Area Comprehensive Plan*. The Sector Plans included streets elements that were to provide arterial and collector street systems to support planned development in the undeveloped areas of the Salem Urban Area. These Plans were superseded by the adoption of the 1990 *Salem Transportation Plan*.

AREA-SPECIFIC PLANS

Many smaller, area-specific transportation plans were developed and adopted between 1974 and 1990. These included various neighborhood plans and special studies such as the *Sunnyside Road Task Force Report*, and the *East/West Corridor Study*. These plans have directly influenced citywide planning efforts since their adoption.

SKATS YEAR 2005 TRANSPORTATION PLAN

In 1987, a new SATS plan was adopted. The plan was called the SKATS *Year 2005 Transportation Plan*, recognizing the incorporation of the City of Keizer and the name change to Salem-Keizer Area Transportation Study. This Plan provided a more realistic construction agenda than its predecessors. It also incorporated the urban street system as envisioned in the various Sector Plans.

SALEM TRANSPORTATION PLAN

Between 1987 and 1990, work proceeded on the *Salem Transportation Plan*. The 1990 Plan projected transportation needs to build-out for both the newly developing and developed areas of the Salem Urban Area. It placed a stronger emphasis on programs and less on intensive capital construction projects than in prior plans. The 1990 Plan recognized the community's concern about the financial, social, and environmental costs of utilizing major street construction as the only means of managing traffic demands. The 1990 Plan, however, still called for significant capital construction, including a circumferential parkway system with at least one additional bridge across the Willamette River in Keizer. Minor revisions were made to the Plan in 1992.

SKATS REGIONAL TRANSPORTATION SYSTEM PLAN

In the early 1990s work began on a major update to the SKATS *Year 2005 Transportation Plan*. This update was primarily in response to the adoption of the State Transportation Planning Rule and ISTEA legislation. The ~~1996~~ SKATS *Regional Transportation System Plan*, originally adopted in 1996 and updated in 2002 and 2005, provides a regional, multimodal framework for local transportation plans and is required for Federal highway funds to be spent within the metropolitan area. ~~A major emphasis of the Plan is reducing the region's reliance on the single-occupant automobile as the dominant mode of travel, and developing alternative methods of mobility in the region.~~

SALEM TRANSPORTATION SYSTEM PLAN

~~This document, t~~The 1998 *Salem Transportation System Plan~~,~~* follow~~s~~ed through the framework created by the 1996 *Regional Transportation System Plan* and replace~~s~~d the 1992 *Salem Transportation Plan*. The Plan has been amended on a periodic basis to maintain its relevance and accuracy.

Planning Process

PROJECT GOALS AND OBJECTIVES

The goal of the original 1998 *Salem Transportation System Plan* project was to develop and adopt a plan that adequately provides for the current and future mobility needs of the residents, businesses, and industries within the City of Salem. The project had the following objectives:

Objective 1: To design a system of transportation facilities and services that provides the needed infrastructure to support the current and future growth identified in the adopted *Salem Area Comprehensive Plan*.

Objective 2: To provide an integrated system of transportation facilities and services that provides the needed infrastructure for multiple modes of travel throughout Salem.

Objective 3: To develop methods of efficiently managing travel demand over the existing transportation system, decreasing overall reliance on the single-occupant automobile as the dominant means of travel.

Objective 4: To design a plan that provides the needed infrastructure to support the different modes of travel necessary for the efficient and timely movement of goods and services throughout Salem.

Objective 5: To develop a coordinated transportation plan that is consistent with the transportation plans of surrounding State, regional, County, and City jurisdictions.

Objective 6: To develop and adopt a transportation plan that meets the requirements set forth in the State Transportation Planning Rule, and other statewide planning goals.

PLAN DEVELOPMENT

The original development of the *Salem Transportation System Plan* ~~has~~ followed a nine-step process:

1. Identify system needs—Develop goals and objectives to achieve mobility.
2. Identify deficiencies in the transportation system that do not meet the identified goals and objectives.
3. Create policies that will guide City efforts in meeting its goals and objectives.
4. Determine physical and program-related investments that will correct identified deficiencies.
5. Identify and assign financial resources to provide transportation system investments.
6. Solicit public participation in each of the prior steps of the process, with the same goals and objectives of achieving mobility.
7. Coordinate planning activities with other government agencies.
8. Establish benchmarks to evaluate successful implementation of the Plan.

9. Implement the Plan through City codes, design standards, land use planning actions, City programs, and the *Capital Improvement Program*.

Subsequent amendments to the *Salem Transportation System Plan* have been consistent with this nine-step process.

PROJECT ORGANIZATION

The original *Salem Transportation System Plan* and subsequent amendments ~~was~~ were developed by the Transportation Services Division of the City of Salem, Public Works Department. The original planning process was designed to allow for the input of interested citizens, City board and commission members, other jurisdictional staff, and City Council members, through an organization of two committees, four working groups, and a separately-charged task force, each of which is described below.

Salem Transportation Joint Advisory Subcommittee

The formulation of plans and policies was performed under the direction of an advisory subcommittee to the Council. The Subcommittee included three City Councilors, two Planning Commissioners, a member of the Salem-Keizer School Board, and a representative of Salem Neighborhoods, Inc. (SNI). Staff support for the Advisory Subcommittee was provided by the Salem Public Works Department, Salem Community Development Department, Salem Area Mass Transit District, and SKATS.

Coordinating Committee

A Coordinating Committee was formed to ensure consistency between the *Salem Transportation System Plan* and those of neighboring jurisdictions in the region. The membership of the Committee included representatives from Salem Public Works, Salem Community Development, Marion County, Polk County, City of Keizer, Salem Area Mass Transit District, Salem-Keizer School District, Oregon Department of Transportation, and SKATS. The Coordinating Committee met periodically at the beginning and ending phases of the project.

Street System Working Group

The Working Group acted as a technical advisory committee, charged with the development of the street system and related elements of the Plan. Working Group membership included staff from Salem Public Works, Salem Community Development, and SKATS.

Parking Management Working Group

This Working Group was charged with the task of advising staff on the development of the Citywide parking management element. Membership included City staff, interested citizen and business leaders, staff from the State Department of Administrative Services, and staff from the consultant team headed by Kimley-Horn and Associates.

Transportation Demand Management Working Group

This Working Group consisting mainly of City of Salem, SKATS, Marion County, and State agency staff, was charged with the task of developing both a regional and City of Salem transportation demand management element, park and ride plans, and a transit element.

Access Management Working Group

This Working Group consisted of City of Salem, Marion County, and Council of Governments staff, neighborhood association representatives, local business managers, real estate brokers and developers. Its task was to develop access management plans for use by the City of Salem and Marion County. Work focused specifically on developing an access management strategy for Lancaster Drive that could later be modified for use on other arterial streets. The consultant team of David Evans and Associates, Inc., developed recommendations reflecting the concerns and ideas generated by the Working Group.

Transportation Impact Task Force

The Task Force was created by the direction of City Council to develop a long-range revenue strategy for funding the construction and maintenance of transportation facilities in the City of Salem. It was charged with looking at transportation system development charges, general obligation bonds, and other taxes and fees for inclusion into a funding package to be considered by Council. Its membership consisted of City Councilors, Planning Commissioners, business leaders, developers, and citizens. Although created separately from the formal *Salem Transportation System Plan* process, its discussions and recommendations form the basis of the transportation finance element of the Plan.

Central Salem Development Plan Area Mobility Study

Funded through a grant from the State Transportation Growth Management Program, this Study looked at ways to improve multimodal mobility through the core area of Salem bounded by Mission Street, 12th Street, Market/D Streets, and the Willamette River. This Study had a small combined citizens and technical advisory committee called the Modal System Plans Working Group. Through the assistance of JHK and Associates, Inc., locations were identified where pedestrian crossings could be improved, core area bicycle lanes could be installed, and where various vehicular circulation improvements could be implemented. The results from this Study have been folded into the various elements of this Plan.

Elements of the *Salem Transportation System Plan* were also reviewed by regional committees of SKATS. Those committees included the SKATS Bicycle Advisory Committee and the SKATS Goods Movement Advisory Committee.

PUBLIC INVOLVEMENT

State and Federal transportation guidelines require public involvement as part of development of transportation system plans. More importantly, project staff needed to know what direction the community wanted to pursue in achieving mobility. City staff held several open houses, workshops, and public hearings to educate the public on the transportation planning process and to receive input towards the development of policies and projects. This Plan reflects many of the desires and comments received from the citizen participation process.

DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT REVIEW

~~Prior to adoption by the City Council, t~~The State Department of Land Conservation and Development reviewed the *Salem Transportation System Plan*, as an element of the Salem Comprehensive Plan, for conformance with

the requirements set forth in the State Transportation Planning Rule. State planners identified several areas in the original TSP that needed improvement in order for the Plan to fully comply with the State Transportation Planning Rule. Those items not resolved prior to adoption are being addressed through work tasks contained in the Amended Salem Periodic Review Work Program.

PLAN ADOPTION

Once completed, the draft *Salem Transportation System Plan* was forwarded from the Advisory Subcommittee and Coordinating Committees to the general public for a final round of review. When the public review period was completed, the Plan was formally reviewed by the Salem Planning Commission. Finally, in August 1998, the Salem City Council adopted the *Salem Transportation System Plan* as a Detailed Plan in the *Salem Revised Code*.

POST-ADOPTION ACTIVITIES

The *Salem Transportation System Plan* has been amended several times since its original adoption. Each time after Council adoptsed amendments to the *Salem Transportation System Plan*, staff has and will continue to identify necessary revisions to the *Salem Revised Code* and *Salem Design Standards*. Adoption of these revisions are a major step in implementing the policies and standards found in the Plan.

Salem—The Community

GEOGRAPHY

Salem, the capitol city of Oregon, is located in the center of the Willamette Valley. Situated just 60 miles east from the Pacific Ocean and 60 miles west from the Cascade Mountains, Salem enjoys excellent scenery and ready access to the entire West Coast via the Interstate Highway 5 (I-5) corridor. The City of Keizer, located directly on Salem's northern boundary, is our closest neighboring community. ~~Map 1-1 shows that t~~The Portland metropolitan area is located 47 miles to the north—close enough to create employment commuting opportunities between the two areas and facilitate international freight shipment through the Port of Portland, Portland International Airport, and two transcontinental railroads. The cities of Albany and Eugene are located 24 and 64 miles, respectively, to the south of Salem along I-5.

The City of Salem spans both sides of the Willamette River and covers approximately ~~46~~ 47 square miles. While mostly flat terrain dominates the east and north portions of the city, hilly terrain characterizes the west and south areas. In places, these hills attain an elevation of over 700 feet. The physical features, geological setting, and the types of soil to be found in the Willamette Valley have had a marked effect on the settlement and economic development of the area.

In addition to spanning the Willamette River, Salem spans two counties: Marion County on the east side of the river, and Polk County on the west. Salem is the county seat for Marion County.

HISTORY

Salem was founded in 1840 by the Reverend Jason Lee and other Methodist missionaries when they built a grist mill and lumber mill at the mouth of Mill Creek. Salem was initially platted in 1846. In 1847, the first store opened on

the northeast corner of Commercial and Ferry Streets. The City of Salem was incorporated in 1860 and designated the state capitol in 1866. In 1867 Willamette University, the first university west of the Mississippi River, opened in Salem.

The Willamette River provides a natural link for transportation and communications with other communities. Steamboats first reached Salem from Portland about 1851. This mode of transportation enabled settlers adjacent to the Willamette River to reach the market place with their products. In the four decades preceding the turn of the century, steamboats hauled both freight and passengers. During the ensuing years after the turn of the century, steamboat transportation gradually declined and eventually ceased due to completion of the railroad and river fluctuations.

Salem was first connected by rail to Portland in 1870. This occasion was not of great importance to the railroad builders of that day, because their main orientation was toward California and the east. The railroad stop at Salem was more a result of the alignment of the rail route to California than any particular desire to serve the City. During that period, rail passenger service between Portland and Salem was provided via the Oregon Electric Interurban Line.

Roadways have played an important role in the growth and development of Salem. The two systems of most significance were the radial system of market roads connecting the city with farming areas, and the major highways that joined Salem with regional and national centers. The initial regional route through the area was US Highway 99E (99E). This highway was constructed over 85 years ago and was the major north-south route between Seattle and California until 1956, when I-5 was completed through the Salem area. Radial market roads such as: Commercial Street, Liberty Road, Wallace Road, and Silverton Road have today become major arterials in the city of Salem.

In recent times, Salem has become a major commercial and food processing center for the fertile Willamette Valley, and also the site of much State and Federal government activity. Salem is the site of many State agencies, and in 2000, State employment comprises~~d~~ approximately ~~21~~ 18 percent of ~~it's~~ the work force within the Salem Urban Growth Boundary (UGB). The development of the Salem and Fairview Industrial Parks has brought high technology and additional food processing plants into Salem, further diversifying its economy.

CLIMATE

Salem's climate is relatively mild. In the winter, snow is infrequent and seldom stays on the ground for more than a few days. The skies are often overcast from October to April; then comes the Oregon summer, when there can be a near total absence of rainfall for 60 to 90 days at a time. Temperatures during the summer months occasionally reach 100 degrees Fahrenheit, but only for short durations. The average maximum daily temperature for the month of July is 82 degrees Fahrenheit. Yearly rainfall can exceed 60 inches.

CITY GOVERNANCE

Incorporated in 1860, Salem is governed by a mayor-council-manager form of government. The Mayor is the presiding officer of the Council and is elected for a term of two years. The City Council consists of eight councilors, each representing a specific geographic area, or ward, of the city. Councilors are elected for four-year terms. The Council appoints a City Manager who is responsible for the day-to-day administration and execution of the City's policies and ordinances.

The Council depends on several citizen boards and commissions to advise them on particular issues. The two commissions most related to transportation issues are the Salem Planning Commission and the Citizens Advisory Traffic Commission.

Population and Employment

Formulating a transportation plan for Salem requires determining the needs of our community. Two key components in determining needs are trends in population and employment growth. Identifying the number of people living in the Salem area coupled with the opportunities for employment provides us a picture of what kind of travel demand the transportation system will experience. Using forecasting techniques, population and employment data can be projected into the future to determine what kind of travel demand the community may face into the next century.

The estimates and forecasts used to project traffic ~~in~~ for the *Salem Transportation System Plan* are for the entire Salem-Keizer Transportation Study Area (SKATS). This covers an area slightly beyond the Salem-Keizer Urban Growth Boundary (UGB). Although politically separate from Keizer and the urban portions of unincorporated Marion and Polk Counties, our community's travel demand is not based solely on those living and working within Salem's city limits, but within the entire region. Many people living outside the city limits choose to work or shop in Salem, thus creating travel demand for our community. ~~The population and employment statistics used in the Salem Plan are the same as those used in the 1996 SKATS *Regional Transportation System Plan.*~~ The statistics that are presented below are for several different geographic areas. Some are for the City of Salem, some for the Salem-Keizer UGB (see Map 1-1), some for the SKATS area, and some for the Salem-Keizer Metropolitan Statistical Area or MSA (Marion and Polk Counties).

Figure 1-1 City of Salem Population Growth

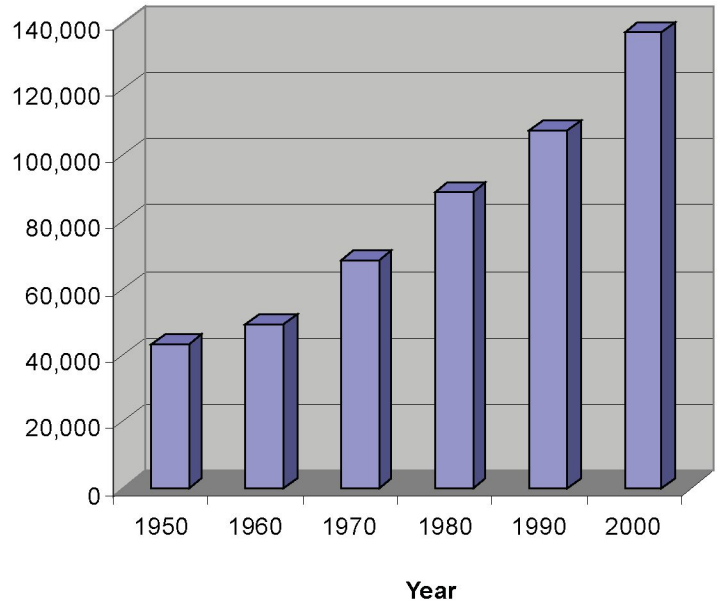
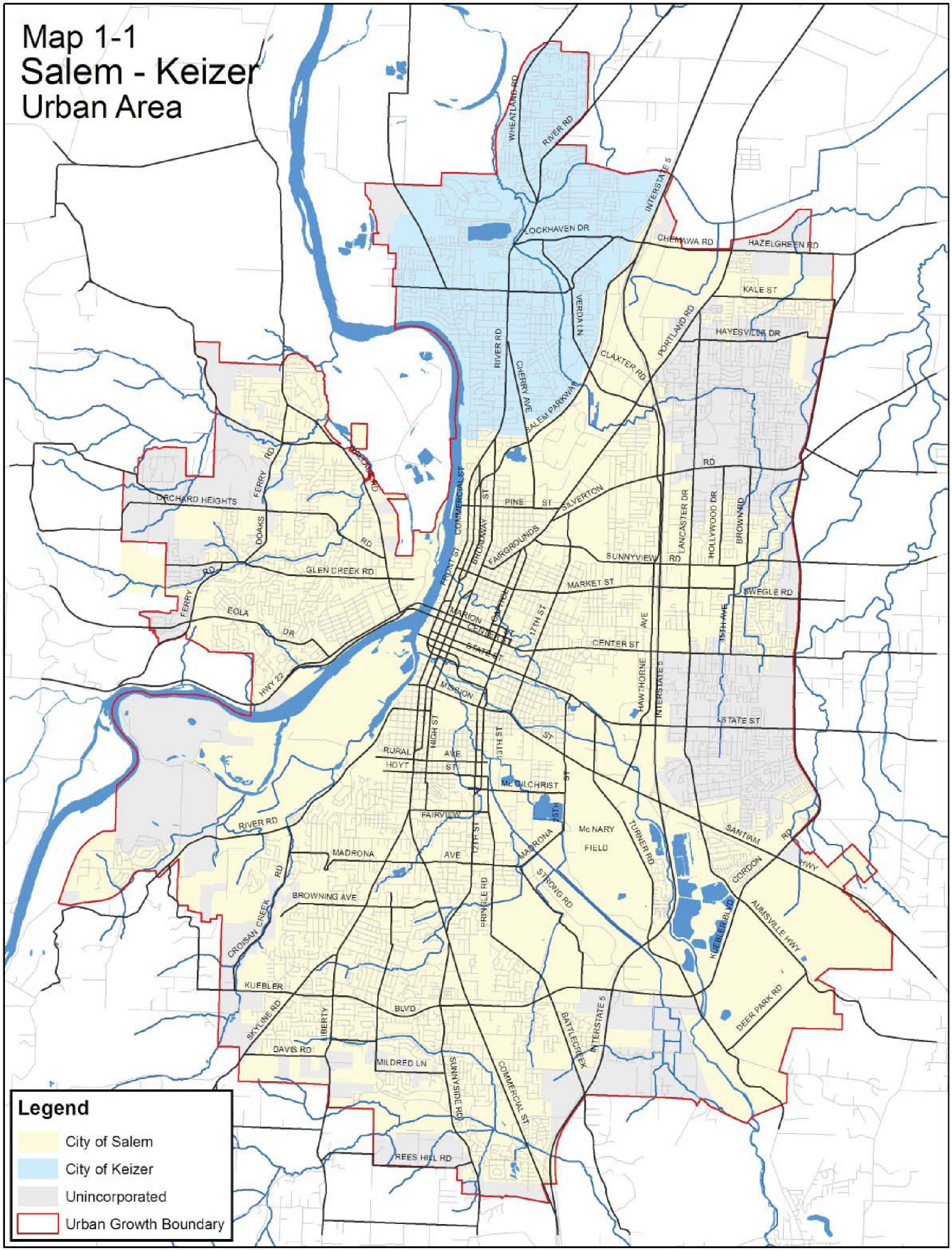


Table 1-1 Salem Area Population Growth	
Year	**City of Salem**
1950	43,100
1960	49,100
1970	68,700
1980	89,200
1990	107,800
2000	136,900


Map 1-1
Salem - Keizer
Urban Area
Legend
City of Salem
City of Keizer
Unincorporated
Urban Growth Boundary
WHEATLAND RD
RIVER RD
INTERSTATE 5
LOCKHAVEN DR
CHEMAWA RD
HAZELGREEN RD
KALE ST
HAYESVILLE DR
PORTLAND RD
VERDA LN
CLAXTER RD
CHERRY AVE
SALEM PARKWAY
ORCHARD HEIGHTS
FERRY RD
DOAKS
GLEN CREEK RD
EOLA DR
HWY 22
COMMERCIAL ST
PINE ST
SILVERTON RD
BROADWAY
FAIRGROUNDS
SUNNYVIEW RD
LANCASTER DR
HOLLYWOOD DR
BROWN RD
FRONT ST
MARKET ST
SWEGLE RD
MARION
CENTER ST
STATE ST
17TH ST
15TH AVE
HAWTHORNE AVE
MISSION
HIGH ST
RURAL AVE
HOYT ST
13TH ST
McGILCHRIST ST
FAIRVIEW
RIVER RD
MADRONA AVE
12TH ST
25TH
McNARY FIELD
TURNER RD
SANTIAM HWY
CORDON RD
BROWNING AVE
CROISAN CREEK RD
PRINGLE RD
STRONG RD
KUEBLER BLVD
AUMSVILLE HWY
SKYLINE RD
LIBERTY
DAVIS RD
BLVD
MILDRED LN
SUNNYSIDE RD
BATTLECREEK
DEER PARK RD
REES HILL RD

POPULATION GROWTH

~~The 1995 population estimate for the City of Salem was approximately 120,000 people. There were approximately 182,000 people living within the SKATS region in 1995. Currently Salem constitutes about 66 percent of the region's population. Within recent years, the populations of Salem and the region have grown considerably, with an average annual growth rate of 2.2 percent between 1990 and 1995 (Figure 2). This makes the Salem-Keizer region one of the fastest growing areas in Oregon. In fact, during the 1980s, the SKATS region grew at a rate twice as fast as the state of Oregon as a whole. Figure 3 shows that during the last half of the decade, the SKATS region experienced a growth rate two-and-one-half times greater than the entire state.~~

Salem has shown steady and consistent long-term population growth throughout the second half of the 20th century. The city's population of about 43,000 in 1950 grew to nearly 137,000 by 2000 (see Figure 1-1 and Table 1-1), representing a growth rate of 2.3 percent per year. Adjusting for the population that was annexed (18,020) over

Figure 1-2 Salem-Keizer UGB Population Growth

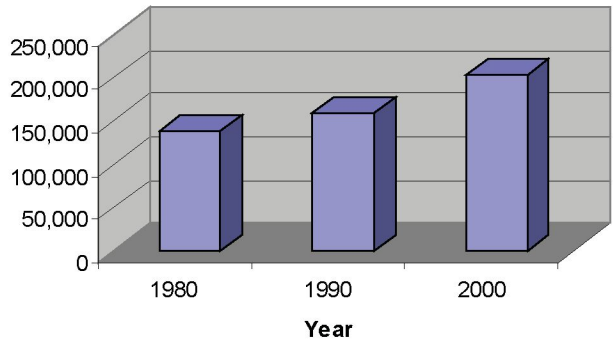


Table 1-2 Population Growth, Salem-Keizer UGB vs. State				
	Salem-Keizer UGB		State of Oregon	
Year	Population	Average Annual Growth	Population	Average Annual Growth
1980	138,700		2,633,200	
1990	160,200	1.5%	2,842,300	0.8%
2000	203,300	2.4%	3,421,400	1.9%
2005	218,300	1.4%	3,631,400	1.2%

Figure 1-3 Annual % Growth in Population

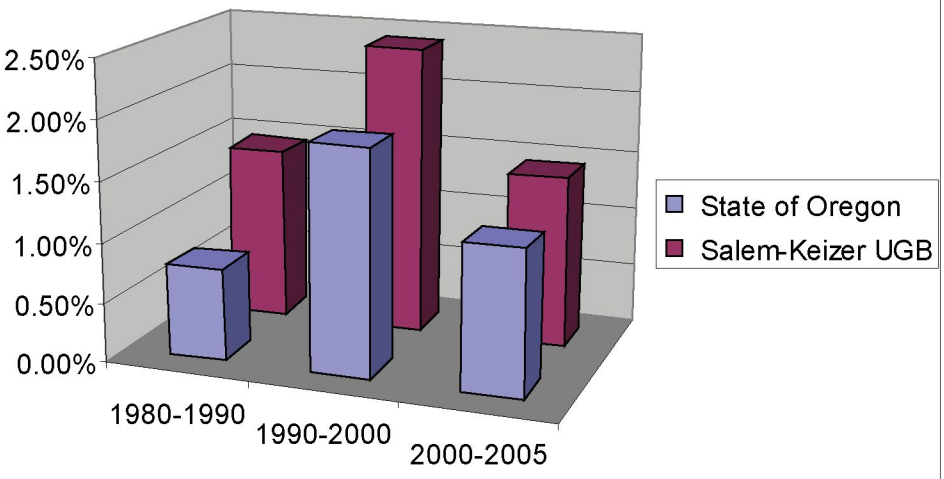
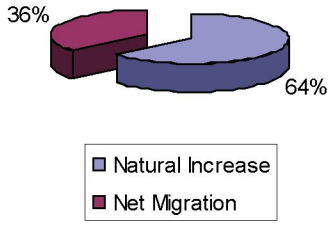


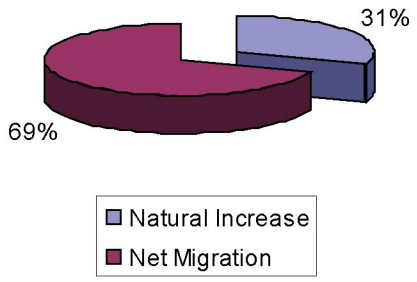
Figure 1-4 Population Growth in Salem MSA, 1980-1990



this 50-year period, the city's adjusted growth rate was 2.0 percent per year, 25 percent higher than the state's 1.6 percent per year long-term growth rate.

Over the past 25+ years, population information has been available for the area inside the Salem-Keizer UGB. In 1980 the UGB population was estimated to be 138,700. This population grew to 160,230 by 1990, representing a 1.5 percent annual growth rate (see Figure 1-2). The UGB population then grew to 203,275 by 2000 (a 2.4 percent growth rate) and to 218,323 by 2005 (a 1.4 percent growth rate for the 5-year period). These growth rates were significantly higher than those for the state, which were 0.8 percent, 1.9 percent and 1.2 percent respectively for the same time periods (see Figure 1-3). From the population growth figures mentioned here it is clear that the Salem area has consistently grown faster than the state as a whole.

Figure 1-5 Population Growth in Salem MSA, 1990-2000



Much of Oregon's recent growth can be traced to the increasing importance and expansion of the Pacific Rim economy. In addition, the SKATS region is affected by the growth of the neighboring Portland metropolitan area. Salem is only 47 miles south of Portland, and spillover from Portland's growth has also impacted the population and employment growth of our region. This is reflected in the fact that 64 percent of the population growth in Marion and Polk counties during the 1980s was attributable to natural increase in the existing population rather than net migration (Figure 1-4). However, as shown in Figure 1-5, during the ~~three-year period from 1990 to 1993, over 70~~ 1990s, 69 percent of the population growth in the two counties ~~has been~~ was a result of in-migration from outside the area. This represents a substantial addition to the region's population, beyond that which would be a result of natural increase.

Table 1-3 Salem-Keizer UGB Population Forecast

Year	Salem Portion	Keizer Portion	UGB Total
2000	171,100	32,200	203,300
2005	183,500	35,400	218,900
2010	194,900	37,300	232,200
2015	205,900	38,400	244,300
2020	219,000	39,300	258,300
2025	232,000	39,800	271,800
2030	242,800	40,000	282,800

Figure 1-6 Salem-Keizer UGB Population Forecasts

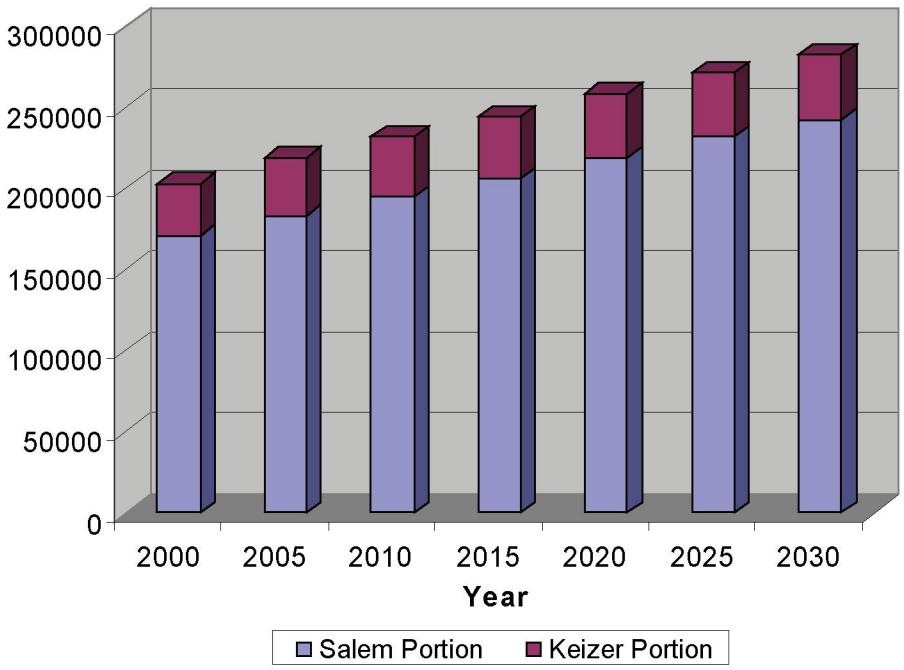
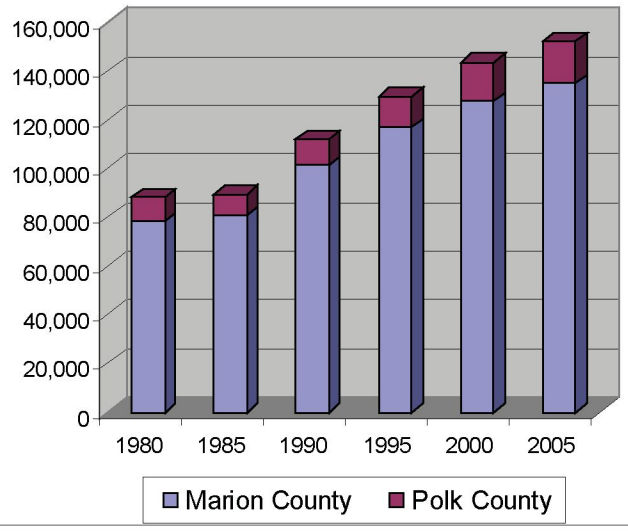


Figure 1-7 Salem MSA Employment Growth



POPULATION FORECAST

The population forecasts for the ~~SKATS region was derived from data provided from the Portland State University Center for Population Research. Population growth in the SKATS region is forecast to be the highest in the 1990s, then increase at a more moderate rate after the Year 2000 (Table 1)~~ Salem-Keizer UGB are based on the Oregon Office of Economic Analysis (OEA) forecasts and a coordination effort among the local jurisdictions of SKATS that took place in 2003. The forecasts predict an increase of nearly 80,000 people over the next 30 years. This growth is spread out over the 30-year period, with a higher growth rate in the earlier years (a 15,000 person increase over the first 5 years), declining over the course of the forecasts (with an 11,000 increase over the last five years). See Figure 1-6 and Table 1-3. This gradual downward trend in the growth rate is primarily due to an expectation that in-migration will decline. Overall, the 30-year forecasts represent a 39 percent increase in population, or about a 1.1 percent average annual growth rate, which is substantially lower than the 1.4 percent to 2.4 percent growth rates for the past 25 years. ~~The population for the SKATS region is forecast to increase by over 60,000 people between 1995 and 2015. Most of those people will reside within the Salem Urban Area, thus becoming future citizens of the city of Salem. This is a 33 percent increase over the 20-year period and represents a 1.46 percent average annual growth rate. Population growth over the next 20-year period (2015 to 2035) is more difficult to forecast but is expected to grow at a moderate rate.~~

POPULATION DISTRIBUTION

Where will all these new residents live? ~~Map 2 shows that, b~~Based on the currently adopted *Salem Area Comprehensive Plan*, the areas of highest growth will be in West, South, and Southeast Salem. The more developed areas of the ~~C~~city will increase in population as infill development occurs and housing densities increase. The ~~C~~city of Keizer will not increase in population as rapidly as it did in the 1980s and 1990s, primarily due to the fact that it will soon build-out the remaining residential lands within its current urban growth boundary. As the SKATS region approaches build-out of its urban growth boundary, population increases will be experienced in outlying cities such as Silverton, Stayton, Turner, Dallas, Monmouth, and Independence. These communities are already beginning to experience this type of growth.

EMPLOYMENT GROWTH

In the past, Oregon has experienced cycles of prosperity and decline common to resource-based economies. Since the 1970s, employment levels in the SKATS region have generally showed a steady increase, with the major exception being the recession experienced in the state between 1979-1982. Past employment figures for the Salem Metropolitan Statistical Area (MSA), which is comprised of Marion and Polk Counties, shows flat employment levels between 1980 and 1985, then strong growth thereafter through 2005 (see Table 1-4 and Figure 1-7). In contrast to the Salem of the past, our community has established a more diversified economic base ~~in recent~~ over the past 20 years. This has enabled the SKATS region to demonstrate an annual employment growth rate of ~~1.9~~ 2.7 percent per year ~~through the 1980s~~ since 1985, a rate ~~approximately 27 percent~~ slightly higher than ~~that~~ the 2.5 percent growth rate for ~~the state of~~ Oregon as a whole.

Table 1-4 Salem MSA Employment Growth

Year	Marion County	Polk County	MSA Total
1980	78,400	9,700	88,100
1985	80,700	8,700	89,400
1990	101,100	10,800	111,900
1995	116,800	12,900	129,700
2000	127,500	16,000	143,500
2005	134,900	17,300	152,200

EMPLOYMENT FORECAST

~~The July 1995 *Oregon Labor Trends* publication contains employment forecasts for 1995 to 2005 for the state and its 15 regions. This forecast shows employment in Marion, Polk, and Yamhill counties growing faster than the state as a whole (Table 2). It shows that the highest increase will be in the service producing sector. The average annual employment growth rate for the three-county area is forecasted to be 2.48 percent.~~

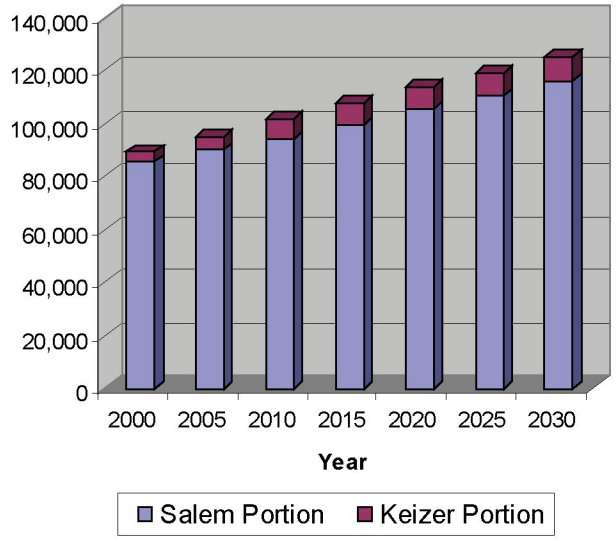
Table 1-5 Salem-Keizer UGB Employment Forecasts

Year	Salem Portion	Keizer Portion	UGB Total
2000	85,300	4,000	89,300
2005	89,900	4,800	94,700
2010	94,200	7,300	101,500
2015	99,400	8,200	107,600
2020	105,300	8,400	113,700
2025	110,300	8,700	119,000
2030	115,900	8,900	124,800

~~Based on this forecast and those from the Federal Bureau of Economic Analysis and Oregon Department of Transportation, a 20-year forecast was developed for the SKATS region. This forecast, shown in Table 3, anticipates a 1.7 percent average annual growth rate in employment between 1995 and 2015. This means a total of 32,000 new jobs, or an increase of 35 percent is expected for the region.~~

Similar to the population forecasts mentioned above, the employment forecasts for the Salem-Keizer UGB were prepared in 2003 through an interagency coordination effort and based on countywide forecasts done by the Oregon Office of Economic Analysis (OEA). The UGB forecasts show employment growing from about 89,000 in 2000 to nearly 125,000 in 2030 (see Table 1-5 and Figure 1-8). In this period, employment within the Keizer portion of UGB is expected to more than double. The projected UGB employment growth represents a 1.1 percent yearly growth rate, the same as that of the population growth forecasts but substantially less that the 2.7 percent past employment growth rate for the MSA.

Figure 1-8 Salem-Keizer UGB Employment Forecast



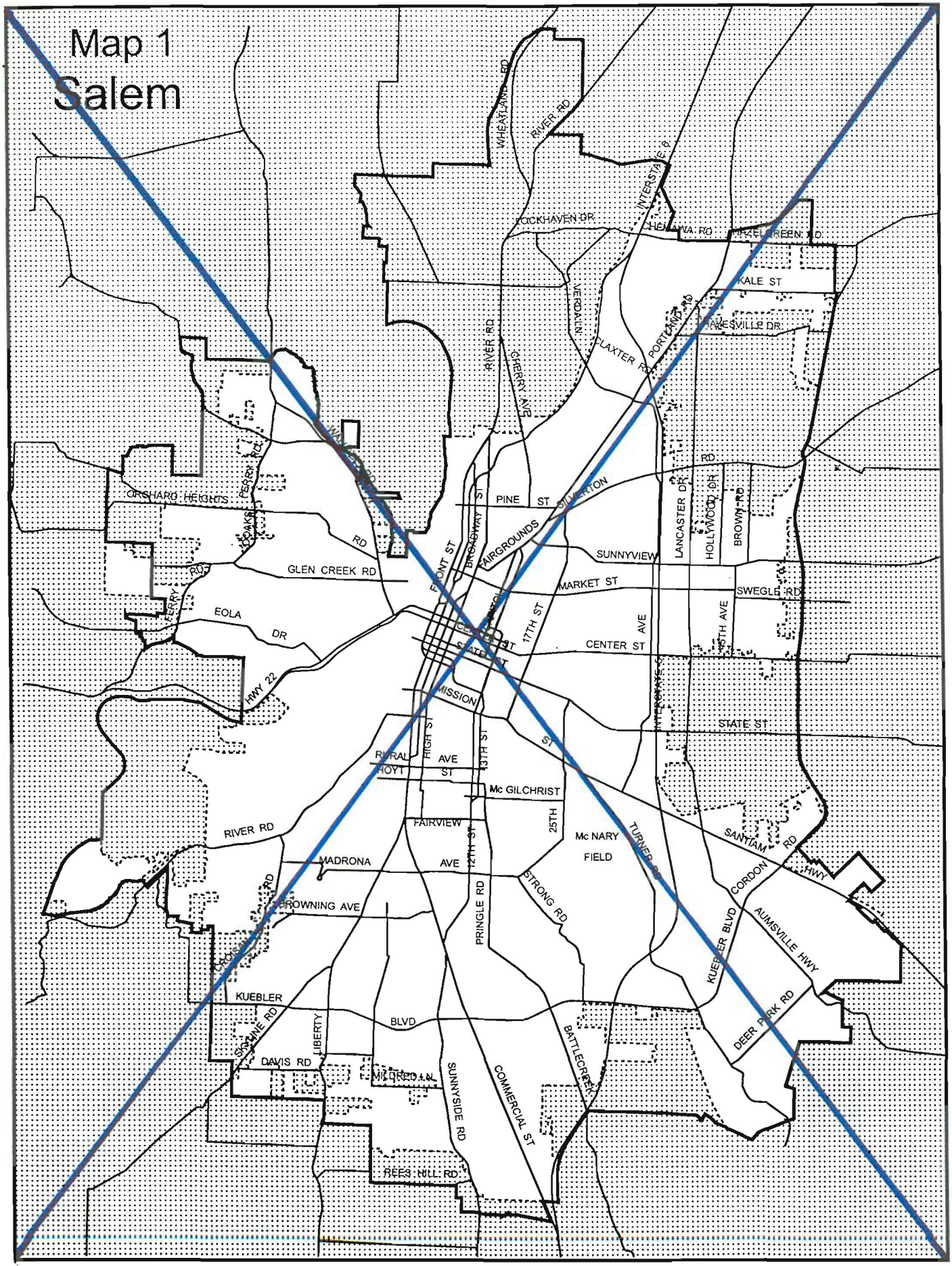
As for the types of employment expected in the future, jobs in the retail and service sectors are forecast to increase the most, with moderate increases in government and school employment. Although the number of manufacturing jobs will increase, their percentage of total employment will decrease.

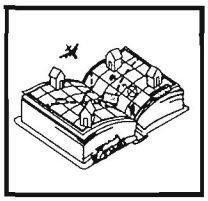
EMPLOYMENT DISTRIBUTION

~~Map 3 shows that o~~Over 50 percent of the new employment in the SKATS region is ~~forecast~~ expected to occur in the central and eastern areas of Salem. The Central Business District, the Capitol Mall, and the Lancaster Drive

areas will experience the most employment growth. Growth in employment is also projected for the Cherry Avenue and Fairview Industrial areas, Mill Creek Industrial Park, Commercial Street SE, River Road N in Keizer, the Chemawa and Kuebler interchange areas, Wallace Road in West Salem, and other locations scattered within Salem and Keizer.

In addition to increased employment opportunities in the SKATS region, the Portland metropolitan region and other nearby communities in the Willamette Valley are expected to see increases in employment. The interaction of workers living in ~~Portland~~ Salem commuting to ~~Salem~~ Portland, and vice-versa, as well as other communities, will continue to increase an already significant amount of intercity commuting by workers throughout the Willamette Valley.


Map 1
Salem
WHEATLAND RD
RIVER RD
INTERSTATE 5
ROCKHAVEN DR
HEADLEY RD
HAZELGREEN RD
KALE ST
WESVILLE DR
VERDALIN
CLAXTER RD
PORTLAND RD
CHERRY AVE
RIVER RD
WALLACE RD
ORCHARD HEIGHTS
PERRY RD
OAKS
RD
PINE ST
SILVERTON
LANCASTER DR
HOLLYWOOD DR
BROWN RD
BROADWAY ST
FAIRGROUNDS
SUNNYVIEW
GLEN CREEK RD
MARKET ST
SWEGLE RD
FRONT ST
PERRY
EOLA
DR
17TH ST
CENTER ST
5TH AVE
HWY 22
MISSION
STATE ST
HIGH ST
RURAL
HOYT
AVE
ST
13TH ST
Mc GILCHRIST
RIVER RD
FAIRVIEW
25TH
Mc NARY
FIELD
TURNER RD
SANTIAM
HWY
MADRONA
AVE
12TH ST
CORDON
BROWNING AVE
PRINGLE RD
STRONG RD
KUEBLER BLVD
AUMSVILLE HWY
KUEBLER
BLVD
STONE RD
LIBERTY
DAVIS RD
MILDRED LN
SUNNYSIDE RD
COMMERCIAL ST
BATTLECREEK
DEER PARK RD
REES HILL RD



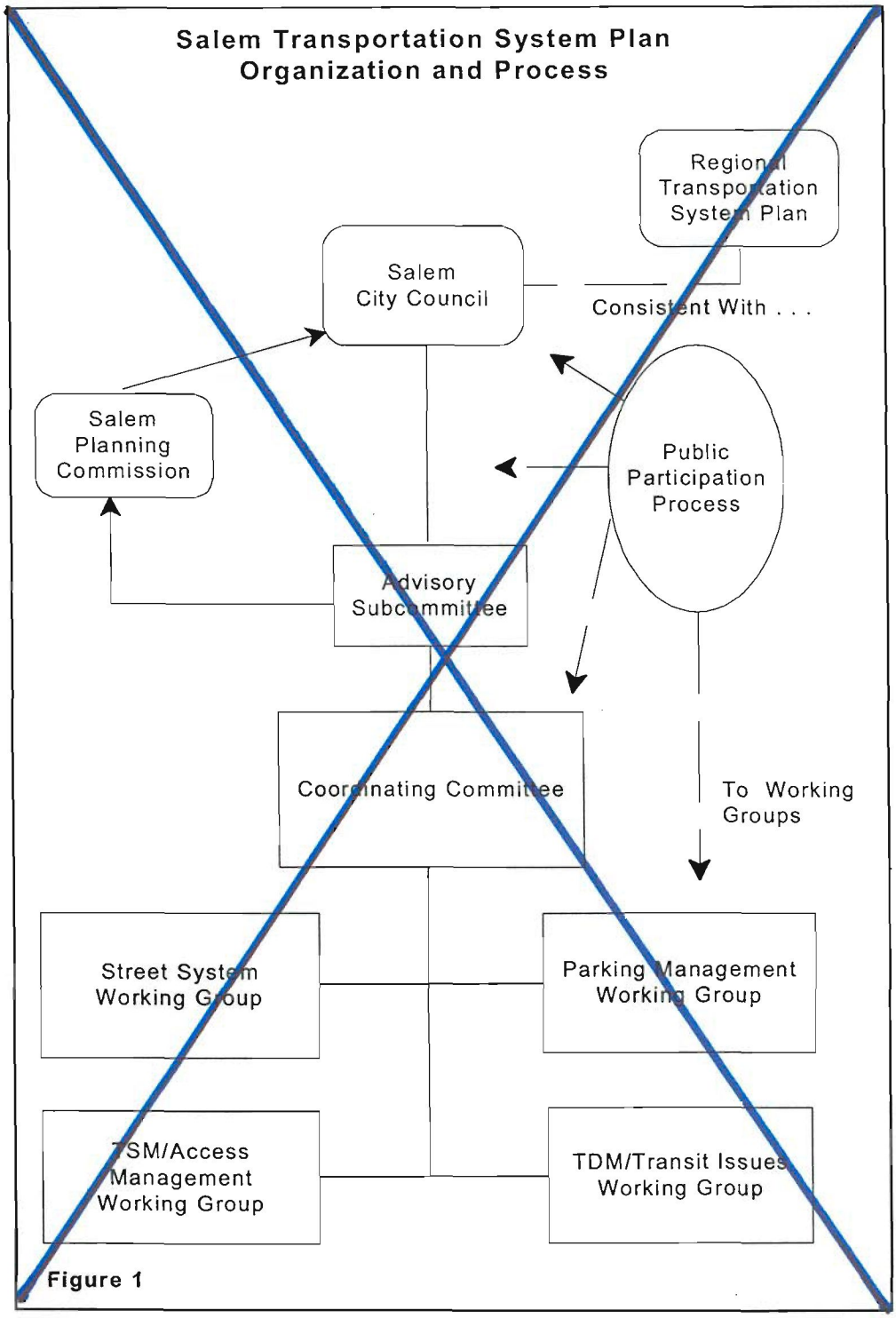
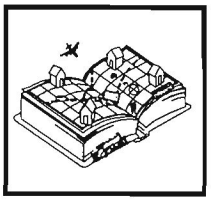

Salem Transportation System Plan
Organization and Process
Regional Transportation System Plan
Salem City Council
Consistent With . . .
Salem Planning Commission
Public Participation Process
Advisory Subcommittee
Coordinating Committee
To Working Groups
Street System Working Group
Parking Management Working Group
TSM/Access Management Working Group
TDM/Transit Issues Working Group

Figure 1



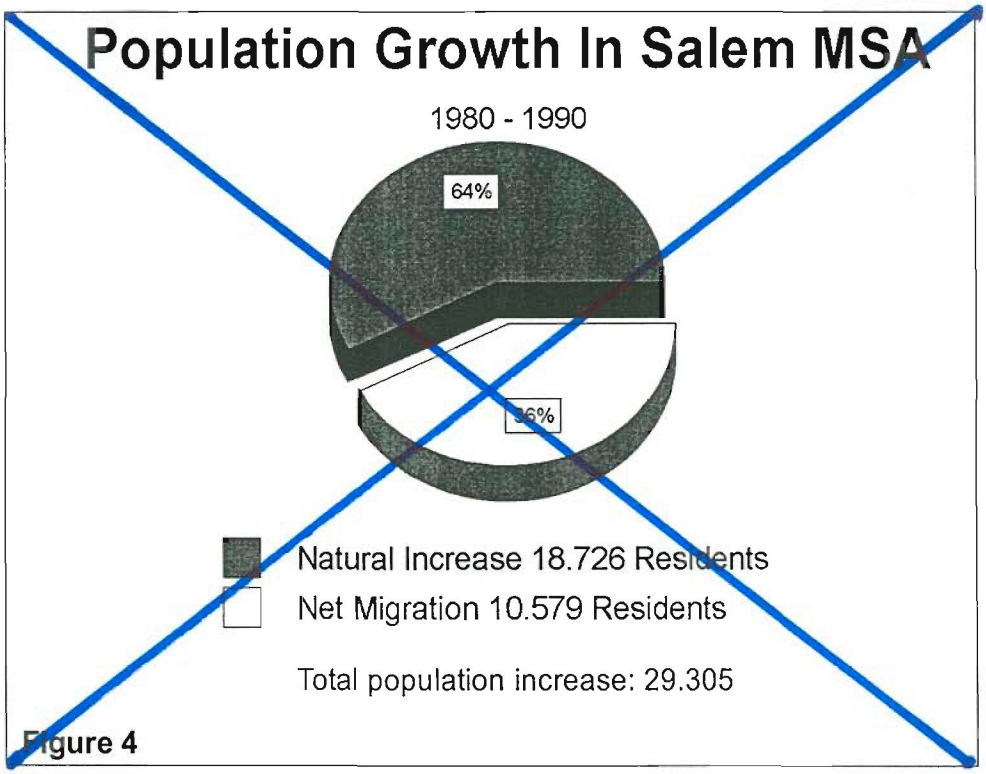


Figure 4

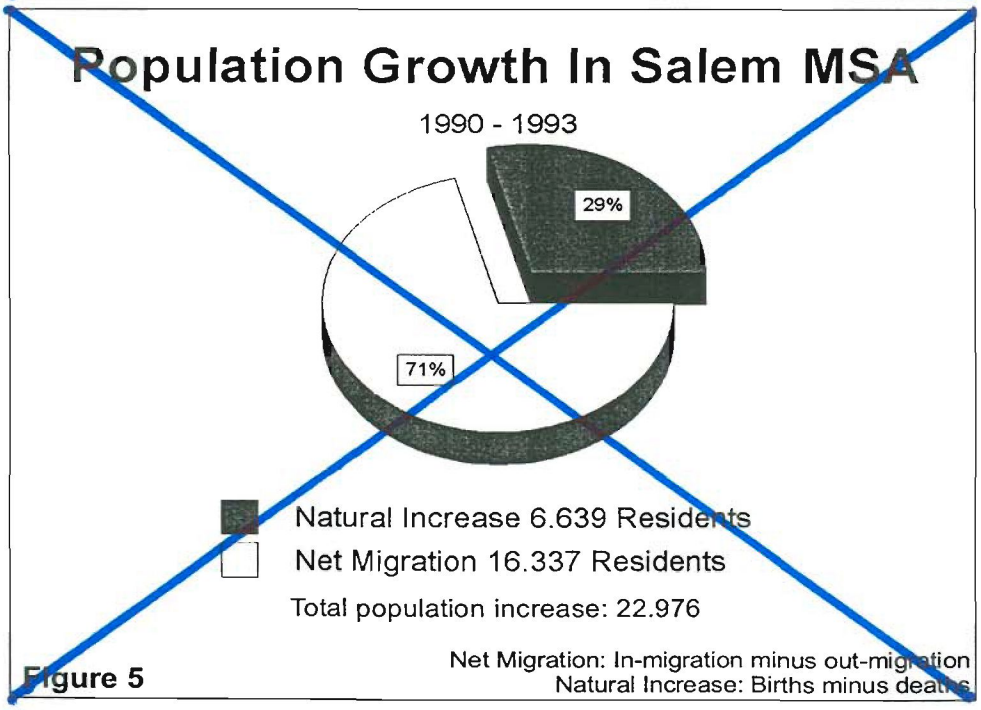
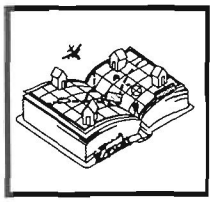


Figure 5

Sources: PSU Center for Population Research and Census, Salem-Keizer Area Transportation Study (SKATS:MPO)



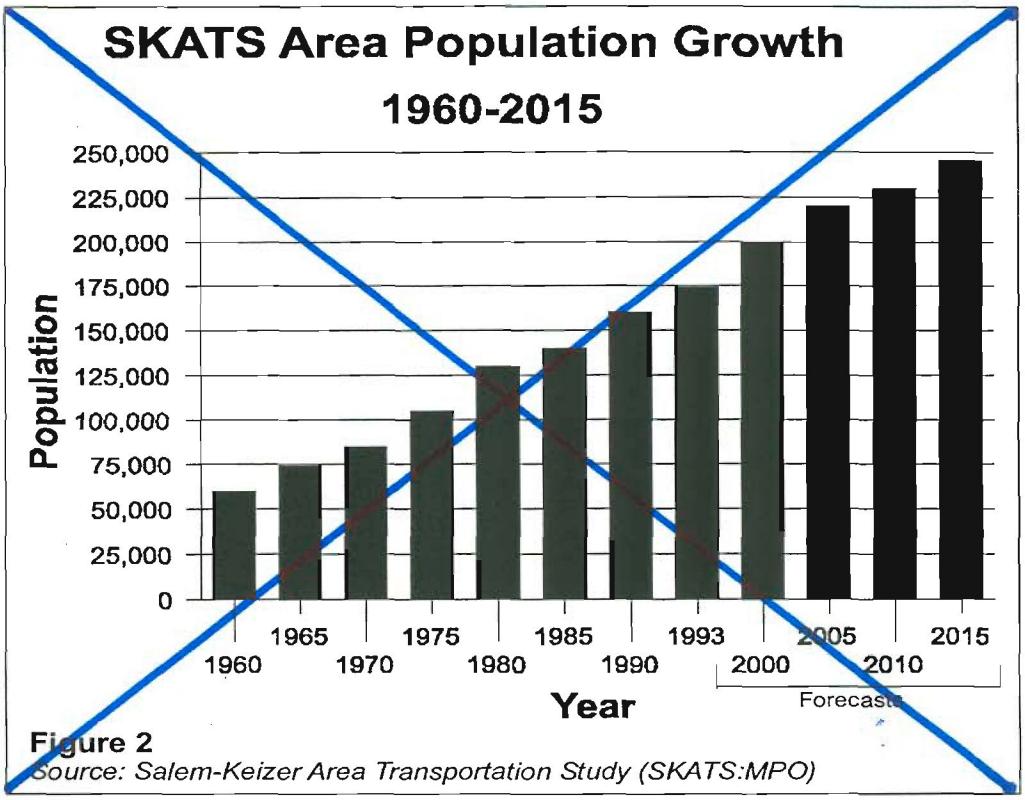


Figure 2
Source: Salem-Keizer Area Transportation Study (SKATS:MPO)

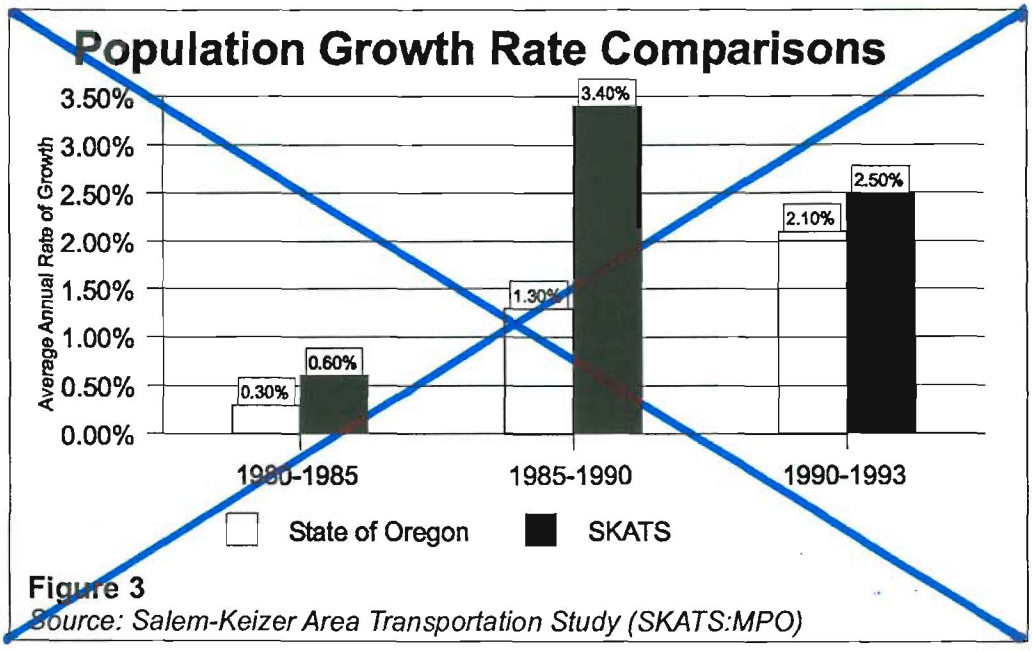
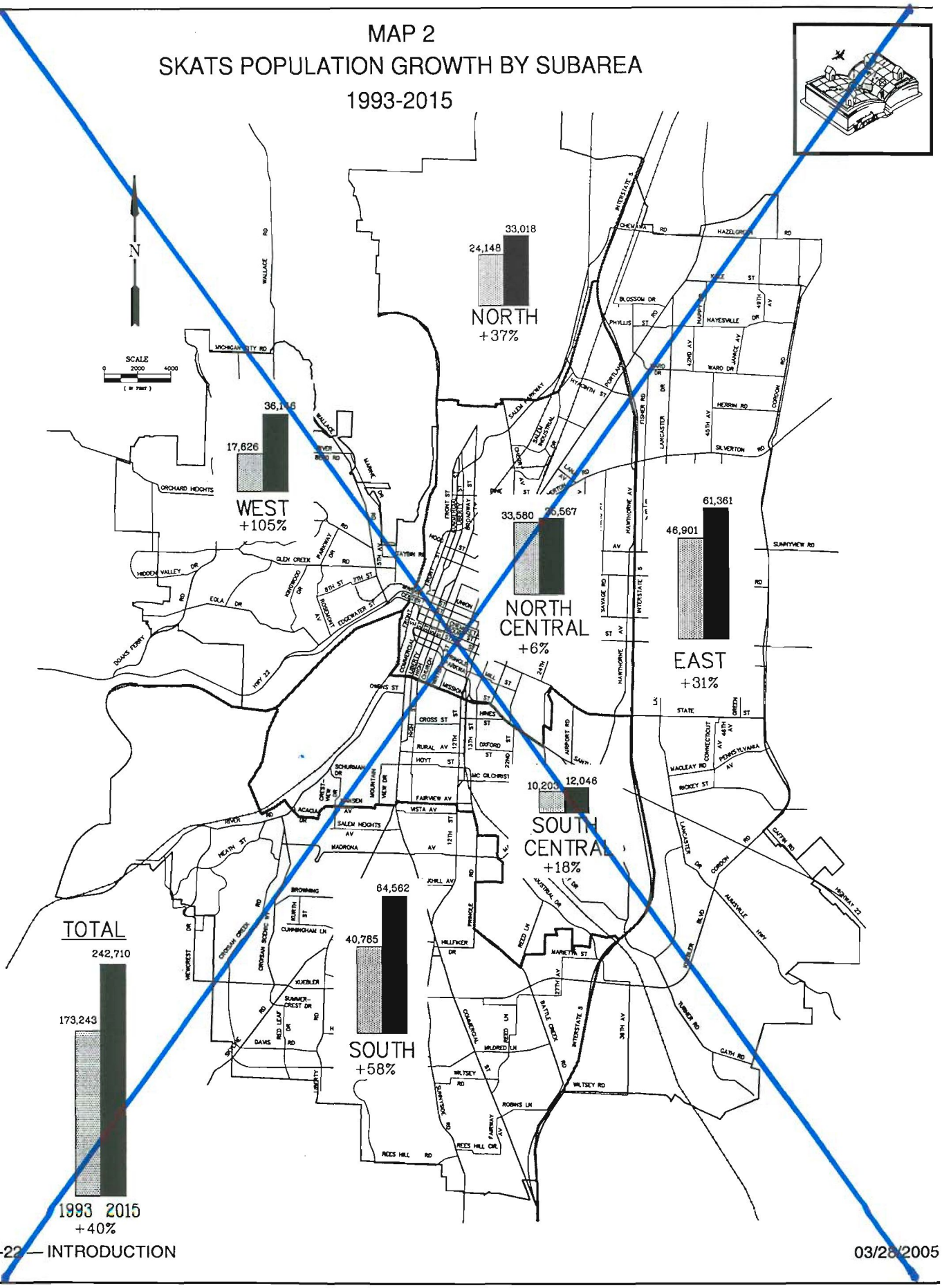


Figure 3
Source: Salem-Keizer Area Transportation Study (SKATS:MPO)

MAP 2
SKATS POPULATION GROWTH BY SUBAREA
1993-2015



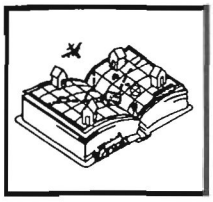


Table 1
SKATS Area Population Forecast
1995 to 2015

			Change	Percent Increase
1995	TO	2000		
181,900		201,900	+20,000	11.00
2000	TO	2005		
201,900		216,400	+14,500	7.20
2005	TO	2010		
216,400		230,900	+14,500	6.70
2010	TO	2015		
230,900		242,700	+11,800	5.10
1995	TO	2015		
181,900		242,700	+60,800	33.40

Source: Salem-Keizer Area Transportation Study (SKATS:MPO)

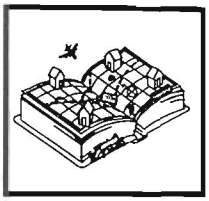


Table 3
SKATS Area Employment Forecast
1995 to 2015

			Change	Percent Increase
1995	TO	2000		
91,000		101,900	+10,900	+12.0
2000	TO	2005		
101,900		109,300	+7,400	+7.3
2005	TO	2010		
109,300		116,600	+7,300	+6.7
2010	TO	2015		
116,600		123,000	+6,400	+5.5
1990	TO	2015		
91,000		123,000	+32,000	+35.2

Source: Salem-Keizer Area Transportation Study (SKATS:MPO)

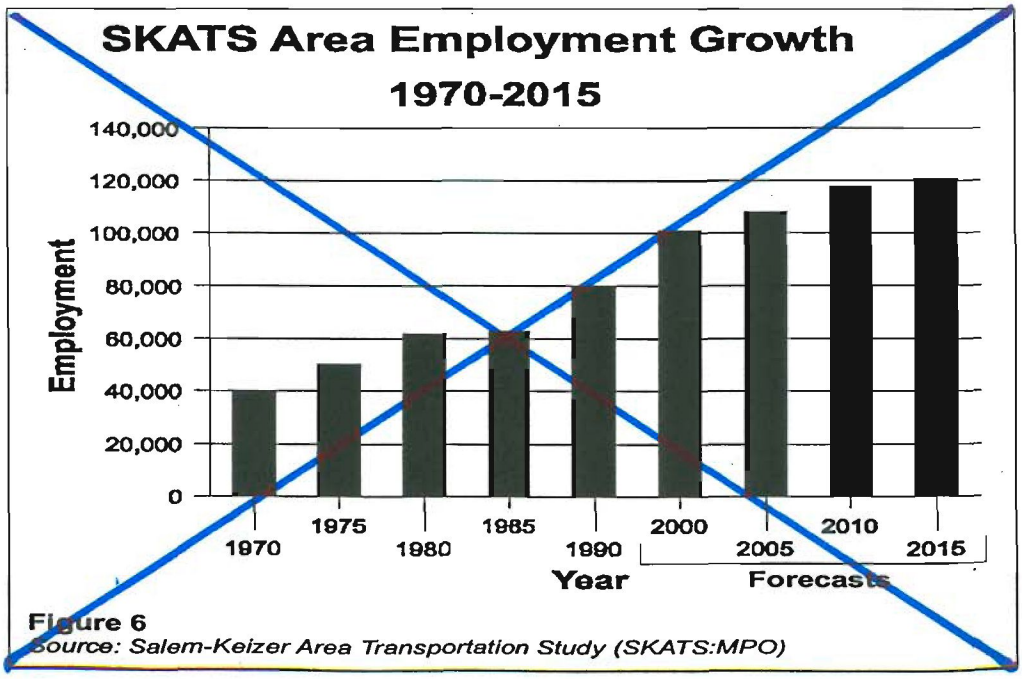
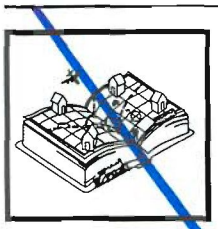


Figure 6
Source: Salem-Keizer Area Transportation Study (SKATS:MPO)

Table 2
Employment Projections, 1995-2005
Oregon and Region 3 (Marion, Polk, Yamhill Counties)

	1995	2005	Change	Percent Change	Annual Growth Rate
Oregon	1,412,000	1,725,400	+313,400	22.2%	2.02%
Region 3 (nonagricultural wage and salary)	149,100	190,500	+41,400	27.8%	2.48%
Goods Producing	29,500	35,000	+5,500	18.6%	1.72%
Service Producing	119,600	155,500	+35,900	30.0%	2.66%

Source: Oregon Labor Trends (Salem-Keizer Area Transportation Study RTSP)



MAP 3
SKATS EMPLOYMENT GROWTH BY SUBAREA
1990-2015

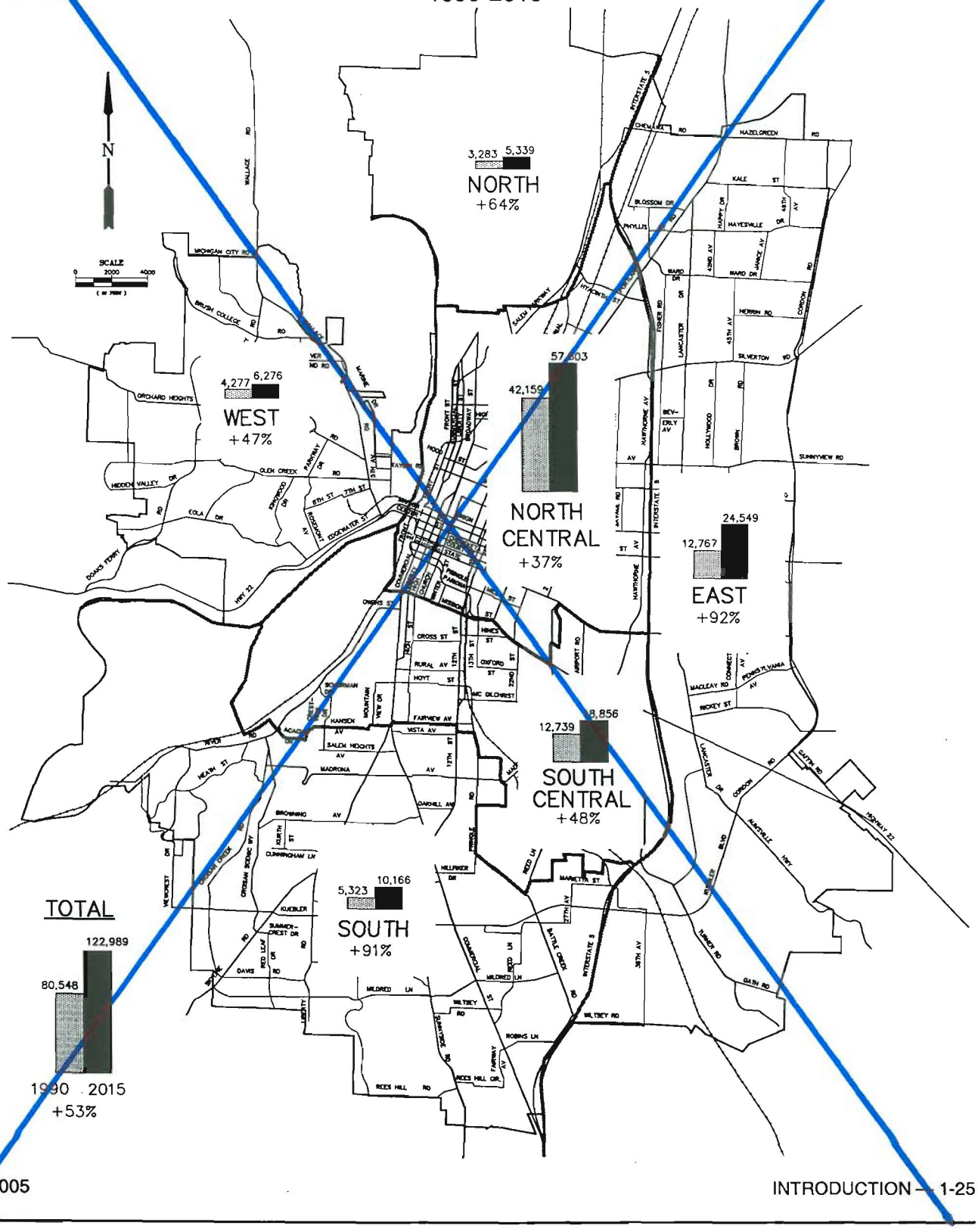
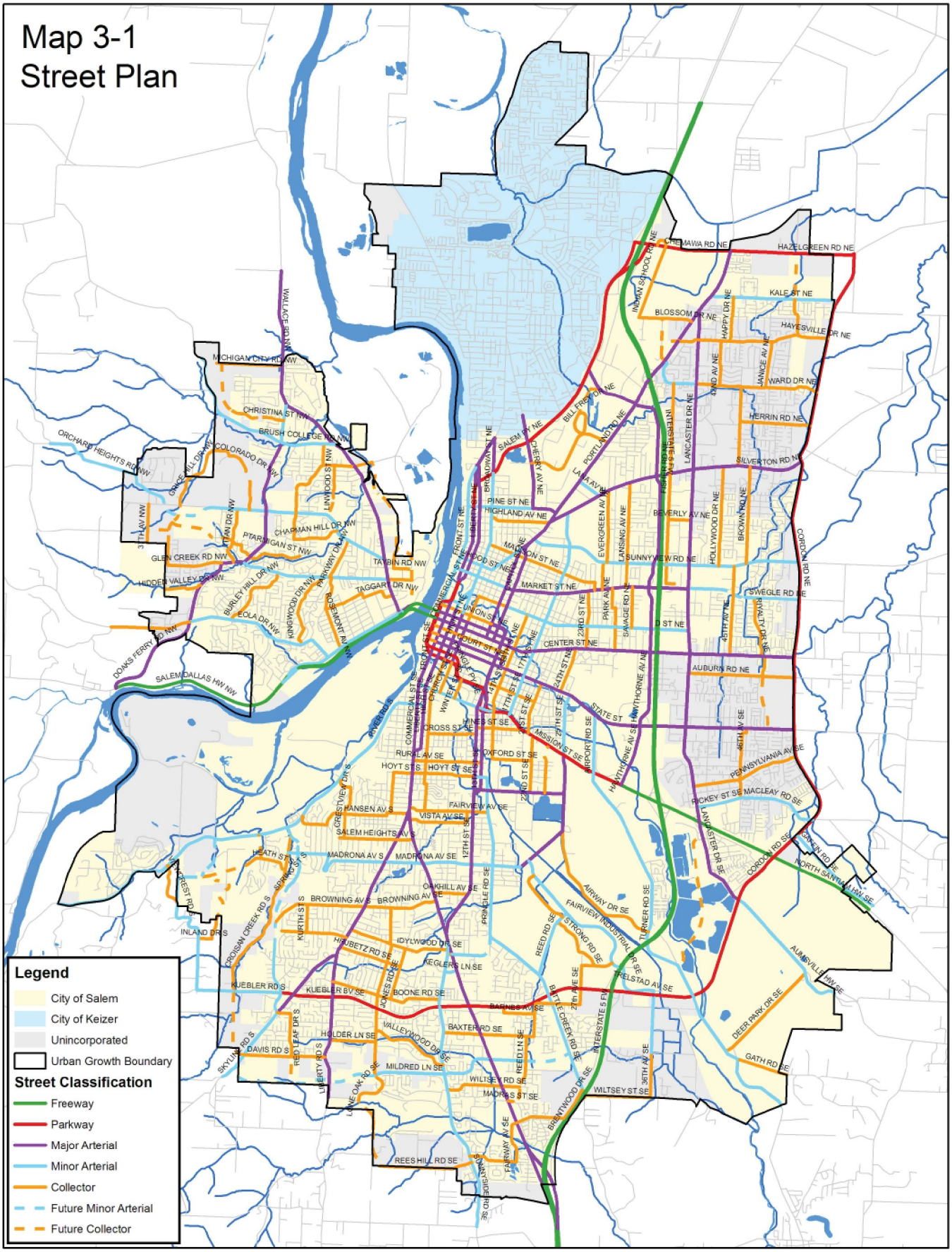
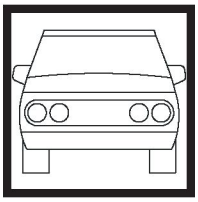


EXHIBIT 2

Street System Element

The following text, maps, tables and figures replace the portion of the **Street System Element** of the *Salem Transportation System Plan* from the "Street System Inventory" section starting on page 3-14 to the end. Proposed text changes are shown using the strikeout/underline method. All maps, tables and figures being replaced are shown crossed out at the end of this exhibit.


Map 3-1
Street Plan
Legend
City of Salem
City of Keizer
Unincorporated
Urban Growth Boundary
Street Classification
Freeway
Parkway
Major Arterial
Minor Arterial
Collector
Future Minor Arterial
Future Collector



Street System Inventory

The street system for the Salem Urban Area is composed of a series of radial arterial streets that connect outlying City and regional areas with the central core area of Salem. Of greater significance are the several State highways that connect Salem to the rest of Oregon and beyond. In addition to radial arterial streets, several peripheral arterial streets interconnect areas outside of the central core area. A route around Salem, referred to as the circumferential travel route and mostly designated as a parkway, provides connectivity with major arterial streets and regional highways. A system of collector streets serve as connectors between residential neighborhoods and higher level arterial streets. Finally, a system of local streets provides access to properties as well as neighborhood circulation. Map 3-2 shows the streets, roads, and highways within the Salem Urban Area by jurisdiction.

~~In total, t~~ The street and highway system for the Salem Urban Area contains over 593 miles of roadway within Salem and about 247 roadway miles within the UGB but outside of Salem, giving a total of ~~545~~ 840 miles of roadways. Table ~~12~~ 3-3 shows the amount of mileage ~~per proposed~~ by street classification in the Salem Urban Area.

Table 3-3 Salem Urban Area Street Mileage

Street Classification	Salem	Outside Salem	Total Miles
Freeway	13.7	1.9	15.6
Parkway	18.9	0.1	19.0
Major Arterial	57.8	9.0	66.8
Minor Arterial	55.5	4.1	59.6
Collector	65.6	16.1	81.6
Local Streets	381.9	215.8	597.7
Sub-Total	593.5	247.0	840.4

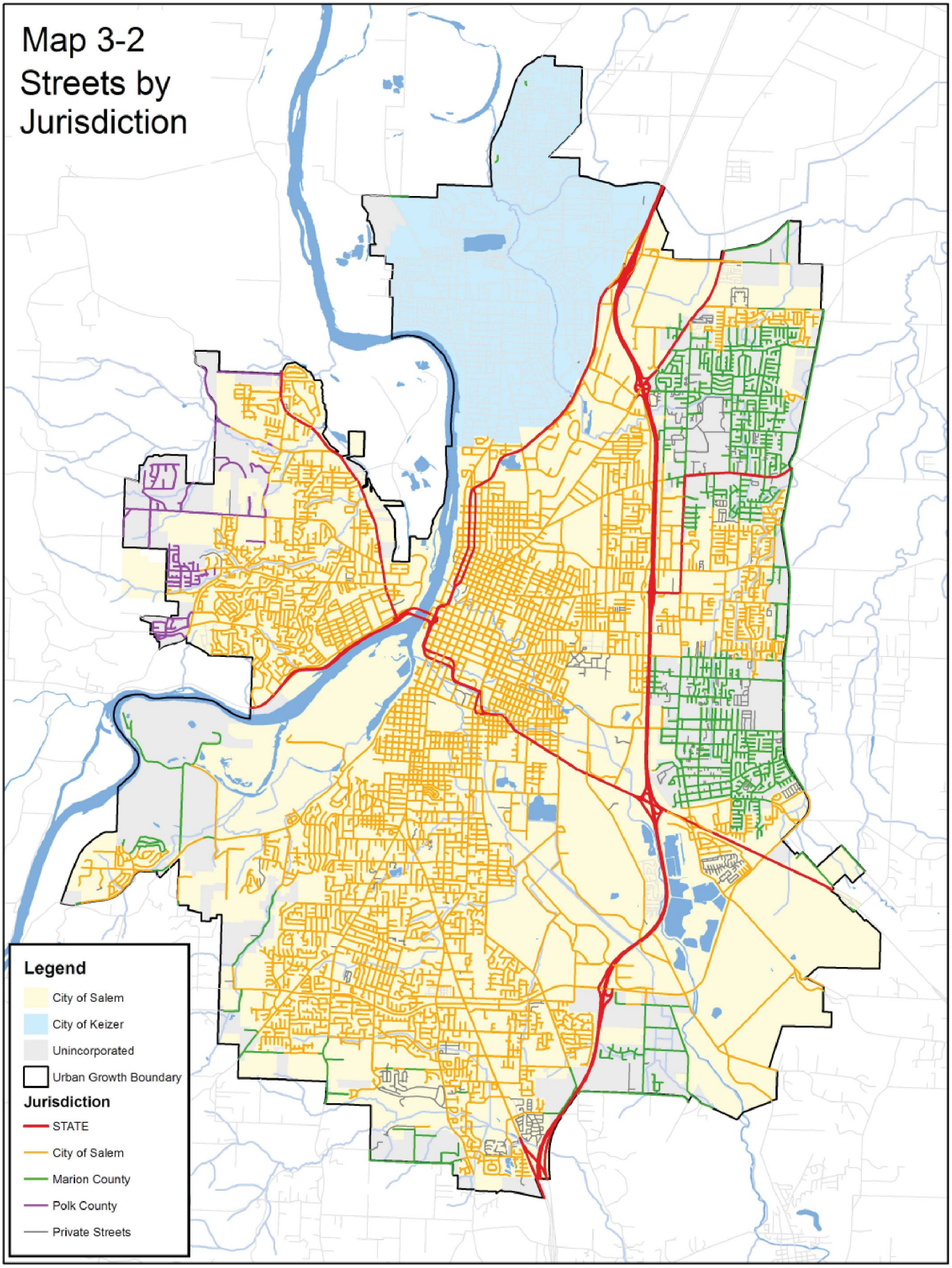
Although each street in the system has a classification, it may not, as yet, be fully improved to its ultimate physical design. The status of streets can be divided into three groups: streets not improved to urban standards; streets improved to urban standards, but not to the ultimate design for its classification; and streets built to urban standards based on their classification. Streets that are fully improved to urban standards are constructed with appropriate substrate, curbs, gutters, storm drainage, sidewalks, illumination, and bicycle lanes where designated. Improved streets that are not currently built to their ultimate design capacity will be constructed to their ultimate design as travel demand warrants. ~~Table 13 shows the amount of street system currently built to urban standards.~~

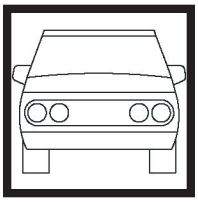
Street System Capacity

An important measure of the street system's ability to provide mobility is its capacity in relation to traffic demand. Traffic demand is not uniform throughout the day. Certain peak travel periods, usually centering around the morning commute to and evening commute from work, place a greater demand on the system's capacity. Traditionally, the capacity of the street system is planned and constructed to operate within an acceptable LOS during the peak travel hours. In Salem, these hours tend to occur between the hours of 7-8 a.m. and 4:30-5:30 p.m. Several measures are used to evaluate the performance of the street system:

AVERAGE DAILY TRAFFIC VOLUME (ADT)

This is the number of vehicles that use a segment of street over a 24-hour period of an average weekday. An ADT is of itself, not a measure of the performance of the street. It does, however, form the basis for an analysis. Fractions of the ADT, such as peak hour volumes, are used for analysis purposes.


Map 3-2
Streets by
Jurisdiction
Legend
City of Salem
City of Keizer
Unincorporated
Urban Growth Boundary
Jurisdiction
STATE
City of Salem
Marion County
Polk County
Private Streets



VOLUME/CAPACITY RATIO

This measures the traffic volume on a segment of street compared to its ability to move traffic. An example of a volume-to-capacity (v/c) ratio is as follows: If a single freeway lane has a capacity of 2,200 vehicles per hour, and 1,800 vehicles use the lane during a given hour, the v/c ratio is .82 or its volume is 82 percent of its capacity.

LEVEL OF SERVICE (LOS)

LOS is a qualitative measure used to describe traffic operations. It is expressed as a letter designation A through F. LOS A indicates that traffic flows freely and that, generally, no vehicle waits longer than one red traffic light signal. LOS E indicates that an intersection or street is approaching capacity, with significant traffic delays during peak travel periods. LOS F indicates that the intersection has exceeded its effective capacity. For a full explanation of LOS, see Appendix A.

CONGESTION

Congestion is a condition where traffic experiences reduced speeds, little freedom of movement in the traffic stream, and lengthy delays at intersections. Two levels of congestion are used to describe capacity deficiencies on the Salem street system:

Approaching Capacity Deficient conditions are characterized by one or more of the following: reduced speeds, restricted freedom of movement within the traffic stream, and long waits at signalized intersections. The degree of congestion associated with these conditions is defined by LOS E (a v/c ratio of .88 to .99).

Capacity Deficient conditions are characterized by one or more of the following: extremely reduced speeds, very little freedom of movement, inability to weave/merge, and average waiting at red lights for longer than 60 seconds due to lengthy lines of vehicles at intersections. The degree of congestion associated with these conditions is defined by LOS F (a v/c ratio of 1.0 or greater).

Street System Performance

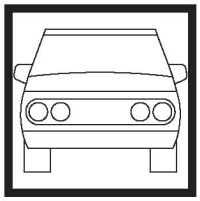
Using computer traffic models, SKATS staff evaluated the performance of the Salem-Keizer regional street system. The following ~~four~~ two scenarios were developed:

~~EXISTING 1995~~ 2000 BASE YEAR SYSTEM

~~1995~~ 2000 population and employment ~~forecasts~~ estimates applied to the ~~existing (1995)~~ 2000 street system. Model results are calibrated to actual traffic counts taken around the Salem-Keizer area.

~~2015 COMMITTED SYSTEM~~

~~2015 population and employment forecasts applied to a committed street network. The committed street network includes the existing streets, plus those future projects that have committed funding.~~



~~2015~~ 2030 REGION PLAN (RTSP) BUILD ALTERNATIVE

~~2015~~ 2030 population and employment forecasts applied on a street network that includes the existing system, committed future projects, and projects recommended in the Regional Transportation System Plan. Recommended projects include only those that can be funded with reasonably expected revenues. Only a portion of the projects shown in the Salem TSP are included in the Build Alternative.

~~2035 LONG-RANGE~~

~~2035 population and employment forecasts applied to a long-range street network approximating build-out of the existing UGB. Street network includes 2015 RTSP projects. This scenario is used only as a contextual tool for looking at long-range travel demand.~~

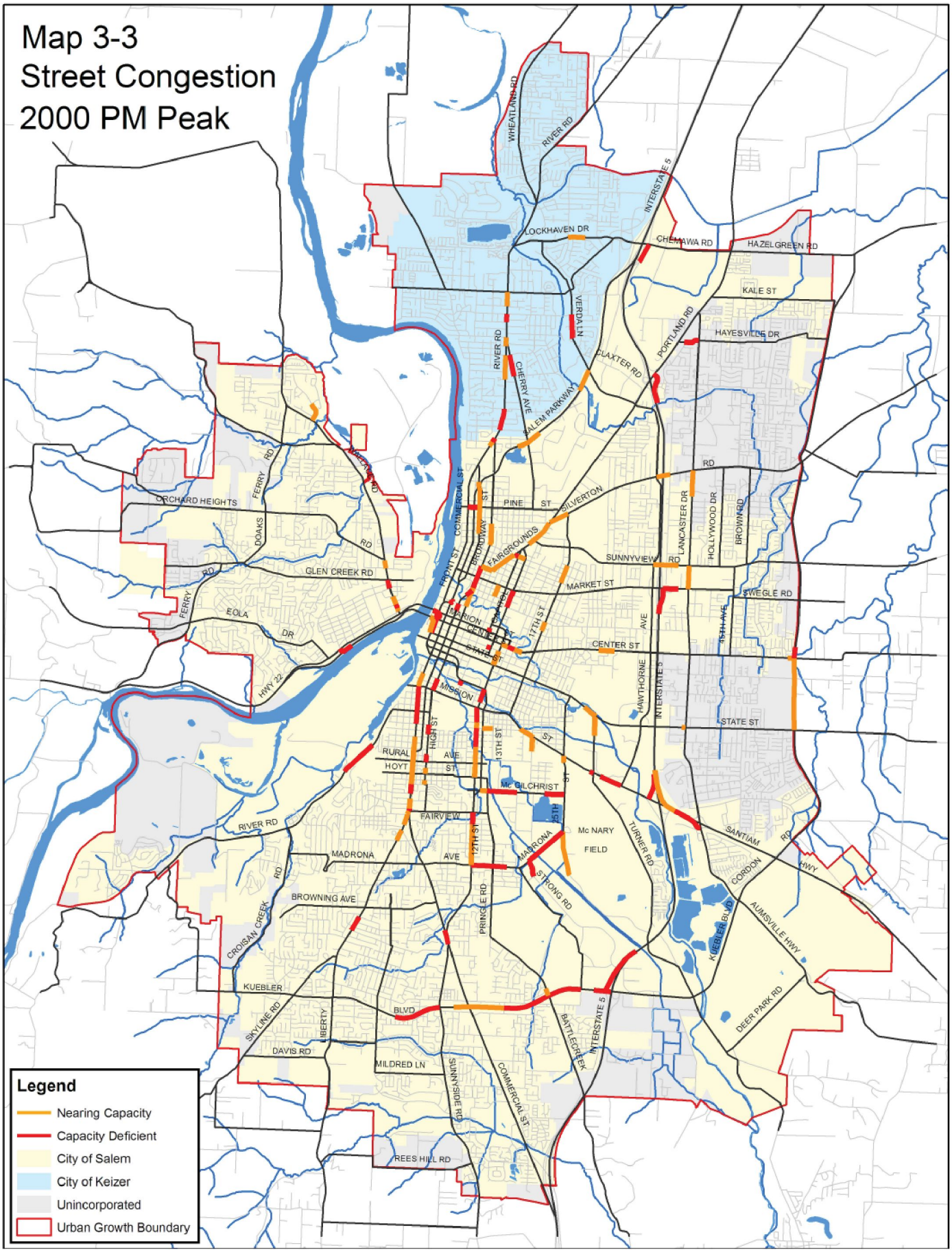
Table ~~14~~ 3-4 shows the results of the computer model runs on the ~~different~~ existing 2000 Base Year land use and street network and on the SKATS 2030 Build Alternative land use and street networks for the Salem-Keizer region. The *Salem Transportation System Plan* deals with those streets and highways found within the Salem Urban Area, comprising about 90 percent of the total regional street mileage. In ~~1995~~ 2000, the total amount of streets either capacity deficient (12.0 miles) or approaching capacity deficient (11.8 miles) during the P.M. peak travel period was ~~19.8~~ 21.8 miles (see Table 3-4 and Map 3-3). It is forecast that if ~~only~~ those projects included in the Build Alternative were constructed ~~built over the next 20 years~~ by year 2030, the amount of congested streets would increase to ~~53.6~~ 83.1 miles during the P.M. peak travel period (see Map 3-4). ~~If those projects contained in the regional plan and those contained in this Plan are built in addition to those in the committed network, congestion will be reduced by 14 percent to 47.1 miles.~~

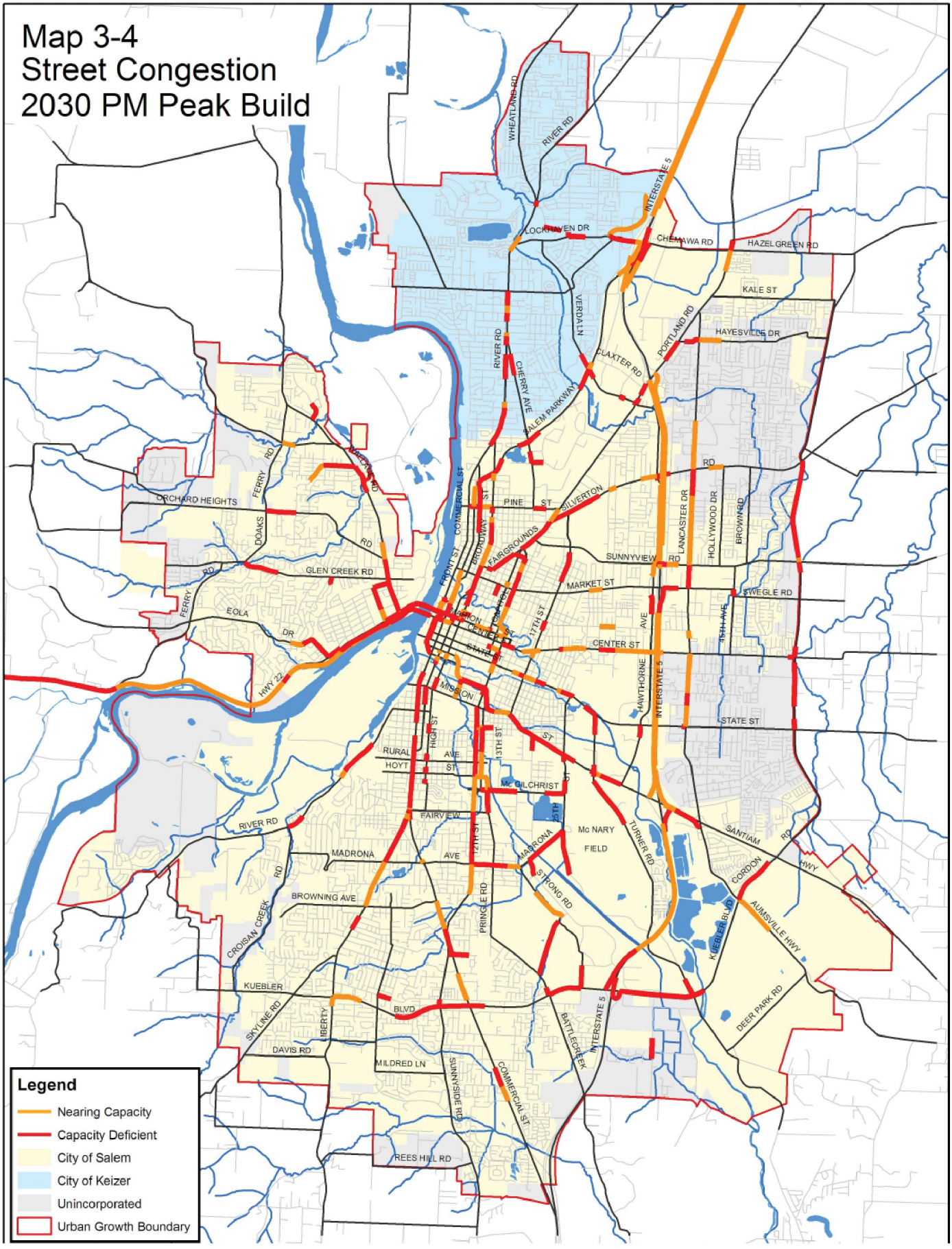
Table 3-4 Salem Urban Area Street Miles of Peak Hour Congestion

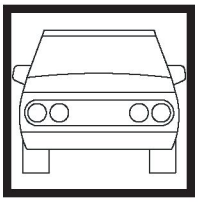
Functional Classification	2000 Base		2030 Build	
	Approaching Capacity	Exceeding Capacity	Approaching Capacity	Exceeding Capacity
Freeway	0.0	0.0	15.0	1.6
Parkway	1.3	2.8	2.1	8.2
Major Arterial	5.2	3.2	9.5	13.0
Minor Arterial	1.8	1.6	2.3	7.2
Collector	1.0	0.6	1.2	2.9
Local	2.6	3.8	8.1	11.9
TOTAL	11.8	12.0	38.2	44.9

~~Map 6 shows a sample of existing and future average daily traffic volumes for the Salem Urban Area. Maps 7 and 8 show where congestion currently occurs on the street system and where it is expected to occur on the 2015 Committed Network.~~

It is important to note that even if the Salem-Keizer region is able to build all of the projects contained in the Regional Plan and many from the Salem Plans, we will still experience ~~more than double~~ nearly a fourfold increase in the mileage of congested streets ~~as we have presently~~ during the P.M. peak travel period by 2030 compared to 2000. Thus, we will be unable to build enough capacity into the system to handle all the peak hour traffic demand expected in the ~~next 20~~ coming years. While it is important that these projects be built to reduce congestion, we can not completely build our way out of congestion! Over the long term our community will need to find other means of accommodating peak hour travel demand in addition to constructing street capacity. Other elements of the *Salem Transportation System Plan* deal with how to increase mobility through other modes of travel and how to better manage travel demand.


Map 3-3
Street Congestion
2000 PM Peak
Legend
Nearing Capacity
Capacity Deficient
City of Salem
City of Keizer
Unincorporated
Urban Growth Boundary
WHEATLAND RD
RIVER RD
INTERSTATE 5
LOCKHAVEN DR
CHEMAWA RD
HAZELGREEN RD
KALE ST
VERDA LN
PORTLAND RD
HAYESVILLE DR
CLAXTER RD
CHERRY AVE
SALEM PARKWAY
ORCHARD HEIGHTS
FERRY
DOAKS
GLEN CREEK RD
EOLA
DR
HWY 22
COMMERCIAL ST
PINE ST
SILVERTON
BROADWAY
FAIRGROUNDS
SUNNYVIEW RD
LANCASTER DR
HOLLYWOOD DR
BROWN RD
SWEGLE RD
MARKET ST
FRONT ST
CAPITOL
CENTER ST
17TH ST
35TH AVE
HAWTHORNE
MISSION
STATE ST
HIGH ST
RURAL
HOYT
AVE
13TH ST
Mc GILCHRIST
25TH
FAIRVIEW
12TH ST
MADRONA
Mc NARY
FIELD
TURNER RD
SANTIAM
HWY
CORDON
RIVER RD
BROWNING AVE
CROISAN CREEK
PRINGLE RD
STRONG RD
KUEBLER BLVD
AUMSVILLE HWY
KUEBLER
SKYLINE RD
LIBERTY
BLVD
DAVIS RD
MILDRED LN
SUNNYSIDE RD
COMMERCIAL ST
BATTLECREEK
DEER PARK RD
REES HILL RD


Map 3-4
Street Congestion
2030 PM Peak Build
Legend
Nearing Capacity
Capacity Deficient
City of Salem
City of Keizer
Unincorporated
Urban Growth Boundary
WHEATLAND RD
RIVER RD
INTERSTATE 5
LOCKHAVEN DR
CHEMAWA RD
HAZELGREEN RD
KALE ST
VERDA LN
PORTLAND RD
HAYESVILLE DR
PLAXTER RD
CHERRY AVE
SALEM PARKWAY
ORCHARD HEIGHTS
FERRY RD
MACLAY RD
COMMERCIAL ST
PINE ST
SILVERTON RD
LANCASTER DR
HOLLYWOOD DR
BROWNRD
DOAKS RD
BROADWAY ST
FAIRGROUNDS RD
SUNNYVIEW RD
GLEN CREEK RD
FRONT ST
MARKET ST
SWEGLE RD
EOLA DR
CHEMEKETA ST
CENTER ST
17TH ST
45TH AVE
HWY 22
MISSION ST
HAWTHORNE AVE
STATE ST
HIGH ST
RURAL AVE
HOYT ST
13TH ST
McGILCHRIST ST
25TH ST
FAIRVIEW
RIVER RD
MADRONA AVE
12TH ST
Mc NARY FIELD
TURNER RD
SANTIAM HWY
BROWNING AVE
CROISAN CREEK RD
PRINGLE RD
STRONG RD
GORDON RD
KUEBLER BLVD
AUMSVILLE HWY
KUEBLER BLVD
SKYLINE RD
LIBERTY
DAVIS RD
MILDRED LN
SUNNYSIDE RD
BATTLE CREEK
INTERSTATE 5
COMMERCIAL ST
DEER PARK RD
REES HILL RD



Traffic Safety

Promoting traffic safety in Salem is a key objective of the *Salem Transportation System Plan* (refer to Street System Element, Objective No. 3). Red light photo radar is a relatively new tool that could assist in this effort, specifically related to Policy 3.2, Enforcement of City and State Motor Vehicle Code. The Oregon Legislature approved the use of red light photo radar for cities with a population of 30,000 or more in 2001 (ORS 810.434–810.436). By State law, this tool may be used at no more than eight intersections in the city and must be operated with City funds. While this tool has not been implemented in Salem as of ~~2004~~ 2006, it ~~should~~ is being ~~explored~~ actively pursued jointly by the Public Works Department Transportation Services Division and Police Department Patrol Division ~~as resources are available~~. Additional tools available to increase safety on residential streets are described in the Neighborhood Traffic Management Element and the accompanying Neighborhood Traffic Management Program Handbook.

Improvements to the Salem Highway and Street System

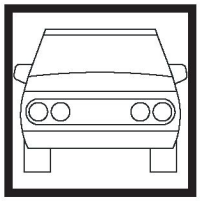
Our community will need to make investments in our street system if it is to provide the level of mobility that is important to economic vitality and overall livability. Based on the current and expected performance of the street system, it is evident that additional investments will need to be made to improve system capacity. In addition to increasing capacity, some arterial streets need to be improved to full urban standards to increase bicycle and pedestrian mobility. Street system improvement projects include needs on functionally classified streets (collector and higher) and are shown on Map 3-5. They are categorized as follows:

Committed Projects: Funds are available from an existing, ongoing, or authorized source. The project has a construction time frame.

Recommended Projects (High, Medium, and Low Priority): These projects are recommended to be completed in the future as funding becomes available. A general funding priority and time frame is listed for construction. Note that most of the high, some of the medium, but none of the low priority projects from this Plan are included in the region's recommended projects used for traffic modeling purposes. This is because the Regional Plan is required by Federal law to be "financially constrained."

Local Street Improvements: ~~These~~ Local street improvements are needed to bring local residential streets up to urban standards, including curbs, sidewalks, drainage, and street lighting. These improvement needs for local streets are not individually identified in this Plan.

Projects are also categorized by jurisdiction, ~~. Projects to be completed on streets~~ since projects within the Salem Urban Area shown in this Plan may be completed by other jurisdictions such as the Oregon Department of Transportation or Marion County. Each project is numbered to correspond with the numbered projects shown on ~~Map 9~~ the city sector maps (Maps 3-6 to 3-9).



~~COMMITTED PROJECTS: OREGON DEPARTMENT OF TRANSPORTATION~~

~~See Map 9 for the location of each of these projects.~~

~~Interstate 5 (Pacific Highway)~~

(The following paragraph was moved)

~~Interstate 5 is the principal north-south highway in Oregon. In 1993, Interstate 5 carried 67,000 vehicles per day at the north end of the Salem Urban Area, and 47,000 vehicles per day at the south end of the Salem Urban Area. By the Year 2015, traffic demand is projected to increase to 110,000 and 73,000 vehicles per day, respectively. Currently, there are no capacity deficiencies on Interstate 5. However, by the Year 2015, even after the completion of the widening projects, the north end of Interstate 5 will be Approaching Capacity Deficient in the P.M. peak hour. Congestion is expected to occur in the area of the Salem Parkway NE interchange.~~

~~Scheduled Improvements~~

~~The Oregon Department of Transportation is currently underway with a multiyear construction program of widening Interstate 5 through the Salem-Keizer area from four to six lanes. This includes the widening of overpasses and reconfiguration of some freeway interchanges. The project has been divided into four phases:~~

~~Phase I:Widening from Silverton Road NE to State Street with reconstruction of Market Street NE interchange, and provision of a park-and-ride lot. This phase is completed.~~

~~Phase II:Widening from Southern Pacific Railroad (Union Pacific) underpass to Silverton Road NE and Hayesville interchange (Portland Road NE-Highway 99E). Construction began on this phase in 1996, and was completed in 1999.~~

~~Phase IIIa:Widening from State Street to the Santiam interchange (Highway 22), with partial reconstruction of the Santiam interchange ramps and overcrossing. Construction began in 1998 and was completed in 2000.~~

~~Phase IIIb:Widen to three travel lanes in each direction from the North Santiam Highway (OR 22) interchange to the Kuebler Boulevard interchange and replace seven bridges. Construction will begin in 2006 and be completed in 2007. (1)~~

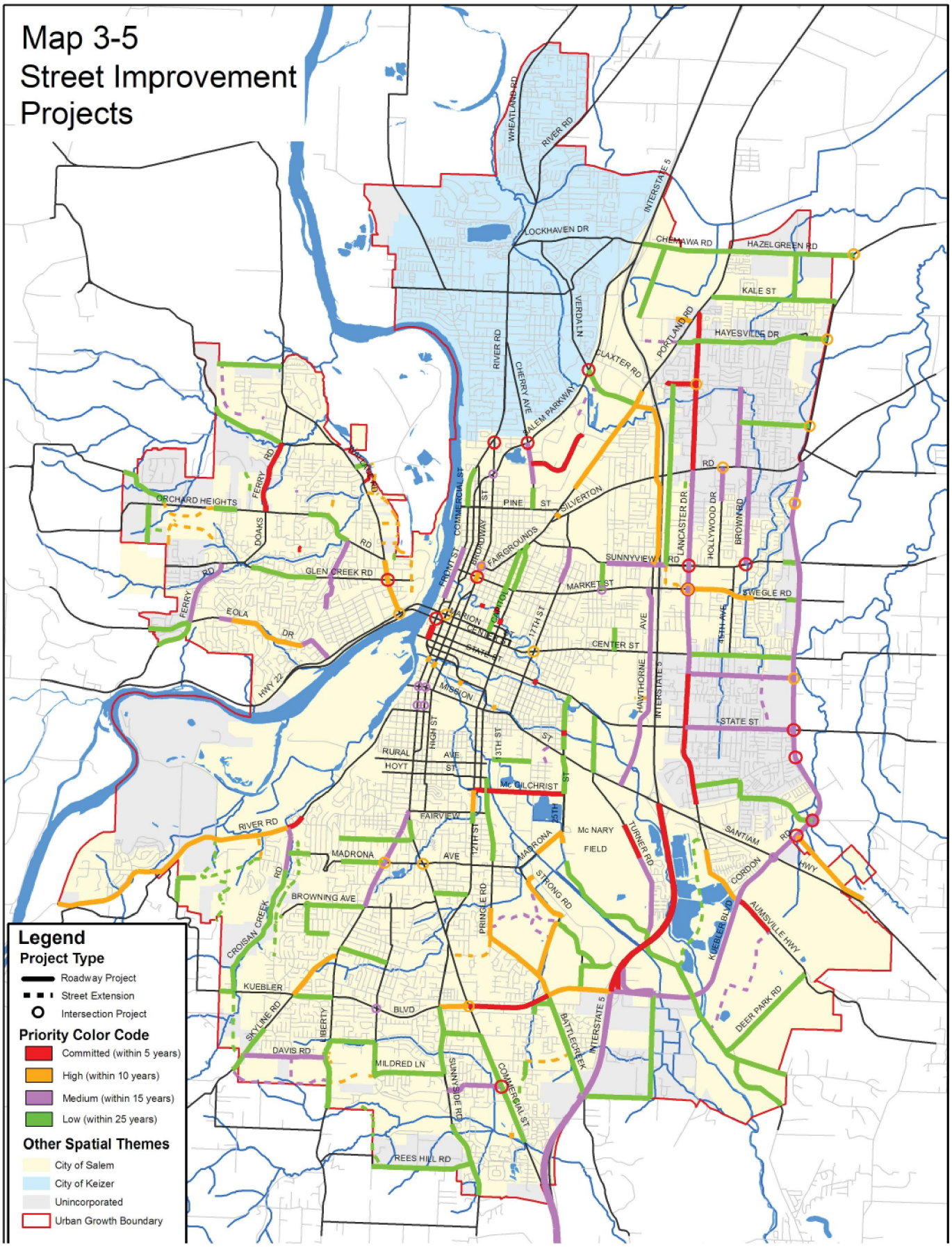
~~Phase IV:Widening from Kuebler Boulevard SE to Delaney Road SE, Illahe Crossing. Although design work continues on this segment, committed funding has not been authorized in the current State Transportation Improvement Program (STIP).~~

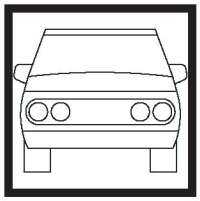
COMMITTED PROJECTS~~: CITY OF SALEM~~

See Map ~~9~~ 3-5 for the location of each of these projects.

~~Northgate Avenue NE Extension (Portland Road NE to Salem Industrial Drive NE)~~

~~Both the Cherry Avenue Business and Salem Industrial Parks are vital employment districts located south of the Salem Parkway and north of Portland Road NE. These districts contain several large manufacturing and distribution firms that must often tolerate trains blocking the only access via Cherry Avenue NE.This project will provide an additional access route to the districts by extending Northgate Avenue NE north of Portland Road NE either over~~


Map 3-5
Street Improvement Projects
Legend
Project Type
Roadway Project
Street Extension
Intersection Project
Priority Color Code
Committed (within 5 years)
High (within 10 years)
Medium (within 15 years)
Low (within 25 years)
Other Spatial Themes
City of Salem
City of Keizer
Unincorporated
Urban Growth Boundary
WHEATLAND RD
RIVER RD
INTERSTATE 5
LOCKHAVEN DR
CHEMAWA RD
HAZELGREEN RD
KALE ST
VERDA LN
PORTLAND RD
HAYESVILLE DR
CLAXTER RD
CHERRY AVE
SALEM PARKWAY
ORCHARD HEIGHTS
FERRY ST
DOAKS
GLEN CREEK RD
EOLA
DR
HWY 22
COMMERCIAL ST
PINE ST
SILVERTON
BROADWAY
FAIRGROUNDS
FRONT ST
MARION
CENTER ST
STATE
MARKET ST
SUNNYVIEW RD
LANCASTER DR
HOLLYWOOD DR
BROWN RD
SWEGLE RD
17TH ST
45TH AVE
CENTER ST
HAWTHORNE AVE
INTERSTATE 5
MISSION
STATE ST
HIGH ST
RURAL
HOYT
AVE
ST
13TH ST
Mc GILCHRIST
25TH ST
FAIRVIEW
RIVER RD
MADRONA
AVE
12TH ST
Mc NARY FIELD
TURNER RD
SANTIAM
HWY
CORDON
BROWNING AVE
CROISAN CREEK
PRINGLE RD
STRONG RD
KUEBLER BLVD
AUMSVILLE HWY
KUEBLER
BLVD
SKYLINE RD
IBERTY
DAVIS RD
MILDRED LN
SUNNYSIDE RD
COMMERCIAL ST
BATTLECREEK
INTERSTATE 5
DEER PARK RD
REES HILL RD



~~or under the Union Pacific rail line and connect to Salem Industrial Drive NE. This project includes neighborhood traffic mitigation measures to protect the neighborhood south of Portland Road NE from industrial traffic infiltration. Construction is expected to be completed by 2005. (17)~~

~~Portland Road NE (Capitol Street NE to Interstate 5)~~ *~~(Moved to High Priority)~~*

~~Funded through North Gateway Urban Renewal District Funds, this project will improve the streetscape of Portland Road NE through improved landscaping and sidewalks. The project will improve safety and traffic flow through installation of a center, landscaped median and access consolidation. Phase 1 (Capitol Street NE to the Railroad Undercrossing) was completed in 2004. Two additional phases are expected to enter the design phase in 2005 and 2007. (18)~~

~~Liberty Road S at Madrona Avenue S~~

~~Funds are committed to construct interim safety upgrades at this intersection. These improvements are funded through the State Hazard Elimination Program.~~

Aumsville Highway SE (Kuebler Boulevard SE to Marion County Jail Entrance) (163)

Funds are identified in the *Capital Improvement Plan* to improve this section of roadway to a Minor Arterial turnpike standard, with two travel lanes, a center turn lane, paved shoulders, bio-swales on both sides, and a 12-foot multi-use path. This project will also widen all approaches to the intersection at Kuebler Boulevard SE.

Doaks Ferry Road NW (Brush College Road NW to Orchard Heights Road NW) (82)

Funds are identified in the *Capital Improvement Plan* to improve this ~~section of~~ Major Arterial street to interim Minor Arterial standards ~~turnpike standards. Sidewalks, curbs, and other future improvements would need to be provided at 100 percent developer cost as development occurs~~.

Front Street Construction, Phase 2 (52)

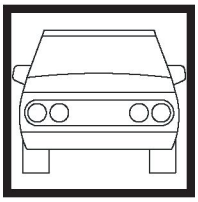
The Front Street project was designed to facilitate pedestrian access between Riverfront Park and Downtown Salem. This project is fully funded with funds from the Riverfront-Downtown Urban Renewal District. Phase 1 was completed in 2004. Phase 2 includes widening the Center Street Bridge off-ramp to Front Street to two lanes ~~and constructing the esplanade on the east side of Front Street. Phase 2 is scheduled for construction in 2007~~.

Interstate 5 (Highway 22 to Kuebler Boulevard SE) (ODOT) (123)

ODOT has funded and begun this project to widen Interstate 5 to six lanes, to improve the interchanges at Highway 22 and at Kuebler Boulevard, and to replace seven bridges along this section of highway. This project is scheduled for completion in 2008.

Kuebler Boulevard SE (Interstate 5 Interchange to Commercial Street SE) (131)

Funds are committed to construct the westbound (north) side of this section of roadway to a modified Parkway standard, including intersection improvements at Battle Creek and a new signal at 27th Street SE.



Lancaster Drive Access Management (Marion County) (21)

The SKATS Transportation Improvement Program identifies funds to plan and possibly implement some access management measures on Lancaster Drive NE/SE in the Marion County portion of this major arterial.

McGilchrist Street SE (12th Street SE to 25th Street SE) (116) *(Moved from High Priority)*

Classified as a Major Arterial, McGilchrist Street SE provides a major east-west connection between inner ~~South~~ Southeast Salem, the industrial district, and the airport. ~~In~~ The 1993~~,~~ daily traffic volumes ~~were~~ of approximately 11,000 vehicles have increased to approximately 13,000 in 2006. ~~By 2015, daily volumes are expected to exceed 18,000. To relieve congestion, McGilchrist Street SE should be widened to a minimum of two travel lanes and a center turn lane. The project needs to include bicycle lanes and sidewalks.~~ A funding package has been created to reconstruct this roadway to a three-lane standard from 12th Street SE to 22nd Street SE, and to a four-lane standard (two eastbound lanes and a center turn lane) from 22nd Street SE to 25th Street SE. This project will also add or upgrade signals at five intersections, realign 22nd Street SE and widen both 22nd and 25th Streets in the vicinity of McGilchrist Street SE. ~~(7)~~

River Road S ~~at~~ (Acacia Drive S to Croisan Creek Road S) (69)

Funds are committed to install a new traffic signal at ~~this intersection~~ Croisan Creek Road S and to construct left-turn pockets at intersections with Acacia Drive S, Golf Course Road S, and Valley High Street S.

Salem Industrial Drive NE (Cherry Avenue NE to ~~Northgate Loop NE~~ Bill Frey Drive NE) (42) *(Moved from Medium)*

Funds are committed to improve the southbound and westbound (north) side of this street ~~Upgrade~~ to urban Collector standards, including travel lane with curb, gutter, sidewalk~~s~~, bicycle lane~~s~~, and storm drainage. ~~(9)~~

Turner Road SE (Cascade Gateway Park extending south 2,100 feet) (153)

Funds are committed to widen this roadway section to provide two travel lanes, a center turn lane, bicycle lanes, and curbs. The drainage ditch on the west side of the road will be relocated further to the west to make room for the widening project.

Ward Drive NE (~~Fisher Road NE~~ Ward Court NE to Lancaster Drive NE) (Marion County) (28)

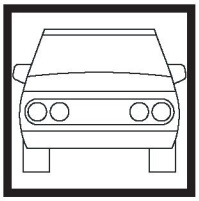
This segment of Ward Drive NE is classified as a Minor Arterial street in the *Salem Transportation System Plan*. This project will widen the roadway to two travel lanes and a center turn lane to improve traffic flow. This project will also construct curbs, sidewalks, and bicycle lanes.

Broadway Street NE (at Stark Street N) (258)

Funds are committed to construct a queue jump for northbound bus traffic at Stark Street N. This is a High Priority Transportation Corridor project.

Brown Road NE (at Sunnyview Road NE) (162)

Funds are committed to construct a dedicated southbound right-turn lane on Brown Road to westbound Sunnyview Road NE.



~~Front Street Bypass at~~ Center Street Bridge Ramp at Front Street Signal (50) *(Moved from Alternatives)*

Replace stop sign on ramp with a signal to allow more bridge traffic to exit onto northbound Front Street NE; would require some modification to the median on Front Street NE. This project came from the 1998 Willamette River Bridgehead Engineering Study.

Cordon Road SE at Macleay Road SE and Gaffin Road SE (127)

~~A new traffic signal and associated intersection improvements are scheduled to occur at this intersection.~~ Funds have been identified to install a traffic signal at the Macleay Road SE intersection and to make some improvements to the intersection. As traffic volumes increase, additional improvements will be needed to provide turn lanes on the Macleay Road SE approaches to Cordon Road SE. A southbound left-turn pocket will also be constructed at the intersection of Cordon Road SE with Gaffin Road SE.

Cordon Road SE (at State Street) (Marion County) (161)

Construct improvements to the intersection with State Street that include turn pockets where appropriate.

Cordon Road SE (at Pennsylvania Avenue SE) (Marion County) (104)

Pennsylvania Avenue SE is classified as a Collector street in the *Salem Transportation System Plan*. This project will add a northbound to westbound left-turn pocket on Cordon Road SE. This is a high hazard intersection and a high priority project for the Salem Urban Area.

Interstate 5 (at Kuebler Boulevard SE) (ODOT) (192)

Construct a new westbound to northbound ramp at the Kuebler Boulevard Interchange.

Market Street NE (at Broadway Street NE) (62)

Construct eastbound and westbound left-turn pockets on Market Street NE at Broadway Street NE. This project is a part of the High Priority Transportation Corridor.

~~Doaks Ferry Road NW (Orchard Heights Road NW to Chapman Hill Elementary School)~~ *(Moved to Pedestrian System Element)*

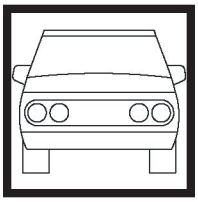
~~Funds are committed to construct 1,600 feet of missing sidewalk on this major arterial street.~~

~~Orchard Heights Road NW (Mousebird Avenue NW to West Salem High School)~~ *(Moved to Pedestrian System Element)*

~~Funds are committed to construct 1,500 feet of missing sidewalk on this minor arterial street.~~

Market Street NE at Lancaster Drive NE (24)

Funds are identified in the *Capital Improvement Plan* to construct right-turn lanes ~~at~~ along the westbound and southbound legs of this intersection.



Salem Parkway (at Hyacinth Street NE and at Cherry Avenue NE) (35)

Provide upgrades at both intersections in order to improve safety.

Sunnyview Avenue NE at Lancaster Drive NE (43)

Funds are identified in the *Capital Improvement Plan* to construct eastbound and westbound right-turn lanes at this intersection.

Traffic Signals at Various Intersections

Install five new Traffic Signals at various intersections based on meeting signal warrants.

Wallace Road NW at Glen Creek Road NW (90) *(Moved from High Priority)*

A high priority should be given to solving the capacity and circulation problems on Wallace Road NW, especially the segment between Edgewater Street NW and Orchard Heights Road NW. With existing peak hour operations at LOS F, the City will need to work with ODOT to construct ~~dual-~~ a second dedicated left-turn lane~~s~~ and a dedicated right-turn lane northbound on Wallace Road NW at the intersection with Glen Creek Road NW. The western approach to the intersection on Glen Creek Road NW will need to be expanded up the hill to accommodate vehicle queues and right turns eastbound on Glen Creek Road NW. Other improvements planned for this intersection include adding both an eastbound and a westbound approach lane on Glen Creek Road NW. ~~(1)~~

Wiltsey Road SE at Commercial Street SE (253)

Construct eastbound and westbound left-turn lanes at Commercial Street SE and signalize.

Bridge Replacement and Rehabilitation Projects

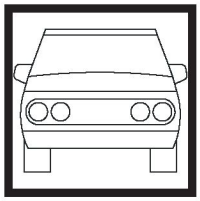
Several bridges in the Salem area have recently been improved using State funds. The following bridges are also scheduled to be either replaced or rehabilitated ~~using State funds~~ in the near future: ~~Liberty Street SE bridge at Pringle Creek; Liberty Street NE bridge at Mill Creek; Center Street NE bridge at Mill Creek;~~ State Street bridge at Mill Creek (237); ~~Turner Road SE bridge at Mill Creek, and~~ 25th Street SE bridge at Shelton Ditch (238); Cottage Street NE bridge at Mill Creek (250); Capitol Street NE bridge at Mill Creek (239); and Summer Street NE bridge at Mill Creek (240).

Sundance Court NW Extension (~~Ptarmigan Street NW to Mousebird Avenue NW~~ End of Sundance Court NW to Olympia Avenue NW) (170) *(Moved from Low Priority)*

A new local street connection should be built that will connect Ptarmigan Street NW to ~~Mousebird~~ Olympia Avenue NW via a northward extension of Sundance Court NW ~~that will utilize the streets of a future residential subdivision to access Mousebird Avenue NW~~. This local street connection is be constructed to provide an improved connection to Chapman Hill Elementary School from residential neighborhoods to the south. It will also serve as a replacement connection for the former extension of Ptarmigan Street NW to Chapman Hill Road NW.

Traffic Signal Interconnect Projects/ITS

Funds have been committed to interconnect several traffic signals around the Salem area. Signal upgrading and interconnection allows for centralized computer control and coordination of traffic signals, thus allowing for greater



efficiency in systemwide traffic control. These interconnect projects are one form of Intelligent Transportation System (ITS) improvements. For more information, see the Transportation System Management Element of the Plan. (See Table ~~21~~ 4-1.)

Table ~~15~~ 3-5 shows the estimated costs involved in constructing the committed street improvement projects in the Salem Urban Area. The table also indicates inside which wards and neighborhood associations each project is located along with other project information. When State highway projects are included, the total amount of committed projects waiting to be constructed in the Salem Urban Area amounts to ~~more than $103~~ nearly $120 million.

Recommended Highway and Arterial Street Improvements~~:~~

STATE OF OREGON HIGHWAYS

There are five State of Oregon Highway routes that traverse the Salem Urban Area: Interstate 5, Highway 22, Highway 99E (Portland Road NE), Salem Parkway NE, and Highway 221 (Wallace Road NW/Edgewater Street NW). Improvements to these highways are typically done by the Oregon Department of Transportation (ODOT), or by local jurisdictions with the permission of ODOT. These highways provide Salem with regional and statewide connections. They also serve as major freight and commute routes for businesses and residents in Salem. Access onto State of Oregon highways is regulated per OAR 734-051.

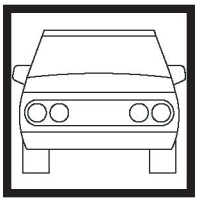
(The following paragraph was moved from Committed Projects: Oregon Department of Transportation.)

Interstate 5 is the principal north-south highway in Oregon. In 1993, Interstate 5 carried 67,000 vehicles per day at the north end of the Salem Urban Area, and 47,000 vehicles per day at the south end of the Salem Urban Area. By the Year ~~2015~~ 2005, traffic levels ~~demand is projected to~~ increased to ~~110,000 and 73,000~~ 88,800 and 57,100 vehicles per day, respectively. Currently, there are ~~no~~ only minor capacity deficiencies on several Interstate 5 interchanges as shown on Map 3-3. However, by the Year ~~2015~~ 2030, even after the completion of the widening projects, ~~the north end~~ much of Interstate 5 will be Approaching Capacity Deficient in the P.M. peak hour, including all of the mainline between Kuebler Boulevard S and Portland Road (see Map 3-4). ~~Congestion is expected to occur in the area of the Salem Parkway NE interchange.~~

Issues

With the eventual widening of Interstate 5 to six lanes through the Salem Urban Area and the improvement to area interchanges, primary north-south mobility will be assured through Salem. The major issues concerning State highways in Salem now relate to how our community utilizes State facilities as community thoroughfares without degrading their ability to serve as regional travel routes. Can the capacity of these highways be improved without creating physical barriers that divide our community? Another question is whether Salem should continue to rely on State highways as our only means to cross the Willamette River.

The Oregon Highway Plan (1999) includes a variety of different designations that can be applied to State highways to reflect the different roles that highways play in serving statewide and local transportation needs. These include Freight Route, Expressway, and National Highway System, as well as a classification for each highway (interstate, statewide, regional, or district). In addition there are four highway segment designations that can be applied to highways to foster compact development patterns in communities. These highway designations are Special



Transportation Areas, Commercial Centers, Urban Business Areas, and Urban. These designations guide ODOTs position on local land use planning and development standards and actions and define the application of access management standards and broad types of highway facility design. None of these latter four highway segment designations have been applied in Salem. The City may wish to work with ODOT in the future to apply highway segment designations on State highways that serve core areas of the community.

Alternatives

Several State highway corridors within Salem are currently being studied, or planned to be studied, over the next five years. It is important that many of the questions listed above are answered through these studies.

Interstate 5

The remaining phases of construction are needed on Interstate 5 to complete the six-lane widening effort through the Salem Urban Area.

Phase IIIb: Widening from Santiam interchange to Kuebler Boulevard SE interchange. Construction is ~~needed within next ten years~~ underway and scheduled for completion in 2008.

Phase IV: Widening from Kuebler Boulevard SE to Delaney Road SE, Illahe Crossing. Construction is needed within next 15 years.

Highway 22—Willamette River Bridges (Center Street and Marion Street Bridges)

The Rivercrossing Capacity Study identified the need for an additional bridge across the Willamette River to solve long-term capacity and circulation issues. The City is working cooperatively with other regional jurisdictions to proceed with the planning and environmental work required to locate and construct a new bridge. This effort is referred to as the Salem River Crossing Project. The initial goal of this process will be to identify an alignment specific enough so the City and the region can begin to acquire and preserve right-of-way that will be needed for the eventual construction of an additional bridge. This issue is discussed further in the sections of this Plan that address Issues Requiring Future Study and the Long-range Transportation Strategy.

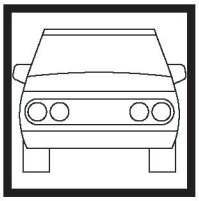
~~Following are several improvements identified in the~~ The 1998 Willamette River Bridgehead Engineering Study identified several improvements that ~~can~~ could be made in the relative short term to increase the carrying capacity of the bridgehead area and extend the operational life of the bridges throughout the next 10 to 20 years. Some of these improvements have been constructed. The remaining are included in the project sections of this Plan.

~~*Front Street Bypass at Center Street Bridge Ramp Signal*~~ *(Moved to Committed)*

~~Replace stop sign on ramp with a signal to allow more bridge traffic to exit onto northbound Front Street NE; would require some modification to the median on Front Street NE.~~

~~*Front Street NE (Center Street Bridge ramp to north of Division Street NE)*~~

~~Add third northbound lane on Front Street NE, providing a free right turn from the bridge ramp onto Front Street NE and adding capacity on Front Street NE north to Division Street NE and continuing on Commercial Street NE; would require reconstruction of a section(s) of the existing Marion Street bridge and relocation of supporting piers.~~



~~***Commercial Street NE at Marion Street NE Intersection***~~ *(Moved to High Priority)*

~~Provide two right-turn-only lanes for southbound Commercial Street NE movements onto westbound Marion Street NE. Northwest corner of the intersection would be improved to facilitate truck turning movements. Provide bulbed corners on the south side of the intersection to improve pedestrian environment.~~

~~***Court Street Pedestrian and Bicycle Underpass***~~ *(Moved to Pedestrian System Element)*

~~Construct a pedestrian and bicycle underpass to Riverfront Park underpassing Front Street NE and the BNSF railroad tracks. Construct three structures and concrete pathway and cul-de-sac Court Street NE east of Front Street NE. While Council has not officially removed this project from the *Salem Transportation System Plan*, an at-grade solution to the issue of conveying pedestrians safely to Riverfront Park and calming traffic on the Front Street Bypass is under construction. Phase 1 was completed in 2004. Phase 2, which will include widening the Center Street Bridge ramp south onto Front Street to two lanes, is currently scheduled for construction in 2007.~~

~~***Wallace Road NW at Edgewater Street NW Intersection***~~ *(See High Priority in West Salem)*

~~Increase turn radius from westbound ramp to northbound Wallace Road NW; widen the westbound Edgewater Street NW approach to lanes, construct two right-turn-only lanes from Edgewater Street NW onto the bridge ramp, and close Musgrave Lane NW. An additional recommendation to remove the eastbound Edgewater Street NW to northbound Wallace Road NW left-turn pocket, prohibit that left turn, and reroute that movement via Murlark Avenue NW to the relocated signal at 6th Street NW and Wallace Road NW, is being constructed in 2004-2005.~~

Highway 22 Corridor

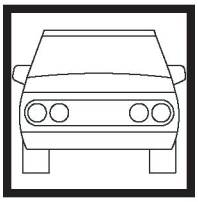
The Highway 22 Corridor Study, begun in 1994, has identified several refinement studies that will look at ways to improve the performance and safety of the highway as it traverses the Salem Urban Area. These studies are expected to look specifically at:

~~***Highway 22/Mission Street SE Interchanges/Intersections (Deer Park Drive SE, Cordon Road SE, Lancaster Drive SE, Interstate 5, Hawthorne Avenue SE, Airport Road SE, and 25th Street SE)***~~ ***Expressway Management Plan (25th Street SE to Gaffin Road SE)***

~~Should these existing intersections and interchanges be fully-directional and grade-separated from Highway 22? Connected by ramps or frontage roads? If so, these projects should include reconstruction and widening of the Lancaster Drive SE overpass and construction of a Cordon Road SE interchange.~~ This planning effort, which was close to being completed in 2006, is defining improvement projects to the Mission Street SE/Highway 22 corridor that will be needed over the next 20 years to ensure that it continues to function properly. This Plan has been developed as a part of the Southeast Salem Area Transportation Study (SESATS), which is also being used to produce the Interstate 5/Kuebler Boulevard Interchange Management Plan.

Highway 22/Mission Street SE Through Central Salem (25th Street SE to the Willamette River Bridges)

Is the current route through Central Salem the best for the community? What can be done to expedite traffic movement through Central Salem? This could include recommendations that eventually eliminate direct property access to this portion of Highway 22.



Highway 22—West of the Willamette River (From the Marion Street and Center Street Bridges to the Salem UGB, including the Rosemont Avenue NW interchange, intersections at Stoneway Drive NW, College Drive NW, and Doaks Ferry Road NW)

The current Rosemont Avenue NW interchange requires drivers to merge from the left to go eastbound on Highway 22. Should the existing interchange be improved or replaced by a new interchange at Eola Drive NW? Such a new interchange would provide arterial street access to the established and developing areas of West Salem. Should actions be taken to improve safety at nonsignalized intersections at Rosewood Drive NW, Stoneway Drive NW, College Drive NW, and Doaks Ferry Road NW? Such actions could include prohibiting left turns to and from the highway to some or all of these city streets. Long-term actions could include the construction of frontage roads that would eliminate direct property access to the highway. In the future, should the intersection at Doaks Ferry Road NW be built as a grade-separated interchange?

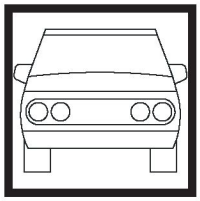
One promising concept in this area is to realign Doaks Ferry Road NW to the east so that it intersects with Highway 22 closer to College Drive NW. A new connection then could be constructed between College Drive NW and the new alignment of Doaks Ferry Road NW. In the future, the new intersection with Highway 22 created by the realigned Doaks Ferry Road NW could be constructed as a grade-separated interchange much more easily than the current intersection of Highway 22 and Doaks Ferry Road NW. The existing College Drive NW intersection could either be closed or restricted to right-in/right-out. This potential future transportation improvement would help address circulation needs in the western portion of the Salem UGB and improve safety along Highway 22. While promising, the City, Polk County, and ODOT will need to complete significant planning, public involvement, and design work to determine if this concept is the best solution to transportation problems on this section of Highway 22.

Wallace Road NW (Highway 221)

Wallace Road NW serves as one of the primary routes into the city of Salem, connecting the Willamette River bridges with Dayton and McMinnville. Wallace Road NW is classified as a Major Arterial in the Salem classification system and as a District Highway in the State of Oregon highway system. Most of West Salem's east-west arterials begin at Wallace Road NW, making it the primary north-south route in West Salem. With the majority of traffic heading to or from the Center Street and Marion Street Bridges and the commercial district south of Orchard Heights Road NW, significant congestion occurs on the southern end of Wallace Road NW during peak travel hours.

In ~~1997~~ 1993 daily traffic volumes on Wallace Road NW ranged from ~~39,000~~ 27,000 north of Edgewater Street NW to ~~7,000~~ 6,800 north of Michigan City Lane NW. By the Year ~~2015~~ 2005, these traffic volumes ~~are projected to~~ had increased to ~~over 30,000 vehicles per day north of Orchard Heights Road NW and may be as high as 53,000 vehicles per day south of Glen Creek Road NW~~ 40,700 and 8,700 respectively. Volumes at the Edgewater location represent a 50 percent increase in the 12-year period.

A major issue concerning Wallace Road NW now and in the future is the ability of the highway, between Orchard Heights Road NW and Edgewater Street NW, to handle the tremendous traffic load expected over the next 20 to 40 years. The Wallace Road Local Access and Circulation Study, adopted by Council in November 1997, identified ways to increase local street circulation, connectivity between properties, consolidating access, and the potential of a collector level street that would parallel Wallace Road NW on the east.



LOCAL ACCESS AND CIRCULATION RECOMMENDATIONS

The following recommendations are adopted as part of the *Salem Transportation System Plan*:

1. The City of Salem shall work with the Salem Area Mass Transit District to modify or expand the current "pulse system" scheduling of transit bus service in West Salem to improve availability of buses during each service hour.

2. Bicycle lanes should be included in all plans for improvements to Wallace Road NW and all existing and new arterial and collector streets within West Salem.

3. Transportation alternatives need to be identified that will allow Wallace Road NW to remain in its existing configuration, whether it be a five-lane cross section with a continuous center turn lane or four travel lanes with a raised median and turn lanes, between Glen Creek Road NW and Edgewater Street NW.

4. At the Wallace Road NW intersection with Glen Creek Road NW, add a northbound right-turn lane on Wallace Road NW and one eastbound right-turn lane on Glen Creek Road NW, and reduce northbound left-turn green time by adding an additional left-turn lane on Wallace Road NW.

5. A new north-south collector street (Marine Drive NW) should be constructed east of Wallace Road NW that will provide a spine for local access and circulation. The alignment should begin at Moyer Lane NW and continue north parallel to Wallace Marine Park, then follow the UGB, ending at River Bend Road NW. An alternate alignment that extends 5th Avenue NW northward along the UGB should be built if there are difficulties in constructing the preferred eastern alignment along Wallace Marine Park.

6. To facilitate local access and circulation, new local streets should be constructed as development and redevelopment occurs to provide access and circulation to the area east of Wallace Road NW. These streets include:

    a. An eastward extension of Moyer Lane NW to intersect with the new north-south collector street.

    b. An eastward extension of Veall Lane NW to intersect with the new north-south collector street.

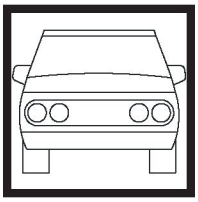
    c. A new north-south local street that provides a connection between Taybin Road NW and Glen Creek Road NW. (Completed.)

    d. A new north-south local street that provides a connection between Glen Creek Road NW and Veall Lane NW. (Completed.)

    e. A new north-south local street that provides a connection between Veall Lane NW and Moyer Lane NW. (Completed.)

    f. A new local street connection between Moyer Lane NW and a new intersection with Wallace Road NW. (Completed.)

    g. An eastward extension of Narcissus Court NW across Wallace Road NW to intersect with the new north-south collector street.



h. An eastward extension of Hope Avenue NW across Wallace Road NW to intersect with the new north-south collector street.

i. An eastward extension of Harritt Drive NW across Wallace Road NW to intersect with the new north-south collector street.

The location of future street alignments are shown on Map ~~11~~ 3-5. The exact location of these future streets may need to be adjusted over time to take advantage of changing circumstances and opportunities. The primary focus is to establish a grid-like street system between Wallace Road NW and the new ~~north-south collector street~~ Marine Drive NW.

7. To facilitate local access and circulation for future commercial and retail development or redevelopment, new local streets should be constructed in the area west of Wallace Road NW. These streets include:

   a. A new north-south collector street that partially bisects the block created by 7th Street NW, Murlark Avenue NW, Bassett Street NW, and Wallace Road NW. This street will provide a new collector street connection between 7th Street NW and a new east-west collector street. (Completed.)

   b. A new east-west collector street that bisects the block created by 7th Street NW, the new north-south local street, Bassett Street NW, and Wallace Road NW. This street will provide a collector street connection between the new north-south collector street and Wallace Road NW. (Completed.)

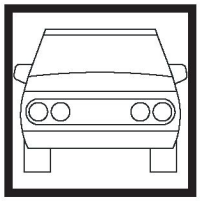
   ~~The location of these future street alignments are shown on Map 11.~~ The exact location of ~~these~~ future streets in this area may need to be adjusted over time to take advantage of changing circumstances and opportunities. The primary focus is to establish a grid-like street system between Wallace Road NW and Murlark Avenue NW as the area redevelops into commercial or retail uses. It is not intended that this recommendation be implemented to the detriment of existing industrial uses.

8. To improve traffic progression and signal spacing on Wallace Road NW, the City shall relocate the existing traffic signal at the intersection of 7th Street NW and Wallace Road NW to a new location approximately one block south at the intersection of the new streets described in recommendations 6.f. and 7.a. The relocation of this signal shall occur only after these new streets are constructed. (Completed.)

9. To provide adequate right-of-way for future improvements, the Wallace Road NW right-of-way width requirement for the segment between Edgewater Street NW and Orchard Heights Road NW should be maintained at a minimum of 108 feet. Additional right-of-way may be required to construct turn lanes at intersections.

10. When resources are available, a raised landscaped median should be constructed between Edgewater Street NW and Orchard Heights Road NW, with appropriate locations for openings and turn lanes. The median will serve to enhance the gateway character of the area and promote safety, traffic flow, and aesthetics. This gateway treatment should include landscaped planting strips and adequate pedestrian and bicycle facilities.

11. When resources are available, overhead utility wires along Wallace Road NW, both parallel and crossings, should be undergrounded in the area between Edgewater Street NW and Michigan City Lane NW.



Salem Parkway NE

~~There are no major~~ Only moderate improvements are planned for the Salem Parkway NE within the next ~~20~~ 25 years. However, efforts will need to be made to resist pressures to create more intersections with this important thoroughfare. There may be a future need to create a raised median to better separate traffic flows.

Highway 99E

There are not many large-scale issues that involve this highway (Portland Road NE) over the next ~~20~~ 25 years. The main emphasis will be on streetscape improvements and on maximizing the capacity and safety of the existing roadway. ~~through t~~Traffic signal coordination and other transportation system management measures will be utilized.

CITY OF SALEM STREET SYSTEM

West Salem

Issues

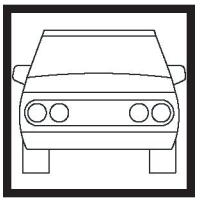
The dominant issue facing West Salem is growth. West Salem has experienced rapid growth and will face the greatest increase in population in the city over the next ~~20~~ 25 years. With a large portion of Salem's undeveloped land located ~~in West Salem~~ there, the incorporated population in West Salem ~~is expected to~~ has grown from ~~a~~ 13,675 in 1993 ~~population of 17,600 to over 36,000 in 20 years—nearly 19,900 by 2000~~ to 20,725 in 2005, an increase of ~~105~~ over 50 percent in 12 years. Over the next 25 years it is forecast to more than double. On the other hand, ~~E~~employment, which stood at about 3,500 in 2000, is expected to increase by ~~2,000~~ less than 1,000 jobs through 2030, ~~or 47~~ representing a 26 percent increase, ~~over the same time period~~. Many of these jobs are expected to be located along the Wallace Road NW corridor. The existing City street system is constrained by topography and existing development patterns. Access to West Salem is an issue with only two bridges crossing the Willamette River. In addition to issues of vehicular capacity, many of the arterial and collector streets in West Salem need to be upgraded to full urban standards with curbs, sidewalks, and bicycle lanes.

Arterial Street System

In addition to the State highways, the arterial street system contains four east-west arterials: Brush College Road NW, Orchard Heights Road NW, Glen Creek Road NW, and Eola Drive NW/Edgewater Street NW. Doaks Ferry Road NW is the one north-south arterial. These roadways feed into Wallace Road NW to the northeast and Highway 22 along the south. All of the east-west arterials are classified as Minor Arterials. Doaks Ferry Road NW is classified as a Major Arterial street south of Brush College Road NW and a Minor Arterial north of Brush College Road NW. Despite topographical constraints, the east-west arterial system is well-spaced and is expected to be able to distribute traffic to the respective north-south arterials. The major constraint points in the future will be Wallace Road NW and the Willamette River bridges.

Collector Street System

Over a dozen different streets are classified as collector streets in West Salem. Their primary purpose is to take local traffic and feed it to and from the arterial street system. Many of the collector streets are through residential neighborhoods, constituting the "spine" street of a subdivision or neighborhood. It is important that collector street



connections be made between the east-west arterial streets so that traffic can circulate freely through the entire system. Improving vehicular capacity on the collector street system is not so much the issue as bringing these streets up to urban standards, having curbs, sidewalks, drainage, illumination, and where needed, bicycle facilities. Although some of these streets will need to be improved through citywide bond funding, many will be improved over time as a product of land development and systems development charges.

Land Use Alternatives

The West Salem Neighborhood Plan, adopted in 2003, provides detailed goals and policies for the West Salem neighborhood. This plan is a refinement of and consistent with the Salem Area Comprehensive Plan. The West Salem Neighborhood Plan recommends, in part, that the currently homogeneous single family land use designations for West Salem be revised so that small nodes or community centers can be developed at key intersections. This is reflected in the Generalized Land Use Map included in the neighborhood plan. By providing shopping opportunities, neighborhood services, and office space, residents will be able to reduce their travel to other areas of Salem. These centers would also provide employment opportunities in the West Salem hills. Those living near these centers will be able to walk or bicycle to shop or work, thus reducing automobile-oriented travel. More employment opportunities in West Salem will reduce the unidirectional peak hour commute patterns, thus creating a more balanced travel demand.

Transportation Alternatives

The best opportunity for improving local circulation within West Salem is to bring the area's arterial and collector streets up to full urban standards. Having access to sidewalks and bicycle lanes will provide greater mobility options for people making short trips. An example of these types of improvements include those described in the Pedestrian System Element for the Edgewater District. Multimodal improvements will also provide greater accessibility to transit routes. Increased transit services and ridership is the best alternative to building more bridge crossing capacity across the Willamette River. This will require shorter headways for current bus services, peak hour express services, and the development of additional park-and-ride facilities.

Recommended Improvements

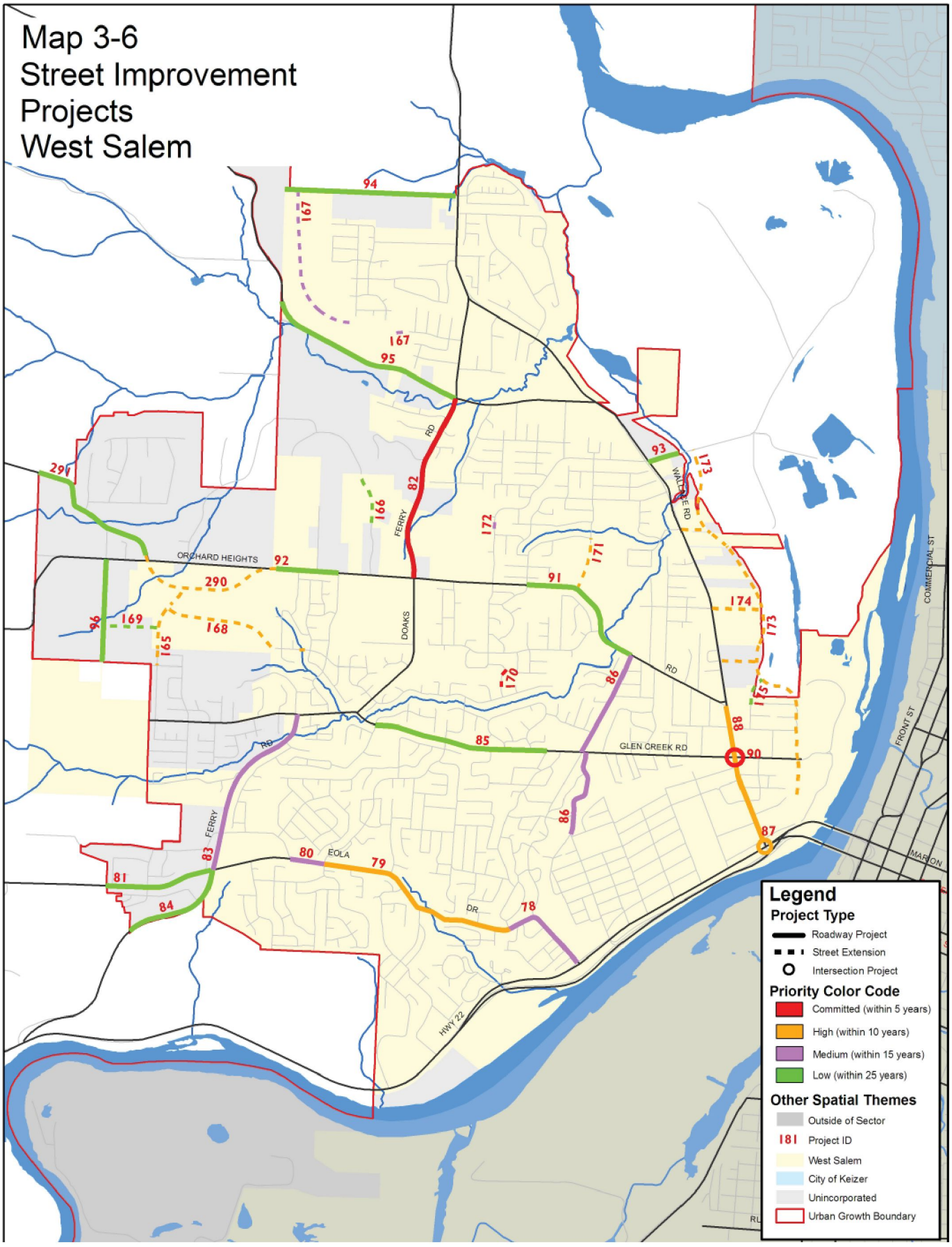
The arterial and collector street system needs to be constructed to full urban standards with an appropriate level of system capacity. The following projects are numbered to correspond with the numbered projects shown on Map ~~10~~ 3-6:

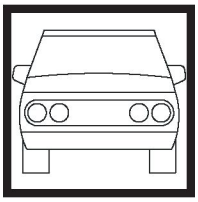
High Priority (Construction needed within 10 years):

Eola Drive NW (Kingwood Drive NW to Sunwood Drive NW) ~~*(5)*~~ *(79)*
This street needs to be improved to full urban standards with two travel lanes, center turn lane, bicycle lanes, curbs, and sidewalks.

Orchard Heights Road NW (BPA Power Line to Orchard Heights Place NW) (290)
Realign the roadway to the south to follow the topography in the area.

Wallace Road NW (Edgewater Street NW to Orchard Heights Road NW) (88)
This access management and local street circulation project will improve traffic flow on the most congested portions of Wallace Road NW. This project will include the installation of a center, landscaped median


Map 3-6
Street Improvement
Projects
West Salem
ORCHARD HEIGHTS
DOAKS
FERRY
RD
EOLA
DR
GLEN CREEK RD
WALLACE RD
COMMERCIAL ST
FRONT ST
MARION
HWY 22
Legend
Project Type
Roadway Project
Street Extension
Intersection Project
Priority Color Code
Committed (within 5 years)
High (within 10 years)
Medium (within 15 years)
Low (within 25 years)
Other Spatial Themes
Outside of Sector
Project ID
West Salem
City of Keizer
Unincorporated
Urban Growth Boundary



with turn pockets to serve businesses along ~~on~~ Wallace Road NW between Orchard Heights Road NW and Edgewater Street NW. ~~(3)~~

Wallace Road NW at Edgewater Street NW (87)
This project is part of a package of improvements needed to increase the capacity and operational life of the existing Willamette River bridges and their ramp systems. This project would increase the radius of the westbound off-ramp from Highway 22 to Wallace Road NW/Edgewater Street NW. Additional lanes would be added on the ramp. An additional ~~right-turn~~ eastbound bridge entrance lane would be added on ~~northbound~~ Edgewater Street NW. ~~(2)~~

35th/34th Avenue NW Extension (Osage Drive NW to Orchard Heights Avenue NW) (165) *(Moved from Street Extensions)*
The current terminus of 35th Avenue NW should be extended northward to connect to Orchard Heights Road NW at or near the intersection with Grice Hill Road NW. At this point the street may be numbered as 34th Avenue NW. This street connection will be classified as a Collector street.

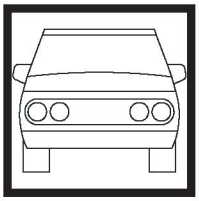
~~*New Collector/*~~*Islander Drive NW Extension* ~~*(Ptarmigan Street NW*~~ *West Meadows Drive NW to 35th Avenue NW Extension) (168)* *(Moved from Street Extensions)*
Islander Drive NW should be extended westward to intersect with ~~the southward extension of High School Drive NW/Titan Drive NW, then continue westward to connect with~~ the northward extension of 35th Avenue NW.

Linwood Street NW Extension (Goldcrest Avenue NW to Orchard Heights Road NW ~~to River Bend Road NW~~) (171) *(Moved from Street Extensions)*
This street should be extended southward to connect with Orchard Heights Road NW.

Marine Drive NW and Wallace Road Area Local Street Network (173 and 174)
A new collector street (Marine Drive NW) ~~beginning at the Musgrave Avenue NW and running parallel with~~ that parallels Wallace Road NW to the east will be constructed to provide local access and circulation for existing and future development. The portion of Marine Drive NW north of Cameo Street NW will need to be constructed as development occurs. A new system of local streets will be developed on the east side of Wallace Road NW to improve local access and circulation between Wallace Road NW and the new Marine Drive NW. ~~(4)~~

Medium Priority (Construction needed within 15 years):

~~*Rosemont Avenue NW (Edgwater Street NW to Cascade Drive NW)/*~~*Cascade Drive NW* ~~*(Rosemont*~~ *8th Avenue NW to Glen Creek Road NW)/Parkway Drive NW (Glen Creek Road NW to Orchard Heights Road NW) (86)*
In order to improve safety, it is necessary to improve the ~~Rosemont Avenue NW,~~ Cascade Drive NW/~~, and~~ Parkway Drive NW collector street route between ~~Edgewater Street~~ 8th Avenue NW and Orchard Heights Road NW to urban standards. This includes curbs, sidewalks, bicycle lanes (where feasible), and adequate storm drainage. Given steep slopes and close proximity of adjacent residences, particularly in the section of Cascade Drive NW between ~~Rosemont~~ 8th Avenue NW and Glen Creek Road NW, improvements should be made within existing right-of-way widths wherever possible. The need to realign Parkway Drive NW and Cascade Drive NW at Glen Creek Road NW will require future study as part of project design. ~~(6)~~



Christina Street NW Extension ~~(Doaks Ferry Road NW~~ Elliot Street NW to Michigan City Lane NW) (167) (Moved from Street Extensions)
Extend Christina Street NW west and north creating ~~Creates~~ a new collector street that makes a connection between Doaks Ferry Road NW and Michigan City Lane NW. Also complete the missing link between Redfir Street NW and Cherry Blossom Street NW. Much of this alignment is currently outside the city limits. This connection will occur as land comes into the city and is developed.

~~*Doaks Ferry Road NW (Brush College Road NW to Highway 22)*~~
~~This street is classified as a Major Arterial street south of Brush College Road NW and a Minor Arterial street north to Wallace Road NW. Currently a two-lane roadway, steep grades constrain portions of the roadway.~~

Doaks Ferry Road NW (Glen Creek Road NW to Eola Drive NW) (83)
Based on ~~2035~~ 2030 model traffic volumes, Doaks Ferry Road NW may ultimately need to be improved to a five-lane facility south of Orchard Heights Road NW to Highway 22 when build-out of the UGB is achieved. In the interim, it is recommended that Doaks Ferry Road NW be improved to ~~two travel lanes, a center turn lane, curbs, sidewalks, and bicycle lanes along the entire length of the street. This interim improvement should be adequate to handle the 12,000 to 15,000 vehicles per day projected by the Year 2015. (8)~~ a three-lane, Minor Arterial standard, including all necessary realignments and intersection improvements. Most of the east side of this roadway segment has already been improved to this interim standard.

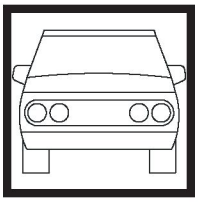
Eola Drive NW (Edgewater Street NW to Kingwood Drive NW) (78)
The street will need widening for a center turn lane in specific locations, plus whatever other improvements are needed to bring the street up to full urban standards. The Eola Drive NW approach to the intersection with Edgewater Street NW will need to be widened to accommodate turn lanes and additional queuing distance for vehicles. ~~(7)~~

Eola Drive NW (Sunwood Drive NW to ~~Doaks Ferry Road NW~~ Gehlar Road NW) ~~(11)~~ (80)
Improve to Minor Arterial standards with two travel lanes, center turn lane, bicycle lanes, curbs, gutters, and sidewalks. Some of the needed improvements along this section of roadway have already been completed through development.

Mousebird Avenue NW Extension ~~(Hardin Street NW~~ Royal Crown Avenue NW to Macaw Street NW) (172) (Moved from Street Extensions)
This very important connection needs to be completed through the remaining undeveloped land between ~~Hardin Street NW~~ Royal Crown Avenue NW and Macaw Street NW. When completed, this street will offer much needed circulation between River Bend Road NW and Orchard Heights Road NW. Mousebird Avenue NW intersects Orchard Heights Road NW and continues southward to where it connects with Chapman Hill Drive NW.

Low Priority (Construction needed within ~~20~~ 25 years):

37th Avenue NW (Orchard Heights Place NW to the UGB) (96)
Brush College Road NW (Doaks Ferry Road NW to BPA Power Lines) (95)
Doaks Ferry Road NW (Eola Drive NW to UGB) (84)
Eola Drive NW (Doaks Ferry Road NW to UGB) (81)



Glen Creek Road NW ~~(Alpine Avenue NW to Mousebird Avenue NW~~ Crescent Drive NW to Westfarthing Way NW) ~~(9)~~ (85)
Michigan City Lane NW (Wallace Road NW to end of roadway) (94)
Orchard Heights Road NW ~~(Wallace Road NW to Doaks Ferry Road NW) (10)~~ (Parkway Drive NW to Snowbird Drive NW) (91)
Orchard Heights Road NW (Titan Drive NW to BPA Power Line) (92)
Orchard Heights Road NW (Orchard Heights Place NW to UGB) (291)
River Bend Road NW (Wallace Road NW to UGB) (93)
All or portions of these ~~arterial~~ streets need to be improved to full urban standards, which for the Minor Arterials includes having two travel lanes, a center turn lane, curbs, drainage, illumination, sidewalks, and bicycle lanes. The center turn lane is important to increase effective capacity by getting turning vehicles out of the traffic stream. Some of these improvements will occur with development, some may need to be City-funded.

New Streets and Extensions of Existing Streets (Low Priority):

The following streets will be extended through future development, possible expansion of the UGB, or City-initiated projects. These streets should be constructed to full urban standards. Map ~~11~~ 3-6 shows the location and approximate alignment of these new street extensions.

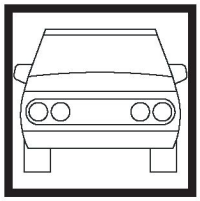
5th Avenue NW Extension (Cameo Street NW to Marine Drive NW) (175)
Extend 5th Avenue NW from Cameo Street NW northward to Marine Drive NW, the planned new Collector east of Wallace Road NW.

~~*New Collector*~~ *Colorado Drive NW Extension (~~27th Place NW~~ South terminus of Colorado Drive NW to Orchard Heights Road NW) (166)*
This ~~street~~ will extend the current streets that follow the bowl-shaped contour topography north of Orchard Heights Road NW and west of Doaks Ferry Road NW to create a loop~~ed extension of 27th Place NW~~. road connected to and north of Orchard Heights Road NW. The loop road will be comprised of Grice Hill Drive NW, Vickery Lane NW, Colorado Drive NW, and possibly Landaggard Drive NW. ~~The is~~ This will be a new collector, which will curve around to connect back to Orchard Heights Road NW.

~~*Hidden Valley Road NW (Glenden Court NW to Glen Creek Road NW Extension)*~~
~~Similar to Glen Creek Road NW, this road should be extended westward as development occurs if there is an expansion of the UGB. This road should connect back with Glen Creek Road NW.~~

~~*Ptarmigan Street NW/Island Avenue NW (West to New North-South Collector)*~~
~~Island Avenue NW should be extended westward to connect with the new north-south Collector street alignment as future development occurs. This will complete an east-west connection between the new north-south Collector street and Orchard Heights Road NW.~~

~~*Titan Drive NW (Orchard Heights Road NW to Glen Creek Road NW)*~~
~~A new Collector street alignment is needed to connect Orchard Heights Road NW through undeveloped land to the portion of Glen Creek Road NW that is combined with Doaks Ferry Road NW. This street will connect to the westward extension of Ptarmigan Street NW/Islander Street NW.~~



New Collector Street (35th Avenue NW Extension to 37th Avenue NW) (169)
A new collector level street connection will be needed between 35th Avenue NW and 37th Avenue NW. This connection should be made south of Dahlia Swale if possible.

~~*Chapman Hill Drive NW (West of Collins Street NW)*~~
~~This street shall be extended westward to connect to, and integrate with, the street system created by the future development of the properties bounded by Doaks Ferry Road NW on the west, West Hill Estates subdivision on the east, Chapman Hill Elementary School on the south, and Orchard Heights Road NW on the north. Chapman Hill Drive NW shall not extend or connect directly to Doaks Ferry Road NW. A local street connection to Chapman Hill Elementary School from the north shall be provided as part of the new street system. This extension of Chapman Hill Drive NW shall also provide for a local street connection north to serve the property immediately east of Doaks Ferry Road NW. In developing these properties, consideration should be given to designing the new street system such that the school is integrated into the neighborhood.~~

~~North Salem~~ *(North Salem has been merged into Northeast Salem. Much of the discussion that follows has been incorporated into that section.)*

~~North Salem is roughly defined as the area of the city bordered by the Willamette River to the west, Keizer to the north, Cherry Street NE/14th Street NE to the east, and Union Street NE to the south.~~

~~*Issues*~~

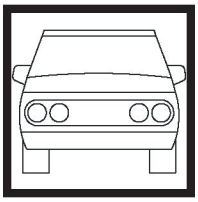
~~North Salem is unique in that it is the only area of the city that is not anticipating significant amounts of new development. The area may experience redevelopment opportunities within some neighborhoods. An established inner city area, its issues deal more with how to maximize existing street system performance and reduce traffic infiltration in residential neighborhoods.~~

~~*Arterial Street System*~~

~~North Salem has the highest concentration of arterial streets of any area in the city, outside of downtown. Four north-south arterial routes traverse North Salem: Front Street NE, Liberty Street NE/Commercial Street NE couplet, Broadway Street NE, and the Summer Street NE/Capitol Street NE couplet. East-west arterials include Pine Street NE, Hood Street NE, and Market Street NE. Three of the north-south arterials are classified as Major Arterials, with Front Street NE being a Minor Arterial. All of the east-west arterials are classified as Minor Arterial streets in North Salem.~~

~~*Collector Street System*~~

~~With such a high concentration of arterial streets, there are actually very few Collector streets in North Salem. The existing grid-street pattern naturally helps to diffuse traffic to the nearest arterial street. Streets such as Madison Street NE, Highland Avenue NE, Union Street NE, Chemeketa Street NE, and Church Street NE comprise the majority of the collector street system in North Salem. The main issue facing these streets concerns keeping their function as feeder/connector streets to the arterials and not substitute as through travel streets. This has been an issue over time especially for residents along Highland Avenue NE.~~



~~*Land Use Alternatives*~~

~~Maintaining neighborhood livability, affordable housing, and access to employment are goals associated with North Salem. The City completed the North Downtown Plan in 1997. As part of implementing the recommendations of this plan, land uses along Broadway Street NE were redesignated to allow for mixed use transit-oriented redevelopment. The goal is to have a small commercial retail, office, and residential district that is accessible to pedestrians, bicyclists, and transit. The Plan calls for streetscape improvements that enhance the pedestrian environment. See the Pedestrian System Element for details.~~

~~*Transportation Alternatives*~~

~~One way to increase the effective capacity of arterial streets in North Salem is to manage the availability of on-street parking. It is recommended that the City explore peak hour on-street parking prohibitions as a means of providing additional peak hour capacity on streets such as Capitol Street NE, Summer Street NE, and Broadway Street NE. On the Summer Street NE/Capitol Street NE one-way couplet, on-street parking would only need to be prohibited during each street's two-hour peak period, thus allowing parking the remainder of the day.~~

~~Another remedy would require the Capitol Mall offices to institute mandatory staggered work schedules. If each agency staggered its work hours by 15 minutes, peak hour travel demand could be spread and require less overall roadway capacity.~~

~~*High Priority Transportation Corridor*~~

~~Providing viable, cost-effective options to driving alone is one way the City and its regional partners can help relieve traffic congestion that is expected to increase over time. As part of this effort, the City worked with its regional partners over the course of 2002-2003 to develop a High Priority Transportation Corridor (HPTC) Prototype Plan for how a specific corridor could achieve significant transit travel time improvement.~~

~~After a thorough study, the Broadway Street NE/River Road N corridor was selected as the preferred location for a series of low-impact improvements that will allow transit to improve schedule reliability and reduce travel time without degrading the flow of automobile traffic. Improvements identified for this corridor range from typical intersection improvements to green time extensions for approaching buses, construction of amenities for pedestrians and transit users, targeted bus stop relocation, passenger information systems, improved fare collection system, and transit service "branding." In concert with these recommendations, the transit service frequency would be increased along the corridor.~~

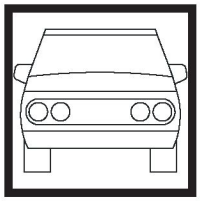
~~Facility improvements recommended to enhance transit operations without degrading traffic flow along the Broadway Street NE/River Road N Corridor are listed below.~~

~~These project descriptions are conceptual and will be refined with additional public outreach prior to construction.~~

1. ~~A transit-only left-turn queue jump lane from westbound Chemawa Road NE to southbound River Road N (Keizer).~~

2. ~~A northbound queue jump lane on Broadway Street NE at Salem Parkway NE (Salem).~~

3. ~~A northbound queue jump lane on Broadway Street NE at Shangri-La Street NE (Salem).~~



4. A center lane bus guideway on Broadway Street NE in the vicinity of Market Street NE and Hood Street NE (Salem).

5. A potential center plaza transit stop at the intersection of Broadway Street NE and Gaines Street NE (Salem).

Recommended Improvements

Street system improvements will need to focus on rehabilitation of bridges over Mill Creek and traffic signal interconnections to maximize traffic capacity through intersections. The traffic signal interconnect projects are listed in the Transportation System Management Element. The following projects have been numbered to correspond to the numbered projects shown on Map 12.

(All of the North Salem projects have been moved to Northeast Salem.)

High Priority (Construction needed within 10 years):

Replacement of Capitol Street Bridge over Mill Creek (1)
Rehabilitation of Summer Street Bridge over Mill Creek (2).
These structures are in need of replacement or rehabilitation and are considered high priority projects.

Low Priority (Construction needed within 20 years):

Capitol Street NE/Summer Street NE Couplet (D Street NE to Fairgrounds Road NE)
This one-way couplet serves as a major commuter route and connection to Portland Road NE (Highway 99E) and to Interstate 5, via Market Street NE. Daily traffic volumes are expected to increase from approximately 10,000 in 1993 to between 17,000 to 20,000 vehicles per day by the Year 2015. This is an increase of 70 to 100 percent. Existing peak hour levels of service are already poor at the Market Street NE and Fairgrounds Road NE intersections.

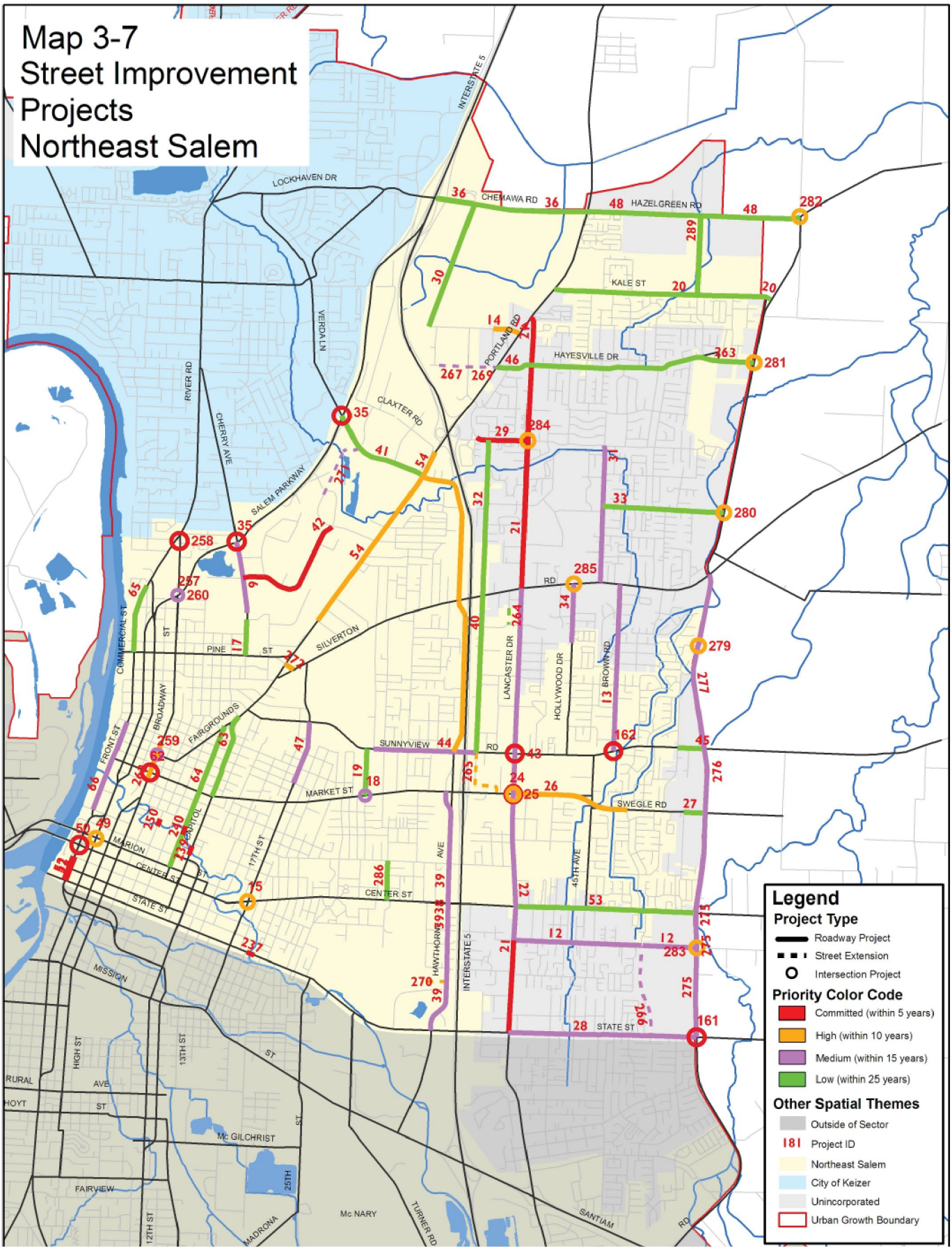
It is recommended that on-street parking be permanently removed or prohibited during peak hours on both Capitol Street NE and Summer Street NE to provide for an additional lane of through traffic capacity. Peak hour prohibition of on-street parking would only be needed between 4-6 p.m. on Capitol Street NE and 7-9 a.m. on Summer Street NE. If the State agencies on the Capitol Mall are able to successfully stagger their work schedules, utilize park & ride lots, or otherwise reduce overall travel demand, these parking measures may not be necessary. (5)

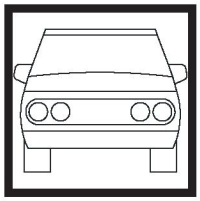
Northeast Salem

Northeast Salem is roughly defined as the area bordered by Cherry Avenue NE to the west, Keizer to the north, Cordon Road NE to the east, and State Street to the south includes everything east of the Willamette River from State Street north (see Map 3-7).

Issues

The area west of Cherry Avenue NE and 14th Street NE, previously referred to as North Salem in the TSP, is unique in that it is the only area of the city that is not anticipating significant amounts of new development. The area may experience redevelopment opportunities within some neighborhoods. An established inner city area, its issues


Map 3-7
Street Improvement
Projects
Northeast Salem
LOCKHAVEN DR
CHEMAWA RD
HAZELGREEN RD
KALE ST
PORTLAND RD
HAYESVILLE DR
CLAXTER RD
VERDA LN
RIVER RD
CHERRY AVE
SALEM PARKWAY
SILVERTON RD
LANCASTER DR
HOLLYWOOD DR
BROWN RD
SWEGLE RD
SUNNYVIEW RD
MARKET ST
PINE ST
COMMERCIAL ST
BROADWAY
FAIRGROUNDS
FRONT ST
CAPITOL ST
MARION ST
CENTER ST
STATE ST
17TH ST
45TH AVE
HAWTHORNE AVE
INTERSTATE 5
MISSION ST
RURAL AVE
HOYT ST
HIGH ST
13TH ST
12TH ST
Mc GILCHRIST
FAIRVIEW
Mc NARY
MADRONA
25TH
TURNER RD
SANTIAM
Legend
Project Type
Roadway Project
Street Extension
Intersection Project
Priority Color Code
Committed (within 5 years)
High (within 10 years)
Medium (within 15 years)
Low (within 25 years)
Other Spatial Themes
Outside of Sector
181 Project ID
Northeast Salem
City of Keizer
Unincorporated
Urban Growth Boundary



deal more with how to maximize existing street system performance and reduce traffic infiltration in residential neighborhoods.

The remainder of Northeast Salem, which encompasses ~~Encompassing~~ a large portion of the Salem Urban Area, ~~Northeast Salem~~ will continue to experience growth from development, although not at the levels of West or South/Southeast Salem. Access to Cherry Avenue Business Park ~~and Salem Industrial Park~~ continues to be a concern to ~~both~~ businesses ~~and nearby residents~~. Other issues include how to best serve the large and growing commercial district along Lancaster Drive NE; bringing the East Salem arterial streets up to full urban standards with necessary system capacity; and how to provide sufficient east-west system capacity without severely impacting inner northeast residential neighborhoods.

Arterial Street System

The western portion of Northeast Salem has the highest concentration of arterial streets of any area in the city, outside of downtown. There are four north-south arterial routes: Front Street NE, Liberty Street NE/Commercial Street NE couplet, Broadway Street NE, and the Summer Street NE/Capitol Street NE couplet. East-west arterials include Pine Street NE, Hood Street NE, and Market Street NE. Three of the north-south arterials are classified as Major Arterials, with Front Street NE being a Minor Arterial. All of the east-west arterials are classified as Minor Arterial streets in this portion of Northeast Salem.

The remainder of Northeast Salem is traversed by Interstate 5 and bounded on the northwest by ~~the~~ Salem Parkway NE and the City of Keizer. Portland Road NE is a ~~major highway (classified as a~~ Major Arterial~~)~~ that runs southwest to northeast. The area is also bounded on the east and north by the Cordon Road NE/Hazelgreen Road NE/Chemawa Road NE circumferential travel route that connects to ~~the~~ Salem Parkway NE to the west and Kuebler Boulevard SE to the south. Classified as a Parkway, this route is envisioned someday to have four travel lanes with a raised, landscaped median.

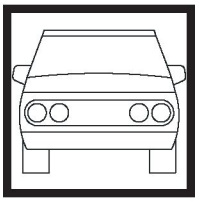
Several east-west arterials serve Northeast Salem, connecting downtown with the commercial districts and residential neighborhoods of the east. These arterials include: Center Street NE (Major), D Street NE (Minor), Market Street NE (Major), Sunnyview Avenue NE (Minor), Silverton Road NE (Major), Swegle Road NE (Minor), and Kale Street NE (Minor). Northeast Salem also has several north-south arterial streets that allow traffic to travel through Salem without having to go through downtown. These arterials include: 17th Street NE (Minor), Cherry Avenue NE (Major), Lana Avenue NE (Minor), Hawthorne Avenue NE/Hyacinth Street NE (Major), and Lancaster Drive NE (Major).

Collector Street System

Over two dozen streets are classified as Collector streets in Northeast Salem. The majority of these streets provide north-south connections between the several east-west arterials. Although well developed in the inner northeast area, the collector street system needs to be completed in the area east of Lancaster Drive NE. This is especially important since no intervening north-south arterial route exists between Lancaster Drive NE and Cordon Road NE. Many of these outer northeast collectors need to be improved to full urban standards. The availability of sidewalks and bicycle lanes will improve overall mobility and access to transit routes.

Land Use Alternatives

One of the challenges facing Northeast Salem is how to increase mobility and connectivity within the commercial and residential areas east of Interstate 5. Issues that need to be addressed include better access management in



commercial areas and better local street connectivity in and between residential neighborhoods. Given the high concentration of commercial activities along the Lancaster Drive NE corridor and its accompanying traffic congestion, it is recommended that the City seriously consider the traffic impacts associated with any proposal to convert more land to commercial designations in the Salem Area Comprehensive Plan in the future.

Goals associated with the area immediately north of downtown include maintaining neighborhood livability, affordable housing, and access to employment. The City completed the North Downtown Plan in 1997. As part of implementing the recommendations of this plan, land uses along Broadway Street NE were redesignated to allow for mixed use transit-oriented redevelopment. The goal is to have a small commercial retail, office, and residential district that is accessible to pedestrians, bicyclists, and transit. The Plan calls for streetscape improvements that enhance the pedestrian environment. See the Pedestrian System Element for details.

Transportation Alternatives

One way to increase the effective capacity of arterial streets north of downtown is to manage the availability of on-street parking. It is recommended that the City explore peak hour on-street parking prohibitions as a means of providing additional peak hour capacity on streets such as Capitol Street NE, Summer Street NE, and Broadway Street NE. On the Summer Street NE/Capitol Street NE one-way couplet, on-street parking would only need to be prohibited during each street's two-hour peak period, thus allowing parking the remainder of the day.

Another remedy would require the Capitol Mall offices to institute mandatory staggered work schedules. If each agency staggered its work hours by 15 minutes, peak hour travel demand could be spread and require less overall roadway capacity.

Increasing the availability of transit services by reducing route headways and adding express peak hour service would enhance the attractiveness of transit as an option along the major east-west arterials within Northeast Salem. The addition of park-and-ride lots on outlying major arterials would help facilitate greater transit and carpool ridership.

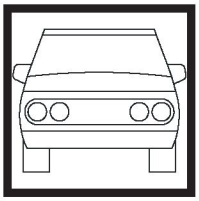
High Priority Transportation Corridor

Providing viable, cost-effective options to driving alone is one way the City and its regional partners can help relieve traffic congestion that is expected to increase over time. As part of this effort, the City worked with its regional partners over the course of 2002-2003 to develop a High Priority Transportation Corridor Prototype Plan for how a specific corridor could achieve significant transit travel time improvement.

After a thorough study, the Broadway Street NE/River Road N corridor was selected as the preferred location for a series of low-impact improvements that will allow transit to improve schedule reliability and reduce travel time without degrading the flow of automobile traffic. Improvements identified for this corridor range from typical intersection improvements to green time extensions for approaching buses, construction of amenities for pedestrians and transit users, targeted bus stop relocation, passenger information systems, improved fare collection system, and transit service "branding." In concert with these recommendations, the transit service frequency would be increased along the corridor.

Recommended Improvements

Northeast Salem street system improvements include rehabilitation of bridges over Mill Creek and traffic signal interconnections to maximize traffic capacity through intersections. The traffic signal interconnect projects are



listed in the Transportation System Management Element. ~~Most of the~~ Additional improvements recommended for arterial streets in Northeast Salem focus on bringing them up to full urban standards. Projects that improve accessibility for commercial and industrial areas are also considered important. The following projects have been numbered to correspond with the numbered projects shown on Map ~~13~~ 3-7:

High Priority (Construction needed within 10 years):

~~*Replacement of Capitol Street Bridge over Mill Creek (1)*~~ *(Moved to Committed)*
~~*Rehabilitation of Summer Street Bridge over Mill Creek (2)*~~ *(Moved to Committed)*
~~These structures are in need of replacement or rehabilitation and are considered high priority projects.~~

Blossom Drive NE (Lilac Lane NE to Portland Road NE) (Marion County) (14)
This portion of Blossom Drive NE is a Marion County street. The City portion of Blossom Drive NE has already been improved. It is a high priority to improve the remaining County section of this street to urban standards with two travel lanes, curbs, sidewalks, and bicycle lanes.

Broadway Street NE (Belmont Street NE to Shipping Street NE) (262)
This project will construct streetscape improvements to facilitate the movement of transit through this portion of the High Priority Transportation Corridor. The project will need to accommodate other modes of transportation and the needs of the adjacent Urban Renewal District.

Hawthorne Avenue NE and Hyacinth Road NE (Portland Road NE to Sunnyview Road NE) (40)
Widen to two travel lanes with center turn lane where needed. Add curbs, gutters, sidewalks, bicycle lanes, and widen intersection approaches to Portland Road NE, Silverton Road NE and Sunnyview Road NE.

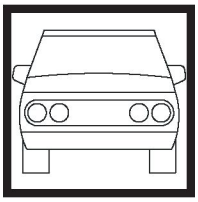
~~*Lancaster Drive NE (State Street to Portland Road NE)*~~ *(Moved to Medium)*
~~One of the busiest and most congested arterial streets in the Salem Urban Area is Lancaster Drive NE. High intensity commercial activities, combined with a growing population in the East Salem area, have made traffic volumes soar along this roadway. Table 16 shows future traffic growth expected on Lancaster Drive NE.~~

~~Improvements are needed to improve intersection capacity at Lancaster Drive NE and Market Street NE and Lancaster Drive and Silverton Road NE. It is recommended that the City of Salem consider the improvement of the Market Street NE intersection a high priority. The improvement will consist of additional turn lanes, especially for the northbound to westbound movement.~~

~~Another project that is recommended as a high priority is an access management project that would help reduce the high concentration of driveways along Lancaster Drive NE. This would include: elimination of unnecessary driveways, access consolidation, connections between properties, development of a local street circulatory system, and, potentially, a raised, landscaped median that would focus access at planned locations. (4)~~

~~Widening Lancaster Drive NE to six travel lanes is not considered financially feasible, or desirable, within the time frame of this Plan.~~

Market Street NE/Swegle Road NE (Lancaster Drive NE to Royalty Drive NE) (26)
This project will realign both streets to replace two intersections at 45th Avenue NE with a single one and bring the roadway up to Minor Arterial Standards. ~~Also included in the project are curbs, sidewalks,~~



~~and bicycle lanes.~~ Traffic will be routed away from the front of Swegle Elementary School, increasing safety. ~~(7)~~

Portland Road NE ~~(Capitol Street NE to Interstate 5)~~ (Beach Avenue NE to Claxter Road NE) (54) (Moved from Committed)

~~Funded through~~ Using North Gateway Urban Renewal District Funds, this project will ~~improve~~ extend the streetscape improvements along ~~of~~ Portland Road NE ~~through improved landscaping and sidewalks~~. The project will improve safety and traffic flow through installation of a center, landscaped median and access consolidation. Phase 1 (Capitol Street NE to the Railroad Undercrossing) was completed in 2004. ~~Two additional phases are expected to enter the design phase in 2005 and 2007. (18)~~

~~Pine Street NE Extension~~ Silverton Road Realignment (East of Railroad to Pine Street/Portland Road Intersection) (272)

~~Pine Street NE shall be extended across Portland Road NE to create a new intersection with a realigned Silverton Road NE. This extension and realignment will remove the current intersection of Silverton Road NE and Portland Road NE, solving an existing awkward design.~~ Realign Silverton Road NE westward to connect with Portland Road NE at Pine Street NE, allowing for the removal of the awkward existing Silverton Road NE/Portland Road NE intersection. Final approval of this realignment must be given by the Union Pacific Railroad and ODOT.

Auburn Road NE (at Cordon Road NE) (Marion County) (283)

Install eastbound and westbound left-turn lanes on Auburn Road NE to Cordon Road NE.

Center Street NE ~~(12th Street NE to Hawthorne Avenue NE)~~ at 17th Street NE (15)

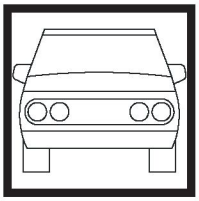
Center Street NE serves as a major connection between downtown Salem, the Willamette River bridges, and all of Northeast Salem. It provides a direct connection to Lancaster Mall. It also serves as a major transit trunk route. ~~Figure 9 shows what 1993 hourly traffic was like on Center Street NE.~~

In addition to the ~~committed~~ completed intersection improvement at Hawthorne Avenue NE, the eastern and western approaches to the 17th Street NE intersection need to be improved to increase the capacity of the intersection. ~~(3)~~

This is part of the strategy of making improvements to the intersections on Center Street NE first before consideration of a general street widening. Over 17,000 vehicles per day used Center Street NE near Park Avenue NE in 2004 in mid-week, with ~~a~~ that total expected to gradually rise in the coming years ~~of 23,000 per day expected by the Year 2015~~. If the intersection improvements at 17th Street NE and at Hawthorne Avenue NE do not provide sufficient capacity for Center Street NE, then other options will be considered such as removal of on-street parking and planting strips to provide a total of two eastbound travel lanes and one westbound travel lane. Given these options and the availability of other east-west arterials, it does not appear that a five-lane roadway is necessary within the time frame of this plan.

Commercial Street NE at Marion Street ~~NE Intersection~~ Bridge (49) (Moved from Committed)

Provide two right-turn-only lanes for southbound Commercial Street NE movements onto westbound Marion Street Bridge entrance. Northwest corner of the intersection would be improved to facilitate truck turning movements. Provide bulbed corners on the south side of the intersection to improve pedestrian environment. This project came from the 1998 Willamette River Bridgehead Engineering Study.



Cordon Road NE at Carolina Avenue NE/Indiana Avenue NE (Marion County) (279)
Install northbound left-turn lane on Cordon Road NE to westbound Indiana Avenue NE.

Cordon Road NE at Herrin Road NE (Marion County) (280)
Install northbound left-turn lane on Cordon Road NE to westbound Herrin Road NE.

Cordon Road NE at Hayesville Drive NE (Marion County) (281)
Install northbound left-turn lane on Cordon Road NE to westbound Hayesville Drive NE.

Fisher Road NE Extension (Sunnyview Road NE to Market Street NE) (265) (Moved from Street Extensions)
Fisher Road NE shall be extended southward and eastward to intersect with Market Street NE at the location of ~~a future~~ the traffic signal ~~to be~~ constructed as part of the relocation of the access to the Fred Meyer property to the south of Market Street NE. The future extension will be classified as a Collector street.

Hazelgreen Road NE at Cordon Road NE/55th Avenue NE (Marion County) (282)
Construct turn lanes on all four legs, include minor intersection realignment, and install signal.

Hollywood Drive NE at Silverton Road NE (Marion County) (285)
Install northbound left-turn pocket on Hollywood Drive NE to westbound Silverton Road NE.

Lancaster Drive NE at Market Street NE (25)
Include as a high priority an improvement to widen Lancaster Drive NE to provide additional left-turn lanes both southbound and northbound at Market Street NE.

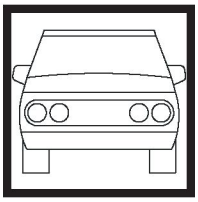
Ward Drive NE at Lancaster Drive NE (Marion County) (284)
Add eastbound right-turn lane on Ward Drive NE to Lancaster Drive NE and upgrade signal.

~~*State Lands Ball Fields Loop Road NE*~~ *Geer Park Access Street (~~State Street~~ Geer Park to Hawthorne Avenue NE) (270)*
~~A new local street connection should be built that provides access through the State of Oregon properties to be used by the City of Salem as recreational athletic fields.~~ Extend the Geer Park Access Street eastward to Hawthorne Avenue NE, creating a second access point to the park. ~~The local street will also provide access to other State and Marion County properties located to the north.~~

Medium Priority (Construction needed within 15 years):

17th Street NE (Norway Street NE to Sunnyview Road NE) (47)
Improve to Minor Arterial standards, including two travel lanes with curbs, gutters, sidewalks, and bicycle lanes, plus left-turn lanes at intersections.

45th Avenue NE (Silverton Road NE to Ward Drive NE) ~~(21)~~ (Marion County) (31) (Moved from Low)
Improve to urban Collector standards, including two travel lanes with curbs, gutters, sidewalks, and bicycle lanes where designated.



Auburn Road NE (Lancaster Drive NE to Cordon Road NE) ~~(23)~~ (Marion County) (12) *(Moved from Low)*
Improve to urban Collector standards, including two travel lanes with curbs, gutters, sidewalks, and bicycle lanes where designated.

Broadway Street NE (at Salem Parkway) (260)
Construct additional turn lanes for northbound and southbound traffic on Broadway Street NE and for southwestbound traffic on Salem Parkway. This is a High Priority Transportation Corridor project.

Broadway Street NE (at Salem Parkway) (257)
Construct a queue jump for northbound bus traffic at Salem Parkway. This is a High Priority Transportation Corridor project.

Brown Road NE (Sunnyview Road NE ~~North~~ to Silverton Road NE) ~~(19)~~ (13) *(Moved from Low)*
Improve to urban Collector standards, including two travel lanes with curbs, gutters, sidewalks, and bicycle lanes where designated.

Cherry Avenue NE (BNRR/SF to Salem Parkway NE) (16)
This project will improve capacity and access to Northgate Industrial Park by widening the roadway to four travel lanes and a center turn lane. The project will also construct curbs, sidewalks, and bicycle lanes. ~~This project will complement the three-lane improvement of Cherry Avenue NE north of Salem Parkway NE to be undertaken by the City of Keizer. (8)~~

Cordon Road NE (State Street to Center Street NE) (Marion County) (275)
Improve to Parkway standards, including four travel lanes, center turn lane or left-turn lanes at selected locations, curbs, gutters, sidewalks, and bicycle lanes.

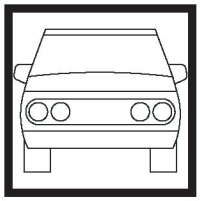
Cordon Road NE (Center Street NE to Sunnyview Road NE) (Marion County) (276)
Improve to Parkway standards, including four travel lanes, center turn lane or left-turn lanes at selected locations, curbs, gutters, sidewalks, and bicycle lanes.

Cordon Road NE (Sunnyview Road NE to Silverton Road NE) (Marion County) (277)
Improve to Parkway standards, including four travel lanes, center turn lane or left-turn lanes at selected locations, curbs, gutters, sidewalks, and bicycle lanes.

Front Street NE (Norway Street NE to Division Street NE) (66)
Reconstruct Front Street NE to a modified Minor Arterial standard and realign the railroad tracks down the center. Construct wide travel lanes as well as curbs, gutters, and sidewalks. The project includes the reconstruction of Mill Creek Bridge.

Hawthorne Avenue NE (Midway Street NE to Center Street NE) (38)
Add a northbound right-turn lane extending from Midway Street NE to the Center Street NE intersection.

Hawthorne Avenue NE (Mission Street NE to Market Street NE) (39)
As traffic volumes increase on Lancaster Drive NE, drivers will avoid congestion by using Hawthorne Avenue NE. Even without spillover traffic from Lancaster Drive NE, Hawthorne Avenue NE volumes are continuing to grow. Traffic volumes ~~in 1995 were~~ have increased from 12,000 vehicles per day in 1995 to over 15,000 in 2003 north of Center Street NE. ~~By the Year 2015 daily volumes are expected to be over~~



~~14,500.~~ The northbound approach to the Center Street NE intersection operates at LOS E and F during the P.M. peak travel periods. It is recommended that Hawthorne Avenue NE be widened to four travel lanes, with either a center turn lane or raised, landscaped median, between Mission Street SE and Market Street NE. Priority should be given to relieving congestion at the Center Street NE intersection approach prior to an overall widening of the corridor.

The purpose of the overall project is to alleviate congestion on Hawthorne Avenue NE and provide a much needed, second north-south Major Arterial street in East Salem. Having two Major Arterial routes, one on either side of Interstate 5, will give traffic an alternative to Lancaster Drive NE. ~~(6)~~

~~Phyllis Street NE~~ Hayesville Drive NE Extension (Portland Road NE to ~~Niles Avenue NE~~ Astoria Street NE) (269) (Moved from Street Extensions)
The Hayesville Drive NE alignment should be extended west from Portland Road NE to meet with existing Phyllis Street NE just east of the intersection of Phyllis Street NE with Niles Avenue NE. The portion of this street extension between Portland Road NE and ~~the new collector street~~ Astoria Street NE ~~described above~~ is classified as a future Collector street. The portion of this street extension east of ~~the new collector street~~ Astoria Street NE to where it meets Phyllis Street NE is classified as a local street. (See Phyllis Street NE project below.)

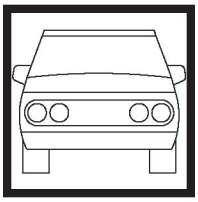
Hollywood Drive NE (City Limits North to Silverton Road NE) (Marion County) ~~(24)~~ (34) (Moved from Low)
Improve to urban Collector standards, including two travel lanes with curbs, gutters, sidewalks, and bicycle lanes where designated.

Hood Street NE (at Broadway Street NE) (259)
Construct both eastbound and westbound left-turn pockets at Broadway Street NE.

Lancaster Drive NE (State Street to ~~Portland Road NE~~ Silverton Road NE) (22) (Moved from High)
One of the busiest and most congested arterial streets in the Salem Urban Area is Lancaster Drive NE. High intensity commercial activities, combined with a growing population in the East Salem area, have made traffic volumes soar along this roadway. ~~Table 16 shows future traffic growth expected on Lancaster Drive NE.~~

~~Improvements are needed to improve intersection capacity at Lancaster Drive NE and Market Street NE and Lancaster Drive and Silverton Road NE. It is recommended that the City of Salem consider the improvement of the Market Street NE intersection a high priority. The improvement will consist of additional turn lanes, especially for the northbound to westbound movement.~~

Widening Lancaster Drive NE to six travel lanes is not considered financially feasible, or desirable, within the time frame of this Plan. ~~Another~~ A project that is recommended as a high priority is an access management project that would help reduce the high concentration of driveways along Lancaster Drive NE. This would include: elimination of unnecessary driveways, access consolidation, connections between properties, development of a local street circulatory system, and, potentially, a raised, landscaped median that would focus access at planned locations. ~~(4)~~



Phyllis Street NE Extension (Niles Avenue NE to Astoria Street NE) (267) *(Moved from Street Extensions)*
Extend Phyllis Street NE eastward to connect with Astoria Street NE. This will complete the street connection discussed under the Hayesville Drive NE project above. This street segment will be classified as a local street.

~~*Salem Industrial Drive NE (Cherry Avenue NE to new Northgate Loop NE)*~~ *(Moved to Committed)*
~~Upgrade to urban standards, including sidewalks, bicycle lanes, and storm drainage. (9)~~

State Street (Lancaster Drive NE to Cordon Road NE) (Marion County) (28)
Classified as a Major Arterial street in the *Salem Transportation System Plan*, this street will be widened to ~~two~~ four travel lanes, with a center turn lane to improve traffic flow. The project will construct the street to urban standards having curbs, sidewalks, and bicycle lanes.

Sunnyview Road NE (Evergreen Avenue NE to Fisher Road NE) (44)
Install roundabout at Park Avenue NE, traffic signal at Lansing Avenue NE, and curbs, gutters, and sidewalks from Evergreen Avenue NE to Byram Street NE.

Evergreen Avenue NE (at Market Street NE) (18)
Add southbound right-turn lane on Evergreen Avenue NE at Market Street NE.

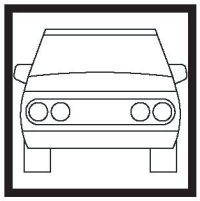
Low Priority (Construction needed within ~~20~~ 25 years):

Capitol Street NE/Summer Street NE Couplet (D Street NE to Fairgrounds Road NE) (63 and 64)
This one-way couplet serves as a major commuter route and connection to Portland Road NE (Highway 99E) and to Interstate 5, via Market Street NE. Daily traffic volumes ~~are expected to increase from approximately 10,000 in 1993 to between 17,000 to 20,000 vehicles per day by the Year 2015~~ were about 12,500 on Capitol Street NE in 2001 and about 11,000 on Summer Street NE by 2006. ~~This is an increase of 70 to 100 percent.~~ Existing peak hour levels of service are already poor at the Market Street NE and Fairgrounds Road NE intersections.

It is recommended that on-street parking be permanently removed or prohibited during peak hours on both Capitol Street NE and Summer Street NE to provide for an additional lane of through traffic capacity. Peak hour prohibition of on-street parking would only be needed between 4-6 p.m. on Capitol Street NE and 7-9 a.m. on Summer Street NE. If the State agencies on the Capitol Mall are able to successfully stagger their work schedules, utilize park & ride lots, or otherwise reduce overall travel demand, these parking measures may not be necessary. ~~(5)~~

Center Street NE (Lancaster Drive NE to Cordon Road NE) (Marion County) (53)
Classified as a Major Arterial street in the *Salem Transportation System Plan*, this street will be widened to two travel lanes with a center turn lane to improve traffic flow. The project will construct the street to ~~urban standards~~ an interim Minor Arterial standard having curbs, sidewalks, and bicycle lanes.

Chemawa Road NE (Interstate 5 to Portland Road) (36)
Improve to urban Parkway standards, including four travel lanes and a center turn lane with curbs, gutters, sidewalks, and bicycle lanes.



Cherry Avenue NE (Pine Street NE to Johnson Street NE) (17)
With the completion of ~~the Northgate Avenue NE extension~~ Bill Frey Drive NE, industrial park traffic should decrease on Cherry Avenue NE south of Johnson Street NE. However, as traffic congestion increases on the Liberty Street NE/Commercial Street NE couplet, Broadway Street NE, and Hyacinth Street NE, commuter traffic may increase on Cherry Avenue NE. If traffic volumes increase, it may become necessary to increase the effective capacity of this portion of Cherry Avenue NE by widening the roadway to add a center turn lane and removing on-street parking. ~~(13)~~

Front Street NE (River Road N to Pine Street NE) (65)
Improve to Minor Arterial standards, including two travel lanes with curbs, gutters, sidewalks, and left-turn pockets at intersections.

Greencrest Street NE Extension (Auburn Road NE to State Street) (Marion County) (266) (Moved from Street Extensions)
Currently no north-south collector street exists between Center Street NE and State Street, east of Lancaster Drive NE. Greencrest Street NE should be extended to the south to intersect with State Street to serve as a north-south collector.

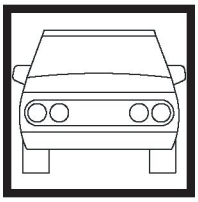
Hazelgreen Road NE (Portland Road NE to Cordon Road NE) (48)
Improve to an interim two travel lanes with center turn lane where needed. Add curbs, gutters, sidewalks, bicycle lanes, and improve intersection approach to Portland Road NE.

Hyacinth Street NE (Portland Road NE to Salem Parkway NE) (41)
It is recommended that Hyacinth Street NE be widened and improved to serve as a major north-south arterial for Northeast Salem. The improvement would also improve access to Salem Industrial Park. The project will widen Hyacinth Street NE to four travel lanes and a center turn lane, plus curbs, sidewalks, and bicycle lanes. While ~~D~~daily traffic volumes ~~are expected to grow from~~ have only grown slightly beyond the 16,000 ~~in~~ level of 1993, ~~to 17,500 by the Year 2015. T~~this project will enable Hyacinth Street NE to carry the added traffic expected from the planned extension of Salem Industrial Drive NE. ~~(11)~~

Kale Street NE (Portland Road NE to Cordon Road NE) (20)
Connecting Portland Road NE to Cordon Road NE, Kale Street NE is classified as a Minor Arterial street. Kale Street NE is the only east-west arterial street serving the area between Hazelgreen Road NE and Silverton Road NE. This street should be improved to full urban standards with curbs, sidewalks, and bicycle lanes. It may be necessary to signalize the intersection of Kale Street NE and Portland Road NE within the time frame of this Plan. Some of these improvements should occur over time with the development of abutting land. The remainder will need to be accomplished through City funds. ~~(12)~~

Sunnyview Road NE (Walker Road NE to Cordon Road NE) (45)
Improve to Minor Arterial standards, including two travel lanes with curbs, gutters, sidewalks, and bicycle lanes, plus left-turn lanes at intersections.

Swegle Road NE (Hoffman Road NE to Cordon Road NE) (27)
Improve to Minor Arterial standards, including two travel lanes plus a center turn lane with curbs, gutters, sidewalks, and bicycle lanes.



Evergreen Avenue NE (Market Street NE to Sunnyview Avenue NE) ~~(20)~~ (19)
Fisher Road NE (Ward Drive NE to South of Sunnyview Road NE) ~~(16)~~ (32)
Hayesville Drive NE (Portland Road NE to Lancaster Drive NE) (46)
Hayesville Drive NE (Lancaster Drive NE to Cordon Road NE) (Marion County) (263)
Herrin Road NE (45th Avenue NE to Cordon Road NE) ~~(22)~~ (Marion County) (33)
Indian School Road NE (Chemawa Road NE to Blossom Drive NE) (30)
~~Lansing Avenue NE (Market Street NE to Sunnyview Road NE) (18)~~
Park Avenue NE (Center Street NE to D Street NE) ~~(17)~~ (286)
All or portions of these Collector streets need to be improved over the next ~~20~~ 25 years, or more, to urban standards with two travel lanes, turn lanes where needed, curbs, drainage, sidewalks, illumination, and bicycle lanes where needed. These improvements may occur through the development of adjacent land or with City funding.

New Streets and Extensions of Existing Streets (Low Priority)

The following Collector streets will be extended through future development or City-initiated projects. These streets should be constructed to full urban standards. Map ~~14~~ 3-7 shows the location of these new street extensions.

~~49th Avenue NE (Settlers Lane NE to Kale Street NE)~~
~~Street should be extended from Settlers Lane NE north to connect with Kale Street NE. This connection will most likely occur as a function of residential development.~~

Harold Drive NE Extension (264)
This local street will need to be extended to the south to connect to Devonshire Avenue NE. This extension will likely occur along with commercial development. The street extension should align with the existing driveway easement that extends north from Devonshire Avenue NE.

~~New Collector (Portland Road NE to Blossom Drive NE)~~
~~A new Collector street should be extended across the intersection of Portland Road NE and the new alignment of Ward Drive NE to connect with Phyllis Street then continuing north to connect with Blossom Drive NE.~~

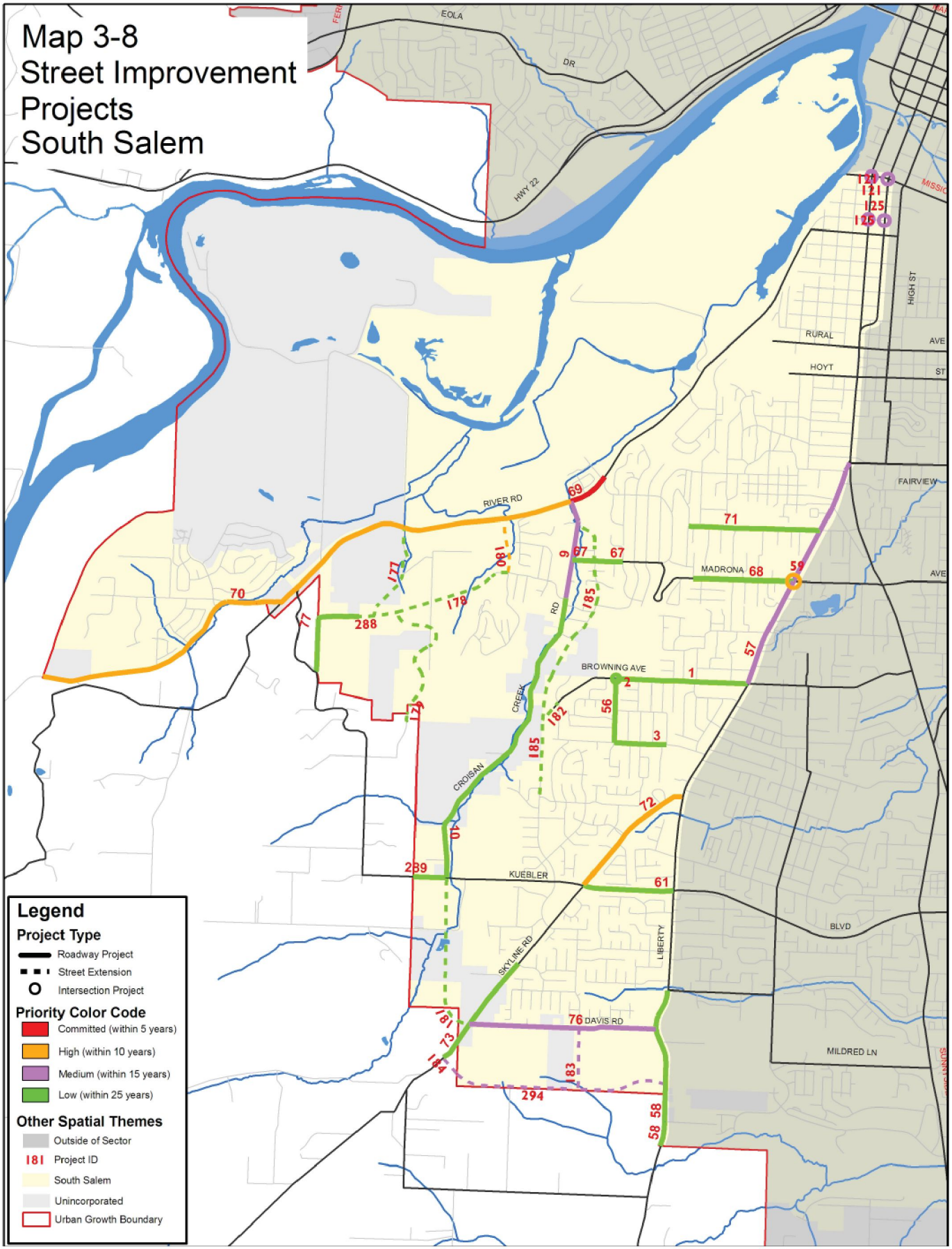
New Collector (Kale Street NE to Hazelgreen Road NE) (287)
A new Collector street should be built to connect Kale Street NE to Hazelgreen Road NE. This street should be located roughly in the area of the 49th Avenue NE or Lake Labish Road NE alignments. This connection will most likely be constructed as a result of land development.

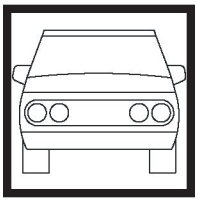
South Salem

South Salem is ~~roughly~~ defined as the area ~~defined~~ bounded by the Willamette River on the west, Mission Street SE to the north, Liberty Street SE/Commercial Street SE/Liberty Road S to the east, and the UGB to the south (see Map 3-8).

Issues

South Salem shares many of the same concerns that affect inner Northeast Salem. The historical development of the street system in South Salem has resulted in an arterial system dependent on Commercial Street SE to carry


Map 3-8
Street Improvement
Projects
South Salem
EOLA
DR
HWY 22
HIGH ST
RURAL
AVE
HOYT
ST
FAIRVIEW
RIVER RD
MADRONA
BROWNING AVE
CROISAN
CREEK
RD
KUEBLER
SKYLINE RD
LIBERTY
BLVD
DAVIS RD
MILDRED LN
Legend
Project Type
Roadway Project
Street Extension
Intersection Project
Priority Color Code
Committed (within 5 years)
High (within 10 years)
Medium (within 15 years)
Low (within 25 years)
Other Spatial Themes
Outside of Sector
Project ID
South Salem
Unincorporated
Urban Growth Boundary



the majority of traffic and transit load. Most every arterial street in South Salem feeds into Commercial Street SE. With a large amount of developable land remaining in the far south of Salem, traffic pressure will continue to grow. Increased traffic will also place pressure on inner South Salem neighborhoods as they try to maintain livability in the face of increased traffic infiltration.

Arterial Street System

South Salem has few north-south arterial streets and even fewer east-west arterials. North-south arterials include: Commercial Street SE (Major Arterial), Liberty Road S (Major Arterial), Skyline Road S (Major Arterial), River Road S (Minor Arterial), and Croisan Scenic Way S (future Minor Arterial). East-west arterials include: Madrona Avenue S (Minor Arterial), Mission Street SE (Minor Arterial), Mildred Lane SE (Minor), and Kuebler Boulevard S (Parkway).

Collector Street System

While South Salem may lack in arterial streets, it has an adequate number of both north-south and east-west collectors. Most of the collector streets in inner South Salem are built to urban standards. However, many of the collectors further south need to be improved with curbs, sidewalks, and bicycle lanes, where needed.

Land Use Alternatives

There are very few alternatives that can be enacted within South Salem that would alleviate the current and expected traffic pressure, as inner South Salem is well established, and outer South Salem is primarily low density residential. It is possible that the introduction of employment uses in the far south would create a more balanced "reverse commute." Redevelopment opportunities should consider mixed use, transit-supportive design.

Transportation Alternatives

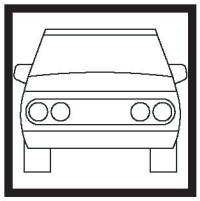
A major consideration should be the introduction of express transit service from the suburban south towards downtown. Increased transit trunk service is one relatively affordable option. Other options would require the City to expand Commercial Street SE to a wider, more costly facility such as a divided, six-lane arterial or high-speed, grade-separated expressway. Neither of these latter options will improve neighborhood livability.

Recommended Improvements

There are several strategies that are recommended for South Salem. The first priority is to maximize the capacity of the existing arterial street system through incremental improvements to traffic signalization, intersection design, and access control. Another important strategy is to bring the arterial streets up to full urban standards. As soon as funds permit, express and high-frequency transit service should be initiated in South Salem to relieve some of the traffic pressure.

High Priority (Construction needed within 10 years):

Fern Drive S Extension (Heath Street S to River Road S) (180) (Moved from Street Extension)
A northward extension of Fern Drive S should connect with River Road S in the future as that area develops. The extension should follow the best contours possible to limit extreme grades.



Liberty Road S at Madrona Avenue S (59)
Improvements will be needed to this intersection to create left-turn lanes on all four approaches. ~~Signalization improvements are also needed.~~ A recent project added eastbound and westbound left-turn pockets on Madrona Avenue S. This project will add northbound and southbound left-turn pockets on Liberty Road S. ~~(4)~~

River Road S (Croisan Creek Road S to the UGB) (70)
River Road S is constrained by high terrain on the east and the Railroad and the Willamette River on the west. Daily traffic volumes approaching Owens Street S ~~are expected to double 1991 volumes by 2015, exceeding 16,000~~ were 11,000 vehicles per day in 2005 and west of Croisan Creek Road S they were 7,000 vehicles per day. Large scale widenings do not appear feasible since there is little room available for the roadway to expand. However, as traffic volumes increase, improvements will need to be made to increase intersection capacity at ~~Schurman Drive S, Acacia Drive S,~~ Fern Drive S, Homestead Road S, Browns Island Road S, and Viewcrest Road S among others ~~and Golf Course Road S~~. Those intersections meeting signal warrants will be signalized. Otherwise, left-turn refuges will be constructed. Other improvements will be made to bring River Road S up to Minor Arterial standards where topography allows between Croisan Creek Road S and the UGB. ~~(8)~~

Skyline Road S (Liberty Road S to Kuebler Boulevard S) (72)
Classified as a Major Arterial between Liberty Road S and Summercrest Drive S, this street needs to have an interim improvement of two travel lanes, a center turn lane, curbs, sidewalks, and bicycle lanes. ~~A study is needed to determine if there would be operational advantages to realigning the intersection of Skyline Road S and Liberty Road S.~~ These interim improvements should accommodate the travel needs of this roadway for the next ~~20~~ 25 years. ~~(1)~~

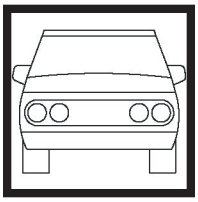
Medium Priority (Construction needed within 15 years):

Croisan Creek Road S (River Road S to Heath Street S) (9) (Moved from High)
This project will improve the intersection of Croisan Creek Road S at River Road S and bring this portion of Croisan Creek Road S up to urban standards with curbs, sidewalks, and bicycle lanes. This will be the first step in preparing for the eventual connection of Croisan Scenic Way S to Croisan Creek Road S prior to the River Road S intersection. ~~(2)~~

Davis Road S (Skyline Road S to Liberty Road S) (76)
Improve to Collector standards including two travel lanes, curbs, gutters, sidewalks, and bicycle lanes where designated.

Liberty Road S (Commercial Street SE to Browning Avenue SE) (57)
This project would widen Liberty Road S to have four travel lanes with either a center turn lane or raised landscape median. This would relieve congestion caused by left-turning traffic. Bicycle lanes would be constructed as part of this project, as well as sidewalks, and other standard improvements. ~~(22)~~

Mildred Lane SE Extension (Liberty Road S to Skyline Road S) (294)
The westward continuation of Mildred Lane SE is required to complete a necessary east-west Minor Arterial roadway south of Kuebler Boulevard S. Built to Minor Arterial standards, this connection, when completed, will provide a continuous east-west connection between Skyline Road S and Battle Creek Road SE. ~~The alignment of this portion of Mildred Lane SE should generally follow the midpoint between the UGB and~~



~~Davis Road S, intersecting with Skyline Road S just north of the UGB.~~ This connection should primarily occur as the surrounding area develops. Some City participation may be necessary.

Mission Street SE at Liberty Street SE and Commercial Street SE (121) (Moved from Southeast Salem)
Improvements will need to be made to increase capacity at these intersections, especially for turning movements. ~~(27)~~

Owens Street S at Liberty Street SE and Commercial Street SE (125)
Improvements need to be made to these intersections to increase turning movement capacity from Owens Street SE to Liberty Street SE (northbound). This will be important as development increases off of the River Road S area. ~~(5)~~

Red Leaf Drive S Extension (Davis Road S to Mildred Lane SE Extension) (183) (Moved from Street Extensions)
This street should be extended south to connect with the future extension of Mildred Lane S. This street should be designed so that it can be extended further south toward the UGB.

Low Priority (Construction needed within ~~20~~ 25 years):

Browning Avenue S at Kurth Street S (2)
The intersection needs to be realigned and improved to provide increased safety and capacity. ~~(3)~~

Byers Street S—Deer Run S (Viewcrest Road S to end of roadway) (77)
Improve to Minor Arterial standards including two travel lanes, turn lanes where appropriate, curbs, gutters, sidewalks, and bicycle lanes.

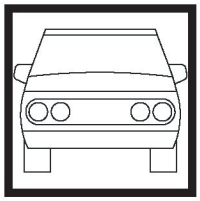
Croisan Creek Road S (Kuebler Boulevard S to Heath Street S) ~~(15)~~ (10)
The project will widen this section of Croisan Creek Road S to a 30-foot cross section, which will include shoulders but no curbs, gutters, or sidewalks.

Kuebler Boulevard S (Liberty Road S to Skyline Road S) (61)
The portion of Kuebler Boulevard S needs to have four travel lanes, turn pockets, curbs, sidewalks, and bicycle lanes constructed to bring it up to ~~urban~~ Parkway standards. Additional widening may be needed at the approaches to the Liberty Road S and Skyline Road S intersections. ~~(11)~~

Liberty Road S (Holder Lane to south UGB) (58)
Improve to an interim three-lane urban standard, with two travel lanes, a center turn lane, curbs, gutters, sidewalks, and bicycle lanes.

Madrona Avenue S (Biegler Lane S to Liberty Road S) (68)
This portion of Madrona Avenue S would be improved to full urban standards with bicycle lanes, sidewalks, and street lighting. Pedestrian curb extensions and other traffic calming treatments ~~should~~ may be ~~constructed~~ considered where appropriate. ~~(16)~~

Madrona Avenue S (Croisan Creek Road S to Elderberry Drive S) (67)
This project would bring a difficult one-quarter-mile segment of Madrona Avenue S up to ~~urban~~ interim Collector standards by constructing curbs, gutters, and sidewalks. ~~(9)~~



Skyline Road S (Maplewood Drive S to Mildred Lane S) (73)
Improve to Minor Arterial standards including two travel lanes, a center turn lane, curbs, gutters, sidewalks, and bicycle lanes.

Browning Avenue S (Liberty Road S to Kurth Street S) ~~(13)~~ (1)
Cunningham Lane S (Kurth Street S to Barrett Street S) (3)
Kuebler ~~Boulevard~~ Road S (Croisan Creek Road S to ~~Viewcrest Road S~~ UGB) ~~(21)~~
Kurth Street S (Browning Avenue S to Cunningham Lane S) ~~(14)~~ (56)
Salem Heights Avenue S (~~Commercial Street SE~~ Liberty Road S to Sunridge Drive S) ~~(12)~~ (71)
These streets need to be improved to urban standards over the next ~~20~~ 25 years or more. Improvements should include two travel lanes, turn lanes where necessary, curbs, sidewalks, drainage, illumination, and bicycle lanes, where needed. Improvements to these streets will be funded through adjacent development or through City funds.

New Streets and Extensions to Existing Street (Low Priority)

Arterial Streets

~~Two m~~Major roadway extensions are needed in far South Salem to accommodate future development and improve circulation opportunities (see Map ~~16~~ 3-8). In addition to the Mildred Lane SE extension listed as a medium priority, ~~The~~ the following street ~~extension is~~ extensions are needed: ~~as well~~.

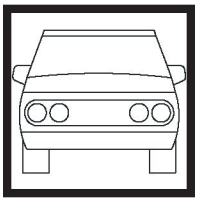
Croisan Scenic Way S Extension (Joplin Street S to Croisan Creek Road S) (185)
This roadway has been planned for many years as a new Minor Arterial connection between Kuebler Boulevard S and River Road S. Portions of the street have been completed as part of subdivision development. One of the limiting factors in constructing this street is the difficulty and expense of negotiating the hilly terrain. The alignment would extend Croisan Scenic Way S ~~southward~~ northward connecting with a section already built near Madrona Avenue S then continuing ~~southward~~ northward and westward and intersecting with Croisan Creek Road S just south of River Road S. It is anticipated that this road will be completed as more development occurs and with the participation of the City. ~~(6)~~

New Minor Arterial Street Connection (Deer Run Avenue S to River Road S) (288)
A new street connection will be created between Deer Run Avenue S to River Road S to provide access from the surrounding area without having to use Homestead Road S or Viewcrest Drive S, both of which are substandard roadways for significant amounts of traffic. ~~This street segment replaces the larger Parkway designation of New Viewcrest Drive in previous plans.~~ The street connection is to be built to Minor Arterial standards with one travel lane per direction plus left-turn pockets or center turn lanes where necessary. The ~~S~~street will also have bicycle lanes.

Collector Streets

The following Collector streets will be extended through future development or City-initiated projects. These streets should be constructed to full urban standards. ~~Map 16 shows the location of these new street extensions.~~

Browning Avenue S Extension (~~West~~ Cloudview Drive S to Croisan Scenic Way S) (182)
Browning Avenue S should be extended westward to connect with Croisan Scenic Way S, as it is completed.



Croisan Creek Road S Extension (Kuebler Boulevard S to Skyline Road S) (181)
A southward extension of Croisan Creek Road S is needed to connect with Skyline Road S in the vicinity of the intersection of Davis Road S. The intersection of Croisan Creek Road S and Kuebler Boulevard S should be realigned to create a standard four-legged intersection. This will increase safety and intersection efficiency.

Croisan Ridge Way S Extension (Inland Drive S to ~~Deer Run Avenue S~~ the westward extension of Heath Street S) (179)
This Collector street should be extended to the northeast along the foot of Croisan Mountain, cross over Homestead Road S, and then connect to the ~~eastward extension of Deer Run Avenue S extension~~ westward extension of Heath Street S. A local street extension should be made to connect Croisan Ridge Way S with Crestmont Circle S.

Deer Run Avenue S Extension (Byers Street S to Heath Street S Extension) (288)
This future ~~Collector~~ Minor Arterial street should be extended eastward to connect to both a westward extension of Heath Street S and the southern terminus of the new Minor Arterial street connecting to River Road S~~, providing an outlet for Homestead Road S~~. This connection will become important as the hilly area of far South Salem begins to develop. It will also be important given that Homestead Road S, a local residential street, is not suitable to handle significant increase in traffic, due to its tight curves and substandard improvement.

Heath Street S Extension (Fern Drive S to Deer Run Avenue S Extension) (178)
A westward extension of Heath Street S should occur to connect with an eastward extension of Deer Run Avenue S and the new north/south Minor Arterial connection to River Road S~~, providing an outlet for Homestead Road S~~. This will provide another access to the development occurring around Fern Drive S and Heath Street S.

Southeast Salem

Southeast Salem is roughly defined as the area bordered by Liberty Street SE/Commercial Street SE/Liberty Road S on the west, the UGB to the south and east, and State Street to the north (see Map 3-9).

Issues

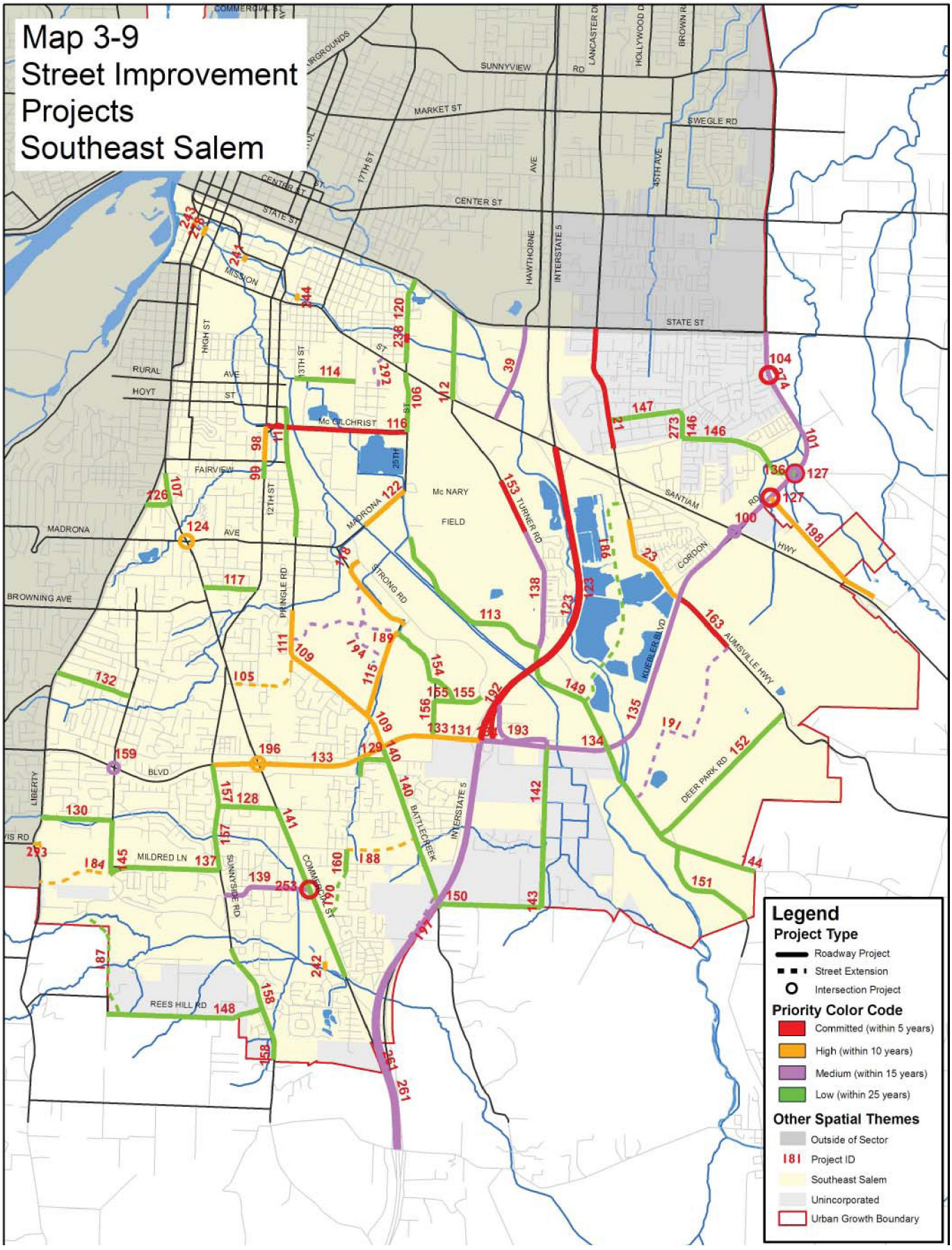
Southeast Salem shares the other half of the mobility problem with South Salem. Almost every arterial street leads to and from Commercial Street SE. There are, however, other arterial streets in Southeast Salem that completely bypass the Commercial Street SE bottleneck. Pringle Road SE and Turner Road SE are peripheral arterials that provide access through the Fairview Industrial Area and McNary Field (airport). These roads will need to carry a larger burden of the traffic load as Southeast Salem continues to grow.

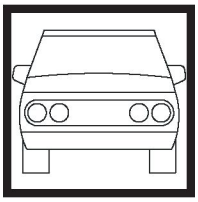
Another issue is how to provide sufficient street capacity to the Kuebler Boulevard SE/Interstate 5 interchange ~~area~~ as the area develops. In addition, this interchange needs to provide a southerly access to the Fairview Industrial Park and a westerly access to the Mill Creek Industrial Park. ~~The issue will become a difficult one as the question of who gets the capacity, through traffic or local traffic from future interchange area developments?~~ City staff have been working with ODOT and other agency staff to complete the Interstate 5/Kuebler Boulevard Interchange Area Management Plan as a part the Southeast Salem Area Transportation Study. This Study will produce recommendations for future roadway improvements in this area.

EXHIBIT 2

Street System Element

The following text, maps, tables and figures replace the portion of the **Street System Element** of the *Salem Transportation System Plan* from the "Street System Inventory" section starting on page 3-14 to the end. Proposed text changes are shown using the strikeout/underline method. All maps, tables and figures being replaced are shown crossed out at the end of this exhibit.


Map 3-9
Street Improvement
Projects
Southeast Salem
SUNNYVIEW RD
MARKET ST
SWEGLE RD
CENTER ST
STATE ST
MISSION
HIGH ST
RURAL AVE
HOYT ST
13TH ST
17TH ST
25TH ST
Mc GILCHRIST
FAIRVIEW
12TH ST
MADRONA AVE
BROWNING AVE
PRINGLE RD
STRONG RD
Mc NARY FIELD
MADRONA
TURNER RD
HAWTHORNE
INTERSTATE 5
LANCASTER DR
HOLLYWOOD DR
BROWN RD
45TH AVE
SANTIAM HWY
CORDON
KUEBLER BLVD
AUMSVILLE HWY
DEER PARK RD
BLVD
LIBERTY
MILDRED LN
SUNNYSIDE RD
COMMERCIAL ST
BATTLECREEK
REES HILL RD
Legend
Project Type
Roadway Project
Street Extension
Intersection Project
Priority Color Code
Committed (within 5 years)
High (within 10 years)
Medium (within 15 years)
Low (within 25 years)
Other Spatial Themes
Outside of Sector
181 Project ID
Southeast Salem
Unincorporated
Urban Growth Boundary



A third issue is the development of an east-west Minor Arterial street south of Kuebler Boulevard SE. Final connections and upgrade need to be made to the Mildred Lane SE/Fabry Road SE arterial. This Minor Arterial street will need to be extended all the way to the west to Skyline Road S.

Arterial Street System

Southeast Salem has several north-south arterials. They include: Commercial Street SE (Major Arterial), 12th Street SE/ 13th Street SE (Major Arterials), Lancaster Drive SE (Major Arterial), 25th Street SE (Major Arterial), Pringle Road SE (Minor Arterial), Battle Creek Road SE (Minor Arterial), Sunnyside Road SE (Minor Arterial), Turner Road SE (Minor Arterial), Aumsville Highway SE (Minor Arterial), and Airport Road SE (Minor Arterial). The east-west arterials are fewer and include: Mission Street SE/Highway 22 (Minor Arterial/Parkway/Freeway), State Street (Major Arterial), Madrona Avenue SE (Minor Arterial/Major Arterial east of Fairview Industrial Drive SE), McGilchrist Street SE east of 12th Street SE (Major Arterial), Kuebler Boulevard SE (Parkway), and Mildred Lane SE/Fabry Road SE (Minor Arterial).

Kuebler Boulevard SE provides a major portion of the region's circumferential travel route. Mission Street SE (Highway 22) also serves as a major east-west route through Salem, connecting via Pringle Parkway SE and Front Street SE to the Willamette River bridges.

Collector Street System

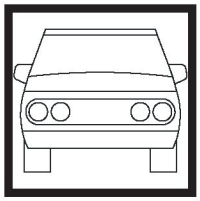
With so few arterial streets available in Southeast Salem compared to the amount of land area served, the collector street system must provide an additional level of circulation and capacity for the street system. Over two dozen collector streets serve Southeast Salem. Many of these streets need to be improved to urban standards to maximize their utility.

Land Use Alternatives

The City of Salem and Marion County have been working to create comprehensive plan designations for the Kuebler Boulevard SE/Interstate 5 interchange area that will limit strip commercial uses and encourage mixed uses such as neighborhood retail, residential housing, office space, and industrial land to the southeast. Southeast Salem neighborhoods share the same concerns of other inner city neighborhoods about increased traffic and street widenings. Creating employment opportunities in Southeast Salem ~~is also needed to~~ will create a reverse commute situation, decreasing unidirectional traffic demand on arterial streets. This includes consideration of future expansions to both aviation-related and airsite business facilities at McNary Field and development of the ~~Salem Regional Employment Center~~ Mill Creek Industrial Park east of Kuebler Boulevard SE, between Turner Road SE and Aumsville Highway.

Transportation Alternatives

Any strategy to improve mobility in Southeast Salem must have improved transit service and ridership as a key component. Transit ridership must increase in Southeast Salem or insufficient street capacity will cause congestion, cut-through traffic in neighborhoods, and significant degradations in air quality. Express bus service may offer some relief during the peak travel periods. If transit or other alternative travel modes are not successful in relieving automobile traffic, the City may have no alternative but to further widen 12th Street SE, Pringle Road SE and Madrona Avenue SE.



Recommended Improvements

Increasing system capacity and improving streets to full urban standards are the two main objectives of the Plan for Southeast Salem. The following projects are numbered to correspond to the numbered projects shown on Map ~~17~~ 3-9:

High Priority (Construction needed within 10 years):

12th Street SE (McGilchrist Street SE to ~~Vista~~ Fairview Avenue SE) (98) (Moved from Medium)
This project along with its lower priority companion project from Fairview Avenue SE to Vista Avenue SE completes a "missing link" in traffic capacity ~~and the bicycle lane system~~ for 12th Street SE. This project will add turn lanes at Fairview Avenue SE and widen the bridge over Pringle Creek to allow for four travel lanes, bicycle lanes, and sidewalks. ~~(16)~~

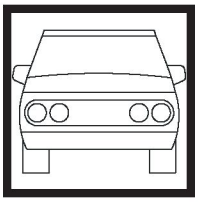
~~*Pringle Road SE/*~~*Battle Creek Road SE ~~(McGilchrist Street SE to~~ Kuebler Boulevard SE to Hillrose Street SE) (109) (Moved from Low)*
~~Although currently underutilized, these streets provide~~ This street is a part of an important north-south connection between far south and inner South Salem. This project will upgrade the street to Minor Arterial standards ~~widen these streets as necessary to add~~ adding a center turn lane ~~and~~ or left-turn pockets. ~~Portions of these streets need to be improved to urban standards with~~, curbs, gutters, sidewalks and bicycle lanes. ~~(30)~~ Additional lanes may be required in the vicinity of the Kuebler Boulevard SE intersection. It is expected that a majority of this project will be completed by development.

Commercial Street SE at Kuebler Boulevard SE (196)
Widen from north of Boone Road SE to easterly Barnes Road SE to provide a second left-turn lane on both approaches to Kuebler Boulevard SE. This project will include an upgraded traffic signal and will restrict some left turns to/from Boone Road SE and Barnes Road SE.

~~*Mildred Lane SE Extensions (Liberty Road S to Lone Oak Road SE)*~~
~~*(West of Commercial Street SE)*~~
Fabry Road SE Extension (Reed Lane SE to Battle Creek Road SE) (188) (Moved from Street Extensions)
~~Three segments of Mildred Lane SE/Fabry Road SE need to be completed within the southeast area. Completion of these links will provide a continuous east-west travel route south of Kuebler Boulevard SE.~~
Extend Fabry Road SE eastward from Reed Lane SE to Battle Creek Road SE. This, along with the westward extension of Mildred Lane SE, will provide an east/west Minor Arterial connection south of Kuebler Boulevard SE from Battle Creek Road SE to Skyline Road S.

Gaffin Road SE (Cordon Road SE to west of Highway 22 Interchange) (198)
Construct a 3/4 street improvement on a 1,500-foot segment bordering City-owned property to Minor Arterial standards and construct turnpike improvements to the remaining portion of the roadway (approximately 3,500 feet).

Hilfiker Drive SE (Commercial Street SE to Pringle Road SE via Hillrose Street SE) (105) (Moved from Street Extensions)
This project will construct a new street extension between Hilfiker Lane SE and Hillrose Street SE and reconstruct both to Minor Arterial standards, creating a new connection between Commercial Street SE and Pringle Road SE. Although not expected to divert large amounts of commuting traffic away from



Commercial Street SE and 12th Street SE, it will provide a much-needed east-west connection to Pringle Road SE. ~~(11)~~

Kuebler Boulevard SE (~~Cordon Road SE to~~ Sunnyside Road SE to Interstate 5) (133)
Part of the regional circumferential travel route, Kuebler Boulevard SE will continue to grow in importance as one of the City's major travelways. Kuebler Boulevard SE is classified as a Parkway, a limited access facility, ultimately having four travel lanes, divided by a raised median. In 1993, Kuebler Boulevard SE carried 14,500 vehicles per day between Liberty Road S and Commercial Street SE~~;~~. By 2002 this traffic had increased to 21,000 vehicles per day. ~~and up to 20,500 b~~Between Commercial Street SE and Interstate 5, the 1993 level of up to 20,500 had increased to nearly 30,000 by 2005. ~~By 2015, traffic is expected to grow to 18,000 and 31,000, respectively. A~~ Each of these numbers represent a growth ~~rate of between 24 and 50~~ of about 45 percent.

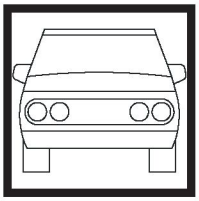
The segment of Kuebler Boulevard SE from Sunnyside Road SE to the Interstate 5 Interchange needs to be widened to Parkway standards within the next ten years. The project will also include bicycle lanes and sidewalks. This project is needed to relieve congestion and provide adequate east-west capacity. ~~(2)~~ A portion of this improvement between Commercial Street SE and Interstate 5 will already have been made through a committed project.

Lancaster Drive SE (Cranston Street SE to Kuebler Boulevard SE) (23)
This segment of Lancaster Drive SE, classified as a Major Arterial, needs to be widened to two travel lanes plus a center turn lane. Several curves need to be realigned to better facilitate traffic flow and improve safety. The improvement will also include construction of curbs, sidewalks, drainage, illumination, and bicycle lanes. ~~(3)~~

~~*McGilchrist Street SE (12th Street SE to 25th Street SE)*~~ *(Moved to Committed)*
~~Classified as a Major Arterial, McGilchrist Street SE provides a major east-west connection between inner South Salem, the industrial district, and the airport. In 1993, daily traffic volumes were approximately 11,000 vehicles. By 2015, daily volumes are expected to exceed 18,000. To relieve congestion, McGilchrist Street SE should be widened to a minimum of two travel lanes and a center turn lane. The project needs to include bicycle lanes and sidewalks. (7)~~

Madrona Avenue SE Realignment ~~at~~ (25th Street SE to UPRR) (122)
Madrona Avenue SE needs to be realigned at its intersection with 25th Street SE in order to improve traffic flow and reduce delays. The realignment will remove the two existing stop signs and relocate Aviation Loop SE 150 to 200 feet south of its current connection with 25th Street SE. ~~This intersection improvement will resolve an existing safety problem at the intersection with Airway Drive SE. The project also includes striping for bicycle lanes on 25th Street SE between McGilchrist Street SE and Madrona Avenue SE. (8)~~ Once completed, 25th Street SE will flow directly into Madrona Avenue SE, and Airway Avenue SE will bend to the west and "T" into this Major Arterial. Madrona Avenue will be rebuilt to Major Arterial standards west to the UPRR.

Madrona Avenue SE at Commercial Street SE (124) (Moved from Medium)
This intersection will need a northbound right-turn lane on the east approach of Madrona Avenue SE to increase the capacity of turning movements and through traffic. ~~Some nearby driveways will need to be relocated as part of this project. (18)~~



Mildred Lane SE Extension (Lone Oak Road S to Liberty Road S) (184) *(Subdivided Project)*
The westward continuation of Mildred Lane SE is required to complete a necessary east-west Minor Arterial roadway south of Kuebler Boulevard S. Built to Minor Arterial standards, this connection, when completed, will provide a continuous east-west connection between Skyline Road S and Battle Creek Road SE. This connection should primarily occur as the surrounding area develops. Some City participation may be necessary.

Pringle Road SE (Copper Glen Drive SE to Hillrose Street SE) (111)
Improve to Minor Arterial standards with two travel lanes, center turn lane or turn pockets, bicycle lanes, curbs, gutters, and sidewalks. This is a companion project with the Battle Creek Road SE project shown above. It is expected that a majority of this project will be completed by development.

Rainier Drive SE (Rainier Drive SE to Davis Road S and to Gamma Street SE) (293)
Realign and extend Rainier Drive SE northward and then westward to align with Davis Road S at Liberty Road S. Also continue roadway farther northward to connect with Gamma Street SE. Rainier Drive SE is a local street in an area that is experiencing increasing residential development. This realignment east of Liberty Road S to intersect with Davis Road S will provide a safe route to Crossler Middle School from the east when this intersection is signalized.

Reed Road SE (Battle Creek Road SE to ~~Fairview Industrial Drive SE~~ Strong Road SE) ~~(47)~~ (115) *(Moved from Low)*
Improve to Minor Arterial standards with two travel lanes, center turn lane or turn pockets, bicycle lanes, curbs, gutters, and sidewalks. This will be done largely by development.

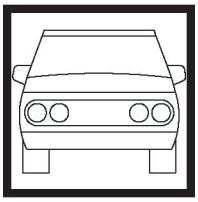
Strong Road SE (Fairview Industrial Drive SE to Reed Road SE) (118)
Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bicycle lanes. This will be done largely by development.

Rehabilitation of Commercial Street NE Bridge over Pringle Creek ~~(4)~~ (243)
Rehabilitation of 14th Street NE (244) and Winter Street NE Bridges over Shelton Ditch ~~(5)~~ (241)
Replacement of Fairway Avenue SE Bridge over Battle Creek ~~(6)~~ (242)
Additional Rehabilitation of Liberty Street NE bridge at Pringle Creek (278)
These projects are vitally needed to replace or extend the life of these aging and heavily used structures.

Medium Priority (Construction needed within 15 years):

~~*25th Street SE at McGilchrist Street SE*~~
~~This project will improve traffic flow by adding a left-turn lane on 25th Street SE on the south approach of the intersection and improving signalization. (13)~~

~~*12th Street SE (McGilchrist Street SE to Vista Avenue SE)*~~ *(Split and Moved to High and Low)*
~~This project completes a "missing link" in traffic capacity and the bicycle lane system for 12th Street SE. This project will add turn lanes at Fairview Avenue SE and widen the bridge over Pringle Creek to allow for four travel lanes, bicycle lanes, and sidewalks. (16)~~



~~*Ratcliff Drive SE and Salem Heights Avenue SE (Liberty Road S to Commercial Street SE)* *(Moved to Low)*~~

~~This collector street needs to be improved to urban standards. The intersection of Ratcliff Drive SE with Commercial Street SE will require the addition of a left-turn lane on Ratcliff Drive SE and signalization to improve future traffic flow. (19)~~

23rd Street SE (Rural Avenue SE to Mission Street SE) (292)

Extend 23rd Street SE northerly to connect to Mission Street SE, and reclassify 23rd Street SE to Collector from McGilchrist Street SE to Mission Street SE. The land uses in the area are Commercial (CR) and General Industrial (IG). This street extension will enhance connectivity and circulation in the area. The additional connectivity will disperse traffic, thereby reducing overall congestion.

~~*Marietta Street SE/36th Avenue SE*~~ *32nd Avenue SE and Trelstad Avenue SE* ~~*(Fairview Industrial Drive SE to Interstate 5 to 36th Avenue SE signal at Kuebler Boulevard SE) (193)*~~

~~When~~ As the Interstate 5 overcrossing is rebuilt ~~as part of~~ during the Interstate 5 widening project, an opportunity ~~will~~ exists to soften the right angle alignment on the east side of the freeway. ~~Improvements will also need to be made to 36th Avenue SE to fully develop the road for truck traffic.~~ The entire street should be built to Minor Arterial standards.

~~*Robins Lane SE/*~~*Brentwood Drive SE (Battle Creek Road SE to Robins Lane SE) (197)*

Fully connecting Robins Lane SE and Brentwood Drive SE will provide an east-west collector level connection between Commercial Street SE and Battle Creek Road SE in the far Southeast Salem. Currently the streets are connected by an emergency vehicle accessway. An additional need relates to the location of Brentwood Drive SE. This street is currently located within the right-of-way for Interstate 5. The future widening of Interstate 5 may necessitate relocating this street. ~~Funding is identified in the Capital Improvement Program to conduct a study to determine the~~ The eventual alignment of Brentwood Drive SE will need to be determined through future study or as a condition of future development. When the final alignment of Brentwood Drive SE has been determined, the street needs to be improved to urban Collector standards.

Cordon Road SE (Caplinger Road SE to State Street) (Marion County) (274)

Improve to Parkway standards, including four travel lanes, center turn lane or left-turn lanes at selected locations, curbs, gutters, sidewalks, and bicycle lanes.

Cordon Road SE (Highway 22 to Caplinger Road SE) (101)

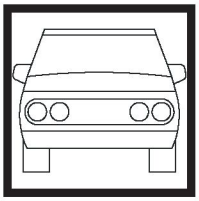
Improve to Parkway standards, including four travel lanes, center turn lane or left-turn lanes at selected locations, curbs, gutters, sidewalks, and bicycle lanes.

Cordon Road SE at Highway 22 (Santiam Highway) (100)

Construction of a grade-separated interchange is needed to improve access to the Cordon Road SE/Kuebler Boulevard SE circumferential travel route. The design of the interchange is dependent upon the findings of the Highway 22 studies. ~~(24)~~

Kuebler Boulevard SE (Interstate 5 Interchange to Turner Road SE) (134)

Widen to Parkway standards with four travel lanes, paved or raised median, bicycle lanes, curbs, gutters, and sidewalks. This project includes turn lanes at Turner Road SE and bridge improvements over the railroad.



Kuebler Boulevard SE (Highway 22 to Turner Road SE) (135)
Widen to Parkway standards with four travel lanes, paved or raised median, bicycle lanes, curbs, gutters, and sidewalks, and bridge improvements over Mill Creek.

Kuebler Boulevard SE at Lone Oak Road SE (159)
Construct both eastbound and westbound right turn lanes on Kuebler Boulevard at Lone Oak Road.

Macleay Road SE at Cordon Road SE (136)
Add left-turn pockets on both eastbound and westbound approaches to Cordon Road SE.

~~*Macleay Road SE and Gaffin Road SE at Cordon Road SE*~~ *(Moved to Committed)*
~~Funds have been identified to install a traffic signal at this intersection and to make some improvements to the intersection. As traffic volumes increase, additional improvements will be needed to provide turn lanes on the Macleay Road SE approaches to Cordon Road SE. A southbound left-turn pocket will also be needed at the intersection of Cordon Road SE with Gaffin Road SE. (14)~~

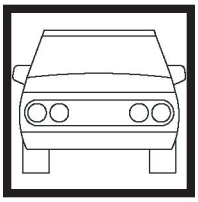
~~*Mildred Lane SE/Fabry Road SE (Battle Creek Road SE to Liberty Road S)*~~ *(Moved and broken into three projects)*
~~Although nearly complete, portions of this east-west arterial connection need to be completed. The entire east-west arterial should be constructed with two travel lanes, a center turn lane—where necessary and feasible, sidewalks and bicycle lanes. (22)~~

~~*Hilfiker Lane SE Extension*~~ *New Collector Streets (Pringle Road SE to* ~~*Fairview Industrial Drive SE*~~ *Reed Road SE and Strong Road SE to Reed Road SE) (189 and 194) (Moved from Street Extensions)*
The recommended land use master plan for the redevelopment of the Fairview Training Center site calls for the 152 acres to be developed primarily as residential housing, with some neighborhood commercial uses. In order to serve the travel demand generated by the redeveloped site, ~~a~~ Collector street connections shall be constructed through the site between Pringle Road SE and ~~Fairview Industrial Drive SE~~ Reed Road SE and between Strong Road SE to Reed Road SE. The exact alignment of the street connection will be determined at a future time, pending additional planning work. The streets shall be designed to incorporate planting strips, street trees, and other streetscape features, as appropriate, to soften the appearance of the street and encourage desired speeds and driver behavior.

New Collector Street (Aumsville Highway to Turner Road SE) (191) (Moved from Street Extensions)
A new collector street route is needed to serve development of the ~~Salem Regional Employment Center~~ Mill Creek Industrial Park. The purpose of this route is to provide on-site circulation and limit direct access to arterials and parkway designated streets. This route will be located east of Kuebler Boulevard SE and will connect Aumsville Highway to Turner Road SE. The precise alignment will be developed through the master planning process.

Reed Lane SE~~*Madras Street SE Extension (Reed Lane SE to Commercial Street SE*~~ *Soapstone Avenue SE to Madras Street SE) (190) (Moved from Street Extensions)*
This extension will connect Reed Lane SE south toward a connection with Commercial Street SE and Madras Street SE.

Turner Road SE (2,100 feet south of Cascades Gateway Park to Airway Drive SE) (138)
This project will increase traffic, bicycle, and pedestrian safety by adding paved shoulders, drainage improvements, sidewalks, and bicycle lanes. ~~(26)~~



Wiltsey Road SE (Sunnyside Road SE to Commercial Street SE) (139)
Realign "S" curve and improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bicycle lanes where designated.

Low Priority (Construction needed within ~~20~~ 25 years):

12th Street SE (~~McGilchrist Street SE~~ Fairview Avenue SE to Vista Avenue SE) (99) *(Moved from Medium)*
~~This project completes a "missing link" in traffic capacity and the bicycle lane system for 12th Street SE. This project will add turn lanes at Fairview Avenue SE and widen the bridge over Pringle Creek to allow for four travel lanes, bicycle lanes, and sidewalks. (16)~~ Widen the roadway to add a southbound lane. The additional lane becomes a right-turn-only lane at Vista Avenue SE.

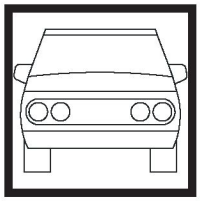
25th Street SE (Mission Street SE to McGilchrist Street SE) (106)
Classified as a Major Arterial, 25th Street SE connects Mission Street SE to the airport and Fairview Industrial Park. In 1993, daily traffic volumes were as much as 19,000 vehicles per day. By ~~2015,~~ 2006, these daily volumes ~~will probably~~ exceeded ~~25,000~~ 27,000. This project will improve the effective capacity of the street by widening the existing four-lane street to add a center turn lane. Bicycle lanes and sidewalks are also to be included. ~~(25)~~

~~*Mission Street SE at Liberty Street SE and Commercial Street SE*~~ *(Moved to South Salem)*
~~Improvements will need to be made to increase capacity at these intersections, especially for turning movements. (27)~~

Battle Creek Road SE (Kuebler Boulevard SE to Wiltsey Road SE) (140)
As traffic volumes increase on Battle Creek Road SE, it will become necessary to widen the roadway to increase the effective capacity of the street by adding a center turn lane. Bicycle lanes and sidewalks are to be included in this project. ~~(29)~~

Commercial Street SE (Baxter Road SE to Interstate 5 Interchange) (141)
Daily traffic volumes on Commercial Street SE in 2001 ranged from 23,500 vehicles per day at Baxter Road SE ~~and 8,500~~ to 14,300 per day at Fairway Avenue SE. ~~Traffic is projected to be 33,500 vehicles per day at Baxter Road SE and 14,500 per day at Fairway Avenue SE by 2015.~~ This project will increase the number of travel lanes from two to four, and install a raised landscape median with turn pockets. This improvement will be necessary to improve traffic flow. Bicycle lanes and sidewalks will be constructed as part of this project. This project will incorporate recommendations of the South Salem Gateway Plan (2002), including an entryway to Salem with a landscape treatment focused on the south end of the project. The project will make every effort to preserve the Willamette Valley Ponderosa Pine trees along this corridor as referenced in the South Salem Gateway Plan. This could include shifting the alignment of Commercial Street SE to the east, just north of Wiltsey Road SE, to protect a large stand of pine trees on public and private property. This component of the project needs to be based on an evaluation of the health of these trees prior to project design. Portions of this project will be constructed as a result of adjacent development. ~~(28)~~

Commercial Street SE (Ratcliff Drive SE to Vista Avenue SE) (107)
This project would add paved shoulders, curbs, sidewalks, and bicycle lanes, where missing, on this segment of Commercial Street SE. (31)



~~*13th Street SE (McGilchrist Street SE to Mission Street SE)*~~

~~In 1993, daily traffic volumes on 13th Street SE were between 10,000 and 13,000 vehicles per direction, per day. Projected volumes for the couplet show an increase to about 17,000 per day. Peak hour traffic volumes may require the addition of a third northbound travel lane on 13th Street SE. The improvement would include sidewalks and a bicycle lane. (33)~~

Mildred Lane SE/~~Fabry Road SE (Battle Creek Road SE to Liberty Road S)~~ (Lone Oak Road SE to Sunnyside Road SE) (137) ~~(Moved from Medium)~~

~~Although nearly complete, portions of this east-west arterial connection need to be completed.~~ The entire east-west arterial should be ~~constructed~~ improved to Minor Arterial standards with two travel lanes, a center turn lane where necessary and feasible, sidewalks, and bicycle lanes. ~~(22)~~

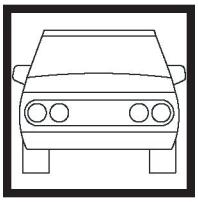
Pringle Road SE/~~Battle Creek Road SE (McGilchrist Street SE to Kuebler Boulevard SE)~~ (Hoyt Street SE to Georgia Avenue SE) (110)

Although currently underutilized, ~~these streets provide~~ this street is a part of an important north-south connection between far ~~s~~South and inner South Salem. This project will upgrade this street to Minor Arterial standards, ~~widen these streets as necessary to add~~ adding a center turn lane ~~and~~ or left-turn pockets. ~~Portions of these streets need to be improved to urban standards with~~, curbs, gutters, sidewalks, and bicycle lanes. ~~(30)~~

Ratcliff Drive SE and Salem Heights Avenue SE (Liberty Road S to Commercial Street SE) (126) ~~(Moved from Medium)~~

This collector street needs to be improved to urban standards. The intersection of Ratcliff Drive SE with Commercial Street SE will require the addition of a westbound left-turn lane on Ratcliff Drive SE and signalization to improve future traffic flow. ~~(19)~~

25th Street SE (State Street to Helm Street SE) (120)
27th Avenue SE (Kuebler Boulevard SE to Marietta Street SE) (156)
36th Avenue SE (Kuebler Boulevard SE to ~~Wiltsey Road SE~~ Langley Street SE) ~~(35)~~ (142)
36th Avenue SE (Langley Street SE to Wiltsey Road SE) (143)
Airport Road SE (State Street to Mission Street SE) ~~(34)~~ (112)
Airway Drive SE (~~25th Street SE~~ Ewald Avenue SE to Turner Road SE) ~~(45)~~ (113)
Baxter Road SE (Sunnyside Road SE to Commercial Street SE) ~~(46)~~ (128)
Boone Road SE (Reed Lane SE/Barnes Road SE to Battle Creek Road SE) ~~(36)~~ (129)
Connecticut Avenue SE (Pennsylvania Avenue SE to Rickey Street SE) (Marion County) (273)
Deer Park Road SE (Turner Road SE to Aumsville Highway) (152)
Gath Road SE (Turner Road SE to UGB) ~~(39)~~ (144)
Holder Lane SE (Lone Oak Road SE to Liberty Road S) ~~(41)~~ (130)
Hrubetz Road SE (Liberty Road S to Lone Oak Road SE) (132)
Lone Oak Road SE (Holder Lane SE to ~~Rees Hill Road SE~~ Mildred Lane SE) ~~(40)~~ (145)
Macleay Road SE (Lancaster Drive SE to Connecticut Avenue SE) (Marion County) (147)
Macleay Road SE (Pennsylvania Avenue SE to Cordon Road SE) ~~(38)~~ (146)
Marietta Street SE (27th Avenue SE to Fairview Industrial Drive SE) (155)
Oak Hill Avenue SE (Commercial Street SE to 12th Street SE) (117)
Oxford Street SE (22nd Street SE to 14th Street SE) ~~(49)~~ (114)
Reed Lane SE/~~Fabry Road SE (Wiltsey Road SE to Barnes Road SE)~~ (Fabry Road SE to Soapstone Avenue SE) ~~(42)~~ (160)



Rees Hill Road SE (Sunnyside Road SE West to ~~UGB~~ Champion Hill Road SE) ~~(44)~~ (148)
Strong Road SE (Reed Road SE to Marietta Street SE) (154)
Sunnyside Road SE (Kuebler Boulevard SE to Mildred Lane SE) (157)
Sunnyside Road SE (Pawnee Circle SE to the UGB) (158)
Turner Road SE (Airway Drive SE to Gath Road SE) ~~(48)~~ (149)
Turner Road SE (Gath Road SE to UGB) (151)
Wiltsey Road SE (Battle Creek Road SE to 36th Avenue SE) (150)
These streets need to be improved to urban standards over the next ~~20~~ 25 years or more. Improvements would include two travel lanes, turn lanes where necessary, curbs, sidewalks, drainage, illumination, and bicycle lanes, where needed. Improvements to these streets will be funded through adjacent development or City funds.

New Streets and Extensions to Existing Streets (Low Priority)

The following streets will be extended through future development or City-initiated projects. These streets should be constructed to full urban standards. Map ~~18~~ 3-9 shows the location of these new street extensions.

New Collector Street (Lancaster Drive SE to Turner Road SE) (186)
This new collector street will create a connection between Lancaster Drive SE and Turner Road SE. This new street will be the result of eventual closure and reclamation of the sand pit operations west of Lancaster Drive SE. This street will be constructed as the property redevelops. The street would most likely intersect with Lancaster Drive SE across from Cranston Street SE. Its intersection with Turner Road SE would most likely be a realigned intersection with 37th Avenue SE.

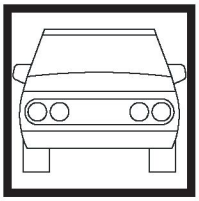
Lone Oak Road SE Extension ~~(Mildred Lane SE~~ Muirfield Avenue SE to Rees Hill Road SE) (187)
As development occurs south of ~~Mildred Lane SE~~ Muirfield Avenue SE, Lone Oak Road SE should be extended south to intersect with Rees Hill Road SE. This will create an important north-south collector street connection through this developing area.

~~*Hilfiker Lane SE (Commercial Street SE to Pringle Road SE)*~~ *(Moved to High)*
~~The extension of Hilfiker Lane SE to connect with Pringle Road SE will provide a much-needed east-west connection between Commercial Street SE and the Fairview Industrial Park area.~~

~~*Extension of Arithmetic Drive SE and Southampton Drive SE (North to Battle Creek Road SE)*~~
~~Arithmetic Drive SE and Southampton Drive SE will be extended to connect with each other and then connect to Battle Creek Road SE. The design of the actual local street alignment should result in an indirect connection to Battle Creek Road SE to decrease the potential for speeding and cut-through traffic. The implementation of traffic calming measures should also be employed in the initial design of the street connection as part of any future subdivision approval.~~

Recommended Street Improvements: Marion County (Within the Salem Urban Area)

~~The following street improvement projects are currently located outside the Salem city limits, but are within the Salem UGB. They are recommended by Marion County to be completed within the next 10 to 20 years:~~



~~**State Street (Lancaster Drive NE to Cordon Road NE)** *(Moved to Northeast Salem)*~~

~~Classified as a Major Arterial street in the *Salem Transportation System Plan*, this street will be widened to two travel lanes, with a center turn lane to improve traffic flow. The project will construct the street to urban standards having curbs, sidewalks, and bicycle lanes.~~

~~**Ward Drive NE (Fisher Road NE to Lancaster Drive NE)** *(Moved to Committed)*~~

~~This segment of Ward Drive NE is classified as a Minor Arterial street in the *Salem Transportation System Plan*. This project will widen the roadway to two travel lanes and a center turn lane to improve traffic flow. This project will also construct curbs, sidewalks, and bicycle lanes.~~

~~**Center Street NE (Lancaster Drive NE to Cordon Road NE)** *(Moved to Northeast Salem)*~~

~~Classified as a Major Arterial street in the *Salem Transportation System Plan*, this street will be widened to two travel lanes with a center turn lane to improve traffic flow. The project will construct the street to urban standards having curbs, sidewalks, and bicycle lanes.~~

~~**Cordon Road SE at Pennsylvania Avenue SE** *(Moved to Committed)*~~

~~Pennsylvania Avenue SE is classified as a Collector street in the *Salem Transportation System Plan*. This project will add a left-turn pocket on Cordon Road SE. This is a high hazard intersection and a high priority project for the Salem Urban Area.~~

It is the general philosophy of this Plan that all collector and arterial streets currently located outside the Salem city limits, but inside the Salem UGB, will be improved to urban standards over time by either Marion County or the City of Salem. The City of Salem takes responsibility for the street upon annexation. Given this dual responsibility, these projects ~~are~~ have been included in the previous sections of the *Salem Transportation System Plan*.

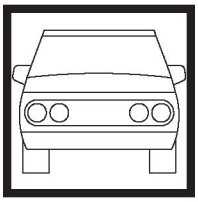
The extension of existing streets and creation of new streets within the unincorporated Marion County area, but affecting the City of Salem, are also included in each of the previous sections dealing with recommended Salem street projects.

~~Tables 17, 18, and 19 list all of the recommended street improvements within the Salem Urban Area for the next 20 years. They are listed in relative ranking of importance. Affected wards and neighborhood associations are listed with each project.~~

Local Street Improvements

~~In 1997 there were approximately 305 miles of local residential streets within the Salem city limits. Many of these streets, particularly those older streets annexed from the Counties, are not built to full urban standards. This means that many local streets need curbs, drainage, sidewalks, appropriate pavement depth and width, and street lighting. The estimated cost in 2003 dollars to bring these streets up to urban standards is over $233 million.~~

Bringing local residential streets up to urban standards is an important step in providing people safe and convenient places to walk, and better facilitating pedestrian access to transit services. Although important, the location of local residential streets in the overall hierarchy of street classifications tends to place it in a low priority for City construction funding. Although the provision of new local streets is generally the result of new residential subdivisions



completed through private developers, improvements to existing local residential streets have traditionally been through the voluntary assessment of abutting property owners. The most common financing method used for local street improvements is a Local Improvement District.

Table 3-5 Committed Street Improvement Projects

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighbor-hoods	Lead Agency
25th Street SE	at Shelton Ditch	Strengthen to current design standards, widen to accommodate bike lanes and shoulders, and install scour protection.	238	Bridge	$1,300,000	2	SESNA	Salem
Aumsville Highway SE	Kuebler Boulevard SE to Marion County Jail entrance	Construct to a Minor Arterial turnpike standard, with two travel lanes, a center turn lane, paved shoulders, bio-swales on both sides, sidewalks, and a 12-foot multi-use path. Widen all approaches to the intersection at Kuebler Boulevard SE.	163	Roadway	$3,090,000	3	SEMCA	Salem
Broadway Street NE	at Stark Street N	Construct a queue jump for northbound bus traffic at Stark Street N.	258	Intersection	$500,000	5	Highland	Salem
Brown Road NE	at Sunnyview Road NE	Construct dedicated southbound right-turn lane on Brown Road NE to westbound Sunnyview Road NE.	162	Intersection	$200,000	1, 6	NOLA, ELNA	Salem
Capital Street NE	at Mill Creek	Rehabilitate bridge over Mill Creek.	239	Bridge	$2,200,000	1	CAN-DO, Grant	Salem
Center Street NE	at Front Street	Replace stop sign on the northbound Center Street Bridge ramp with a signal to allow more bridge traffic to exit northbound onto Front Street.	50	Signal	$280,000	1	CAN-DO	Salem
Cordon Road SE	at Pennsylvania Avenue SE	Add a northbound to westbound left-turn pocket on Cordon Road SE.	104	Intersection	$500,000	2	SEMCA	Marion County
Cordon Road SE	at State Street	Construct improvements to the intersection with State Street that include turn pockets where appropriate.	161	Intersection	$500,000			Marion County
Cordon Road SE	Macleay Road SE and Gaffin Road SE	Signalize and provide northbound and southbound left-turn lanes at Macleay Road SE intersection and provide southbound left-turn lane at Gaffin Road SE.	127	Intersection	$950,000	2	SEMCA	Salem
Cottage Street NE	at Mill Creek	Design and construct scour countermeasures.	250	Bridge	$690,000	1	CAN-DO	Salem
Doaks Ferry Road NW	Brush College Road NW to Orchard Heights Road NW	Improve to interim Minor Arterial standards, including 2 travel lanes, turn lanes where appropriate, curbs, gutters, sidewalks, and bike lanes. Also improve intersection at Orchard Heights Road NW.	82	Roadway	$5,883,000	8	West Salem	Salem
Front Street NE	Chemeketa Street NE to State Street	Widen southbound Center Street Bridge off ramp to Front Street to 2 lanes.	52	Roadway	$1,750,000	1	CAN-DO	Salem
Interstate 5	at Kuebler Boulevard SE	Construct a new westbound to northbound ramp at the Kuebler Boulevard SE Interchange.	192	Intersection	$4,560,000	3, 4	SEMCA, Morningside	ODOT
Interstate 5	Highway 22 to Kuebler Boulevard SE	Widen Interstate 5 to six lanes, improve interchanges at Highway 22 and at Kuebler Boulevard, and replace 7 bridges along this section of highway.	123	Roadway	$62,200,000	2, 3	SEMCA, Morningside	ODOT

Table 3-5 Committed Street Improvement Projects (Continued)

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighbor-hoods	Lead Agency
Kuebler Boulevard SE	I-5 Interchange to Commercial Street SE	Build westbound (north) side of the roadway to Parkway standards, including intersection improvements at Battle Creek Road SE and a new signal at 27th Street SE.	131	Roadway	$4,486,000	3, 4	Morningside, South Gateway	Salem
Lancaster Drive NE and SE	Along unincorporated sections of the roadway.	Conduct an access management study within the Marion County portion of this Major Arterial.	21	Roadway	$279,000			Marion County
Market Street NE	at Broadway Street NE	Construct eastbound and westbound left-turn pockets on Market Street NE at Broadway Street NE.	62	Intersection	$625,000	5	CAN-DO, Grant	Salem
Market Street NE	at Lancaster Drive NE	Construct right-turn lanes on westbound Market Street NE to northbound Lancaster Drive NE and on southbound Lancaster Drive NE to westbound Market Street NE.	24	Intersection	$786,000	6	NESCA, ELNA	Salem
McGilchrist Street SE	12th Street SE to 25th Street SE	Reconstruct to a 3-lane standard from 12th Street SE to 22nd Street SE, and to a 4-lane standard (two eastbound lanes) from 22nd Street SE to 25th Street SE. Add or revise signals at five intersections, realign 22nd, and	116	Roadway	$16,760,000	2, 3	SESNA, SEMCA, Morningside	Salem
River Road S	Acacia Drive S to Croisan Creek Road S	Signalize the intersection and construct left-turn pockets at intersections with Acacia Drive S, Golf Course Road S, and Valley High Street S.	69	Roadway	$800,000	7	Croisan-Illahe, South Salem	Salem
Salem Industrial Drive NE	Cherry Avenue NE to Bill Frey Drive NE	Improve half the street to urban Collector standards, including travel lanes with curb, gutter, sidewalks, and bike lane.	42	Roadway	$3,000,000	5	Northgate, Highland	Salem
Salem Parkway	at Hyacinth Street NE and at Cherry Avenue NE	Provide upgrades at both intersections in order to improve safety.	35	Intersection	$1,238,000	5	Northgate	ODOT
State Street	at Mill Creek	Design and construct scour countermeasures.	237	Bridge	$650,000	2	SESNA, NESCA	Salem
Summer Street NE	at Mill Creek	Design and construct scour countermeasures.	240	Bridge	$215,000	1	CAN-DO, Grant	Salem
Sundance Court NW	End of Sundance Court NW to Olympia Avenue NW	Extend Sundance Court NW northward to connect with Olympia Avenue NW.	170	Street Extension	$292,000	8	West Salem	Salem
Sunnyview Road NE	at Lancaster Drive NE	Construct both eastbound and westbound right-turn pockets at the intersection with Lancaster Drive NE.	43	Intersection	$452,000	1, 6	NESCA, NOLA, ELNA	Salem
Traffic Signals at Various Intersections	Multiple Locations	Install five new Traffic Signals at various intersections based on meeting signal warrants.	203	Signal	$3,300,000	All	All	Salem

Table 3-5 Committed Street Improvement Projects (Continued)

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighbor-hoods	Lead Agency
Turner Road SE	Cascade Gateway Park extending south 2100 feet	Widen to provide two travel lanes, a center turn lane, bike lanes, curbs, and gutters. The drainage ditch on the west side of the road will be relocated.	153	Roadway	$725,000	2	SEMCA	Salem
Wallace Road NW	at Glen Creek Road NW	Northbound on Wallace Road NW add a dedicated right-turn lane and add a second dedicated left-turn lane. On Glen Creek Road NW add a second westbound receiving lane and add both an eastbound and a westbound approach lane.	90	Intersection	$8,000,000	8	West Salem	Salem
Ward Drive NE	Ward Court NE to Lancaster Drive NE.	Improve to Minor Arterial standards, including 2 travel lanes and a center turn lane with curbs, gutters, sidewalks, and bike lanes, plus intersection improvements. A signal and turn lanes are included at Fisher Road NE.	29	Roadway	$1,575,000			Marion County
Wiltsey Road SE	at Commercial Street SE	Construct eastbound and westbound left-turn lanes at Commercial Street SE and signalize.	253	Intersection	$558,000	4	South Gateway	Salem

Table 3-6 High Priority Street Improvement Projects

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighbor-hoods	Lead Agency
12th Street SE	McGilchrist Street SE to Fairview Avenue SE	Widen the roadway to add a southbound lane. The additional lane becomes a right-turn-only lane at Fairview Avenue SE.	98	Roadway	$1,100,000	2	Morningside	Salem
14th Street SE	at Shelton Ditch	Rehabilitate bridge over Shelton Ditch.	244	Bridge	$428,000	2	SESNA	Salem
35th Avenue NW	Osage Drive NW to Orchard Heights Road NW	Extend 35th Street NW from its current terminus northward to connect with Grice Hill Road NW at Orchard Heights Road NW. At this point, the street may be numbered as 34th Street NW.	165	Street Extension	$1,987,000	8	West Salem	Salem
Auburn Road NE	at Cordon Road NE	Install eastbound and westbound left-turn lanes and signal at Cordon Road NE.	283	Intersection	$750,000			Marion County
Battle Creek Road SE	Kuebler Boulevard SE to Hillrose Street SE	Improve to Minor Arterial standards with two travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters, and sidewalks. Additional lanes may be required in the vicinity of the Kuebler Boulevard SE intersection.	109	Roadway	$6,163,000	3	Morningside	Salem
Blossom Drive NE	Lilac Lane NE to Portland Road NE	Improve to urban Collector standards, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	14	Roadway	$1,000,000			Marion County
Broadway Street NE	Belmont Street NE to Shipping Street NE	This project will construct streetscape improvements to facilitate the movement of transit through this portion of the High Priority Transportation Corridor. The project will accommodate other modes and the needs of the adjacent properties.	262	Roadway	$750,000	1	Grant	Salem
Center Street NE	at 17th Street NE	Widen Center Street NE approaches to the intersection to add turn lanes.	15	Intersection	$2,732,000	1, 2	NEN	Salem
Commercial Street NE	at Marion Street Bridge	Restripe the through/right lane to a right-turn-only lane giving 2 right-turn-only lanes onto the bridge. Add curb extensions on the south side of the intersection and improve the northwest corner to facilitate truck turning movements.	49	Intersection	$165,000	1	CAN-DO	Salem
Commercial Street SE	at Kuebler Boulevard SE	Widen from north of Boone Road SE to easterly Barnes Road SE to provide a second left-turn lane on both approaches to Kuebler Blvd. SE. This project will include a new traffic signal and will restrict some left-turns to/from Boone Road SE & Barnes Road SE.	196	Intersection	$1,540,000	4, 3	South Gateway, Faye Wright, Morningside	Salem

Table 3-6 High Priority Street Improvement Projects (Continued)

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighbor-hoods	Lead Agency
Commercial Street SE	at Pringle Creek	Rehabilitate bridge over Pringle Creek.	243	Bridge	$1,997,000	2	CAN-DO	Salem
Cordon Road NE	at Carolina Avenue/ Indiana Avenue NE	Install northbound left-turn lane on Cordon Road NE to westbound Carolina Avenue or Indiana Avenue NE.	279	Intersection	$500,000	1	NOLA	Marion County
Cordon Road NE	at Hayesville Drive NE	Install northbound left-turn lane on Cordon Road NE to westbound Hayesville Drive NE.	281	Intersection	$500,000			Marion County
Cordon Road NE	at Herrin Road NE	Install northbound left-turn lane on Cordon Road NE to westbound Herrin Road NE.	280	Intersection	$500,000			Marion County
Eola Drive NW	Kingwood Drive NW to Sunwood Drive NW	Improve to Minor Arterial standards with 2 travel lanes, center turn lane, bike lanes, curbs, gutters, and sidewalks.	79	Roadway	$3,307,000	8	West Salem	Salem
Fabry Road SE	Reed Lane SE to Battle Creek Road SE	Extend Fabry Road SE eastward from Reed Lane SE to Battle Creek Road SE. This, along with the westward extension of Mildred Lane SE, will provide an east/west Minor Arterial connection south of Kuebler Blvd. SE from Battle Creek Road SE to Skyline Road SE.	188	Street Extension	$2,930,000	4	South Gateway	Salem
Fairway Avenue SE	at Battle Creek	Rehabilitate bridge over Battle Creek.	242	Bridge	$357,000	4	South Gateway	Salem
Fern Drive S	Heath Street S to River Road S	Extend Fern Drive S northward to connect with River Road S. The extension should follow the best contours possible to limit extreme grades.	180	Street Extension	$1,753,000	7	Croisan-Illahe	Salem
Fisher Road NE	Sunnyview Road NE to Market Street NE	Extend Fisher Road NE southward and eastward to intersect with Market Street NE and install a new signal at that intersection.	265	Street Extension	$1,654,000	6	NESCA	Salem
Gaffin Road SE	Cordon Road SE to west of Highway 22 interchange	Construct a 3/4 street improvement on a 1,500-foot segment bordering City-owned property to Minor Arterial standards, and construct turnpike improvements to the remaining portion (approximately 3,500 feet) of the roadway.	198	Roadway	$2,082,000	3	SEMCA	Salem
Geer Park Access Street	Geer Park to Hawthorne Avenue NE	Extend the Geer Park Access Street eastward to Hawthorne Avenue NE, creating a second access point to the park.	270	Street Extension	$593,000	6	NESCA	Salem
Hawthorne Avenue NE and Hyacinth Road NE	Portland Road NE to Sunnyview Road NE	Widen to 2 travel lanes with center turn lane where needed. Add curbs, gutters, sidewalks, bicycle lanes, and widen intersection approaches to Portland Road NE, Silverton Road NE, and Sunnyview Road NE.	40	Roadway	$14,546,000	5, 1	Northgate, Lansing	Salem

Table 3-6 High Priority Street Improvement Projects (Continued)

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighbor-hoods	Lead Agency
Hazelgreen Road NE	at Cordon Road NE/55th Avenue NE	Construct turn lanes on all four legs, include minor intersection realignment, and install signal.	282	Intersection	$1,500,000			Marion County
Hilfiker Lane SE	Commercial Street SE to Pringle Road SE via Hillrose Street SE	Construct extension of Hilfiker Lane SE to Hillrose Street SE and reconstruct both Hilfiker and Hillrose to Minor Arterial standards, with two travel lanes, center turn lane or turn pockets, and curbs, gutters, sidewalks, and bike lanes.	105	Street Extension	$3,866,000	3	Morningside, Faye Wright	Salem
Hollywood Drive NE	at Silverton Road NE	Install signal and northbound left-turn pocket on Hollywood Drive NE to westbound Silverton Road NE.	285	Intersection	$500,000			Marion County
Islander Avenue NW	West Meadows Drive NW to 35th Avenue NW extension	Extend Islander Avenue NW westward to intersect with the northward extension of 35th Avenue NW.	168	Street Extension	$2,685,000	8	West Salem	Salem
Kuebler Boulevard SE	Sunnyside Road SE to I-5 Interchange	Improve to a 5-lane Parkway standard, including intersection improvements. North side between Battle Creek Road SE and I-5 interchange to be completed in another project.	133	Roadway	$2,593,000	3, 3	Morningside, South Gateway, Faye Wright	Salem
Lancaster Drive NE	at Market Street NE	Widen Lancaster Drive NE to provide additional left-turn lanes both southbound and northbound at Market Street NE.	25	Intersection	$5,569,000	6	NESCA, ELNA	Salem
Lancaster Drive SE	Cranston Street SE to Kuebler Boulevard SE	Realign curves and widen to 2 travel lanes plus a center turn lane with curbs, gutters, sidewalks, and bike lanes as an interim improvement.	23	Roadway	$3,146,000	2	SEMCA	Salem
Liberty Road S	at Madrona Avenue S	Improve this intersection by adding northbound and southbound left-turn pockets on Liberty Road S.	59	Intersection	$2,728,000	7, 3	South Salem, Faye Wright	Salem
Liberty Street SE	at Pringle Creek	Provide retaining wall repair, bridge rail concrete repair, approach roadway subsidence repair, and scour countermeasures.	278	Bridge	$2,978,000	2	CAN-DO, SCAN	Salem
Linwood Street NW	Goldcrest Avenue NW to Orchard Heights Rd. NW	Extend Linwood Street NW southward to connect with Orchard Heights Road NW.	171	Street Extension	$950,000	8	West Salem	Salem
Madrona Avenue SE	25th Street SE to UPRR	Realign the Madrona Avenue SE/25th Street SE intersection as a T intersection with the primary flow going between Madrona Avenue and the north leg of 25th Street. Rebuild Madrona to Major Arterial standards west to UPRR and relocate Aviation Loop SE.	122	Intersection	$3,748,000	2	SEMCA, SESNA	Salem

Table 3-6 High Priority Street Improvement Projects (Continued)

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighbor-hoods	Lead Agency
Madrona Avenue SE	at Commercial Street SE	Add a westbound to northbound right-turn lane and signal improvements.	124	Intersection	$372,000	3	Morningside, Faye Wright	Salem
Marine Drive NW	Moyer Drive NW to River Bend Road NW	Construct a new Collector (Marine Drive NW) east of and parallel to Wallace Road NW to provide local access and circulation for development. The alignment will proceed northward from Moyer Drive NW along the west edge of Wallace Marine Park.	173	Street Extension	$7,052,000	8	West Salem	Salem
Marine Drive NW Vicinity	Marine Drive NW to Wallace Road NW	Once Marine Drive NW is completed, construct new connections from Marine Drive NW to Wallace Road NW at Harritt Drive NW, Hope Avenue NW, and Narcissus Court NW.	174	Street Extension	$1,784,000	8	West Salem	Salem
Market Street NE and Swegle Road NE	Lancaster Drive NE to Royalty Drive NE	Realign both Market Street NE and Swegle Road NE to connect at 45th Avenue NE, and bring both streets up to Minor Arterial standards. Install traffic signal at 45th Avenue NE if warranted.	26	Roadway	$4,987,000	6	ELNA	Salem
Mildred Lane SE	Lone Oak Road S to Liberty Road S	Extend Mildred Lane SE westward to connect to Liberty Road S creating an east-west Minor Arterial roadway south of Kuebler Boulevard.	184	Street Extension	$3,183,000	4	South Gateway	Salem
Portland Road NE	Beach Avenue NE to Claxter Road NE	Improve the streetscape by undergrounding utilities, installing a landscaped median, and consolidating accesses among others.	54	Roadway	$18,000,000	5	Northgate	Salem
Pringle Road SE	Copper Glen Drive SE to Hillrose Street SE	Improve to Minor Arterial standards with two travel lanes, center turn lane, or turn pockets, bike lanes, curbs, gutters, and sidewalks.	111	Roadway	$2,055,000	3	Morningside	Salem
Ranier Drive SE	Rainier Drive SE to Davis Road S and to Gamma Street SE	Realign and extend roadway northward and then westward to align with Davis Road S at Liberty Road S. Also continue roadway farther northward to connect with Gamma Street SE	293	Street Extension	$679,000	4	South Gateway	Salem
Reed Road SE	Battle Creek Road SE to Strong Road SE	Improve to Minor Arterial standards with 2 travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters, and sidewalks.	115	Roadway	$1,778,000	3	Morningside	Salem
River Road S	Croisan Creek Road S to UGB	Improve to Minor Arterial standards where topography allows, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes, plus left-turn pockets at intersections.	70	Roadway	$9,800,000	7	SCAN, South Salem, Croisan-Illahe	Salem

Table 3-6 High Priority Street Improvement Projects (Continued)

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighbor-hoods	Lead Agency
Silverton Road NE	East of Railroad to Pine Street/Portland Road intersection.	Realign Silverton Road NE westward to connect with Portland Road NE at Pine Street NE, allowing for the removal of the awkward existing Silverton Road/Portland Road intersection.	272	Roadway	$2,255,000	5	Northgate	Salem
Skyline Road S	Liberty Road S to Kuebler Boulevard S	Widen to an interim 3-lane urban standard with 2 travel lanes, center turn lane, curbs, gutters, sidewalks, and bike lanes.	72	Roadway	$2,784,000	7	Sunnyslope, Faye Wright	Salem
Strong Road SE	Fairview Industrial Drive SE to Reed Road SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes.	118	Roadway	$3,200,000	3	Morningside	Salem
Traffic Signals at Various Intersections	Multiple Locations	Install five new Traffic Signals at various intersections based on meeting signal warrants.	204	Signal	$3,300,000	All	All	Salem
Wallace Road NW	at Edgewater Street NW and at west end of bridge ramps.	Increase radius of westbound bridge ramp to Wallace Road NW, provide an additional eastbound bridge entrance lane on Edgewater Street NW, and close Musgrave Lane NW. Alternative access will be provided to impacted businesses.	87	Intersection	$1,681,000	8	West Salem	Salem
Wallace Road NW	Edgewater Street NW to Orchard Heights Road NW	Improve safety through construction of a raised median with turn pockets to serve businesses. Pedestrian and bicycle facilities will be included.	88	Roadway	$1,196,000	8	West Salem	Salem
Ward Drive NE	at Lancaster Drive NE	Add eastbound right-turn lane on Ward Drive NE to Lancaster Drive NE and upgrade signal.	284	Intersection	$600,000			Marion County
Winter Street SE	at Shelton Ditch	Rehabilitate bridge over Shelton Ditch.	241	Bridge	$714,000	2	CAN-DO	Salem

Table 3-7 Medium Priority Street Improvement Projects

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighbor-hoods	Lead Agency
17th Street NE	Norway Street NE to Sunnyview Road NE	Improve to Minor Arterial standards, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes, plus left-turn lanes at intersections.	47	Roadway	$1,791,000	1	NEN	Salem
23rd Street SE	Rural Avenue SE to Mission Street SE	Exend roadway north to connect to Mission Street SE. Reclassify 23rd Street SE to Collector from McGilchrist Street SE to Mission Street SE.	292	Street Extension	$1,000,000	2	SESNA	Salem
32nd Avenue SE & Trelstad Avenue SE	I-5 to 36th Avenue SE signal at Kuebler Boulevard SE	Improve to Minor Arterial standards, including two travel lanes, left-turn pockets where needed, curbs, gutters, sidewalks, and bike lanes.	193	Roadway	$2,600,000	3	SEMCA	Salem
45th Avenue NE	Silverton Road to Ward Drive NE	Improve to urban Collector standards, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	31	Roadway	$2,635,000			Marion County
Auburn Road NE	Cordon Road NE to Lancaster Drive NE	Improve to urban Collector standards, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	12	Roadway	$3,000,000			Marion County
Brentwood Drive SE	Battle Creek Road SE to Robins Lane SE	Realign Brentwood Drive SE, build it to Collector standards, and connect it to Robins Lane SE.	197	Street Extension	$2,517,000	4	South Gateway	Salem
Broadway Street NE	at Salem Parkway	Construct additional turn lanes for northbound and southbound traffic on Broadway Street NE and for southwestbound traffic on Salem Parkway.	260	Intersection	$600,000	5	Highland	Salem
Broadway Street NE	at Salem Parkway	Construct a queue jump for northbound bus traffic at Salem Parkway.	257	Intersection	$500,000	5	Highland	Salem
Brown Road NE	Sunnyview Road NE to Silverton Road NE	Improve to urban Collector standards, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	13	Roadway	$1,621,000	1	NOLA	Salem
Cascade Drive-Parkway Drive NW	8th Avenue NW to Orchard Heights Road NW	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes (where feasible). Make Cascade Drive NW improvements within existing ROW where feasible. Study realignment of both intersections at Glen Creek Road NW.	86	Roadway	$3,377,000	8	West Salem	Salem
Cherry Avenue NE	BNRR to Salem Parkway NE	Widen to 5 lanes with 4 travel lanes, a center turn lane, curbs, gutters, sidewalks, and bike lanes.	16	Roadway	$5,523,000	5	Highland, Northgate	Salem
Christina Street NW	Elliot Street NW to Michigan City Lane NW	Extend Christina Street NW west and north connecting to Michigan City Lane NW, creating a new Collector connection. Also complete missing link between Redfir Street NW to Cherry Blossom Street NW.	167	Street Extension	$3,912,000	8	West Salem	Salem

Table 3-7 Medium Priority Street Improvement Projects (Continued)

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighbor-hoods	Lead Agency
Cordon Road NE	Center Street NE to Sunnyview Road NE	Improve to Parkway standards, including four travel lanes, center turn lane or left-turn lanes at selected locations, curbs, gutters, sidewalks, and bike lanes.	276	Roadway	$4,600,000			Marion County
Cordon Road NE	State Street to Center Street NE	Improve to Parkway standards, including four travel lanes, center turn lane or left-turn lanes at selected locations, curbs, gutters, sidewalks, and bike lanes.	275	Roadway	$4,600,000			Marion County
Cordon Road NE	Sunnyview Road NE to Silverton Road NE	Improve to Parkway standards, including four travel lanes, center turn lane or left-turn lanes at selected locations, curbs, gutters, sidewalks, and bike lanes.	277	Roadway	$4,600,000			Marion County
Cordon Road SE	at Santiam Highway (Highway 22)	Construct a grade-separated interchange to improve access to the Cordon Road SE/Kuebler Boulevard SE circumferential travel route.	100	Intersection	$20,000,000	2, 3	SEMCA	Salem
Cordon Road SE	Caplinger Road SE to State Street	Improve to Parkway standards, including four travel lanes, center turn lane or left-turn lanes at selected locations, curbs, gutters, sidewalks, and bike lanes.	274	Roadway	$2,480,000			Marion County
Cordon Road SE	Highway 22 to Caplinger Road SE	Improve to Parkway standards, including four travel lanes, center turn lane or left-turn lanes at selected locations, curbs, gutters, sidewalks, and bike lanes.	101	Roadway	$3,390,000	2, 3	SEMCA	Salem
Croisan Creek Road S	River Road S to Heath Street S	The project will improve this section of Croisan Creek Road S to urban Collector standards with curbs, gutters, sidewalks, and bike lanes, and will also improve the intersection at River Road S.	9	Roadway	$2,770,000	7	South Salem, Croisan-Illahe	Salem
Davis Road S	Skyline Road S to Liberty Road S	Improve to Collector standards including 2 travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	76	Roadway	$2,850,000	7	Sunnyslope	Salem
Doaks Ferry Road NW	Glen Creek Road NW to Eola Drive NW	Improve to an interim 3-lane, Minor Arterial standard, with 2 travel lanes, center turn lane, bike lanes, curbs, gutters, and sidewalks. Include all necessary realignments and intersection improvements.	83	Roadway	$3,423,000	8	West Salem	Salem
Eola Drive NW	Edgewater Street NW to Kingwood Drive NW	Improve to Minor Arterial standards adding turn lanes where needed, bike lanes, curbs, gutters, and sidewalks.	78	Roadway	$2,138,000	8	West Salem	Salem
Eola Drive NW	Sunwood Drive NW to Gehlar Road NW	Improve to Minor Arterial standards with 2 travel lanes, center turn lane, bike lanes, curbs, gutters, and sidewalks.	80	Roadway	$1,005,000	8	West Salem	Salem
Evergreen Avenue NE	at Market Street NE	Add southbound right-turn lane on Evergreen Avenue NE at Market Street NE.	18	Intersection	$116,000	1, 6	Lansing, NESCA	Salem

Table 3-7 Medium Priority Street Improvement Projects (Continued)

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighbor-hoods	Lead Agency
Front Street NE	Norway Street NE to Division Street NE	Reconstruct Front Street NE to a modified Minor Arterial standard and realign the railroad tracks down the center. Construct wide travel lanes as well as curbs, gutters, and sidewalks. The project includes the reconstruction of Mill Creek Bridge.	66	Roadway	$4,000,000	1	CAN-DO	Salem
Greencrest Street NE	Auburn Road NE to State Street NE	Extend Greencrest Street NE south to State Street to create a north-south collector connecting Center Street NE and State Street.	266	Street Extension	$2,470,000			Marion County
Hawthorne Avenue NE	Midway Street NE to Center Street NE	Add a northbound right-turn lane extending from Midway Street NE to the Center Street NE intersection.	38	Intersection	$710,000	6	NESCA	Salem
Hawthorne Avenue NE	Market Street NE to Mission Street SE	Improve to Major Arterial standards, including 4 travel lanes and a center turn lane (or raised median) with curbs, gutters, sidewalks, and bike lanes.	39	Roadway	$15,791,000	6, 2	NESCA, SESNA	Salem
Hayesville Drive NE	Portland Road NE to Astoria Street NE	Extend Portland Road NE westward to connect with Astoria Street NE.	269	Street Extension	$767,000	5	Northgate	Salem
Hollywood Drive NE	Silverton Road NE to city limits.	Improve to urban Collector standards, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	34	Roadway	$1,300,000			Marion County
Hood Street NE	at Broadway Street NE	Construct both eastbound and westbound left-turn pockets at Broadway Street NE.	259	Intersection	$1,200,000	1	Grant	Salem
Interstate 5	Kuebler Boulevard SE to Delaney Road SE, Illahe Crossing	Widen Interstate 5 to six lanes.	261	Roadway	$119,980,000	4	SEMCA, South Gateway	ODOT
Kuebler Boulevard SE	at Lone Oak Road	Construct both eastbound and westbound right-turn lanes on Kuebler Boulevard SE at Lone Oak Road SE.	159	Intersection	$710,000	4	Faye Wright, South Gateway	Salem
Kuebler Boulevard SE	Highway 22 to Turner Road SE	Widen to Parkway standards with four travel lanes, paved or raised median, bike lanes, curbs, gutters, and sidewalks, and bridge improvements over Mill Creek.	135	Roadway	$9,840,000	2, 3	SEMCA	Salem
Kuebler Boulevard SE	I-5 interchange Turner Road SE	Widen to Parkway standards with four travel lanes, paved or raised median, bike lanes, curbs, gutters, and sidewalks. This project includes turn lanes at Turner Road SE and bridge improvements over the railroad.	134	Roadway	$13,400,000	3	SEMCA	Salem
Lancaster Drive NE	State Street to Silverton Road NE	Provide access management improvements along this corridor to improve safety and capacity.	22	Roadway	$4,058,000	1, 6	NESCA, ELNA, NOLA	Salem

Table 3-7 Medium Priority Street Improvement Projects (Continued)

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighbor-hoods	Lead Agency
Liberty Road S	Commercial Street SE to Browning Avenue SE	Widen to 4 travel lanes, center turn lanes or raised medians, curbs, gutters, sidewalks, and bike lanes.	57	Roadway	$10,347,000	7, 3	South Salem, Faye Wright	Salem
Macleay Road SE	at Cordon Road SE	Add left-turn pockets on both eastbound and westbound approaches to Cordon Road SE.	136	Intersection	$411,000	2	SEMCA	Salem
Mildred Lane SE	Liberty Road S to Skyline Road S	Continue the extension of Mildred Lane SE westward from Liberty Road S to Skyline Road S creating an east-west Minor Arterial roadway south of Kuebler Boulevard.	294	Street Extension	$6,545,000	7	Sunnyslope	Salem
Mission Street SE	at Liberty Street SE and Commercial Street SE	Improve capacity of both intersections with additional turn lanes.	121	Intersection	$2,680,000	2, 7	SCAN, CAN-DO	Salem
Mousebird Avenue NW	Royal Crown Avenue NW to Macaw Street NW	Construct a short missing link along Mousebird Avenue NW. When completed, this street will offer much needed circulation between River Bend Road NW and Orchard Heights Road NW.	172	Street Extension	$120,000	8	West Salem	Salem
New Collector Street	Pringle Road SE to Reed Road SE	Construct a new east-west Collector through the Sustainable Fairview Training Center property as a part of development of the Sustainable Fairview Masterplan.	189	Street Extension	$3,602,000	3	Morningside	Salem
New Collector Street	Strong Road SE Reed Road SE	Construct a new north-south Collector through the Sustainable Fairview Training Center property as a part of development of the Sustainable Fairview Masterplan.	194	Street Extension	$2,771,000	3	Morningside	Salem
New Collector Street within Mill Creek	Aumsville Highway to Turner Road SE	Build a new Collector street within the Mill Creek Industrial Park to provide on-site circulation and to limit direct access to the arterials in the area. The precise alignment of this street will be developed through the master planning process.	191	Street Extension	$6,282,000	3	SEMCA	Salem
Owens Street SE	at Liberty Street SE and at Commercial Street SE	Improve intersections to increase turning movement capacity to and from Commercial Street SE and Liberty Street SE.	125	Intersection	$4,306,000	2, 7	SCAN	Salem
Phyllis Street NE	Niles Avenue NE to Astoria Street NE	Extend Phyllis Street NE eastward to connect with Astoria Street NE	267	Street Extension	$683,000	5	Northgate	Salem
Red Leaf Drive S	Davis Road S to Mildred Lane SE Extension	Extend Red Leaf Drive S southward to the extension of Mildred Lane SE.	183	Street Extension	$1,243,000	7	Sunnyslope	Salem
Salem Industrial Drive NE	Bill Frey Drive NE to Hyacinth Street NE	Extend Salem Industrial Drive northward to Hyacinth Street NE.	271	Street Extension	$1,688,000	5	Northgate	Salem
Salem River Crossing	East and west of the Willamette River within the Salem Urban Area	Acquire right-of-way for a new vehicular bridge crossing over the Willamette River within the Salem Urban Area.	245	Bridge	$20,000,000			Salem

Table 3-7 Medium Priority Street Improvement Projects (Continued)

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighbor-hoods	Lead Agency
State Street	Lancaster Drive NE to Cordon Road NE	Improve to Major Arterial standards, with 4 travel lanes plus a center turn lane with curbs, gutters, sidewalks, and bike lanes.	28	Roadway	$1,463,000	6, 2	NESCA, SESNA	Marion County
Sunnyview Road NE	Evergreen Avenue NE to Fisher Road NE	Install roundabout at Park Avenue NE, traffic signal at Lansing Avenue NE, and curbs, gutters, and sidewalks from Evergreen Avenue NE to Byram Street NE.	44	Roadway	$2,466,000	1, 6	Lansing, NOLA, NESCA	Salem
Traffic Signals at Various Intersections	Multiple Locations	Install five new Traffic Signals at various intersections based on meeting signal warrants.	205	Signal	$3,300,000	All	All	Salem
Turner Road SE	2100 feet south of Cascade Gateway Park to Airway Drive SE	Improvements to include bike lanes, drainage, paved shoulder on one side, and curb, gutter, and sidewalk on the other.	138	Roadway	$3,984,000	2	SEMCA	Salem
Wiltsey Road SE	Sunnyside Road SE to Commercial Street SE	Realign S-curve and improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	139	Roadway	$3,565,000	4	South Gateway	Salem

Table 3-8 Low Priority Street Improvement Projects

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighbor-hoods	Lead Agency
12th Street SE	Fairview Avenue SE to Vista Avenue SE	Widen the roadway to add a southbound lane. The additional lane becomes a right-turn-only lane at Vista Avenue SE.	99	Roadway	$1,000,000	2	Morningside	Salem
25th Street SE	Mission Street SE to McGilchrist Street SE	Widen the existing four-lane street to add a center turn lane, bicycle lanes, curbs, gutters, and sidewalks, bringing it up to full standards for a Major Arterial.	106	Roadway	$3,069,000	2	SESNA, SEMCA	Salem
25th Street SE	State Street to Helm Street SE	Improve to Minor Arterial standards with two travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters, and sidewalks.	120	Roadway	$2,654,000	2, 6	SESNA	Salem
27th Avenue SE	Kuebler Boulevard SE to Marietta Street SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	156	Roadway	$950,000	3	Morningside	Salem
36th Avenue SE	Kuebler Boulevard SE to Langley Street SE	Improve to Minor Arterial standards with two travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters, and sidewalks.	142	Roadway	$889,000	4	SEMCA	Salem
36th Avenue SE	Langley Street SE to Wiltsey Road SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	143	Roadway	$1,178,000	4	SEMCA	Salem
37th Avenue NW	Orchard Heights Place NW to the UGB	Improve to Collector standards, including two travel lanes, curbs, gutters, and sidewalks.	96	Roadway	$1,372,000	8	West Salem	Salem
5th Avenue NW	Cameo Street NW to Marine Drive NW	Extend 5th Avenue NW from Cameo Street NW northward to Marine Drive NW.	175	Street Extension	$530,000	8	West Salem	Salem
Airport Road SE	State Street to Mission Street SE	Improve to Minor Arterial standards with two travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters and sidewalks. This project will include a major widening or replacement of the bridge at Shelton Ditch.	112	Roadway	$2,242,000	2	SESNA	Salem
Airway Drive SE	Ewald Avenue SE to Turner Road SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes.	113	Roadway	$2,216,000	2	SEMCA	Salem
Battle Creek Road SE	Kuebler Boulevard SE to Wiltsey Road SE	Improve to Minor Arterial standards with two travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters, and sidewalks.	140	Roadway	$3,520,000	4	South Gateway	Salem
Baxter Road SE	Sunnyside Road SE to Commercial Street SE	Improve to Collector standards, including two travel lanes, curbs, gutters, and sidewalks.	128	Roadway	$2,503,000	4	South Gateway	Salem

Table 3-8 Low Priority Street Improvement Projects (Continued)

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighbor-hoods	Lead Agency
Boone Road SE	Reed Lane SE/Barnes Road SE to Battle Creek Road SE	Improve to Collector standards, including two travel lanes, curbs, gutters, and sidewalks.	129	Roadway	$1,116,000	4	South Gateway	Salem
Browning Avenue S	at Kurth Street S	Realign intersection and make improvements to increase safety and capacity.	2	Intersection	$72,000	7	South Salem, Sunnyslope	Salem
Browning Avenue S	Cloudview Drive S to Croisan Scenic Way S Extension	Extend Browning Avenue S westward to connect with the extension of Croisan Scenic Way S.	182	Street Extension	$479,000	7	Sunnyslope	Salem
Browning Avenue S	Liberty Road S to Kurth Street S	Improve to urban Collector standards, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	1	Roadway	$2,013,000	7	South Salem	Salem
Brush College Road NW	Doaks Ferry Road NW to BPA Power Lines	Improve to Minor Arterial standards with 2 travel lanes, left-turn lanes, bike lanes, curbs, gutters, and sidewalks.	95	Roadway	$3,756,000	8	West Salem	Salem
Byers Street S-Deer Run S	Viewcrest Road S to end of roadway	Improve to Minor Arterial standards including 2 travel lanes, turn lanes where appropriate, curbs, gutters, sidewalks, and bike lanes.	77	Roadway	$1,977,000	7	Croisan-Illahe	Salem
Capitol Street NE	Market Street NE to Fairgrounds Road NE	Add a third travel lane and bike lane by removing parking. An alternative for adding a travel lane is to prohibit parking during peak hours.	63	Roadway	$40,000	1, 5	Grant, Highland	Salem
Center Street NE	Lancaster Drive NE to Cordon Road NE	Improve to interim Minor Arterial standards, including 2 travel lanes and a center turn lane with curbs, gutters, sidewalks, and bike lanes.	53	Roadway	$5,051,000	6	ELNA, NESCA	Marion County
Chemewa Road NE	I-5 to Portland Road	Improve to urban Parkway standards, including 4 travel lanes and a center turn lane with curbs, gutters, sidewalks, and bike lanes.	36	Roadway	$2,511,000	5	Northgate	Salem
Cherry Avenue NE	Johnson Street NE to Pine Street NE	Widen to an interim 3-lane configuration, with 2 travel lanes, a center turn lane, curbs, gutters, sidewalks, and bike lanes.	17	Roadway	$1,604,000	5	Highland	Salem
Colorado Drive NW	South terminus of Colorado Drive NW to Orchard Heights Road NW	Extend street to complete a loop road connected to and north of Orchard Heights Road NW and west of Doaks Ferry Road NW, comprised of Grice Hill Drive NW, Vickery Lane NW, Colorado Drive NW, and possibly Landaggard Drive NW.	166	Street Extension	$919,000	8	West Salem	Salem

Table 3-8 Low Priority Street Improvement Projects (Continued)

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighbor-hoods	Lead Agency
Commercial Street SE	Baxter Road SE to I-5 Interchange	Improve to Major Arterial standards, including four travel lanes, left-turn lanes at selected locations, curbs, gutters, sidewalks, and bike lanes.	141	Roadway	$7,329,000	4	South Gateway	Salem
Commercial Street SE	Ratcliff Drive SE to Vista Avenue SE	Add curbs, gutters, and sidewalks where missing along this segment of Commercial Street SE.	107	Roadway	$1,803,000	3, 2	Faye Wright, Morningside, SCAN	Salem
Connecticut Avenue SE	Pennsylvania Avenue SE to Rickey Street SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	273	Roadway	$640,000			Marion County
Croisan Creek Road S	Kuebler Boulevard S to Heath Street S	The project will widen this section of Croisan Creek Road S to a 30-foot cross section, which will include shoulders but no curbs, gutters, or sidewalks.	10	Roadway	$7,770,000	7	Croisan-Illahe, Sunnyslope	Salem
Croisan Creek Road S	Kuebler Boulevard S to Skyline Road S/Davis Road S	Extend Croisan Creek Road S southward to the intersection of Skyline Road S and Davis Road S.	181	Street Extension	$1,312,000			Marion County
Croisan Ridge Way S	End of Croisan Ridge Way S to Heath Street S Extension	Extend this street northeastward along the foot of Croisan Mountain, cross over Homestead Road S, and then connect to the westward extension of Heath Street S.	179	Street Extension	$3,116,000	7	Croisan-Illahe	Salem
Croisan Scenic Way S	Joplin Street S to Croisan Creek Road S	Extend Croisan Scenic Way S southward connecting with a section already built near Madrona Avenue S then continuing southward and westward and intersecting with Croisan Creek Road S just south of River Road S.	185	Street Extension	$5,806,000	7	Sunnyslope, South Salem, Croisan-Illahe	Salem
Cunningham Lane S	Kurth Street S to Barrett Street S	Improve to urban Collector standards, including two travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	3	Roadway	$711,000	7	South Salem	Salem
Deer Park Road SE	Turner Road SE to Aumsville Highway	Improve to Collector standards, including 2 travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	152	Roadway	$3,660,000	3	SEMCA	Salem

Table 3-8 Low Priority Street Improvement Projects (Continued)

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighbor-hoods	Lead Agency
Deer Run Avenue S	Byers Street S to Heath Street S Extension	Extend Deer Run Avenue S eastward to connect to both the westward extension of Heath Street S and the southern terminus of the new Minor Arterial street connecting to River Road S.	288	Street Extension	$440,000	7	Croisan-Illahe	Salem
Doaks Ferry Road NW	Eola Drive NW to UGB	Improve to an interim three-lane, Minor Arterial standard, with two travel lanes, center turn lane, bike lanes, curbs, gutters, and sidewalks. Include all necessary realignments and intersection improvements.	84	Roadway	$2,048,000	8	West Salem	Salem
Eola Drive NW	Doaks Ferry Road NW to UGB	Improve to Collector standards with 2 travel lanes, curbs, gutters, and sidewalks.	81	Roadway	$1,448,000	8	West Salem	Salem
Evergreen Avenue NE	Market Street NE to Sunnyview Road NE	Improve to urban Collector standards, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	19	Roadway	$585,000	1	Lansing	Salem
Fisher Road NE	Ward Drive NE to Sunnyview Road NE	Improve to urban Collector standards, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	32	Roadway	$6,017,000	1, 5	Northgate, NOLA	Salem
Front Street NE	River Road N to Pine Street NE	Improve to Minor Arterial standards, including 2 travel lanes with curbs, gutters, sidewalks, and left-turn pockets at intersections.	65	Roadway	$3,650,000	5	Highland	Salem
Gath Road SE	Turner Road SE to UGB	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	144	Roadway	$1,178,000	3	SEMCA	Salem
Glen Creek Road NW	Crescent Drive NW to Westfarthing Way NW	Improve to Minor Arterial standards with two travel lanes, left-turn lanes, bike lanes, curbs, gutters, and sidewalks.	85	Roadway	$2,617,000	8	West Salem	Salem
Harold Drive NE	End of Harold Drive NE to Devonshire Avenue NE	Extend Harold Drive NE to Devonshire Avenue NE in order to improve access to commercial properties in their area.	264	Street Extension	$375,000	1	NOLA	Salem
Hayesville Drive NE	Lancaster Drive NE to Cordon Road NE	Improve to urban Collector standards, including two travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	263	Roadway	$4,602,000	5	Northgate	Marion County
Hayesville Drive NE	Portland Road NE to Lancaster Drive NE	Improve to urban Collector standards, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	46	Roadway	$716,000	5	Northgate	Salem

Table 3-8 Low Priority Street Improvement Projects (Continued)

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighbor-hoods	Lead Agency
Hazelgreen Road NE	Portland Road NE to Cordon Road NE	Improve to an interim 2 travel lanes with center turn lane where needed. Add curbs, gutters, sidewalks, bicycle lanes, and improve intersection approach to Portland Road NE.	48	Roadway	$5,984,000	5	Northgate	Salem
Heath Street S	Fern Drive S to Deer Run Avenue S Extension	Extend Heath Street S westward to connect with both the eastward extension of Deer Run Avenue S and the new north/south Minor Arterial connection to River Road S.	178	Street Extension	$2,908,000	7	Croisan-Illahe	Salem
Herrin Road NE	45th Avenue NE to Cordon Road NE	Improve to urban Collector standards, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	33	Roadway	$2,412,000			Marion County
Holder Lane SE	Lone Oak Road SE to Liberty Road SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	130	Roadway	$1,368,000	4	South Gateway	Salem
Hrubetz Road SE	Liberty Road S to Lone Oak Road SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	132	Roadway	$1,733,000	3, 4	Faye Wright	Salem
Hyacinth Road NE	Portland Road NE to Salem Parkway NE	Improve to Major Arterial standards, including 4 travel lanes and a center turn lane with curbs, gutters, sidewalks, bike lanes, and intersection improvements.	41	Roadway	$3,448,000	5	Northgate	Salem
Indian School Road NE	Chemawa Road NE to Blossom Drive NE	Improve to urban Collector standards, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	30	Roadway	$2,392,000	5	Northgate	Salem
Kale Road NE	Portland Road NE to Cordon Road NE	Improve to Minor Arterial Standards with 2 travel lanes and a center turn lane with curbs, gutters, sidewalks, and bike lanes.	20	Roadway	$3,894,000	5	Northgate	Salem
Kuebler Boulevard S	Liberty Road S to Skyline Road S.	Improve to Parkway standards, including 4 travel lanes, left-turn pockets at selected locations, curbs, gutters, sidewalks, and bike lanes.	61	Roadway	$1,127,000	7	Sunnyslope, Faye Wright, South Gateway	Salem
Kuebler Road S	Croisan Creek Road S to UGB	Improve to Minor Arterial standards, including two travel lanes, left-turn pockets where needed, curbs, gutters, sidewalks, and bike lanes.	289	Roadway	$3,960,000	7	Sunnyslope, Croisan-Illahe	Salem

Table 3-8 Low Priority Street Improvement Projects (Continued)

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighbor-hoods	Lead Agency
Kurth Street S	Browning Avenue S to Cunningham Avenue S	Improve to urban Collector standards, with 2 travel lanes, curbs, gutters, and sidewalks.	56	Roadway	$1,124,000	6	Sunnyslope	Salem
Liberty Road S	Holder Lane to South UGB	Improve to an interim three-lane urban standard, with two travel lanes, a center turn lane, curbs, gutters, sidewalks, and bike lanes.	58	Roadway	$1,822,000	7	Sunnyslope, South Gateway	Salem
Lone Oak Road SE	Holder Lane SE to Mildred Lane SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	145	Roadway	$4,987,000	4	South Gateway	Salem
Lone Oak Road SE	Muirfield Avenue SE to Rees Hill Road SE	Extend Lone Oak Road SE southward to intersect with Rees Hill Road SE.	187	Street Extension	$3,834,000	4	South Gateway	Salem
Macleay Road SE	Lancaster Drive SE to Connecticut Avenue SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	147	Roadway	$1,625,000			Marion County
Macleay Road SE	Pennsylvania Avenue SE to Cordon Road SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	146	Roadway	$4,059,000	2	SEMCA	Salem
Madrona Avenue S	Biegler Lane S to Liberty Road S	Improve to Minor Arterial standards, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes, plus left-turn lanes at intersections.	68	Roadway	$650,000	7	South Salem	Salem
Madrona Avenue S	Croisan Creek Road S to Elderberry Drive S	Improve to an interim Collector standard, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes.	67	Roadway	$2,203,000	7	South Salem, Croisan-Illahe	Salem
Marietta Street SE	27th Avenue SE to Fairview Industrial Drive SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	155	Roadway	$1,200,000	3	Morningside	Salem
Michigan City Lane NW	Wallace Road NW to end of roadway	Build a 3/4 street improvement with urban Collector standards on one side. This would include two travel lanes and curb, gutter, and sidewalk on one side.	94	Roadway	$2,283,000	8	West Salem	Salem
Mildred Lane SE	Lone Oak Road SE to Sunnyside Road SE	Improve to Minor Arterial standards with two travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters, and sidewalks.	137	Roadway	$3,356,000	4	South Gateway	Salem

Table 3-8 Low Priority Street Improvement Projects (Continued)

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighbor-hoods	Lead Agency
New Collector	Kale Street NE to Hazelgreen Road NE	Construct new Collector street to connect Kale Street NE to Hazelgreen Road NE. This street should be located roughly in the area of the 49th Avenue NE or Lake Labish Road NE alignments.	287	Street Extension	$2,112,000	5	Northgate	Salem
New Collector Street	35th Avenue NW extension to 37th Avenue NW	Construct a new Collector street connection between 35th Street NW extension and 37th Street NW south of Dahlia Swale.	169	Street Extension	$978,000	8	West Salem	Salem
New Collector Street in SE Salem	Lancaster Drive SE to Turner Road SE	Construct a new Collector Street between Lancaster Drive SE and Turner Road SE east of I-5 and west of Kuebler Boulevard SE. It will begin near Carson Drive SE and end near 37th Avenue SE.	186	Street Extension	$6,723,000	2	SEMCA	Salem
New Minor Arterial Street	Deer Run Avenue to River Road S	Construct a new Minor Arterial street connection in the vicinity of Homestead Road S, extending from Deer Run Avenue S to River Road S.	177	Street Extension	$3,271,000	7	Croisan-Illahe	Salem
Oak Hill Avenue SE	Commercial Street SE to 12th Street SE	Improve to Collector standards, including two travel lanes, curbs, gutters, and sidewalks.	117	Roadway	$1,211,000	3	Morningside	Salem
Orchard Heights Road NW	Parkway Drive NW to Snowbird Drive NW	Improve to Minor Arterial standards with two travel lanes, left-turn lanes, bike lanes, curbs, gutters, and sidewalks.	91	Roadway	$2,860,000	8	West Salem	Salem
Orchard Heights Road NW	Titan Drive NW to UGB	Improve to Minor Arterial standards with 2 travel lanes, left-turn lanes, bike lanes, curbs, gutters, and sidewalks.	92	Roadway	$2,779,000	8	West Salem	Salem
Oxford Street SE	22nd Street SE to 14th Street SE	Improve to Collector standards, including two travel lanes, curbs, gutters, and sidewalks.	114	Roadway	$902,000	2	SESNA	Salem
Park Avenue NE	Center Street NE to D Street NE	Improve to urban Collector standards, including two travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	286	Roadway	$1,316,000	6	NESCA	Salem
Pringle Road SE	Hoyt Street SE to Georgia Avenue SE	Improve to Minor Arterial standards with two travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters, and sidewalks.	110	Roadway	$6,000,000	3, 2	Morningside, SESNA	Salem
Ratcliff Drive SE and Salem Heights Avenue SE	Commercial Street SE to Liberty Road S	Improve to Collector standards, signalize Commercial/ Ratcliff intersection, and add westbound left-turn lane on Ratcliff Drive SE at Commercial Street SE.	126	Roadway	$1,725,000	3	Faye Wright, Morningside	Salem

Table 3-8 Low Priority Street Improvement Projects (Continued)

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighbor-hoods	Lead Agency
Reed Lane SE	Fabry Road SE to Soapstone Avenue SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	160	Roadway	$1,356,000	4	South Gateway	Salem
Reed Lane SE	Soapstone Avenue SE to Madras Street SE	Realign and extend Reed Lane SE from Soapstone Avenue SE to Madras Street SE connecting to Commercial Street SE.	190	Street Extension	$3,766,000	4	South Gateway	Salem
Rees Hill Road SE	Sunnyside Road SE to Champion Hill Road SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	148	Roadway	$2,603,000	4	South Gateway	Salem
River Bend Road NW	Wallace Road NW to UGB	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes.	93	Roadway	$430,000	8	West Salem	Salem
Salem Heights Avenue S	Liberty Road S to Sunridge Drive S	Improve to urban Collector standards, with 2 travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	71	Roadway	$919,000	7	South Salem	Salem
Skyline Road S	Maplewood Drive S to Mildred Lane S	Improve to Minor Arterial standards including 2 travel lanes, a center turn lane, curbs, gutters, sidewalks, and bike lanes.	73	Roadway	$2,535,000	7	Sunnyslope	Salem
Strong Road SE	Reed Road SE to Marietta Street SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	154	Roadway	$2,042,000	3	Morningside	Salem
Summer Street NE	Fairgrounds Road NE to Marion Street NE	Add a third travel lane and bike lane by removing parking. An alternative for adding a travel lane is to prohibit parking during peak hours.	64	Roadway	$56,000	1, 5	Grant, Highland, CAN-DO	Salem
Sunnyside Road SE	Kuebler Boulevard SE to Mildred Lane SE	Improve to Minor Arterial standards with two travel lanes, left-turn pockets, bike lanes, curbs, gutters, and sidewalks.	157	Roadway	$4,520,000	4	South Gateway	Salem
Sunnyside Road SE	Pawnee Circle SE to the UGB	Improve to Minor Arterial standards with 2 travel lanes, left-turn pockets, bike lanes, curbs, gutters, and sidewalks.	158	Roadway	$3,784,000	4	South Gateway	Salem
Sunnyview Road NE	Walker Road NE to Cordon Road NE	Improve to Minor Arterial standards, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes, plus left-turn lanes at intersections.	45	Roadway	$765,000			Marion County
Swegle Road NE	Hoffman Road NE to Cordon Road NE	Improve to Minor Arterial standards, including 2 travel lanes plus a center turn lane with curbs, gutters, sidewalks, and bike lanes.	27	Roadway	$586,000	6	ELNA	Salem

Table 3-8 Low Priority Street Improvement Projects (Continued)

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighbor-hoods	Lead Agency
Traffic Signals at Various Intersections	Multiple Locations	Install five new Traffic Signals at various intersections based on meeting signal warrants.	206	Signal	$3,300,000	All	All	Salem
Turner Road SE	Airway Drive SE to Gath Road SE	Improve to Minor Arterial standards with two travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters, and sidewalks.	149	Roadway	$5,131,000	3, 2	SEMCA	Salem
Turner Road SE	Gath Road SE to UGB	Improve to Minor Arterial standards with 2 travel lanes, left-turn pockets, bike lanes, curbs, gutters, and sidewalks.	151	Roadway	$3,502,000	3	SEMCA	Salem
Wiltsey Road SE	Battle Creek Road SE to 36th Avenue SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	150	Roadway	$2,377,000		SEMCA	Salem

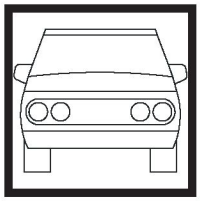
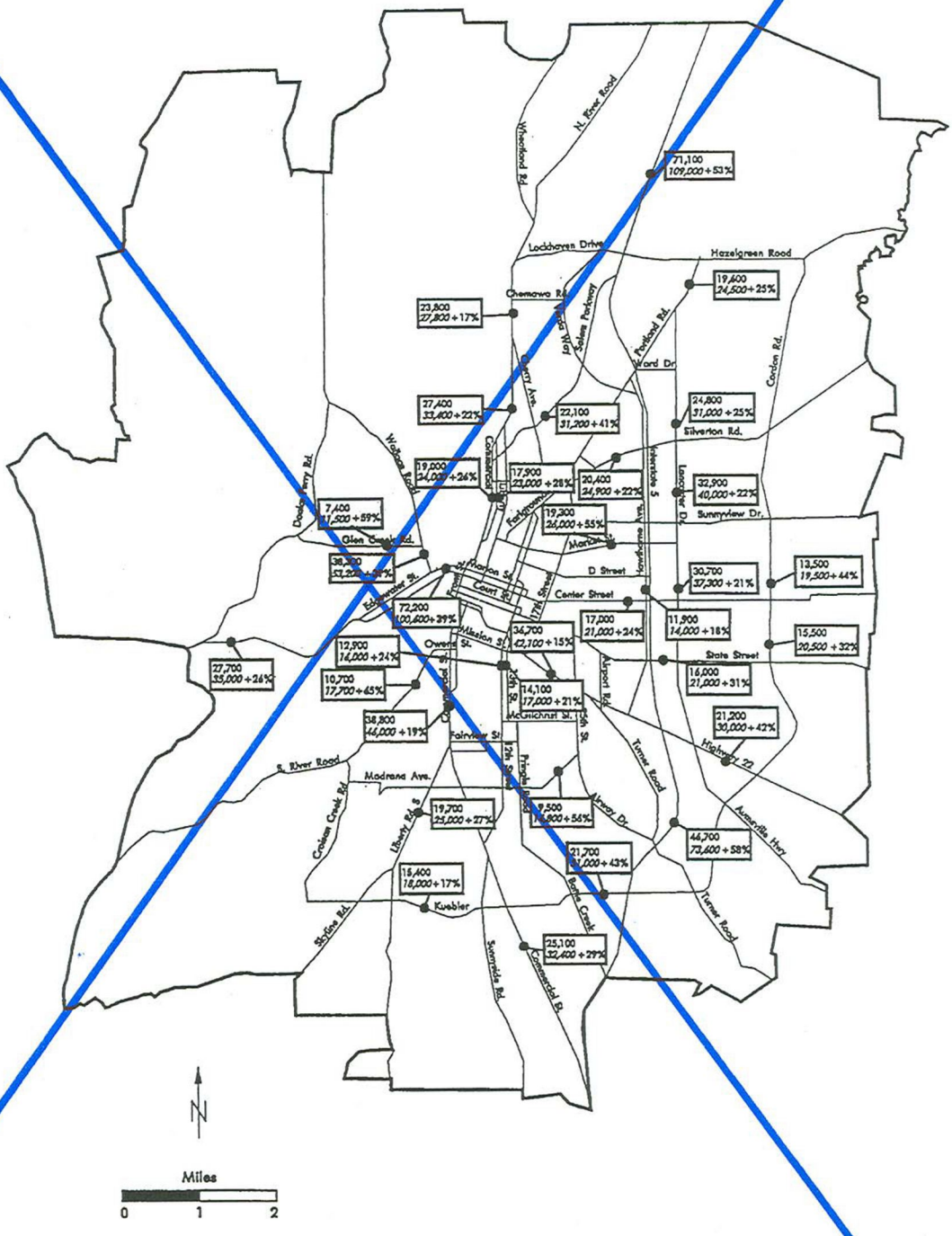


Table 3-9 Street System Project Costs by Jurisdiction				
Priority	**Salem**	**Marion County**	**ODOT**	**Total**
Committed	$57,492,000	$2,854,000	$67,998,000	$128,344,000
High	$140,687,000	$5,850,000	$0	$146,537,000
Medium	$183,602,000	$27,148,000	$119,980,000	$330,730,000
Low	$203,847,000	$16,407,000	$0	$220,254,000
Total	$585,628,000	$52,259,000	$187,978,000	$825,865,000

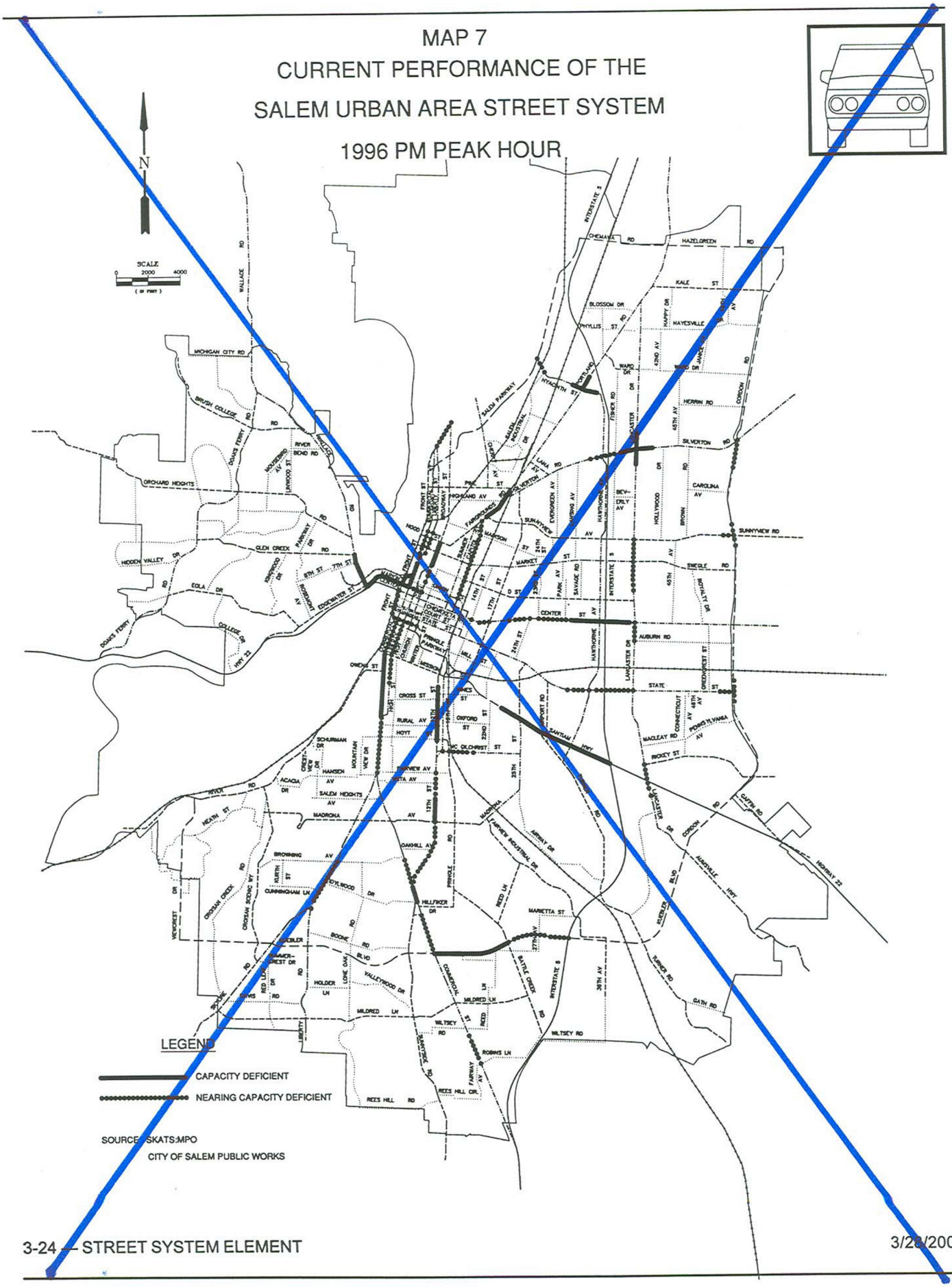
MAP 6

CURRENT AND PROJECTED DAILY TRAFFIC VOLUMES ON THE SKATS REGIONAL HIGHWAY SYSTEM, 1995 AND 2015

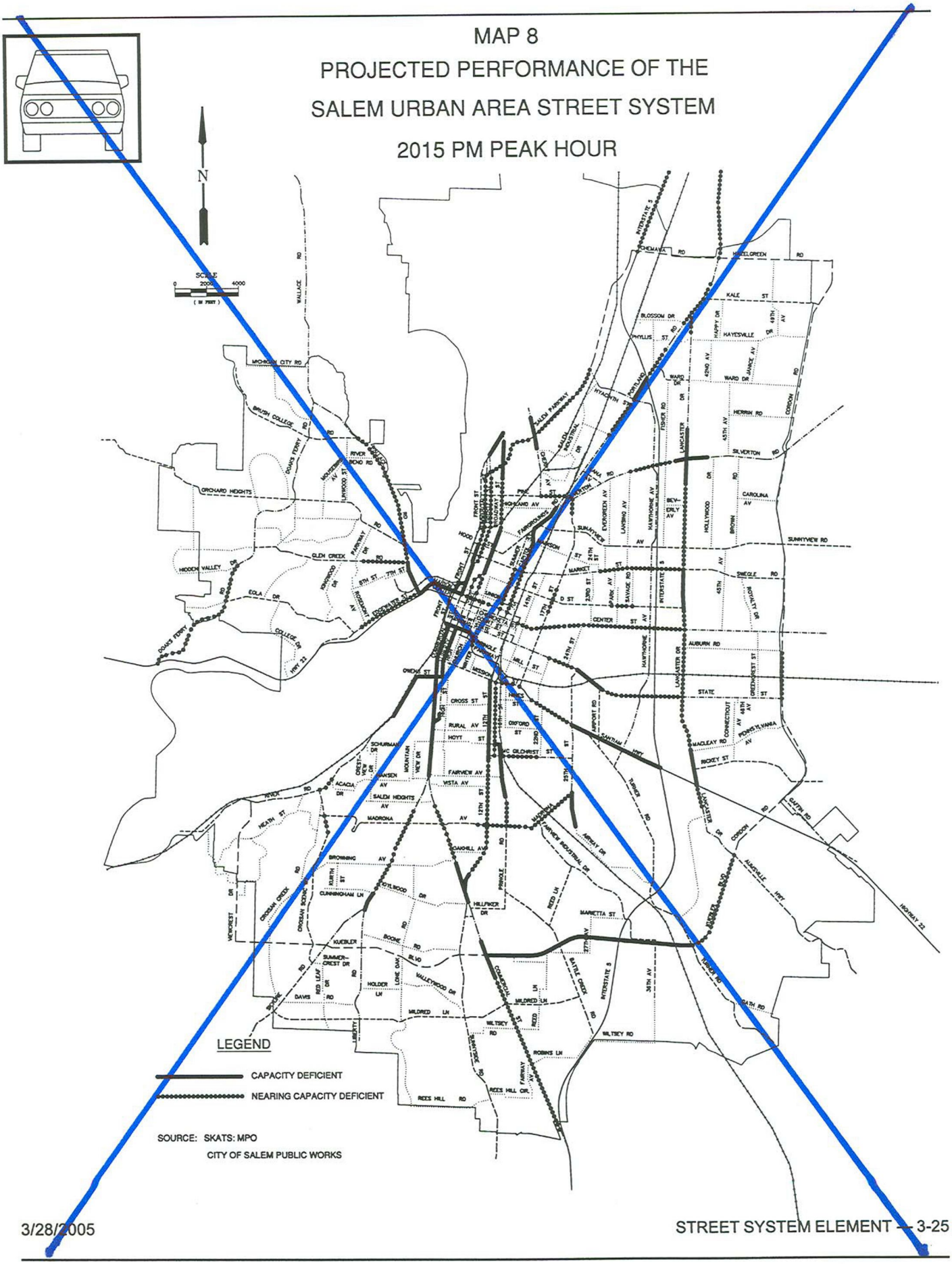


Salem-Keizer Area Transportation Study
Regional Transportation System Plan: Highway Element
February, 1996

MAP 7
CURRENT PERFORMANCE OF THE
SALEM URBAN AREA STREET SYSTEM
1996 PM PEAK HOUR

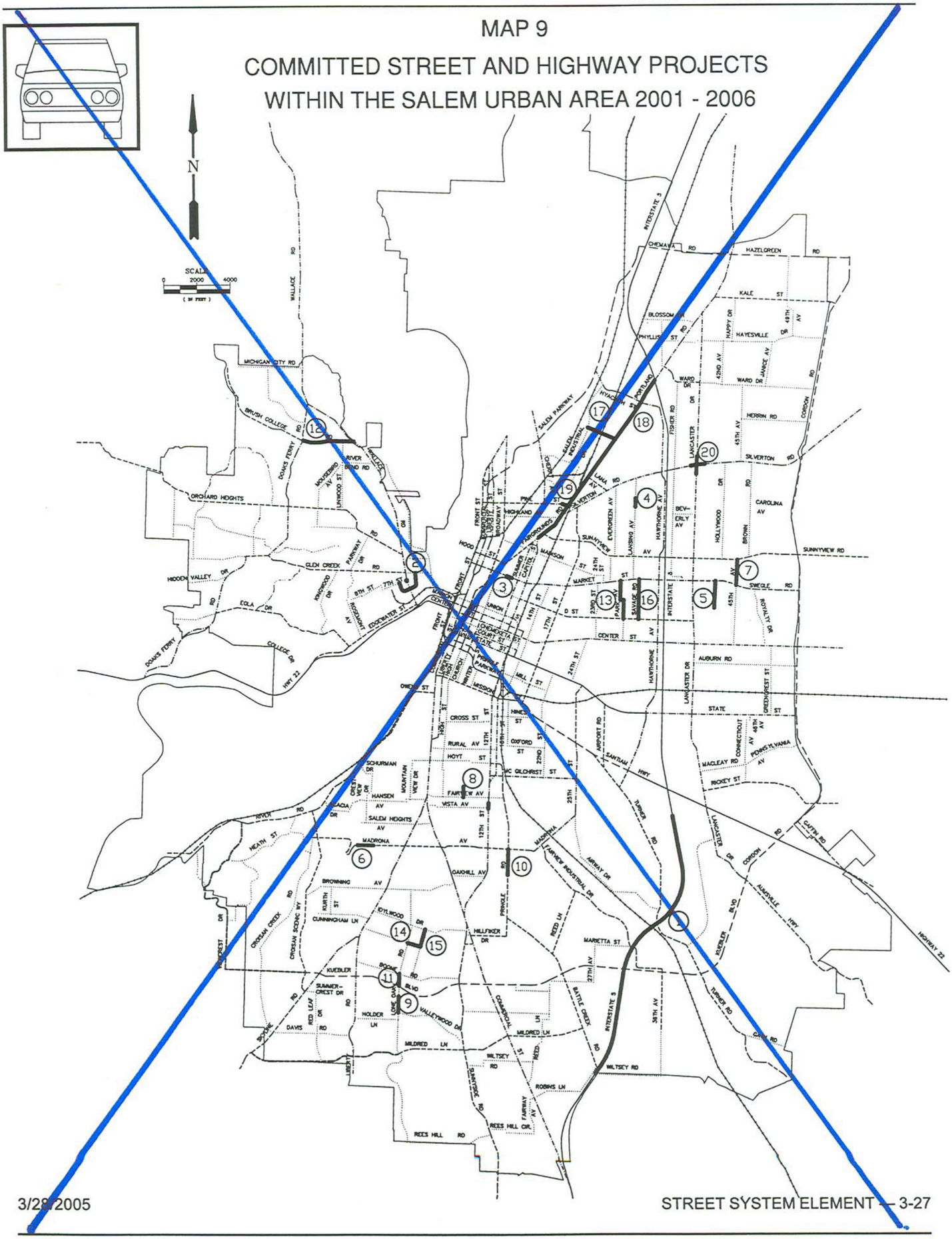


MAP 8
PROJECTED PERFORMANCE OF THE
SALEM URBAN AREA STREET SYSTEM
2015 PM PEAK HOUR



MAP 9

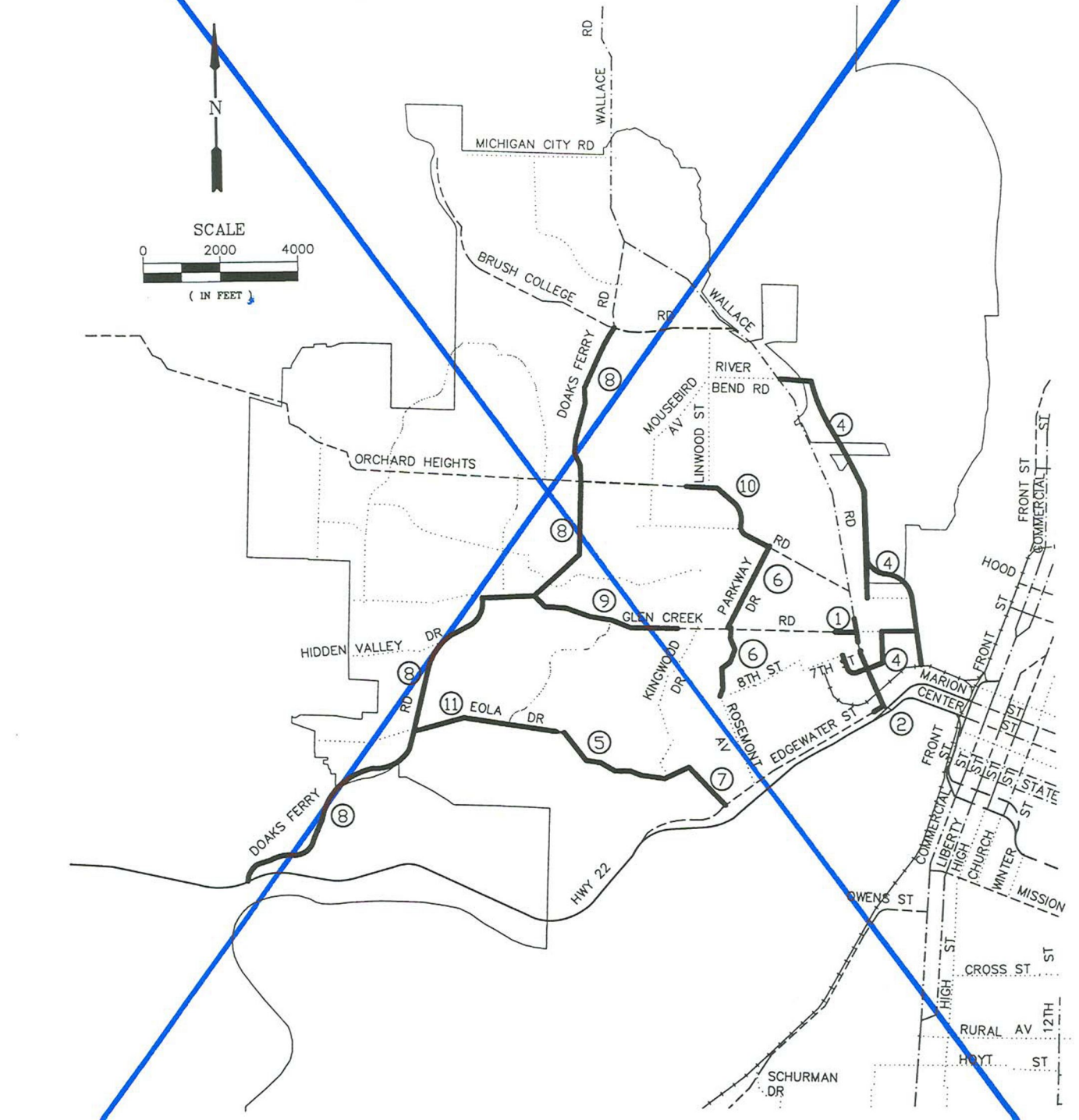
COMMITTED STREET AND HIGHWAY PROJECTS WITHIN THE SALEM URBAN AREA 2001 - 2006



MAP 10

RECOMMENDED STREET IMPROVEMENT

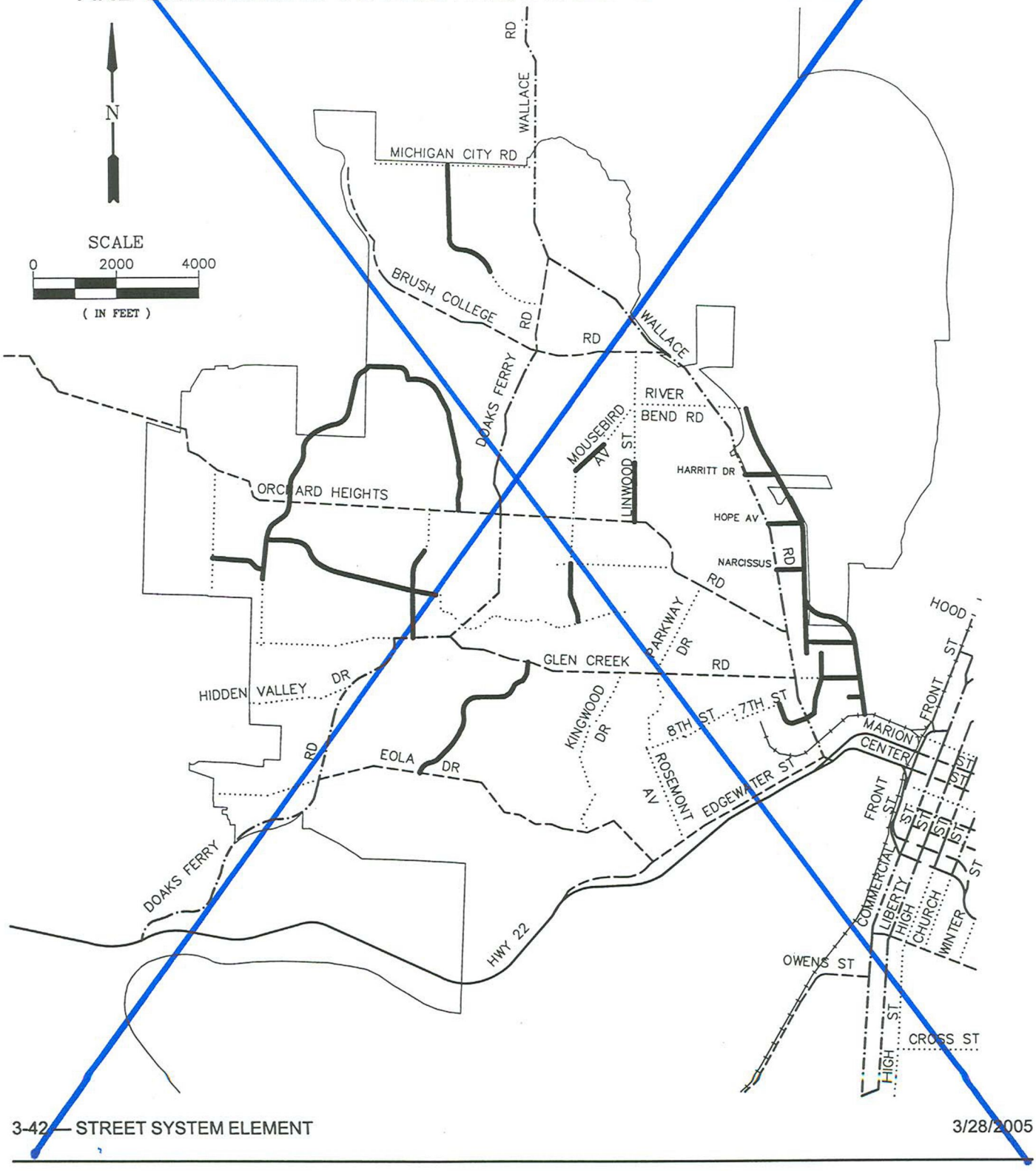
PROJECTS IN WEST SALEM 2000 - 2020



MAP 11

ALIGNMENTS FOR NEW STREETS

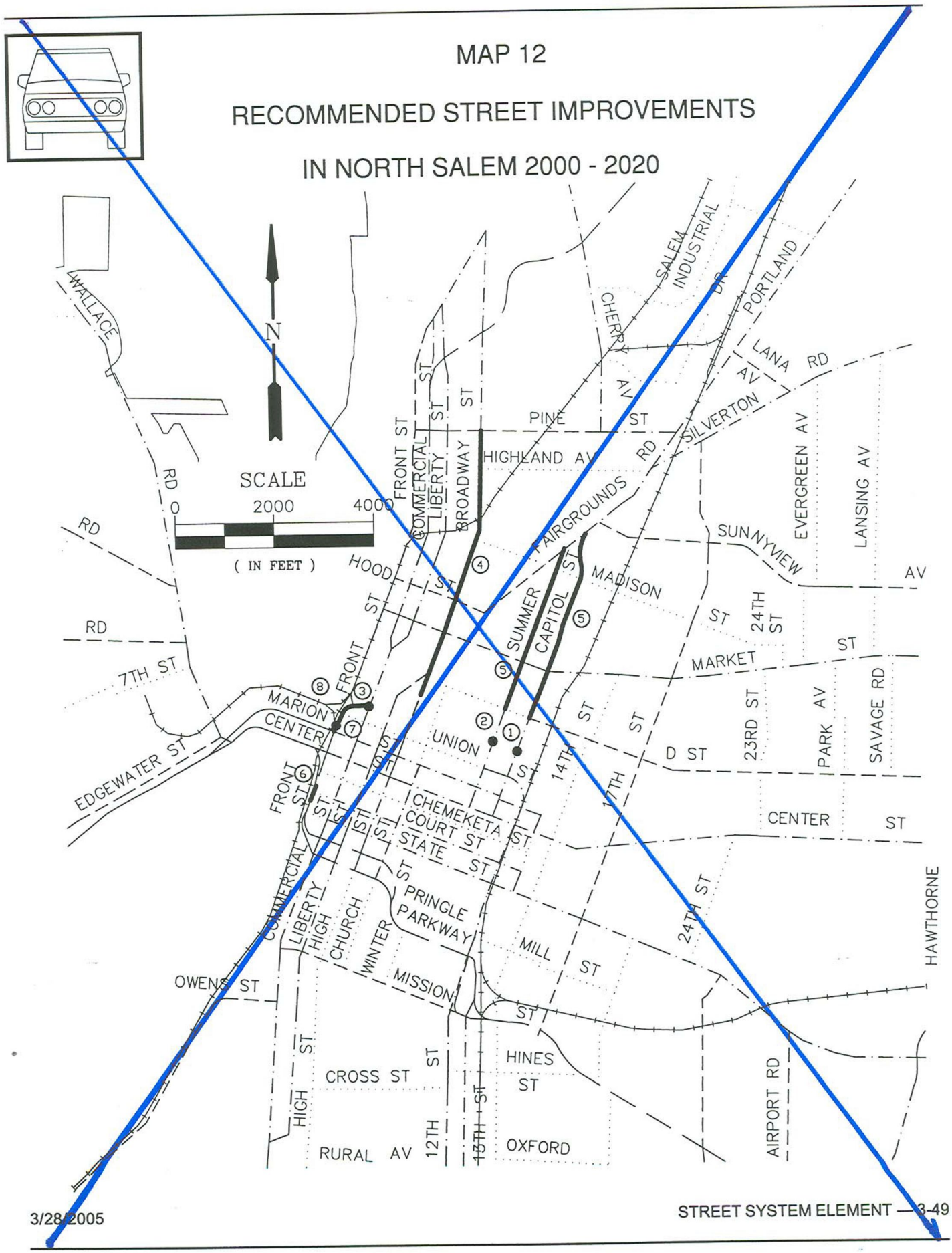
AND EXTENSIONS TO EXISTING STREETS IN WEST SALEM



MAP 12

RECOMMENDED STREET IMPROVEMENTS

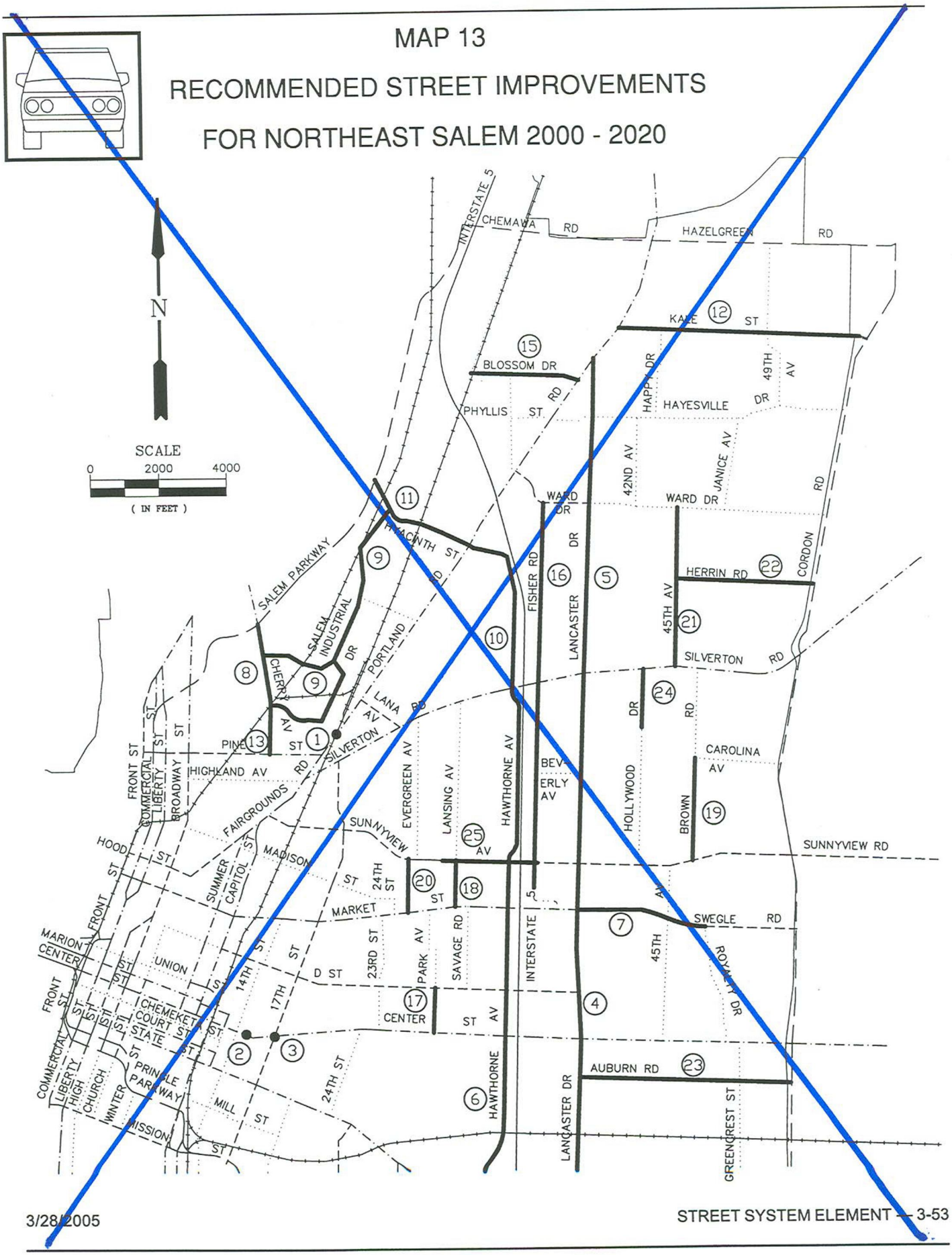
IN NORTH SALEM 2000 - 2020



MAP 13

RECOMMENDED STREET IMPROVEMENTS

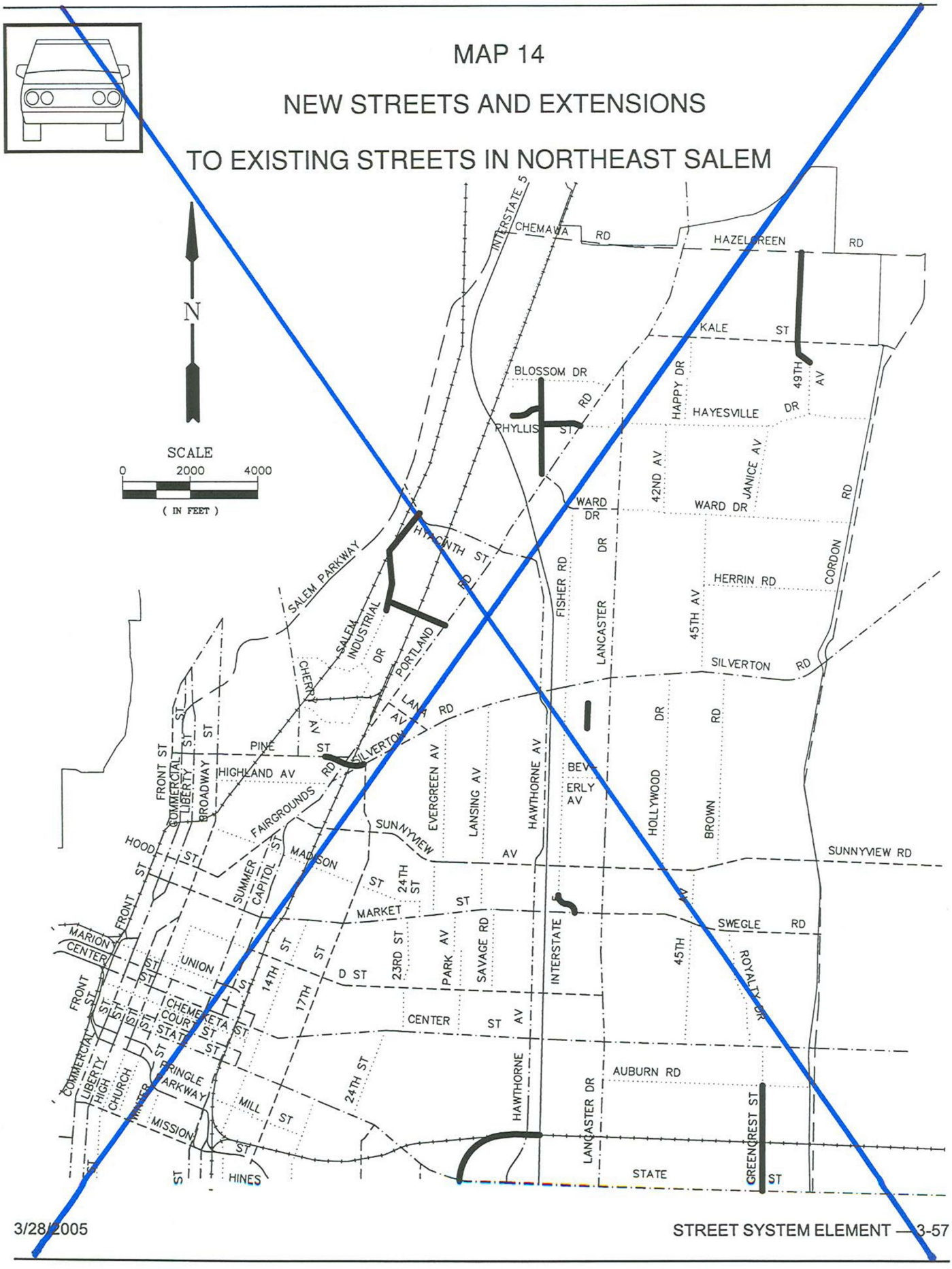
FOR NORTHEAST SALEM 2000 - 2020



MAP 14

NEW STREETS AND EXTENSIONS

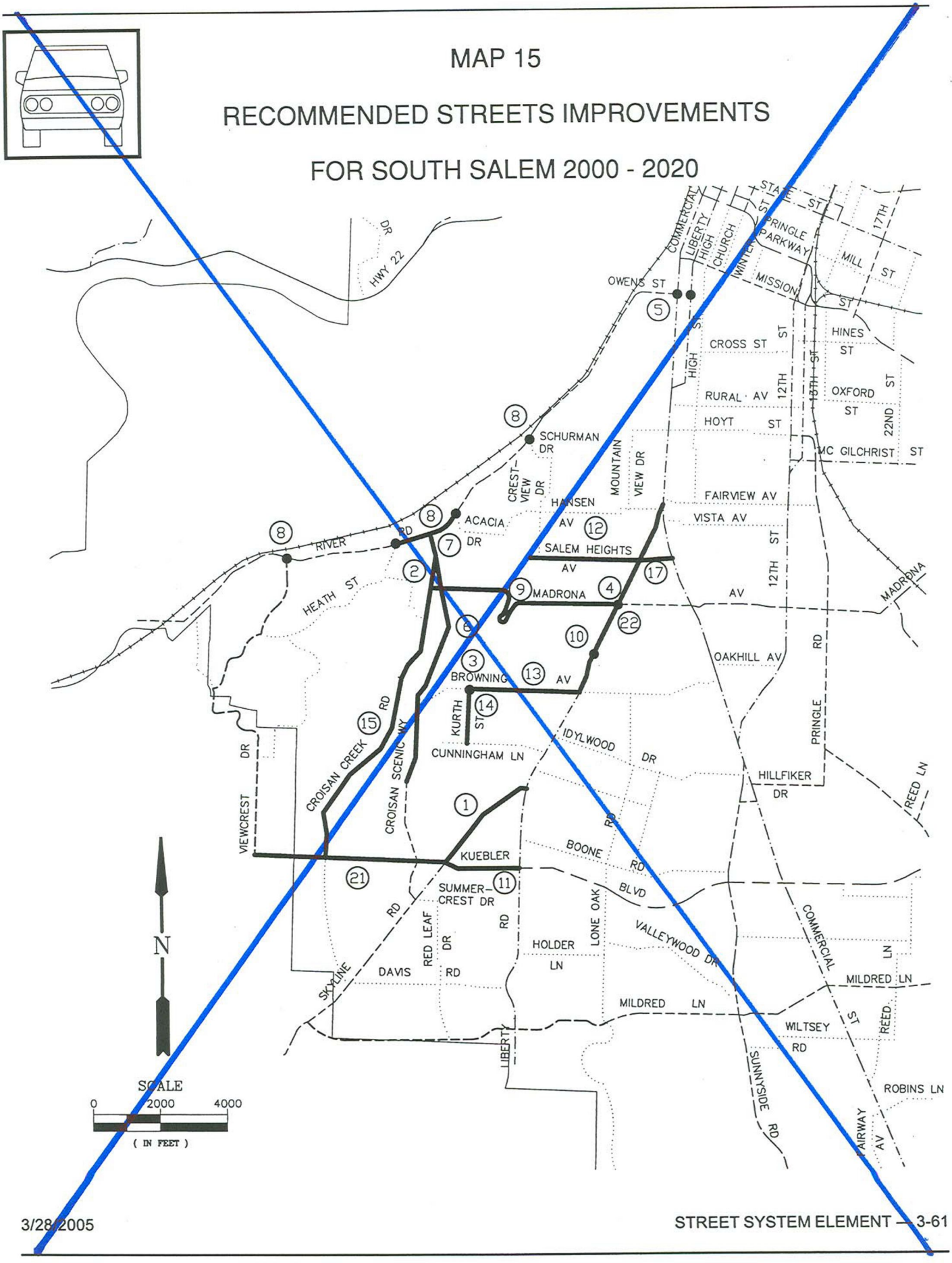
TO EXISTING STREETS IN NORTHEAST SALEM



MAP 15

RECOMMENDED STREETS IMPROVEMENTS

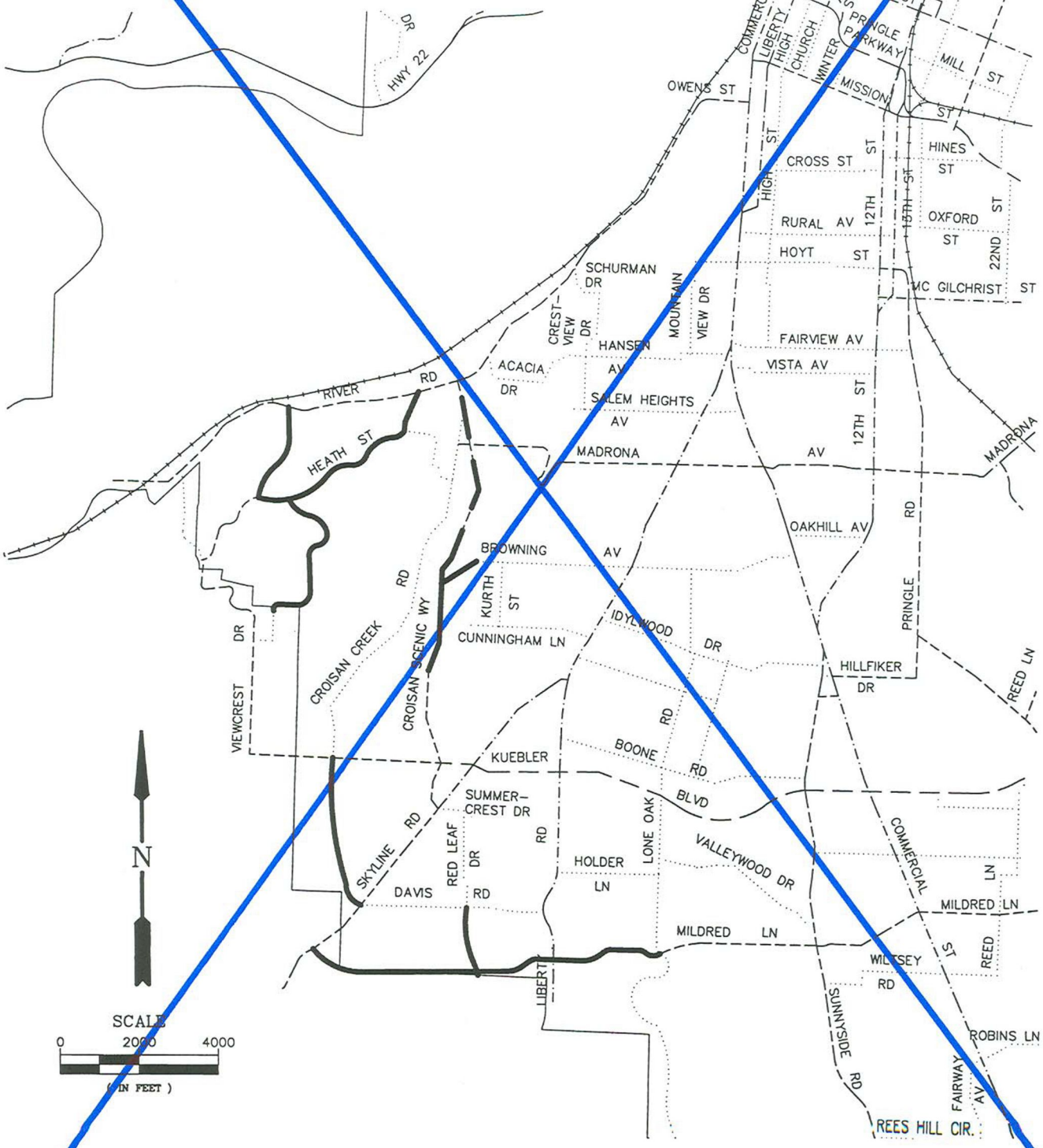
FOR SOUTH SALEM 2000 - 2020



MAP 16

NEW STREETS AND EXTENSIONS

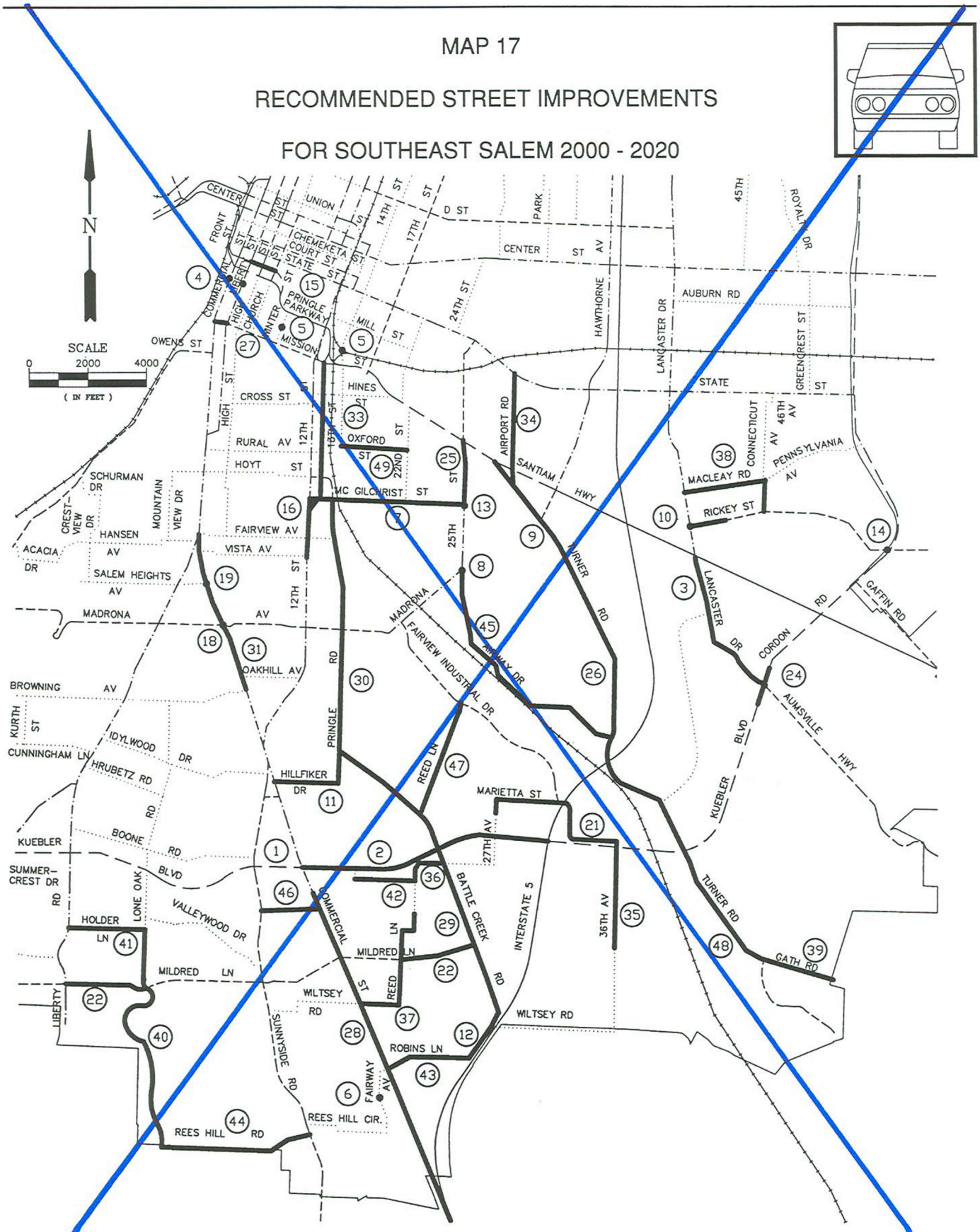
TO EXISTING STREETS IN SOUTH SALEM



MAP 17

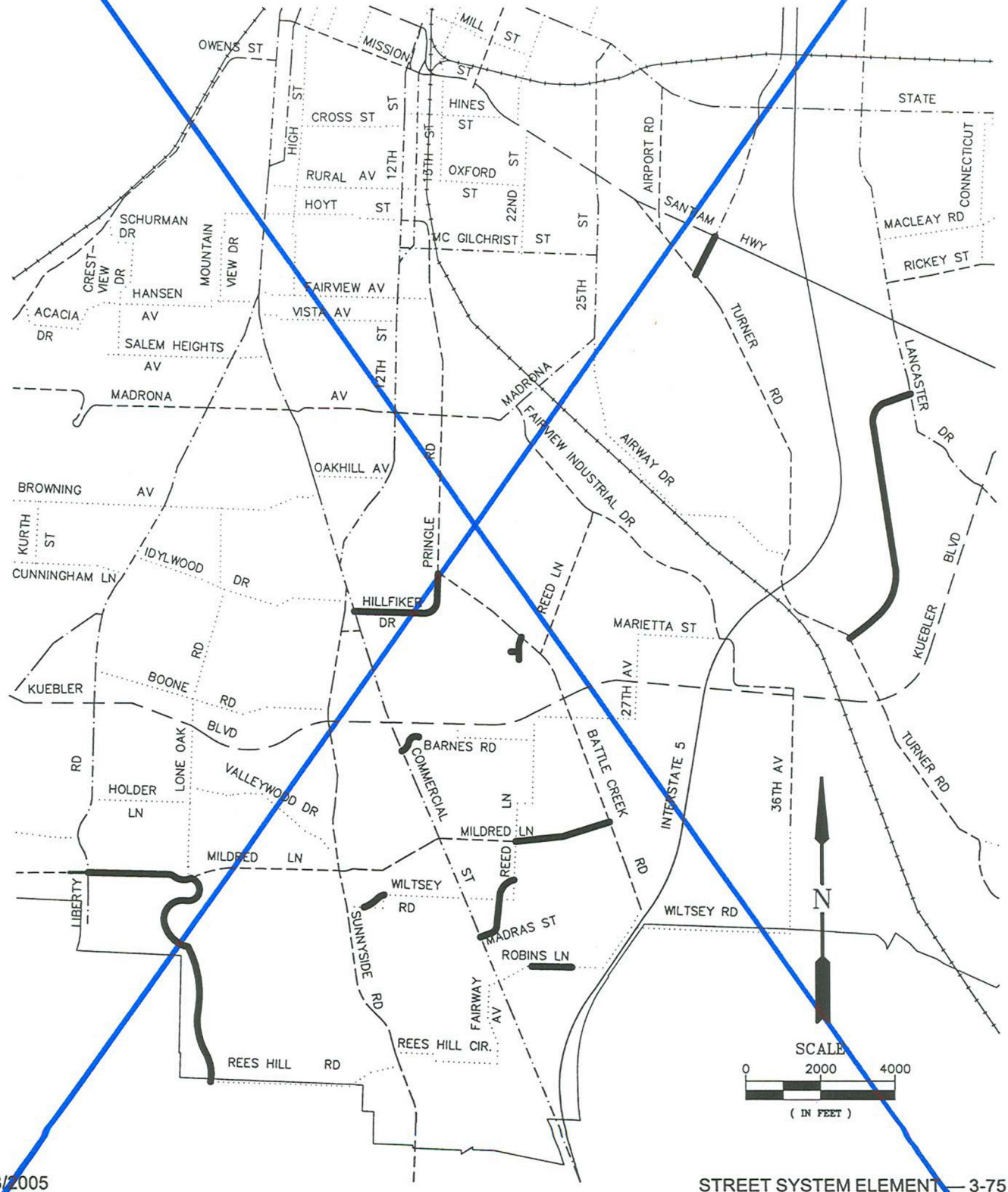
RECOMMENDED STREET IMPROVEMENTS

FOR SOUTHEAST SALEM 2000 - 2020



MAP 18

RECOMMENDED NEW STREETS AND EXTENSIONS TO EXISTING STREETS IN SOUTHEAST SALEM



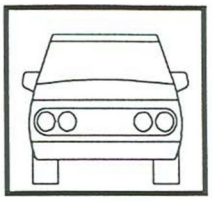


Table 12			
1998 Salem Urban Area Street System Centerline Mileage By Classification			
Street Classification	**Miles Within Salem City Limits**	**Miles Outside Salem City Limits**	**Total Miles**
Freeway	15.7	2.3	18.0
Parkway	17.1	4.3	21.4
Major Arterial	56.1	11.3	67.4
Minor Arterial	49.6	8.8	58.4
Collector	56.5	19.1	75.6
Local Streets	305	N.A.	305
Total	500	45.8*	545.8*

*Note: Total does not include Marion County local streets.

Source: City of Salem Public Works Department

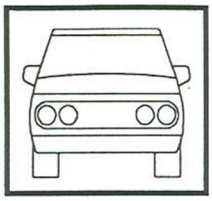


Table 13

City of Salem Improved Streets in Miles
(Inside Current City Limits)

Street Classification	Improved to Urban Standards	Unimproved to Urban Standards
Freeways	15.7	0
Parkways	14.0	3.0
Arterials (Major and Minor)	68.9	40.1
Collectors	37.2	15.9
Local Streets	249	56.7
Total	384.8	115.7

Note: Some streets in the improved category may not have sidewalks and street lighting.

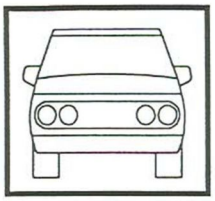


Table 14
Miles of Congestion in the P.M. Peak Hour (Salem-Keizer Region)

Level of Congestion	Existing 1995	Committed 2015	RTSP 2015	Percent Decrease Between 2015 Committed and 2015 RTSP
Approaching Capacity Deficient	11.7	29.4	27.9	-5%
Capacity Deficient	8.1	24.2	19.2	-21%
Total	19.8	53.6	47.1	-14%

Source: Salem-Keizer Area Transportation Study (SKATS:MPO)

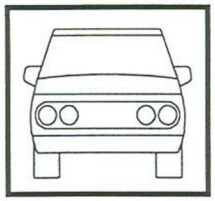


Table 15
Committed Street Projects Within The Salem Urban Area 2004-2009

Project	From-To	Expected Completion	Estimated Cost 2003 Dollars	Ward	Neighborhood Association
Portland Road NE (Urban Street Upgrade)	Two phases: 2A: Beach Avenue NE to Wayside Terrace NE 2B: Wayside Terrace NE to Claxter Road NE	2A: 2005 2B: 2007	$10,000,000 $6,000,000	5	Northgate, Highland
Northgate Avenue NE Extension	Portland Road NE to Salem Industrial Drive NE	2005	$6,300,000	5	Northgate
Interstate 5 - Phase 2	Mill Creek to Battle Creek Road SE	2004	$8,544,000		
Interstate 5 Phase 3 (Bridge Replacements, widen to six lanes and improve interchanges.)	Highway 22 Santiam Interchange to Kuebler Interchange	2007	$62,162,000		
Traffic Signal Interconnect Projects	Various arterial street corridors throughout Salem (See Table 22 in Transportaiton System Management Element)	2004-2009	$1,783,000	1, 2, 3, 5, 6, 8	Highland, NEN, SESNA, SEMCA, NOLA, ELNA, Northgate, SCAN, West Salem, South Salem, Croisan
Liberty Road S	At Madrona Avenue S	2004	$200,000	3, 7	Faye Wright, South Salem
Liberty Street SE Bridge	At Pringle Creek	2005	$1,185,000	2	CAN-DO
Liberty Street NE Bridge	At Mill Creek	2005	$212,000	1	CAN-DO
Center Street NE Bridge	At Mill Creek	2005	$1,596,000	1, 2	NEN
State Street Bridge	At Mill Creek	2005	$1,832,000	2	NEN, SESNA
Turner Road SE Bridge	At Mill Creek	2005	$1,382,000	3	SEMCA
25th Street SE Bridge	At Shelton Ditch	2005	$1,237,000	2	SSESNA
River Road S	At Croisan Creek Road S	2005	$527,000	7	Croisan-Illahe, South Salem
Cordon Road	At Macleay Road SE	2005	$582,000	2	SEMCA
Doaks Ferry Road NW	Orchard Heights Road NW to Chapman Hill Elementary School	2005	$38,000	8	West Salem
Orchard Heights Road NW	Mousebird Avenue NW to West Salem High School	2005	$35,000	8	West Salem
Front Street Construction Phase 2	Center Street NE and State Street to Chemeketa Street NE	2007	$1,750,000	2	CAN-DO
Sunnyview Avenue NE	At Lancaster Drive NE	2007	$452,000	1, 6	North Lancaster, Northeast Salem, East Lancaster

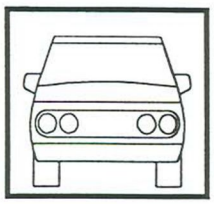


Table 15 (Continued)
Committed Street Projects Within The Salem Urban Area 2004-2009

Project	From-To	Expected Completion	Estimated Cost 2003 Dollars	Ward	Neighborhood Association
Market Street NE	At Lancaster Drive NE	2007	$786,000	6	Northeast Salem, East Lancaster
Lancaster Drive Access Management		2008	$279,000		Marion County Project
Doaks Ferry Road NW	Brush College Road NW to Orchard Heights Road NW	2009	$2,172,000	8	West Salem
Total Committed Public Investment (Salem Urban Area)			**$102,754,000**		

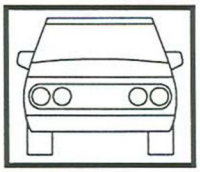
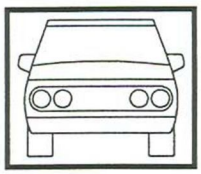
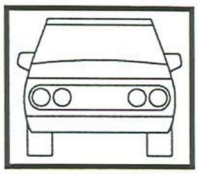


Table 17
Recommended High Priority Street Improvement Projects Within The Salem Urban Area
(Construction Needed Within 10 Years)

Street	Location	Project Description	Est. Cost 2003 Dollars	Wards	Neighborhood Associations	CIP ID #
Lancaster Drive SE	Cranston Street SE to Kuebler Boulevard SE	Realign curves and widen to 3 lanes with curbs, bike lanes, and sidewalks	$2,790,000	2	SEMCA	1286
Eola Drive NW	Sunwood Drive NW to Kingwood Drive NW	Widen to 3 lanes with curbs, bike lanes, and sidewalks	$2,846,000	8	West Salem	1246-6
Skyline Road S	Liberty Road S to Kuebler Boulevard SE	Widen to 3 lanes with curbs, bike lanes, and sidewalks	$2,665,000	7	Sunnyslope	1246-3
Capitol Street Bridge	At Mill Creek	Bridge Replacement	$1,514,000	1	CAN-DO, Grant	1202
Summer Street Bridge	At Mill Creek	Bridge Rehabilitation	$215,000	1	CAN-DO, Grant	1281
Winter Street Bridge	At Shelton Ditch	Bridge Rehabilitation	$714,000	2	CAN-DO	1203
Fairway Avenue Bridge	At Battle Creek	Bridge Replacement	$357,000	4	South Salem Gateway	1255
Commercial Street Bridge	At Pringle Creek	Bridge Rehabilitation	$1,997,000	2	CAN-DO	1276
14th Street Bridge	At Shelton Ditch	Bridge Rehabilitation	$428,000	2	SESNA	1213
Madrona Avenue SE	At 25th Street SE	Realign street and intersection, and add sidewalks and bicycle lanes	$3,500,000	2	SESNA, SEMCA	1719
Wallace Road NW	At Glen Creek Road NW	Expand intersection to allow for additional turn lanes, and capacity	$6,400,000	8	West Salem	1227
Sunnyview Road NE	Park Avenue NE to Fisher Road NE	Install traffic roundabout at Park Avenue NE, traffic signal at Lansing Avenue NE, roundabout or signal at Fisher Road NE, curb and sidewalk Evergreen Avenue NE to Byram Street NE	$2,187,000	1, 6	Lansing	59068
Wiltsey Road SE	Sunnyside Road SE to Commercial Street SE	Realign curves and improve to collector street standards.	$2,990,000	4	South Salem Gateway	1297 58970
Market Street NE, Swegle Road NE	Lancaster Drive NE to Royalty Drive NE	Realign Market Street NE and Swegle Road NE to eliminate double intersections at 45th Avenue NE, bringing all affected streets up to urban standards. Install traffic signal if warranted.	$4,451,000	6	ELNA	1294-1
Liberty Road S	At Madrona Avenue SE	Widen to add left-turn lanes on all approaches, upgrade traffic signal.	$2,434,000	3, 7	Faye Wright, Morningside	



Street	Location	Project Description	Est. Cost 2003 Dollars	Wards	Neighborhood Associations	CIP ID #
Front Street (Bypass)	At Center Street Bridge Ramp	Replace stop sign on ramp with traffic signal, modify Front Street median.	$180,000	1, 2	CAN-DO	
Commercial Street NE	At Marion Street NE	Provide two right-turn only lanes for southbound Commercial Street NE. Install curb extensions on south side of intersection.	$146,000	1	CAN-DO	
Wallace Road NW	At Edgewater Street NW	Increase westbound ramp radius, add lanes on ramp, add turn lanes on Edgewater.	$1,491,000	8	West Salem	
Wallace Road NW	Edgewater Street NW to Orchard Heights	Access management and local street circulation project will install center, raised median, and streetscape improvements.	$1,061,000	8	West Salem	
Hawthorne Avenue NE, Hyacinth Street NE	Portland Road NE to Sunnyview Road NE	Widen to 2 travel lanes, with center turn lane where needed. Add curbs, sidewalks, and bicycle lanes. Improve intersection approach to Portland Road NE.	$12,900,000	1, 5	Northgate Lansing NOLA	
Croisan Creek Road S	River Road S to Heath Street S	Improve intersection and approaches, including curbs, and sidewalks on Croisan Creek Road S	$2,384,000	7	Croisan	1246-7
McGilchrist Street SE	12th Street SE to 25th Street SE	Widen to 3 lanes with curbs, bike lanes, and sidewalks.	$9,200,000	2, 3	Morningside, SESNA	1732
Hilfiker Drive SE	Commercial Street SE to Pringle Road SE	Construct new street connection between Commercial Street SE and Pringle Road SE, built to Minor Arterial standards.	$3,428,000	3	Morningside	1240
Center Street NE	At 17th Street NE	Widen Center Street NE approaches of intersection to add turn lanes	$2,423,000	1, 2	NEN	
Kuebler Boulevard SE	Sunnyside Road SE to Interstate 5 Interchange	Widen to Parkway standards with 4 travel lanes, paved or raised median, bike lanes, and sidewalks	$5,745,000	3, 4	Morningside, South Salem Gateway	58811
Lancaster Drive NE	At Market Street NE	Widen for additional left turn lanes	$5,200,000	6	NESCA, ELNA	
Lancaster Drive NE	State Street to Silverton Road NE	Corridor Access Management Improvement Project, yet to be designed	$3,599,000	1, 6	NOLA, ELNA, NESCA	
Blossom Drive NE	Lilac Lane NE to Portland Road NE	Construct 2 travel lanes, curbs, sidewalks, and bike lanes—where designated	$793,000	5		



Street	Location	Project Description	Est. Cost 2003 Dollars	Wards	Neighborhood Associations	CIP ID #
River Road S	Owens Street S to Croisan Creek Road S	Construct intersection improvements at Schurman Drive S, Acacia Drive S, Fern Drive S, Homestead Road S, and Golf Course Road S, with left-turn lanes, corridor-wide sidewalk and bike lanes, and other capacity improvements as topography allows.	$9,879,000	7	SCAN, South Salem, Croisan	
Cordon Road SE	At Pennsylvania Avenue SE	Add left-turn lane on Cordon Road SE	$194,000		Marion County	
Connecticut Avenue SE Pedestrian Overcross of Highway 22	Vicinity of Connecticut Avenue SE and Highway 22	Construct pedestrian overcrossing of Highway 22 to facilitate safe crossing between Marcie Gardens residential area on the south side of the highway and the shopping center and 2 new schools on the north side of the highway.	$3,100,000	2	SEMCA	
5 New Signalized Intersections	Locations Unspecified	Arterial and Collector Street intersections meeting signal warrants	$925,000	All	Potentially All	
Total Estimated Costs for Recommended High Priority Street Improvement Projects			**$ 98,136,000**			

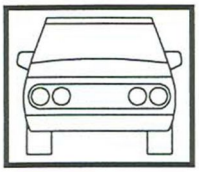
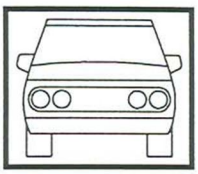
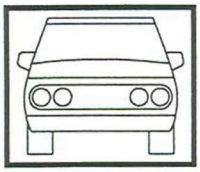


Table 18
Recommended Medium Priority Street Improvement Projects Within The Salem Urban Area
(Construction Needed Within 15 Years)

Street	Location	Project Description	Est. Cost 2003 Dollars	Wards	Neighborhood Associations
25th Street SE	At McGilchrist Street SE	Widen intersection for left-turn lanes	$398,000	2	SESNA, SEMCA
Macleay Road SE and Gaffin Road SE	At Cordon Road SE	Add left-turn lanes on Macleay Road SE approaches to Cordon Road SE and add a southbound left-turn pocket at intersection of Cordon Road SE and Gaffin Road SE.	$530,000	2	SEMCA
12th Street SE	McGilchrist Street SE to Vista Avenue SE	Add turn lanes at Fairview Avenue SE, widen bridge for bike lanes and sidewalks	$3,208,000	2	Morningside
Ratcliff Drive SE and Salem Heights Avenue SE	Liberty Road S to Commercial Street SE	Improve Salem Heights Avenue SE and Ratcliff Drive SE to urban standards; install traffic signal at Ratcliff Drive SE and Commercial Street SE, including a left-turn lane on Commercial Street SE.	$1,530,000	3	Faye Wright, Morningside
Owens Street SE	At Liberty Street SE and Commercial Street SE	Improve intersections to increase turning movement capacity to and from Commercial Street SE/Liberty Street SE couplet	$3,819,000	2, 7	SCAN
Madrona Avenue SE	At Commercial Street SE	Add westbound right-turn lane and signal improvements	$330,000	3	Faye Wright, Morningside
Hawthorne Avenue NE	Market Street NE to Mission Street SE	Widen to 4 travel lanes with either center turn lane or raised median, with curbs, bike lanes, and sidewalks	$14,004,000	2, 6	NESCA, SESNA
Cordon Road SE and Highway 22	Interchange at Cordon Road SE	Build fully directional, grade-separated interchange (Pending further study)	$14,000,000	2, 3	SEMCA



Street	Location	Project Description	Est. Cost 2003 Dollars	Wards	Neighborhood Associations
Marietta Street SE	27th Avenue SE to 36th Avenue SE/ Kuebler Boulevard SE	Realign curve under Interstate 5, and add bike lanes	$1,686,000	3	SEMCA
Mildred Lane SE and Fabry Road SE	Skyline Road S to Battle Creek Road SE	Complete missing segments of Minor Arterial with 2-3 travel lanes, curbs, sidewalks, and bike lanes where necessary and feasible.	$4,655,000	4	Croisan, South Salem Gateway
Eola Drive NW	Kingwood Drive NW to Edgewater Street NW	Widen to add turn lanes where needed. Provide bike lanes and sidewalks.	$1,840,000	8	West Salem
Cherry Avenue NE	BNRR to Salem Parkway NE	Widen to 4 travel lanes with center turn lane, curbs, bike lanes, and sidewalks	$4,898,000	5	Highland, Northgate
Doaks Ferry Road NW	Brush College Road NW to Highway 22W	Widen to 3 lanes, with curbs, bike lanes, and sidewalks. This includes all necessary realignments and intersection improvements	$20,242,000	8	West Salem
Evergreen Avenue NE	At Market Street NE	Add southbound right-turn lane on Evergreen Avenue NE	$104,000	1, 6	NESCA
Salem Industrial Drive NE	Anunsen Street NE to Hyacinth Street NE	Extend street to connect with Hyacinth Street NE. Construct 2 travel lanes with center turn lane, where needed, with curbs, bike lanes, and sidewalks	$6,125,000	5	Northgate
Salem Industrial Drive NE	Cherry Avenue NE to extension of Northgate Avenue NE	Upgrade to urban standards, including sidewalks, bike lanes, and storm drainage	$4,940,000	5	Northgate, Highland
Ward Drive NE	Fisher Road NE to Lancaster Drive NE	Widen for 2 travel lanes, center left-turn lane, with curbs, bike lanes, and sidewalks, traffic signal.	$833,000		Marion County
State Street	Lancaster Drive NE to Cordon Road NE	Widen to 3 lanes, with curbs, bike lanes, and sidewalks.	$1,297,000		Marion County
Center Street NE	Lancaster Drive NE to Cordon Road NE	Widen to 3 lanes, with curbs, bike lanes, and sidewalks.	$1,297,000	6	East Lancaster and Marion County



Street	Location	Project Description	Est. Cost 2003 Dollars	Wards	Neighborhood Associations
Liberty Road S	Commercial Street SE to Browning Avenue SE	Widen to 4 travel lanes, center turn lane, or raised median. Install sidewalks and bike lanes.	$9,414,000	3, 7	South Salem Faye Wright
Cascade Drive NW/ Parkway Drive NW	Rosemont Avenue NW to Orchard Heights Road NW	Widen to 2 travel lanes, with curbs, sidewalks, and bike lanes where possible.	$2,995,000	8	West Salem
Silverton Road NE/Pine Street NE	Realignment of Silverton Road NE to connect to Pine Street NE extension	Realign Silverton Road NE to connect to extension of Pine Street NE. Requires approval from railroad and ODOT to relocate at-grade crossing.	$2,000,000	5	Highland, Northgate
Robins Lane SE/ Brentwood Drive SE	Robins Lane SE to Battle Creek Road SE	Connect existing improved section of Robins Lane SE with realigned Brentwood Drive SE to connect to Battle Creek Road SE. Improve to collector standards.	$2,232,000	4	South Salem Gateway
Turner Road SE	Cascade Gateway Park to Airway Drive SE	Pave shoulders, tile ditch, and add bike lanes and sidewalks.	$4,176,000	2	SEMCA
Interstate 5 Phase IV	Kuebler Boulevard SE to Delaney Road SE Illahe Crossing	Widen to 6 lanes and improve interchanges.	$119,980,000	4	South Salem Gateway
5 New Signalized Intersections	Locations Unspecified	Arterial and Collector Street intersection meeting signal warrants.	$925,000		Potentially All
Total Estimated Costs for Recommended Medium Priority Street Improvement Projects			**$224,828,000**		

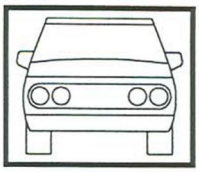
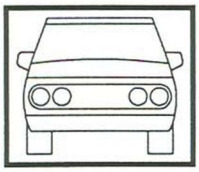
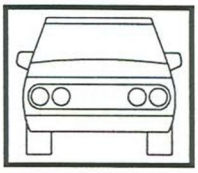


Table 19
Recommended Low Priority Street Improvement Projects Within The Salem Urban Area
(Construction Needed Within 20 Years)

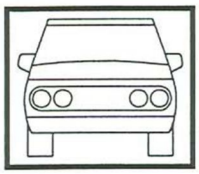
Street	Location	Project Description	Est. Cost 2003 Dollars	Wards	Neighborhood Associations
25th Street SE	Mission Street SE to McGilchrist Street SE	Widen to 5 lanes with curbs, bike lanes, and sidewalks. Install traffic signal at McGilchrist Street SE.	$2,722,000	2	SESNA, SEMCA
Croisan Scenic Way S	River Road S to Skyline Road S	Construct missing segments of Minor Arterial street having 2 travel lanes, center turn lane, where necessary, with curbs, bike lanes, and sidewalks.	$5,149,000	7	South Salem, Sunnyslope, Croisan
Mission Street SE	At Liberty Street SE and Commercial Street SE	Improve capacity of both intersections with additional turn lanes.	$2,377,000	2, 7	SCAN, CAN-DO
Commercial Street SE	Baxter Road SE to Interstate 5 Interchange	Widen to 4 travel lanes with either center turn lane or raised median, with curbs, sidewalks, and bike lanes.	$6,396,000	4	South Salem Gateway
Battle Creek Road SE	Kuebler Boulevard SE to Wiltsey Road SE	Widen to 3 lanes with curbs, bike lanes, and sidewalks.	$3,122,000	4	South Salem Gateway
Pringle Road SE and Battle Creek Road SE	McGilchrist Street SE to Kuebler Boulevard SE	Widen to 3 lanes, with curbs, sidewalks, and bike lanes. Widen to 5 lanes south of Reed Road SE. Add curbs, bike lanes, and sidewalks along entire corridor.	$12,608,000	2, 3	Morningside
Madrona Avenue S	Croisan Creek Road S to Elderberry Drive S	Widen for paved shoulder and sidewalk on both sides of Madrona Avenue S.	$1,954,000	7	South Salem
Commercial Street SE	Ratcliff Drive SE to Vista Avenue SE	Add curbs, sidewalks, and bike lanes, where missing on east side of Commercial Street SE.	$504,000	2, 3	Faye Wright, Morningside
Cherry Avenue NE	Johnson Street NE to Pine Street NE	Widen to 3 lanes, with sidewalks and bike lanes	$1,422,000	5	Highland
Hyacinth Street NE	Salem Parkway NE to Portland Road NE	Widen to 5 lanes with necessary intersection improvements.	$3,058,000	5	Northgate



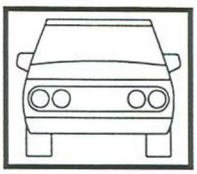
Street	Location	Project Description	Est. Cost 2003 Dollars	Wards	Neighborhood Associations
Kale Road NE	Portland Road NE to Cordon Road NE	Widen to 3 lanes with curbs, sidewalks, and bike lanes	$3,894,000	5	Northgate
Glen Creek Road NW	Alpine Avenue NW to Doaks Ferry Road NW	Widen to 3 lanes, with curbs, bike lanes, and sidewalks, Intersection improvements as needed.	$3,647,000	8	West Salem
Orchard Heights Road NW	Valleyview Drive NW to Doaks Ferry Road NW	Widen to 3 lanes, with curbs, bike lanes, and sidewalks, Intersection improvements as needed.	$2,619,000	8	West Salem
Eola Drive NW	Sunwood Drive NW to Doaks Ferry Road NW	Widen to 3 lanes, with curbs, bike lanes, and sidewalks, Intersection improvements as needed.	$970,000	8	West Salem
13th Street SE	McGilchrist Street SE to Mission Street SE	Widen to 3 northbound travel lanes, with curbs, sidewalks, and bike lanes.	$5,218,000	2	SESNA
Sunnyview Road NE	Lancaster Drive NE to Cordon Road NE	Bring remaining portions up to urban standards with 3 lanes, curbs, bike lanes, and sidewalks.	$1,778,000	1, 6	ELNA, NOLA
Capitol Street NE/ Summer Street NE couplet	D Street NE to Fairgrounds Road NE	Remove on-street parking to create an additional travel lane and bike lane in each direction. (Peak-hour prohibition may be an alternative.)	$94,000	1, 5	Grant, Higland
5 New Signalized Intersections	Locations Unspecified	Arterial and Collector Street intersections meeting signal warrants.	$981,000	All	Potentially All
Salem Heights Avenue S	Liberty Road S to Sunridge Drive S	Construct to 2 travel lanes, curbs, sidewalks, and bike lanes—where designated.	$821,000	7	South Salem
Browning Avenue S	Liberty Road S to Kurth Street S	Construct to 2 travel lanes, curbs, sidewalks, and bike lanes—where designated.	$1,796,000	7	Sunnyslope, South Salem



Street	Location	Project Description	Est. Cost 2003 Dollars	Wards	Neighborhood Associations
Brown Road NE	Sunnyview Road NE to Silverton Road NE	Construct to 2 travel lanes, curbs, sidewalks, and bike lanes—where designated.	$1,447,000	1	NOLA
Boone Road SE	Reed Lane SE/ Barnes Avenue SE to Battle Creek Road SE	Construct to 2 travel lanes, curbs, sidewalks, and bike lanes—where designated.	$884,000	4	South Salem Gateway
Kurth Street S	Browning Avenue S to Cunningham Lane S	Construct to 2 travel lanes, curbs, sidewalks, and bike lanes—where designated.	$1,003,000	7	Sunnyslope
Cunningham Lane S	Kurth Street S to Barrett Street S	Construct to 2 travel lanes, curbs, sidewalks, and bike lanes—where designated.	$635,000	7	Sunnyslope
Fisher Road NE	Ward Drive NE to Sunnyview Road NE	Construct to 2 travel lanes, curbs, sidewalks, and bike lanes—where designated.	$5,336,000	1, 5	Northgate, NOLA
Gath Road SE	Turner Road SE to Urban Growth Boundary	Construct to 2 travel lanes, curbs, sidewalks, and bike lanes—where designated.	$1,052,000	3	SEMCA
Park Avenue NE	Center Street NE to D Street NE	Construct to 2 travel lanes, curbs, sidewalks, and bike lanes—where designated.	$1,167,000	6	NESCA
Lansing Avenue NE	Market Street NE to Sunnyview Road NE	Construct to 2 travel lanes, curbs, sidewalks, and bike lanes—where designated.	$457,000	1, 6	Lansing, NESCA
Indian School Road NE	Chemawa Road NE to Blossom Drive NE	Construct to 2 travel lanes, curbs, sidewalks, and bike lanes—where designated.	$2,121,000	5	Northgate
Hollywood Drive NE	Silverton Road NE to current city limits	Construct to 2 travel lanes, curbs, sidewalks, and bike lanes—where designated.	$1,153,000		(Marion County)
Auburn Road NE	Cordon Road NE to Lancaster Drive NE	Construct to 2 travel lanes, curbs, sidewalks, and bike lanes—where designated.	$3,565,000	6	ELNA, (Marion County)



Street	Location	Project Description	Est. Cost 2003 Dollars	Wards	Neighborhood Associations
Macleay Road SE	Cordon Road SE to Pennsylvania Avenue SE	Construct to 2 travel lanes, curbs, sidewalks, and bike lanes—where designated.	$3,600,000	2	(Marion County)
Croisan Creek Road S	Kuebler Boulevard S to Heath Street S	Construct to 2 travel lanes, curbs, sidewalks, and bike lanes—where designated.	$6,893,000	7	Croisan
Lone Oak Road SE	Holder Lane SE to Rees Hill Road SE	Extend and construct to urban standards.	$5,161,000	4	South Salem Gateway
Holder Lane SE	Lone Oak Road SE to Liberty Road S	Construct to 2 travel lanes, curbs, sidewalks, and bike lanes—where designated.	$1,213,000	4	South Salem Gateway
Reed Lane SE/ Fabry Road SE	Wiltsey Road SE to Barnes Avenue SE including Madras Street SE extension	Construct to 2 travel lanes, curbs, sidewalks, and bike lanes—where designated.	$4,291,000	4	South Salem Gateway
Michigan City Lane NW	Wallace Road NW to Urban Growth Boundary	Construct to 2 travel lanes, curbs, sidewalks, and bike lanes—where designated.	$2,972,000	8	West Salem and Polk County
Evergreen Avenue NE	Market Street NE to Sunnyview Road NE	Construct to 2 travel lanes, curbs, sidewalks, and bike lanes—where designated.	$532,000	1	Lansing, NESCA
45th Avenue NE	Silverton Road NE to Ward Drive NE	Construct to 2 travel lanes, curbs, sidewalks, and bike lanes—where designated.	$2,377,000		(Marion County)
Herrin Road NE	45th Avenue NE to Cordon Road NE	Construct to 2 travel lanes, curbs, sidewalks, and bike lanes—where designated.	$2,139,000		(Marion County)
Turner Road SE	Airway Drive SE to Gath Road SE	Construct to 2 travel lanes, curbs, sidewalks, and bike lanes—where designated.	$4,550,000	2, 3	SEMCA
Reed Road SE	Battle Creek Road SE to Strong Road SE	Construct to 2 travel lanes, curbs, sidewalks, and bike lanes—where designated.	$1,587,000	3	Morningside



Street	Location	Project Description	Est. Cost 2003 Dollars	Wards	Neighborhood Associations
Oxford Street SE	22nd Street SE to 14th Street SE	Construct to 2 travel lanes, curbs, sidewalks, and bike lanes—where designated.	$800,000	2	SESNA
Inland Drive S	Viewcrest Drive S to Croisan Ridgeway S	Construct to 2 travel lanes, curbs, sidewalks, and bike lanes—where designated.	$390,000	7	(Marion County)
Croisan Ridge Way S	Inland Drive S to its terminus	Construct to 2 travel lanes, curbs, sidewalks, and bike lanes—where designated.	$475,000	7	(Marion County)
Kuebler Boulevard S	Croisan Creek Road S to Viewcrest Drive S	Construct to 2 travel lanes, curbs, sidewalks, and bike lanes—where designated.	$832,000	7	(Marion County)
Front Street (Bypass)	Center Street Bridge ramp to north of Division Street NE	Add third northbound lane on Front Street, providing a free right turn from ramp to Front Street. Would require bridge span reconstruction.	$4,977,000	1, 2	CAN-DO
Total Estimated Costs for Low Priority Street Improvement Projects			**$122,739,000**		

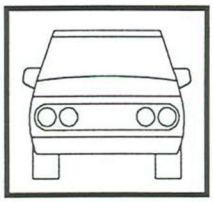


Table 20

Total Recommended Street Improvement Projects Within The Salem Urban Area (All Jurisdictions)

Recommended Street Improvement Projects	Estimated Cost in 2003 Dollars
High Priority	$98,136,000
Medium Priority	$224,828,000*
Low Priority	$122,739,000
Total Estimated Costs for Recommended Street Improvement Projects	$445,703,000
*This total is reduced to $104,848,000 if widening Interstate 5 south of Kuebler Boulevard SE is not included.	

EXHIBIT 3

Transportation System Management Element

The following text and tables replace the portion of the **Transportation System Management Element** of the *Salem Transportation System Plan* from the "Recommended TSM Projects" section starting on page 4-15 to the end. Proposed text changes are shown using the strikeout/underline method. All maps and tables being replaced are shown crossed out at the end of this exhibit.

Recommended TSM Improvements

It is anticipated that about 40 new traffic signals will be needed in the City of Salem over the next 20 years. Currently (in 2006) the average cost for a traffic signal is about $330,000. These costs are shown in the Street System Element. A number of traffic signal interconnect projects will be completed over the next 20 years as well. These, along with various other ITS ~~The following~~ projects, are recommended for implementation and funding as part of an overall strategy to maximize the capacity of the existing arterial and collector street system within the Salem Urban Area (see Table 4-1)., ~~many some of which are already described in the Street System Element of this Plan.~~

~~COMMITTED: TRAFFIC SIGNAL INTERCONNECTS~~

~~The projects shown in Table 21 are needed to help coordinate the traffic signal system so that different time-of-day signal timing programs can be coordinated along a Major Arterial street. These projects also improve the City's ability to maintain traffic signals, reducing signal down-time.~~

~~HIGH PRIORITY (CONSTRUCTION NEEDED WITHIN 10 YEARS):~~

~~Traffic Signal Interconnects~~

~~Table 22 shows those traffic signal interconnect projects that are considered a high priority and should be included in future bond packages.~~

~~Signalize Ten Intersections (Locations Unspecified)~~

~~It is anticipated that ten Arterial or Collector street intersections will meet signal warrants over the next ten years. These projects will allow the City to increase intersection capacity and provide side street turning movements. These intersections will be listed in the *Capital Improvement Plan* as they are identified. The total cost for these signals is estimated to be $1,750,000 in 2001 dollars.~~

~~MEDIUM PRIORITY (CONSTRUCTION NEEDED WITHIN 15 YEARS):~~

~~Lancaster Drive NE Access Management (State Street to Silverton Road NE)~~

~~This project would construct the access management plan to be developed for Lancaster Drive NE. This plan will include: closure, relocation, and consolidation of driveways; connections between commercial properties; local street circulation improvements; and possible installation of raised median segments. This project is in response to the continued heavy congestion experienced on Lancaster Drive NE. Widening Lancaster Drive NE is considered to be prohibitively expensive. An access management project will increase the effective capacity of the roadway and improve safety. It is estimated that this project could cost as much as $3.4 million in 2001 dollars. (Map Project No. 8)~~

~~Signalize Five Intersections (Locations Unspecified)~~

~~It is anticipated that five additional Arterial or Collector street intersection will meet signal warrants over the next 10-15 years. These projects will allow the City to increase intersection capacity and provide side street turning~~

Table 4-1 Intelligent Transportation Systems (ITS) Projects

Street	Location	Full Project Description	ID	Priority	Cost Estimate	Wards	Neighbor-hoods	Lead Agency
12th and 13th Streets SE	Mission Street SE to Hoyt Street SE	Install fiber optic cable and Interconnect Signals along 12th Street SE and upgrade signals at 12th and 13th Streets.	254	Committed	$167,000	2	SESNA	Salem
17th Street NE and Center Street NE	State Street to Market Street NE and 17th Street NE to 24th Street NE	Install fiber optic cable and Interconnect Signals along these two corridors.	220	Committed	$329,000	1, 2, 6	NEN	Salem
25th Street SE	Mission Street SE to McGilchrist Street SE	Install fiber optic cable and Interconnect Signals along 25th Street SE.	211	Committed	$150,000	2	SESNA, SEMCA	Salem
Edgewater Street NW	Wallace Road NW to Eola Drive NW	Install fiber optic cable and Interconnect Signals along Edgewater Street NW	207	Committed	$375,000	8	West Salem	Salem
Lancaster Drive NE	Hayesville Drive NE to Silverton Road NE	Install fiber optic cable and Interconnect Signals along Lancaster Drive NE.	215	Committed	$125,000			Marion County
Lancaster Drive SE	Act 3 Theater to Rickey Street SE	Install fiber optic cable and Interconnect Signals along Lancaster Drive SE.	214	Committed	$75,000			Marion County
Lancaster Drive SE	Hagers Road SE to Cordon Road SE	Install fiber optic cable and Interconnect Signals along Lancaster Drive SE.	212	Committed	$200,000	2	SEMCA	Salem
Madrona Avenue SE	Pringle Road SE to Fairview Industrial Drive SE	Install fiber optic cable and Interconnect Signals along Madrona Avenue SE.	213	Committed	$100,000	3	Morningside	Salem
Marion Street Bridge	Wallace Road NE to Front Street NE	Install fiber optic cable over the bridge in order to interconnect traffic signals in West Salem to Downtown and to the Salem Traffic Control Center.	219	Committed	$100,000	8, 1	West Salem, CAN-DO	Salem
Portland Road NE	Lana Avenue NE to Hyacinth Street NE	Install fiber optic cable and Interconnect Signals along Portland Road NE	208	Committed	$375,000	5	Northgate	Salem
Sunnyview Road NE	Lancaster Drive NE to 45th Av NE	Install fiber optic cable, interconnect signals, and install new signal at 45th Avenue NE. Extend interconnect project to Cordon Road NE if resources allow.	209	Committed	$290,000	1, 6	NOLA, ELNA, NESCA	Salem
Cordon Road NE	State Street to Silverton Road NE	Install fiber optic cable and Interconnect Signals along Cordon Road NE.	218	High	$400,000	1, 6	ELNA, NOLA	Salem
Fiber Optic Communications	Citywide	Install fiber optic cable to provide high speed communication among traffic management centers and field devices.	231	High	$462,000	All	All	Salem

Table 4-1 Intelligent Transportation Systems (ITS) Projects (Continued)

Street	Location	Full Project Description	ID	Priority	Cost Estimate	Wards	Neighbor-hoods	Lead Agency
Silverton Road NE	Lancaster Drive NE to Cordon Road	Install fiber optic cable and Interconnect Signals along Silverton Road NE.	216	High	$150,000			Marion County
Video Deployment	Citywide	Deploy pan-tilt-zoom cameras to monitor roadway conditions, trouble spots, incidents, equipment failures, traffic signal operations, and to provide real-time roadway condition information to travelers.	221	High	$2,100,000	All	All	Salem
Center to Center Integration	Citywide	Implement communications links among the Salem Traffic Control Center, ODOT's Northwest Traffic Operations Center, and other transp. operations centers in the area.	226	Medium	$205,000	All	All	Salem
Central Signal System Upgrade	Downtown Salem	Upgrade the Salem Traffic Control Center's computer and other equipment to maximize ITS systems capabilities.	229	Medium	$600,000	All	CAN-DO	Salem
Communications to Isolated Signals	Citywide	Connect all remaining isolated signals to the central signal system computer.	234	Medium	$445,000	All	All	Salem
Computer Aided Dispatch Interface	Citywide	This project will provide traffic related information and video directly to the 911 Computer Aided Dispatch system.	236	Medium	$83,000	All	All	Salem
Downtown Salem Parking Management	Downtown Salem	Deplay dynamic message signs and HAR radio messages to direct motorists to available parking facilities in downtown Salem.	228	Medium	$448,000	1, 2	CAN-DO	Salem
Fiber Optic Communications	Citywide	Install fiber optic cable to provide high speed communication among traffic management centers and field devices.	232	Medium	$385,000	All	All	Salem
Intra-Agency Information Sharing	Citywide	This project will provide for information flow (traffic data and video) among the various traffic management and emergency operations centers.	235	Medium	$79,000	All	All	Salem
Traffic Data Collection System	Citywide	Deploy equipment to automate traffic data collection and link it directly to the Salem Traffic Control Center.	224	Medium	$210,000	All	All	Salem

Table 4-1 Intelligent Transportation Systems (ITS) Projects (Continued)

Street	Location	Full Project Description	ID	Priority	Cost Estimate	Wards	Neighbor-hoods	Lead Agency
Video Deployment	Citywide	Deploy pan-tilt-zoom cameras to monitor roadway conditions, trouble spots, incidents, equipment failures, traffic signal operations, and to provide real-time roadway condition information to travelers.	222	Medium	$1,470,000	All	All	Salem
Adaptive Signal Timing	Citywide	Deploy adaptive signal timing on selected signalized corridors in the region with the highest levels of congestion and the most fluctuation in volumes.	230	Low	$1,400,000	All	All	Salem
Fiber Optic Communications	Citywide	Install fiber optic cable to provide high speed communication among traffic management centers and field devices.	233	Low	$539,000	All	All	Salem
Traffic Control Center Upgrade	Downtown Salem	Upgrade the existing Salem Traffic Control Center to provide additional space for equipment and for Salem-Keizer metropolitan area traffic management activities.	227	Low	$351,000	All	All	Salem
Traffic Data Collection System	Citywide	Deploy equipment to automate traffic data collection and link it directly to the Salem Traffic Control Center.	225	Low	$210,000	All	All	Salem
Video Deployment	Citywide	Deploy pan-tilt-zoom cameras to monitor roadway conditions, trouble spots, incidents, equipment failures, traffic signal operations, and to provide real-time roadway condition information to travelers.	223	Low	$1,554,000	All	All	Salem

movements. These intersections will be listed in the *Capital Improvement Program* as they are identified. The cost of these five signals is estimated to total $875,000 in 2001 dollars.

LOW PRIORITY (CONSTRUCTION NEEDED WITHIN 20 YEARS):

Signalize Five Intersections (Locations Unspecified)

It is anticipated that five additional Arterial or Collector street intersections will meet signal warrants over the next 15-20 years. These projects will allow the City to increase intersection capacity and provide side street turning movements. These intersections will be listed in the *Capital Improvement Program* as they are identified. The cost of these five signals is estimated to total $875,000 in 2001 dollars.

Refer to the Street System Element of this Plan for detailed descriptions of intersection improvement and on-street parking removal projects and their costs. The City also supports implementation of other ITS strategies (see Table 4-2) but does not anticipate programming significant capital funds toward these within the 25-year planning period. These strategies build on ITS infrastructure shown in Table 4-1 and/or involve one or more of the following:

- A Management and/or Coordination Strategy.
- Another Agency Taking the Lead.
- A Maintenance-related Strategy.

Table 4-2 Additional ITS Projects & Strategies Supported by the City of Salem

Project/Strategy Title	Project/Strategy Description
Incident Management Plan for West Salem Bridges	Provide traffic management and traveler information tools (cameras, advisory radio (HAR), moveable barriers, transit vehicles) and specific plan outlining roles, responsibilities and procedures for handling an emergency bridge closure.
Incident Response	Build on current ODOT incident response program to support incident management on state, county and city roadways. Equip incident response vehicles with GPS to enhance dispatch. Provide additional incident response vehicles and personnel.
Detour Route Management	Includes the mapping of detour route plans in GIS, incident signal timing plans, electronic message signs, and congestion monitoring to support incident responders and management of the roadway network during incidents. This includes improving communications to field devices (traffic signals, vehicle detectors, message signs and cameras). High priority will be given to Kuebler Boulevard S/Cordon Road, and Salem Parkway/Commercial Street/Liberty Road corridors.
Arterial Congestion Map	Create a congestion map that shows actual travel speeds on roadways throughout the region.
Advanced Rail Warning System	Deploy railroad crossing detection to determine rail crossing occupation and duration at crossings. This information can be used by emergency service providers and motorists to avoid those crossings and use an alternative route.
Central Signal System Upgrade	Upgrade the central computer control to provide additional functionality including advanced signal control, camera control, automated incident response timing plans and arterial congestion mapping.
Flood Warning System	This project will monitor rising water on roadways and alert transportation managers of high water.
Advanced Vehicle System	Deploy Mayday system information from vehicle to Traffic Control Center (e.g. air bag deployment) and from roadside to vehicle (e.g. transmit traveler information).
Isolated Intersection Safety Warning System	Deploy devices at high crash locations that warn drivers of changing conditions (e.g. tee intersections or sharp curves).
En-route Traveler Information	Dynamic message signs, websites and HAR would notify motorists of incidents, detour routes, construction, and other traveler information.
Cable TV Traveler Information Channel	Provide camera images and other traveler information to cable TV companies to display on a channel.
Broadcast Traveler Information	A dedicated traffic condition radio channel will be provided.
Interactive Traveler Information	Allow the motorist to request specific traveler information, utilize dynamic ridesharing and provide yellow page and reservation services prior to a trip or en-route using wide-area wireless connections
Transit Signal Priority	This project will install transit priority emitters and upgrade traffic signal controllers along selected routes.
Dynamic Routing of Emergency Vehicles	This project would automatically calculates the ideal route between two points based on real-time roadway congestion, construction, and incident information.
Traffic Signal Preemption by Vehicle ID	Implement preemption equipment to provide traffic signal preemption by specific vehicle ID.
Work Zone Safety Systems and Monitoring	This project would provide portable cameras, variable speed limit signs and speed detection devices to monitor and control traffic conditions in work zones. It also would utilize technology within work zones to reduce motor vehicle conflicts with workers by warning workers of vehicles entering work zones.
Maintenance and Construction Coordination System	Deploy a construction activity information site that contains regional and state-wide maintenance and construction activities, including active and planned construction sites, weight and width restrictions, and travel times through work zones.
Work Zone Traveler Information	This project will provide travel time information through work zones using electronic message signs, the internet, and HAR.
Roadway Weather Information System	Install weather stations with roadway temperature, wind speed, humidity, and precipitation sensors.
Maintenance Vehicle Tracking	Track maintenance vehicles to enhance dispatch of personnel and equipment to daily events and for management of the transportation network during events.
Maintenance Event Logging System	Log maintenance requirements through an automated system to record items that require maintenance as personnel identify them daily.

Table 21
Committed Traffic Signal Interconnect Projects

Street	From-To	Expected Completion	Estimated Cost 2003 Dollars	Wards	Neighborhood Association
State Street	12th Street to 24th Street	2004	$335,000	1, 2	SESNA, NEN
Edgewater Street NW	Wallace Road NW to Eola Drive NW	2007	$348,000	8	West Salem
Union Street Bridge to West Salem	Wallace Road NW to Front Street NE	2010	$87,000	3, 8	West Salem, CAN-DO
Portland Road NE	Sunnyview Road NE to Hyacinth Street NE	2007	$318,000	5	Northgate, NEN, Highland
River Road S	Owens Street S to Croisan Creek Road S	2005	$82,000	3	South Salem, SCAN, Croisan
Hyacinth Street NE	Salem Parkway to 25th Street NE	2005	$81,000	5	Northgate
Sunnyview Road NE	Lancaster Drive NE to Cordon Road NE	2006	$49,000	6	NOLA, ELNA
Sunnyview Road NE	Hawthorne Avenue NE to Lancaster Drive NE	2005	Part of signal project, Fisher Road NE at Sunnyview Road NE		
Kuebler Boulevard SE	Stroh Lane SE to Interstate 5	2005	$239,000		
Commercial Street SE	Baxter Road SE to Robins Lane SE	2005	$127,000		
25th Street SE	Mission Street SE to McGilchrist Street SE	2008	$109,000		
Lancaster Drive SE	Hagers Grove Road SE to Cordon Road SE	2007	$175,000		
Center Street NE	State Street to 17th Street NE to 24th Street NE	2007	$312,000		
Madrona Avenue SE	Pringle Road SE to Fairview Industrial Drive SE	2008	$67,000		
17th Street NE	Center Street NE to D Street NE	2008	$17,000		
Total Committed Signal Interconnect Projects			$2,346,000		

Table 22

High Priority Traffic Signal Interconnect Projects

Street	From-To	Estimated Cost 2003 Dollars	Wards	Neighborhood Association
Lancaster Drive SE	Act 3 Theater to Rickey Street SE	$27,000		Marion County
Lancaster Drive NE	Hayesville Drive NE to Silverton Road NE	$58,000		Marion County
Silverton Road NE	Lancaster Drive NE to 45th Avenue NE	$21,000		Marion County
Silverton Road NE	Brown Road NE to Cordon Road NE	$27,000		Marion County
Cordon Road NE	State Street to Silverton Road NE	$117,000		Marion County
Glen Creek Road NW	Wallace Road NW to Doaks Ferry Road NW	$64,000	8	West Salem
Doaks Ferry Road NW	Glen Creek Road NW to Orchard Heights Road NW	$27,000	8	West Salem
Total High Priority Signal Interconnect Projects		$2,346,000		

MAP 19

RECOMMENDED TSM IMPROVEMENTS

2001 - 2021

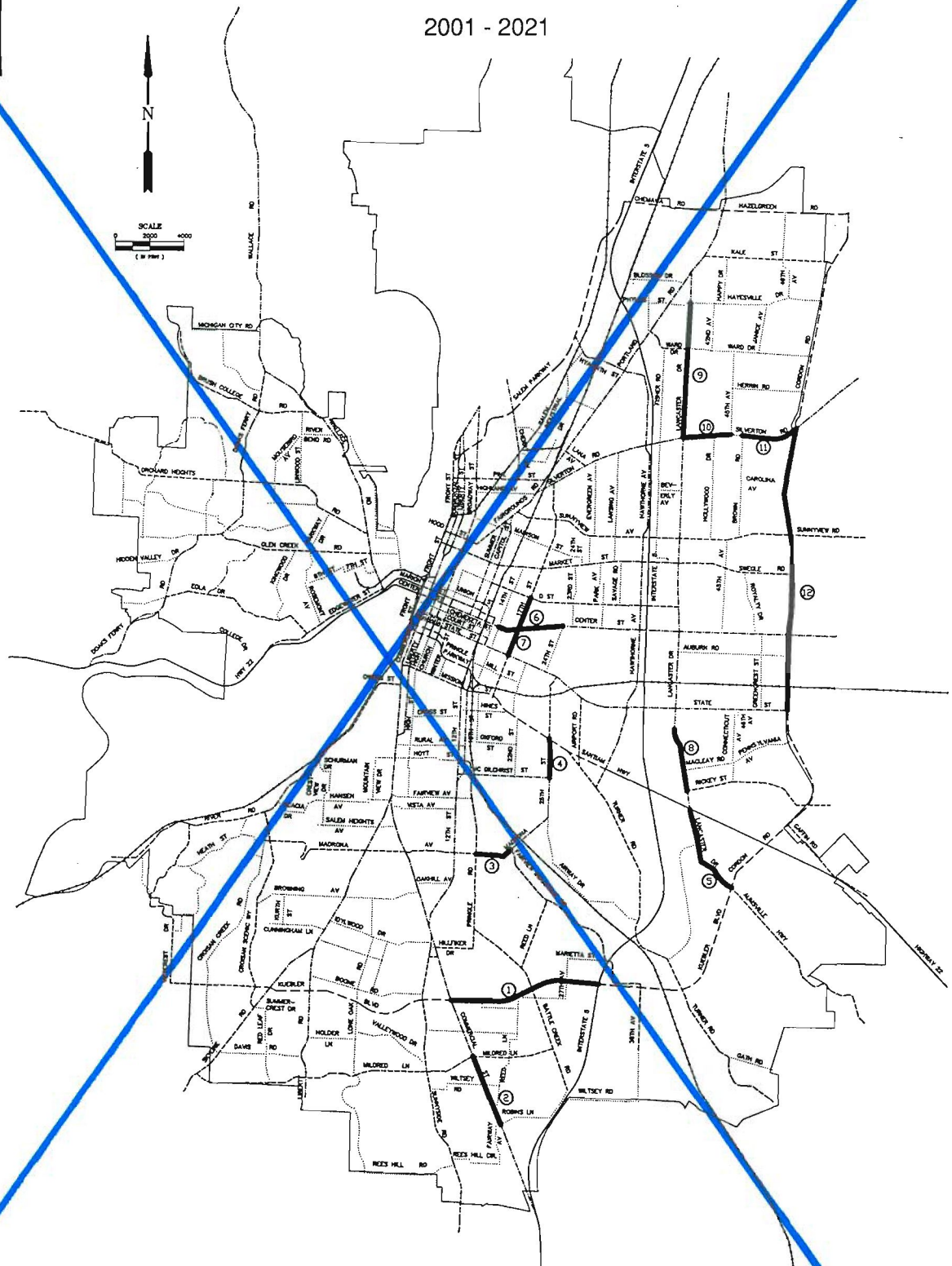


EXHIBIT 4

Bicycle System Element

The following text and table replace the "Recommended Improvements to the Salem Bicycle Route and Facility System" section on page 7-11 of the **Bicycle System Element** of the *Salem Transportation System Plan.* Map 7-1 replaces Map 20. Proposed text changes are shown using the strikeout/underline method.

Recommended Improvements to the Salem Bicycle System Route and Facility System

With approximately 96 miles of roadway lacking bicycle lanes (identified in Map ~~20~~ 7-1), the City of Salem will make a concerted effort to finish the system within the ~~20~~ 25-year time frame of this Plan. The City will complete the system using the following methods:

- Construct bicycle lanes as a part of all future Arterial street improvement projects. Bicycle lanes are to be constructed on all Collector street improvement projects where bicycle facilities are identified on the System Map.
- Stripe bicycle lanes on those Arterial and Collector streets identified on the system that currently have adequate roadway width.
- Retrofit the installation of bicycle lanes on those existing Arterial and Collector streets that are problematic, through the use of on-street parking removal and other mitigation techniques.

Funding for completing improvements to the bicycle system will come through a combination of City bond-funded projects, 1 percent for bikes—fuel tax set-aside, Federal enhancement funds, State grants, and improvements constructed as part of the development requirements. Table 7-1 shows bicycle project expenditure levels anticipated over the horizon of this Plan along with several specific bicycle and pedestrian projects for which costs and priorities have been determined.

The projects listed below are needed to complete the planned bicycle facility system. They have been prioritized through the use of a ranking system that contained criteria such as network connectivity, street volumes, street classification, and safety.

Table 7-1 Bicycle and Pedestrian Systems Projects

Street	Location	Full Project Description	ID	Priority	Cost Estimate	Wards	Neighbor-hoods	Lead Agency
Union Street Railroad Bridge	Front Street NE to Wallace Road NW	Convert existing railroad bridge to a pedestrian/bicycle bridge across Wilamette River connecting Downtown Salem to Wallace Marine Park in West Salem.	199	Committed	$2,000,000	8, 1	West Salem, CAN-DO	Salem
Orchard Heights Road NW	Mousebird Avenue NW to West Salem High School	Construct missing sidewalk segments on the north side of the street at the time of adjacent development.	247	Committed	$35,000	8	West Salem	Salem
Doaks Ferry Road NW	Orchard Heights Road NW to Chapman Hill Elementary School	Construct missing sidewalk segments on the east side of the street at the time of adjacent development.	246	Committed	$38,000	8	West Salem	Salem
Bicycle Projects along Various Streets	Multiple Locations	Construct various projects from Table 7-2, Recommended Bicycle Facility Projects, based on priority.	200	High	$3,000,000	All	All	Salem
Riverfront & Minto-Brown Island Parks	Riverfront Park to Minto-Brown Island Park	Construct a pedestrian and bicycle bridge over Willamette Slough connecting the two parks.	256	High	$2,500,000	2, 7	CAN-DO	Salem
Bicycle Projects along Various Streets	Multiple Locations	Construct various projects from Table 7-2, Recommended Bicycle Facility Projects, based on priority.	201	Medium	$3,000,000	All	All	Salem
Connecticut Avenue SE	at Highway 22	Construct a pedestrian overcrossing of Highway 22 connecting a residential area to the south to a shopping center and two schools to the north..	255	Low	$3,495,000	2	SEMCA	Salem
Bicycle Projects along Various Streets	Multiple Locations	Construct various projects from Table 7-2, Recommended Bicycle Facility Projects, based on priority.	202	Low	$3,000,000	All	All	Salem

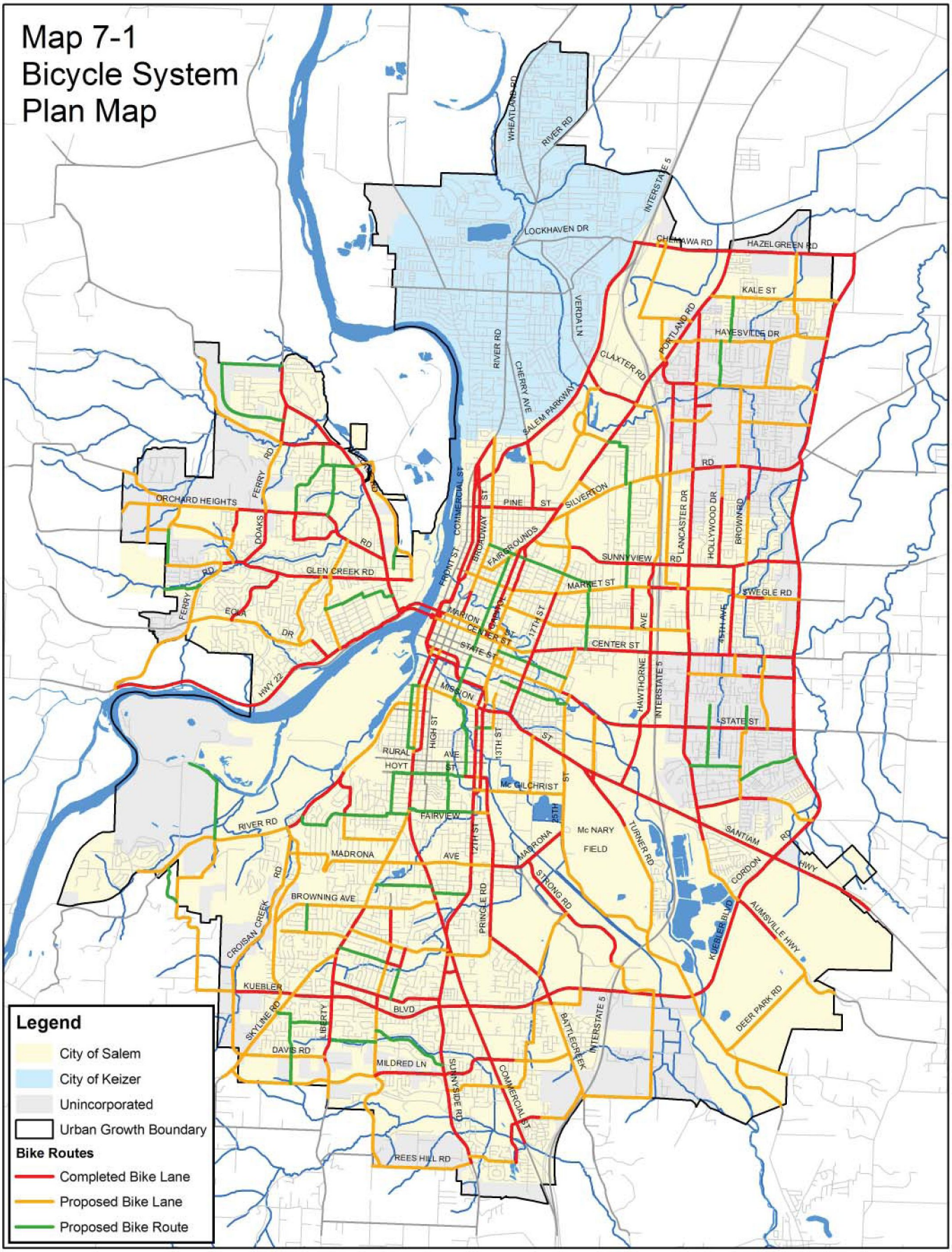

Map 7-1
Bicycle System
Plan Map
Legend
City of Salem
City of Keizer
Unincorporated
Urban Growth Boundary
Bike Routes
Completed Bike Lane
Proposed Bike Lane
Proposed Bike Route
WHEATLAND RD
RIVER RD
INTERSTATE 5
LOCKHAVEN DR
CHEMAWA RD
HAZELGREEN RD
KALE ST
VERDA LN
PORTLAND RD
HAYESVILLE DR
CLAXTER RD
CHERRY AVE
SALEM PARKWAY
ORCHARD HEIGHTS
FERRY RD
DOAKS RD
GLEN CREEK RD
EOLA DR
HWY 22
COMMERCIAL ST
BROADWAY ST
PINE ST
SILVERTON
FAIRGROUNDS
SUNNYVIEW RD
LANCASTER DR
HOLLYWOOD DR
BROWN RD
MARKET ST
SWEGLE RD
FRONT ST
MARION ST
CHURCH ST
CENTER ST
12TH ST
17TH ST
25TH AVE
STATE ST
MISSION
HIGH ST
13TH ST
RURAL
HOYT
AVE
ST
Mc GILCHRIST
FAIRVIEW
RIVER RD
MADRONA
AVE
12TH ST
25TH
Mc NARY
FIELD
HAWTHORNE
TURNER RD
SANTIAM
HWY
CORDON
AUMSVILLE HWY
KUEBLER BLVD
STRONG RD
BROWNING AVE
CROISAN CREEK
PRINGLE RD
KUEBLER
BLVD
SKYLINE RD
LIBERTY
DAVIS RD
MILDRED LN
SUNNYSIDE RD
BATTLECREEK
DEER PARK RD
REES HILL RD

EXHIBIT 5

Pedestrian System Element

The following text replaces portions of the **Pedestrian System Element** of the *Salem Transportation System Plan* on page 8-4 and page 8-12 under the "Sidewalk System Needs" section and on pages 8-18 and 8-19 starting with the "Front Street NE" subsection. Proposed text changes are shown using the strikeout/underline method.

Sidewalk System Needs

Schools, parks, shopping areas, and transit routes are pedestrian activity centers that should be accessible within a minimum one-quarter-mile radius by a completed system of sidewalks. Table ~~24~~ 8-1 lists locations that are currently lacking that level of accessibility. Tables ~~25 and 26~~ 8-2 and 8-3 list the arterial and collector streets within the Salem Urban Area that currently lack sidewalks on both sides of the street.

ARTERIAL AND COLLECTOR STREETS

In ~~all~~ 1998, 44.8 miles of arterial and collector streets within currently developed areas of the Salem Urban Area ~~are~~ were missing sidewalks on both sides of the street. In addition to major streets, at least 107 miles of local streets needed sidewalks within the ~~current~~ existing Salem city limits—more if the unincorporated areas of the Salem Urban Area ~~are~~ were included. Future sidewalk construction projects undertaken by the City should be prioritized to occur on streets that serve the locations shown in Tables ~~24, 25, and 26~~ 8-1, 8-2, and 8-3.

Currently there are two Committed sidewalk projects in this Plan. One is the Doaks Ferry Road NW sidewalk project from Orchard Heights Road NW to Chapman Hill Elementary School. This project will construct 1,600 feet of missing sidewalk on this major arterial street. The other is the Orchard Heights Road NW sidewalk project from Mousebird Avenue NW to West Salem High School. This project will construct 1,500 feet of missing sidewalk on this minor arterial street. (See Table 7-1 in the Bicycle System Element for additional information on these two projects.)

RESIDENTIAL STREETS

Generally, the older, inner areas of Salem have good sidewalk availability. The newer, outermost areas of Salem also have good sidewalk availability. In between these areas there are neighborhoods that were built in the 1940s and 1950s before sidewalks were required by Marion County. These areas came into the City through annexation and have not been improved to full urban standards. For this reason, large areas of Southeast and Northeast Salem are lacking sidewalks.

ACCESS TO MAJOR SHOPPING CENTERS

All of Salem's major shopping centers have improved frontages that contain sidewalks. The downtown retail core and many of the retail shopping areas along inner portions of Commercial Street SE, State Street, and Portland Road NE have good sidewalk access from the surrounding neighborhoods. Shopping areas located along outer Commercial Street SE, Lancaster Drive NE, and Lancaster Drive SE have adequate frontages, but are lacking in good sidewalk accessibility from the surrounding neighborhoods. Many of the major shopping centers located along arterial corridors tend to be automobile-oriented, having large parking lots between the street and the storefront. There is also a lack of good pedestrian connectivity between commercial retail properties along the arterial streets.

Front Street NE

General streetscape improvements are planned for Front Street NE that would include sidewalks, use of pavers, curb-extensions, and other improvements that are needed to improve multimodal accessibility. The relocation and reconstruction of the bridge over Mill Creek will move the railroad to the middle of the roadway, allowing better pedestrian movement. Estimated costs to implement these improvements include: $150,000-$200,000 per block face for streetscape improvements and $200,000-$400,000 for bridge widening or replacement. Funding for these projects is anticipated to come from a variety of sources including urban renewal funds and local improvement districts.

(The following project was moved from the Street System Element)

One specific project that came from the 1998 Willamette River Bridgehead Engineering Study is the Court Street NE pedestrian and bicycle underpass project. It would involve constructing a pedestrian and bicycle underpass to Riverfront Park underpassing Front Street NE and the BNSF railroad tracks. It would construct three structures and a concrete pathway and cul-de-sac from Court Street NE east of Front Street NE. While Council has not officially removed this project from the *Salem Transportation System Plan*, an at-grade solution to the issue of conveying pedestrians safely to Riverfront Park and calming traffic on the Front Street Bypass has been completed.

Edgewater District Pedestrian Improvements

The Edgewater NEEDS Study, completed and adopted in 1997, recommends that the entire Edgewater District become more pedestrian-oriented, particularly on Edgewater Street NW and 2nd Street NW. The study recommends the installation of curb extensions, wider sidewalks, the use of pavers in crossings, and other streetscape improvements. The study also recommends that safety concerns be addressed at the intersection of 2nd Street NW and Rosemont Avenue NW as part of future improvements to Rosemont Avenue NW. Costs to implement the streetscape improvements are estimated to be between $100,000-$200,000 per block face. Funding sources have not been identified at this time.

Connecticut Avenue SE Pedestrian Overcross of Highway 22

ODOT is experiencing numerous problems with pedestrians crossing Highway 22 between Lancaster Drive SE and Cordon Road SE. The pedestrians are going from the Marcie Gardens residential area on the south side of the highway to the shopping center and two new schools on the north side of the highway. In an attempt to address this issue, new sidewalks were installed along Lancaster Drive SE from Cranston Street SE to the north side of the Highway 22 interchange. ODOT plans to install a new six-foot-high chain link fence in 2004 along both sides of Highway 22 from Interstate 5 to Cordon Road SE to reduce the crossing problem. ODOT has recommended a pedestrian overcrossing of Highway 22 near Connecticut Avenue SE to better serve this pedestrian need. The exact location and configuration of this crossing will require additional study. Funding also needs to be identified for this high priority safety project. The cost estimate for this project is included ~~in the table of high priority street system improvements (Table 17)~~ as a Low Priority in Table 7-1 located in the Bicycle System Element.

EXHIBIT 6

Transportation Finance Element

The following text and tables replace the entire **Transportation Finance Element** of the *Salem Transportation System Plan*. Proposed text changes are shown using the strikeout/underline method. All tables being replaced are shown crossed out at the end of this exhibit.

TRANSPORTATION FINANCE ELEMENT

A transportation plan is only as good as the community's ability to implement it. To implement the *Salem Transportation System Plan*, adequate financing must be available to construct and maintain the proposed infrastructure. This Element outlines the policy parameters involved in financing the transportation system, identifies funding sources, compares them to identified needs, and provides a determination what portions of the Plan may be implemented within the 20-year Plan horizon.

Financial Constraint

The 1991 State Transportation Planning Rule requires that all transportation system plans contain a financial plan for funding the current and future needs of a jurisdiction's transportation system. Federal regulations contained in the ~~Transportation Efficiency Act for the 21st Century (TEA-21)~~ Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) require that the financial plan for metropolitan planning organizations demonstrate "financial constraint." This means that prior to expending resources to expand an urban region's transportation system, it must be demonstrated that adequate funding is expected to be available to adequately maintain and operate the existing transportation facilities and services. If new funding sources are required to meet existing needs, the Plan must present the actions to be taken to secure the additional funding. The financial plan must also identify which improvements can be implemented using "committed funding sources," which improvements can be implemented using "reasonably anticipated" resources, and which improvements will require the development of "new funding sources." To ensure consistency, the *Salem Transportation System Plan* is structured to comply with the fiscal constraint requirements found in the *Regional Transportation System Plan*.

Anticipated Needs

The first half of the equation in determining whether Salem will have adequate funding for its transportation system involves estimating the overall system needs for both an annual basis and for the next ~~20~~ 25 years. The following estimates are calculated based on the best information available, and have been adjusted to ~~2003~~ 2006 dollars.

CAPITAL TRANSPORTATION IMPROVEMENTS

The *Salem Transportation System Plan* identifies almost ~~$820~~ $890 million in capital projects that need to be completed within the Salem Urban Area over the ~~20~~ 25-year horizon of the Plan. Table ~~29~~ 15-1 breaks these amounts by priority and jurisdiction. Project priorities are shown only for street system projects on facilities classified as collector or higher. An estimate is also provided for local street improvement needs, although no specific local street projects are shown in this Plan. All amounts are in ~~2003~~ 2006 dollars.

~~The total capital transportation needs for the Salem Urban Area estimated by Kittelson & Associates, Inc., for the Transportation Impact Task Force, based on the 1990 *Salem Transportation Plan*, approximated $900 million in 2003 dollars. The $820 million shown in Table 29 is in 2003 dollars, and reflects fewer projects recommended within the next 20 years. In addition, the scale of some projects has decreased while others have increased and some previously listed projects have been completed~~.

MAINTENANCE AND OPERATIONS FUNDING

Table ~~30~~ 15-2 shows estimated annual ~~street system~~ pavement maintenance needs based on implementation of ~~the perpetual life~~ an adequate level maintenance program. For comparison purposes, it also shows the additional cost that would be required to maintain a perpetual life level of maintenance. ~~As shown above, the~~ The total annual

Table 15-1 Capital Transportation Improvement Needs (2006 dollars)					
Project Priority or Type	Salem	Marion County	ODOT	Salem Area Transit	Total Cost Estimate
Committed	$57,492,000	$2,854,000	$67,998,000		$128,344,000
High	$140,687,000	$5,850,000			$146,537,000
Medium	$183,602,000	$27,148,000	$119,980,000		$330,730,000
Low	$203,847,000	$16,407,000			$220,254,000
Local Streets	$263,000,000				$263,000,000
ITS	$13,027,000	$350,000			$13,377,000
Bicycle & Pedestrian	$17,068,000				$17,068,000
Railroad Crossing	$99,000				$99,000
Transit System Capital				$30,000,000	$30,000,000
Total	$878,822,000	$52,609,000	$187,978,000	$30,000,000	$1,149,409,000

Table 15-2 Pavement Maintenance Strategies: Annual Funding Needs, Allocation & Shortfall				
Pavement Maintenance Programs	**Arterial**	**Collector**	**Local**	**Total**
Perpetual Life Level				
Preventative Maintenance	$100,000	$100,000	$1,000,000	$1,200,000
Routine & Response Maintenance	$1,150,000	$350,000	$1,500,000	$3,000,000
Restoration & Reconstruction	$2,750,000	$750,000	$2,300,000	$5,800,000
Total	**$4,000,000**	**$1,200,000**	**$4,800,000**	**$10,000,000**
Adequate Level				
Preventative Maintenance	$50,000	$50,000	$500,000	$600,000
Routine & Response Maintenance	$375,000	$75,000	$200,000	$650,000
Restoration & Reconstruction	$750,000	$150,000	$450,000	$1,350,000
Total	**$1,175,000**	**$275,000**	**$1,150,000**	**$2,600,000**
Actual Budgeted FY06-07				
Preventative Maintenance	$10,000	$40,000	$250,000	$300,000
Routine & Response Maintenance	$350,000	$50,000	$50,000	$450,000
Restoration & Reconstruction	$250,000	$50,000	$550,000	$850,000
Total	**$610,000**	**$140,000**	**$850,000**	**$1,600,000**
Shortfall: Perpetual Life - Budgeted	$3,390,000	$1,060,000	$3,950,000	$8,400,000
Shortfall: Adequate - Budgeted	$565,000	$135,000	$300,000	$1,000,000
Note: Amounts shown in 2006 dollars based on Adopted FY2006-07 Budget				

funds necessary to implement an adequate level maintenance strategy is $2.6 million, and $10 million to implement the perpetual life street maintenance ~~and~~ strategy ~~is over $9 million~~. ~~In 2003, funds available for street surface maintenance total $1,800,000, leaving an annual funding shortfall of $7,218,000~~. The amount budgeted for the 2006-07 fiscal year was $1 million short of reaching the adequate level, and $8.4 million short of reaching a perpetual life maintenance level.

In addition to pavement maintenance, there are many other operations and maintenance costs associated with maintaining the City's street system. In 2006, these needs were at a level of about $7.8 million per year. Projecting these costs along with the pavement maintenance costs ~~Over~~ over the next ~~20~~ 25 years~~,~~ gives a total of approximately ~~$242 million (adjusted at 3 percent annually)~~ $260 million ~~will be~~ needed to maintain Salem's street system to ~~perpetual life standards~~ an adequate level.

PROGRAM FUNDING

~~Table 31 includes three ongoing transportation system and demand management programs that are expected to continue over the next 20 years. The cost estimate assumes the continuation of current funding levels over the Plan horizon.~~ Table 15-3 shows operations and maintenance costs for the several agencies with transportation responsibilities within the Salem Urban Area along with other transportation program costs. The agencies include the City of Salem, Marion County, Polk County, ODOT, and the Salem Area Mass Transit District. Most of the nearly $1 billion in program funding needs come from the City and from the Transit District ($647 million).

Table 15-3 Program Funding Needs 2006-2031

Transportation Program (Inside UGB)	Total Needs (25 Years)
City of Salem Operations & Maintence	$260,475,000
Marion County Operations & Maintence	$16,866,000
Polk County Operations & Maintence	$6,325,000
State of Oregon Operations & Maintence	$9,538,000
Salem-Keizer Transit Operations & Maintence	$647,487,000
Mid-Valley Rideshare & Regional TDM Program	$7,436,000
Regional Traffic Control Center	$3,897,000
Total Program Needs	$952,024,000

~~TRANSIT OPERATING FUNDS~~

~~The Salem Area Mass Transit District has identified a need for $100 million (2003 dollars) in operating funding needs over the next 20 years. This level of funding is expected to operate the transit system as presented in the Transit System Element of this Plan, including increased peak hour frequencies, express transit service, and expanded weekend and evening service~~.

TOTAL TRANSPORTATION SYSTEM FUNDING

Table ~~32~~ 15-4 shows that the total estimated funding needs to provide transportation infrastructure, maintenance, programs, and transit service over the next ~~20~~ 25 years will be approximately ~~$1.2~~ $1.1 billion for the City of Salem and $2 billion for the total Salem Urban Area.

Transportation System Funding Sources

Under current Federal and State legislation, there are several methods of financing available to the City of Salem for street system studies, improvements, programs, and maintenance:

~~FEDERAL SURFACE TRANSPORTATION PROGRAM (STP) FUNDS~~ SAFE,

Table 15-4 Total Transportation Funding Needs for the Salem Urban Area 2006-2031		
Type of Need	**City of Salem**	**Salem Urban Area Total**
Capital Improvements	$878,822,000	$1,149,409,000
Operations & Maintenance Programs	$260,475,000	$952,024,000
Total System Needs	**$1,139,297,000**	**$2,101,433,000**

ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS (SAFETEA-LU) FUNDS

These are Federal funds available through ~~TEA-21~~ SAFETEA-LU legislation that are available to the Salem-Keizer Urban Area through the Metropolitan Planning Organization (Mid-Willamette Valley Council of Governments/ SKATS). These funds are flexible and can be used for different types of capital improvements and transportation programs.

FEDERAL ENHANCEMENT FUNDS

Federal funds are available to complete capital improvements and programs related to pedestrian, bicycle, and other alternative travel modes to the automobile. This program can also be used for historic preservation of transportation facilities.

CITY ALLOCATION OF STATE HIGHWAY FUEL TAX REVENUES

These revenues are used by the City of Salem to operate and maintain the City's street and highway system. These funds are also used to provide transportation engineering and planning support.

STATE TRANSPORTATION PROGRAM GRANTS

The State provides grant funds to local jurisdictions to conduct transportation studies, improve bicycle and pedestrian facilities, and participate in State-sponsored transportation activities.

~~STATE TRANSPORTATION/GROWTH MANAGEMENT GRANTS~~

~~These grant funds are jointly administered through the Oregon Department of Land Conservation and Development and the Oregon Department of Transportation. The City of Salem uses these funds to conduct planning and transportation studies related to managing growth and reducing reliance on the SOV.~~

GENERAL OBLIGATION BONDS (PROPERTY TAX SUPPORTED)

Bonds are the main source of funds for constructing capital improvement projects in the City. Voter-approved bonds are sold to fund street improvement projects. Transportation projects are grouped in "bond packages" that go before the public for voter approval ~~about every three to four years~~. General Obligation Bonds are supported through the City's property tax base and, by City Council policy, currently do not exceed $2.42 per thousand dollars of the City's property tax authority.

TRANSPORTATION SYSTEM DEVELOPMENT CHARGES

~~Recently adopted by the City of Salem, these~~ These funds are collected from developers as new development occurs in the City. Fees are based on the number of daily trips generated by different types of land uses (i.e., single family residential, commercial, industrial, etc.). These funds may only be used to fund transportation improvements caused through the impacts of new growth and may not be used to fix existing capacity deficiencies.

UTILITY FRANCHISE FEES

Public utilities that use the public right-of-way to convey their services are charged a fee for that privilege. Examples include the City of Salem water and sewer, Northwest Natural Gas, Salem Electric, Portland General Electric, Viacom Cable, U.S. West, and others. ~~These funds are primarily used to recover the maintenance costs associated with utility work on city streets.~~

DEVELOPMENT EXACTIONS

To provide adequate infrastructure in response to site-specific growth, capital improvements can be exacted as conditions of approval for building permits, subdivisions, and zoning actions. Developers are usually required to complete frontage street improvements and other off-site transportation improvements to mitigate traffic impacts. The majority of the city's new local and collector streets are created and improved as a result of development exactions.

LOCAL IMPROVEMENT DISTRICTS

This method allows neighboring property owners to group together to improve public facilities and then pay for them through individual assessments. These districts are generally used to complete local street improvements or improvements to business districts. This is the primary source of funding for street lights in residential areas.

CITY GENERAL FUNDS

Though seldom available for transportation purposes, the City may choose to use general property tax revenues to build or operate transportation facilities. However, using general fund revenues places transportation system finance in direct competition with other City services such as police, fire, libraries, and parks. Currently, no general funds are spent on transportation.

CAPITAL FUNDING LIMITATIONS

~~General Obligation Bonds are financed with property taxes. When these bonds are issued, the community pledges its "full faith and credit." This means that the local government has the unlimited power to levy property taxes to ensure that the principal and the interest on these bonds is paid. Because of this broad power, voter approval is required for each bond issue.~~

~~The revenues are collected by a special property tax levy called a "debt service levy." Subject to State limitations, the City has the unlimited power to levy property taxes to repay principal and interest for the term of the bonds. Because this is an unlimited pledge, the State imposes a legal debt ceiling which does not permit outstanding bonds of more than 3 percent of a City's true cash value. Under the 3 percent test, as of August 1994, Salem could float an additional $78 million in bonds beyond the existing general obligation debt.~~

~~More restrictive is the City's self-imposed general obligation debt policy. The City Council has adopted a general obligation debt policy for the City of Salem which limits the amount of outstanding debt which may be incurred to the lesser of: (1) An amount of outstanding debt which should remain at or below a required debt service tax rate of $2.42 per thousand of assessed valuation; or, (2) The City shall endeavor to have general obligation debt at any one time outstanding not exceeding 2.5 percent of the City's assessed valuation.~~

~~The two legs of this debt policy temper the City's future debt financing plans.~~

General Obligation Bonds pledge that the full faith and credit of the City will be used to ensure that the principal and the interest will be paid. When General Obligation Bonds are approved by voters for specific uses, the repayment of the debt is financed with a dedicated property tax levy, commonly referred to as a debt service levy. Subject to State limitations, the City has the unlimited power to levy property taxes to repay principal and interest for the term of the bonds. Because this is an unlimited pledge, the State imposes a legal debt ceiling limiting outstanding bonds to no more than 3 percent of a City's total assessed value.

The Salem City Council has adopted a more restrictive policy which limits the amount of outstanding General Obligation debt to the lesser of: (1) Outstanding debt which requires a required debt service tax rate of no more than $2.42 per thousand dollars of a property owner's assessed valuation; or, (2) Outstanding debt that does not exceed 2.5 percent of the total assessed valuation within City limits.

Following voter approval of the 2006 Fire Bond, the outstanding General Obligation debt subject to this limit will increase to approximately $90 million, or about 1.2 percent of the 2005-06 total assessed value. This is less than 50 percent of the limit. The actual General Obligation Bond rate for fiscal year 2005-06 (prior to the 2006 Fire Bond) was $0.776 per thousand dollars of assessed value. While it has not yet been determined how much this rate will increase because of the Fire Bond, it does appear that the general obligation bond rate, like the General Obligation debt, will continue to remain under 50 percent of the limit. Thus the City could likely double its General Obligation debt and still remain within both of its General Obligation debt limitations.

CONSTRUCTION LIMITATIONS

The City has the institutional capability of annually constructing (in ~~2003~~ 2006 dollars) between ~~$10 to~~ $12 to $15 million of street projects. It is also assumed that $15 million per year is the maximum tolerance of the citizens of Salem for this level of very disruptive construction. Assuming the higher value of $15 million per year, a total of ~~$300~~ $375 million (in ~~2003~~ 2006 dollars) worth of capital construction is ~~available~~ able to be constructed for the ~~20~~ 25-year planning period.

The needs for the street system for the next ~~20~~ 25 years are independent of our institutional ability to build the projects as well as our ability to fund them. Salem has a large backlog of transportation system needs that clearly points to the possibility that we did not achieve enough in the last ~~20~~ 25 years.

TRANSPORTATION IMPACT TASK FORCE

The Transportation Impact Task Force, a committee of 20 citizens, was organized by the Salem City Council in November 1994, in response to strong opposition to the then-proposed transportation systems development charge (TSDC). Its purpose was to study ways with which to finance Salem's capital and maintenance needs. Its adopted mission statement was:

To study the transportation system needs of the greater Salem area and to recommend ways and means to meet those needs, automotive and other, to ~~assume~~ assure a functioning transportation system for today's and tomorrow's users.

The Task Force adopted a "three-legged stool" approach to financing the City's transportation infrastructure:

- Funding of capital improvements through General Obligation Bonds;
- Funding of capital improvements caused by areawide impacts of new growth through TSDCs; and
- Funding of a perpetual life maintenance program through a broad-based general tax, the preferred option being a local gasoline tax.

The third leg of the stool, funding for maintenance, was not brought before the City Council for adoption. Council adopted the first two legs of the stool by reaffirming the use of General Obligation Bonds and authorizing the implementation of a TSDC. It should be noted that the TSDC adopted was not the maximum amount permitted by law. Action was deferred on the local gasoline tax option based on anticipated opposition and uncertainty involving the actions of the State legislature regarding future increases in highway fuel taxes.

~~City Council has authorized the Salem Transportation Joint Advisory Subcommittee to study and make recommendations on how to fund anticipated shortfalls in transportation system maintenance. The Subcommittee will begin work on this issue in Summer 1997.~~ In 2003, the Save Our Streets Council Subcommittee recommended the incremental transition of Water/Sewer Franchise Fees to be used for street operations and maintenance, as well as the continued use of General Obligation bonding for capital construction.

CAPITAL FUNDING STRATEGY

Based on the recommendations of the ~~The~~ Transportation Impact Task Force and the Save Our Streets committee, ~~recommended~~ the following capital finance strategy is recommended for funding transportation infrastructure over the next ~~20~~ 25 years:

- Adopt ~~$300~~ $325 million (in 2006 dollars) over ~~20~~ 25 years (~~$15~~ $13 million per year), as the target for capital construction of transportation infrastructure. ~~This was based on Public Works' assertion that this was the highest realistic amount of construction that the City of Salem could produce given institutional and physical constraints.~~

- Target General Obligation Bonding at ~~$190~~ $175 million over the next ~~20~~ 25 years, $118 million in 2006 dollars, with $86 million (in 2006 dollars) targeted for major improvement projects included in the *Salem Transportation System Plan*.

- Adopt a TSDC charge which generates an estimated annual revenue of approximately ~~$2.7~~ $3.4 million in the early years and generating about ~~or $54~~ $80 million over the next ~~20~~ 25 years.

- Assume approximately ~~$56~~ $93 million in private construction of transportation infrastructure provided through development-related, site-specific improvements.

FUNDING AVAILABILITY

The Salem Transportation System Plan anticipates the following amount of funding will be available for use in financing the Salem transportation system:

Capital

Based on the various assumptions related to funding availability and future bonding ~~and recommendations produced through the Transportation Impact Task Force process~~, the City of Salem expects to have a total of ~~$300~~ about $324 million available for capital construction within the limits of the city of Salem over the next ~~20~~ 25 years.

Maintenance and Operation

The City of Salem has not yet fully addressed its maintenance funding needs. The funding shortfall may be partially mitigated if the legislature raises the fuel tax rate per gallon sufficient to exceed inflationary costs and/or the State modifies the formula used to allocate fuel taxes to increase the City's share. The City of Salem has been supportive of legislative efforts to increase State Fuel Taxes in order to make up the current shortfall in maintenance and operations funding. However, other options may need to be pursued in the future if needs continue to exceed revenues. Some of the options available to the City to increase maintenance funding include: increased utility franchise fees, transportation utility fees, local/regional fuel taxes, general fund revenues, local/regional vehicle registration fees, and general obligation bonds. The City of Salem's current policy is to continue funding operations and maintenance primarily through existing funding sources.

Transit

The passage of a new tax base by the Salem Area Transit District has opened the door for the expansion of transit service and the eventual introduction of express services and expanded weekend service. Continued voter support will be needed over the next 20 years to maintain and expand services.

To continue the ongoing transportation programs at the levels identified in the "Needs" section of this Element, the City of Salem will have to depend on the continued availability of flexible Federal and State funds and grants. Transportation engineering and planning support services are funded through a mix of fuel tax revenues, grants, and capital projects.

Goal, Objective, and Policies

~~Based on the findings and strategies recommended by the Transportation Impact Task Force, the~~ The City of Salem ~~shall have~~ has the following goal, objectives, and policies on financing transportation capital and maintenance needs through the ~~20~~ 25-year horizon of this Plan:

GOAL: A transportation system for the Salem Urban Area that is adequately funded to meet its current and future capital, maintenance, and operations needs.

OBJECTIVE NO. 1

Meet the current and future capital improvement needs of the transportation system for the Salem Urban Area, as outlined in the *Salem Transportation System Plan*, through a variety of funding sources.

Policy 1.1 General Obligation Bonds

The City shall pursue the sale of General Obligation Bonds to finance capital improvements to the transportation system alone or in combination with other funding sources, including potential user fees. Projects shall be selected for each bond package, with each package authorized by a vote of the citizens of Salem.

Policy 1.2 Transportation System Development Charges

As defined by Oregon Revised Statutes and City ordinances, TSDCs may be collected by the City to mitigate impacts placed on areawide transportation facilities.

Policy 1.3 Development Exactions

The City shall require those responsible for new development to mitigate their development's impacts to the transportation system, as authorized in the *Salem Revised Code* and *Oregon Revised Statutes*, concurrent with the development of the property.

Policy 1.4 Federal Funding Sources

The City shall seek Federal funding for capital improvements through participation in the metropolitan planning organization (MPO) or other designated distribution process, as provided in currently-authorized Federal transportation legislation.

Policy 1.5 Bicycle and Pedestrian System Funding

The City shall continue to set aside 1 percent of its allocation of State Highway Fuel Tax funds for creation of on-street bicycle and pedestrian facilities.

Policy 1.6 Right-of-way Acquisition Trust Fund

The City shall continue to reserve funds in a trust fund account for acquisition of property for future right-of-way opportunities.

Policy 1.7 Assessment of Special Benefit for Vacation of Rights-of-way

The City shall collect an assessment of special benefit from petition-initiated right-of-way vacations. The funds received from assessments of special benefit shall be placed in the Right-of-way Trust Fund for the acquisition of future public rights-of-way.

Policy 1.8 Funding Transportation Study Recommendations

Future transportation planning studies performed by the City shall contain an implementation section indicating what actions can be taken with current revenues and what actions may be needed to fund remaining recommendations.

OBJECTIVE NO. 2

Secure adequate funding to implement ~~a perpetual life~~ an adequate level street maintenance program which shall sustain a maximum service life for pavement surfaces and other transportation facilities.

Policy 2.1 Primary Maintenance Funding Sources

Assuming no changes in State funding mechanisms, the primary funding sources for street system maintenance activities shall be the City's allocation of the State Highway Fuel Tax and collection of water and sewer utility franchise fees.

Policy 2.2 Seeking Additional Funding Sources for Maintenance

The City shall seek additional funding sources to meet the long term financial requirements of ~~sustaining a perpetual life~~ an adequate level street maintenance program.

Policy 2.3 Responsibilities for System Maintenance

The City shall continue to participate in cooperative agreements with other State and local jurisdictions for maintenance and operations activities based on equitable determinations of responsibility and benefit.

OBJECTIVE NO. 3

Secure funding to adequately fund the operation of the transportation system that includes advance planning, design engineering, signal operations, system management, illumination, and cleaning activities.

Policy 3.1 Primary Funding Sources for Operations

Assuming no changes in State funding mechanisms, transportation system operations activities shall be funded primarily from the City's allocation of the State Highway Fuel Tax. Other funding sources should be pursued to augment the financial requirements of providing adequate future system operations.

Policy 3.2 Street Lighting Districts

The City shall encourage and facilitate the formation of local street lighting districts to enable neighborhoods the opportunity for street illumination. The City shall consolidate street lighting districts by subdivision to achieve cost equity and benefits from economies of scale.

Policy 3.3 Pursuing Federal and State Grants

The City shall pursue the awarding of Federal, State, and private grants to augment operations activities, especially in the planning and engineering functions.

Capital Project Programming

A picture of what can be accomplished over the next ~~20~~ 25 years can be determined by comparing the amount of City of Salem capital project needs to the available funding ~~identified in the capital funding strategy developed by the Transportation Impact Task Force~~. Table ~~33~~ 15-5 shows that the City should be able to meet at least ~~55~~ 37 percent of its total estimated ~~20~~ 25-year capital project costs. This includes all committed, high, medium, and low priority arterial and collector street improvement projects along with ITS projects, bicycle and pedestrian projects, and local street improvements. If local streets improvements are excluded, this increases to 53 percent. This strategy assumes an average institutional limit of ~~$15~~ $13 million per year of construction in the city~~, for a total of $300 million.~~ This strategy ~~also~~ assumes the continuation of TSDCs. ~~Given the actual time it takes to approve funds and expend them on construction projects, this financial strategy may require more than 20 years for these projects to be completed.~~ Finally, this strategy assumes that the citizens of Salem will ~~continue to~~ vote ~~approval of~~ to approve General Obligation Bond measures for transportation.

Table 15-5 Salem Capital Project Funding 2006-2031 (2006 dollars)

Revenue Forecast Category	25-Year Totals
G.O. Bond Funds	$85,613,000
TSDCs	$80,466,000
Developer Funded	$93,350,000
State & Federal Funds	$23,369,000
1% Bikeway/Pedestrian	$1,412,000
Urban Renewal/Other	$39,492,000
Total Revenue Forecast	**$323,702,000**
Total Capital Costs	$878,822,000
Unfunded Capital Costs	$555,120,000

The Plan identifies $819 million in capital transportation needs.

Table 29

Capital Transportation Improvement Needs For The Salem Urban Area 2003-2023

	City of Salem Facilities	Marion County Facilities	State of Oregon Facilities#	Salem Area Transit Facilities/ Fleet	Total Estimated Cost in 1999 Dollars
Committed Projects	$31,769,000	$279,000	$70,706,000		$102,754,000
Recommended: HighPriority	$87,871,000	$987,000	$9,278,000		$98,136,000
Recommended: Medium Priority	$87,421,000	$3,427,000	$133,980,000		$224,828,000
Recommended: Low Priority	$101,315,000	$21,424,000			$122,739,000
Local Street Improvements	$233,000,000				$233,000,000
Bicycle System Improvements*	$8,000,000				$8,000,000
Railroad Crossing Improvements**	$101,000				$101,000
Transit System Capital Funding Needs				$30,000,000	$30,000,000
Total Capital Funding Needs	**$549,477,000**	**$26,117,000**	**$213,964,000**	**$30,000,000**	**$819,558,000**

Notes:

**Does not include bicycle improvements completed as part of other "Committed" or "Recommended" street projects.*

***The cost of these improvements may be shared between City, State, Federal, and railroads.*

#Includes only capital projects with funding considered "Committed," "High Priority," or "Medium Priority." Does not include new projects that may be developed and funded through corridor studies over the next 20 years.

Sources: Salem Public Works Department, Kittelson & Associates Inc., Salem Area Mass Transit District, and SKATS-MPO.

Table 30
2003 Funding Perpetual Life Maintenance Strategies Program-- Annual Allocation And Shortfall

Programs:	Arterial	Collector	Residential	Total
Routine Maintenance	$1,059,000	$338,000	$857,000	$2,254,000
Preventative Maintenance	$57,000	$30,000	$1,356,000	$1,443,000
Restoration/Resurfacing	$2,501,000	$692,000	$2,128,000	$5,321,000
TOTAL	$3,617,000	$1,060,000	$4,341,000	$9,018,000
Available Gas Tax & Franchise Fees				$1,800,000
Annual "Perpetual Life" Shortfall				$7,218,000
Note: Amounts shown in 2003 dollars.				

Table 31
Total Program Funding Needs For The Salem Urban Area 2003-2023

Program	Estimated Cost in 2001 Dollars
Mid-Valley Rideshare Program ($173,100/year)	$3,462,000
Regional Transportation Demand Management Program ($72,000/year)	$1,440,000
Regional Traffic Control Center Program ($70,000/year)	$1,400,000
City of Salem Transportation Engineering/Planning Support ($796,000 in 2003) (includes a 3% increase for inflation per year)	$21,380,000
Total Program Needs	$27,682,000

Source: SKATS:MPO

Table 32
Total Transportation System Funding Needs For The Salem Urban Area 2003-2023

	Salem Urban Area	City of Salem Only
Capital	$819,946,000	$549,865,000
Maintenance (City of Salem, based on Perpetual Life Maintenance)	$242,000,000	$242,000,000
Maintenance (Marion County inside UGB)	$46,686,000	
Maintenance (State of Oregon)	$6,224,000	
Programs	$27,682,000	$22,780,000
Transit Operating	$100,000,000	
Total System	$1,242,538,000	$814,645,000

Source: Salem Public Works Department, SKATS: MPO, Salem Area Mass Transit District, Marion County

The City of Salem primarily uses General Obligation Bonds to meets its transportation capital needs.

EXHIBIT 7

Appendix G: Refinements to Typical Street Requirements

The following is a new appendix for the *Salem Transportation System Plan.* New text is shown underlined. Figure G-1 and Table G-1 were moved from the **Street System Element** and were previously called Figure 8a and Table 10. Figure G-2 is new.

APPENDIX G: REFINEMENTS TO TYPICAL STREET REQUIREMENTS

The *Salem Transportation System Plan, Street System Element*, establishes guidelines for street right-of-way width, typical street design cross sections, and future street extensions. This appendix is a refinement to these guidelines for specific streets. These refinements were developed by the City of Salem through additional planning and engineering analysis.

The refinements contained in this appendix shall be used to guide improvements to the specified existing and future City streets. The Public Works Director shall have the authority to make minor modifications to these requirements in response to changed circumstances. Minor modifications shall be limited to changes that do not substantially impact street connectivity or the functional classification of the street. Modifications to future street alignments shall follow the policy guidance in the Street System Element, Policy 4.5, Deviation of Future Street Alignments. Any modification to the street right-of-way, design cross section, or alignment that is not considered minor shall require an amendment to the *Salem Transportation System Plan*.

SPECIAL STREET RIGHT-OF-WAY AND IMPROVEMENT REQUIREMENTS

The Street System Element, Policy 4.6, provides the policy basis for right-of-way requirements. The Plan identifies typical right-of-way requirements based on functional classification. This and other policies acknowledge that there are circumstances that will require adjustments to either the right-of-way required or the physical improvements to the street. These considerations include topographic constraints, natural resources, historic properties, schools, cemeteries, existing on-street parking, livability, and significant cultural features. The Public Works Director has the authority to approve adjustments to street cross sections or right-of-way requirements in response to these or other documented considerations. In some cases the City has undertaken additional analysis to determine adjustments that are likely to be needed. Variations from the typical right-of-way requirements are documented in the table, *Special Street Right-of-way and Improvement Requirements*. Special street cross sections for the following streets are included in this appendix:

- Hawthorne Avenue NE, Sunnyview Avenue NE to Silverton Road NE
- Marine Drive NW

SCHEMATIC STREET DESIGNS

For some existing streets, the City has invested engineering resources to develop schematic designs to guide either interim or final street improvements. Street improvement projects in these areas should be built to fit in with these schematic designs.

Schematic designs for the following existing streets are on file at the Public Works Department:

- Doaks Ferry Road NW, Brush College Road NW to Orchard Heights Road NW, as documented in the *Feasibility Study for Doaks Ferry Road NW*, December 29, 2006.

G

FUTURE STREET ALIGNMENTS

The Street System Element, Policy 4.4, identifies the need to survey and delineate all new arterial and collector street alignments after their adoption into the *Salem Transportation System Plan*. The survey and delineation of future streets is conducted either as part of development, subject to City approval, or by the City in advance of development. Alignments for which the City has developed a surveyed alignment are contained in this appendix and shall be used to guide dedication of future right-of-way and construction of the future street. Minor modifications may be approved by the Public Works Director if they are consistent with Street System Element Policy 4.5.

Surveyed alignments for the following future collector and arterial streets are on file at the Public Works Department:

- Marine Drive NW*
- Mildred Lane SE

** Note that portions of the alignment for Marine Drive NW currently leave the UGB. Thisissue needs to be resolved in order for these portions to be constructed. This can be done either through an amendment to the UGB or approval of an exception to Statewide Planning Goals.*

Table G-1 Special Street Right-of-way and Improvement Requirements					
Street Name	**From**	**To**	**Classification**	**Minimum Right-of-way**	**Improvement Width**
12th Street SE	Bellevue Street SE	Cannon Street SE	Major Arterial	68 feet	46 feet
13th Street SE	Bellevue Street SE	Cannon Street SE	Major Arterial	68 feet	40 feet
13th Street NE	Center Street NE	Marion Street NE	Major Arterial	60 feet	34 feet
13th Street NE	State Street NE	Court Street NE	Major Arterial	60 feet	34 feet
Capital Street NE	Mill Creek	Erixon Street NE	Major Arterial	75 feet	40 feet
Commercial Street NE	Riviera Street NE	South of Belmont Street NE	Major Arterial	66 feet	36 feet
Commercial Street SE	Mission Street SE	Washington Street S	Major Arterial	66 feet	40 feet
Commercial Street SE	Washington Street S	Oxford Street SE	Major Arterial	68 feet	40 feet
Commercial Street SE	Vista Avenue SE	Hilfiker Lane SE	Major Arterial	100 feet	84 feet
Commercial Street SE	Hilfiker Lane SE	Interstate 5	Major Arterial	100 feet	68 feet
Croisan Creek Road S	Kuebler Boulevard S	Heath Street S	Major Arterial	60 feet	30 feet
Ferry Street SE	Church Street SE	Front Street SE	Parkway	60 feet	42 feet
Hawthorne Avenue NE	400 feet north of Sunnyview Road NE	400 feet south of Silverton Road NE	Major Arterial	64 feet	46 feet
Kuebler Boulevard SE	Interstate 5	Croisan Scenic Way S	Parkway	120 feet	66 feet
Lancaster Drive NE/SE	State Street	Portland Road NE	Major Arterial	96 feet	68 feet
Liberty Street SE	Superior Street SE	Mission Street SE	Major Arterial	80 feet	44 feet
Liberty Street NE	South of Belmont Street NE	Rivera Street NE	Major Arterial	66 feet	36 feet
Marion Street NE	12th Street NE	13th Street NE	Major Arterial	60 feet	34 feet
McGilchrist Street SE	12th Street SE	25th Street SE	Major Arterial	84 feet	68 feet
Summer Street NE/SE	Fairgrounds Road NE	Mill Creek	Major Arterial	75 feet	40 feet
Wallace Road NW	Edgewater Street NW	Orchard Heights Road NW	Major Arterial	108 feet	76 feet
Wallace Road NW	Orchard Heights Road NW	Doaks Ferry Road NW	Major Arterial	104 feet	76 feet

Note: Improvement width is curb to curb.

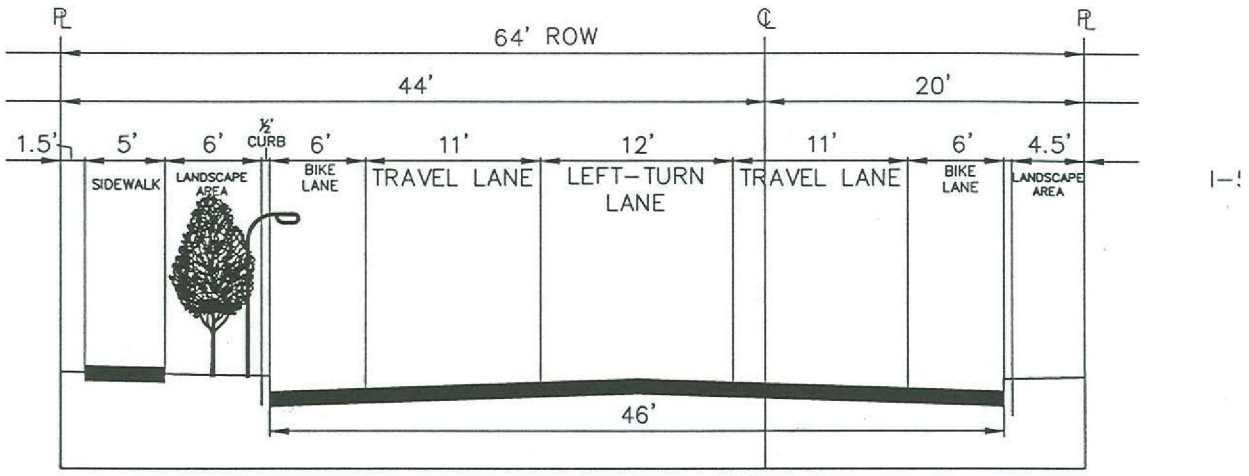
Note: The Special Right-of-way and Improvement Requirements Table is being moved from the Street System Element, pages 3-8 and 3-9, to this Appendix. Changes proposed to the table from what is currently adopted are shown in underline.

G

FIGURE G - 1

SPECIAL STREET CROSS SECTION*
HAWTHORNE AVENUE NE
(from Sunnyview Avenue NE to Silverton Road NE, where I-5 is the east property line)

Note: The Special Street Cross Section for Hawthorne Avenue NE is being moved from the Street System Element, page 3-7, to this Appendix.

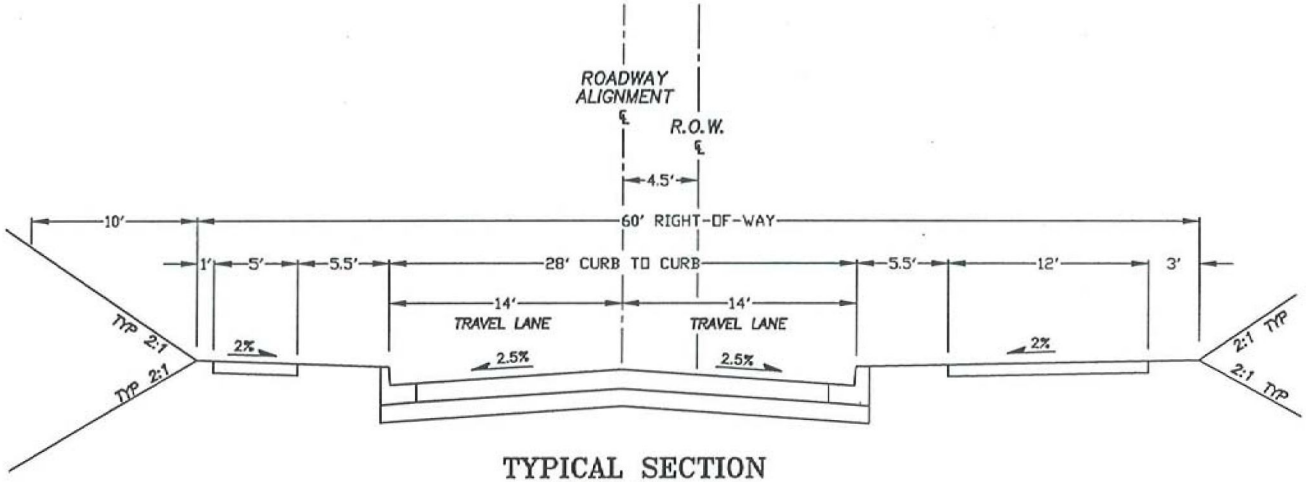


* Right-of-way would be to major arterial standards within 400 feet of the intersections with Sunnyview Avenue NE and Silverton Road NE.

FIGURE G–2

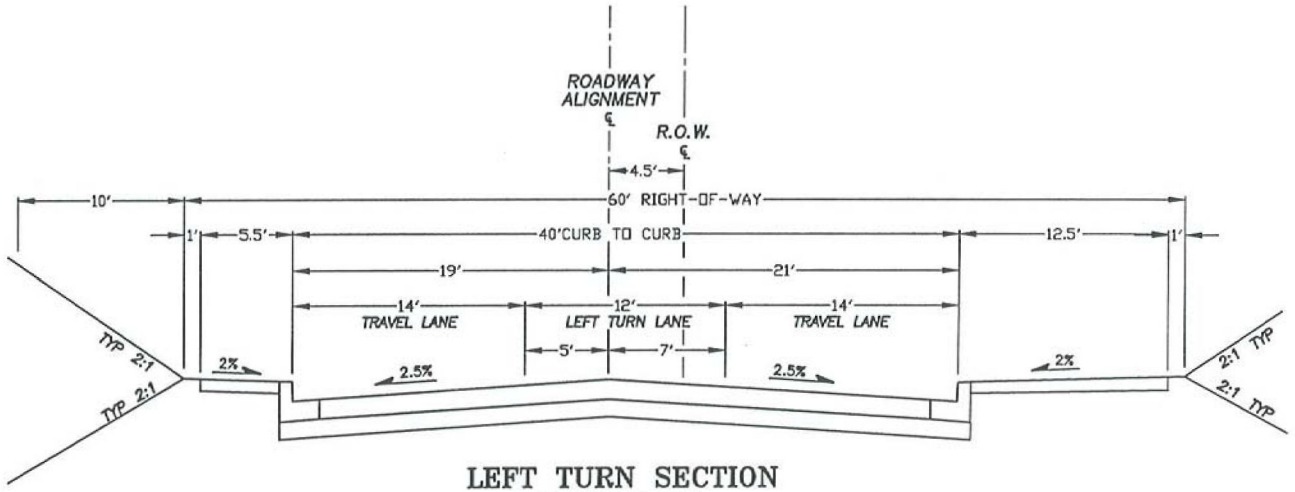
MARINE DRIVE NW

TYPICAL CROSS SECTIONS



TYPICAL SECTION

(LOOKING NORTH)
HORIZONTAL SCALE: 1"=10'



LEFT TURN SECTION

(LOOKING NORTH)
HORIZONTAL SCALE: 1"=10'

EXHIBIT 8

Salem Transportation System Plan Amendments

City Council Staff Report
April 2, 2007

FUTURE REPORT: March 26, 2007
FOR COUNCIL MEETING OF: April 2, 2007
AGENDA ITEM NO.:
PUBLIC WORKS FILE NO.:

TO: MAYOR AND CITY COUNCIL

THROUGH: ROBERT G. WELLS, CITY MANAGER

FROM: TIM GERLING, P.E., PUBLIC WORKS DIRECTOR

SUBJECT: **SALEM TRANSPORTATION SYSTEM PLAN AMENDMENTS**

ISSUE:

Should the City Council amend *Salem Revised Code* (SRC) Chapter 64.230(i) by enacting Ordinance No. 85-07 to amend the *Salem Transportation System Plan* (Salem TSP)?

RECOMMENDATION:

Staff recommends that the City Council hold a public hearing on Ordinance No. 85-07 and advance it to second reading for enactment. Enactment of Ordinance No. 85-07 would amend SRC Chapter 64.230(i), Salem Transportation System Plan.

BACKGROUND:

The Salem TSP is the City's long-range master plan for transportation infrastructure and programs. First adopted in 1998, the Salem TSP was amended in 2000, 2001, and 2005. Providing for periodic amendment serves to keep the Salem TSP flexible and responsive to changes in circumstances and direction that citizens and public officials desire to occur over time.

FACTS AND FINDINGS:

The Planning Commission formally initiated these amendments to the Salem TSP on January 9, 2007, with adoption of Resolution 07-1. The Planning Commission held a public hearing on these amendments on February 27, 2007. The Planning Commission recommended approval of the proposed amendments, with one modification (see Attachment A). The modification recommended by Planning Commission was to increase the priority of improvements to the intersections of Mission Street SE with Liberty and Commercial Streets SE from a low priority to a medium priority need. This change is now reflected in staff's recommendation to Council.

Summary of Salem TSP Amendments

A primary focus of the staff work on this round of TSP amendments has been to do a comprehensive update of all the projects in the Plan. The proposed amendments include major updates to three chapters: the Introduction, the Street System Element, and the Transportation Finance Element. Minor amendments are proposed for the Bicycle System, Pedestrian System, and Transportation System Management Elements. Finally, a new appendix is proposed to be added to contain refinements to typical street requirements.

Introduction

In the Introduction chapter, all of the population and employment data for the Salem area has been updated. A major change from the existing TSP is to move out the horizon year for the forecasts from 2015 to 2030. New tables and graphics have been prepared as well. The new forecasts are based on various informational sources including forecasting work done by the Salem-Keizer Area Transportation Study (SKATS).

Street System Element

All existing projects were reviewed with respect to cost, scope, location, and priority. The proposed amendments include project description updates in the text, new proposed projects, a new set of project tables, and new project maps. A number of additional Marion County projects within the Salem Urban Area are proposed to be included as well.

Attachment B is a summary list of projects with proposed changes that are considered significant. Included are proposed new projects and projects with proposed priority changes, among others. Projects with minor proposed changes are not shown in this attachment, but all proposed changes are reflected in Attachment A using strike through and underline. Attachment C lists proposed project deletions.

Transportation Finance Element

The Transportation Finance Element amendments include major updates to the existing and future transportation cost estimates, for both capital (from the Street System Element) and maintenance needs. Staff also prepared new revenue estimates and forecasts. The proposed text changes reflect changes that have taken place in recent years with respect to transportation costs and available funding sources.

Transportation System Management Element

The most significant other change proposed in these amendments is the addition of a number of new Intelligent Transportation System (ITS) projects to be included in the Transportation System Management Element. These projects are based on projects from the *Salem-Keizer Metropolitan Area ITS Plan, August 2005*, which was developed collectively by various agencies within the region.

Appendix G: Refinements to Typical Street Requirements

This new appendix will include adopted special street right-of-way and improvement requirements, schematic street designs, and surveyed future street alignments. Much of this information is already included in the Salem TSP, but will be moved from its current location in the Street System Element into Appendix G. New information proposed to be added to the Salem TSP as part of this appendix include:

- Marine Drive NW special cross section and surveyed alignment,
- Schematic street design for Doaks Ferry Road NW, from Brush College Road NW to Orchard Heights Road NW, and
- Mildred Lane SE, surveyed alignment.

Public Involvement and Notification

This amendment process provided several opportunities for public involvement. During the spring and summer of 2006, City staff made presentations on proposed TSP projects to sixteen of nineteen neighborhood associations and received input on transportation project needs. The Transportation Policy Advisory Committee (TPAC) reviewed and provided input on all amendment proposals at thirteen meetings between July 2005 and December 2006. A summary of the proposed amendments was recently mailed to neighborhood association chairs, traffic chairs, and land use chairs, along with information on opportunities for additional input at upcoming public hearings.

Property owners along six proposed street projects have been sent individual notification on those specific proposals. Five of those are new projects and one is a proposal for a significant change in project scope. The six projects are the following:

- 23rd Street SE, from Rural Avenue SE to Mission Street SE (#292) - Extend roadway north to connect to Mission Street SE. Reclassify 23rd Street SE to Collector between McGilchrist Street SE and Mission Street SE.
- Broadway Street NE at Salem Parkway (#257) - Construct a queue jump lane for north bound bus traffic.
- Croisan Creek Road S, from Kuebler Boulevard S to Heath Street S (#10) - Widen the roadway to a cross section of 30 feet, including shoulders but no curbs, gutters, or sidewalks.
- Commercial Street SE at Kuebler Boulevard SE (#196) - Widen from Boone Road SE to Barnes Road SE to provide a second left-turn lane on both approaches to Kuebler Boulevard SE.

- Orchard Heights Road NW, from BPA Power Line to Orchard Heights Place NW (#290) - Realign the roadway to the south to follow the topography in the area.

- Rainier Drive SE, from Rainier Drive SE to Davis Road S and to Gamma Street SE (#293) - Realign and extend the roadway northward and then westward to align with Davis Road S at Liberty Road S. Also continue roadway farther northward to connect with Gamma Street SE.

Notice of the proposed amendments to the Salem TSP was provided to the Department of Land Conservation and Development (DLCD) as required under ORS 197.610 and OAR Chapter 660, Division 18. This notice was delivered to DLCD offices on December 22, 2006.

A Planning Commission work session on the proposed TSP amendments was held on January 23, 2007, and the Planning Commission held its public hearing on these amendments on February 27, 2007.

Notice of the City Council public hearing will be published in the *Statesman Journal* as required by SRC Chapter 64.080(a).

Amendment Criteria

The Salem TSP is considered a Detailed Plan per SRC Chapter 64.230. Detailed Plans are prepared as policy guides to the *Salem Area Comprehensive Plan* (SACP). Detailed Plans are considered part of the SACP, with the exception of the list of public facility projects, maps, and written descriptions (SRC Chapter 64.235). The procedure for amending Detailed Plans and project lists and maps is established in SRC Chapter 64.240 and requires public hearings before the Planning Commission and City Council.

The only amendment criteria identified in the SRC is that Detailed Plans must be consistent with the SACP. In addition to the specific requirement for consistency with the SACP, transportation plans, or any other plans that affect the SACP, must be developed in compliance with adopted Statewide and Regional plans, regulations, and guidelines. This section contains findings of fact that show how the proposed amendments to the Salem TSP comply with relevant plans and regulations. Specifically, these findings demonstrate compliance with the following:

State of Oregon
- Statewide Planning Goals
- State Transportation Planning Rule, Oregon Administrative Rule (OAR) 660-012

Salem-Keizer Metropolitan Region
- *Regional Transportation Systems Plan, 2005 Update*, Salem-Keizer Area Transportation Study (SKATS)

City of Salem

- *Salem Area Comprehensive Plan* (SACP)

Statewide Planning Goals

Goal 1: Citizen Involvement

(To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.)

Finding

The amendment process is designed to provide citizens substantial opportunities for input into the Salem TSP. The process used for public involvement for this round of amendments is described under the Public Involvement and Notification heading in this staff report.

Goal 2: Land Use Planning

(To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.)

Finding

The Salem TSP is adopted as a Detailed Plan of the SRC. The Salem TSP has a set of Comprehensive Transportation Policies that are found in Chapter IV, Title I Transportation, of the SACP. These goals and policies, together with the goals, objectives, policies, maps, and projects found in each of the individual Salem TSP elements constitute the basis for transportation planning within the Salem Urban Area. The amendments proposed to the maps, projects, and text are consistent with the policies contained in the SACP.

Goal 3: Agricultural Lands

(To preserve and maintain agricultural lands.)

Finding

Because of topographical and related constraints, the proposed alignment of the planned new north/south collector street east of Wallace Road (the Marine Drive project) meanders slightly outside of the Urban Growth Area and into agricultural lands. If the project were built today, it would have a slight impact on agricultural lands. City of Salem staff have begun the process to address this issue. No new projects nor any of the other proposed amendments will impact agricultural lands.

Goal 4: Forest Lands

(To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land

consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.)

Finding
The Salem TSP will have no impact on forest lands.

Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces
(To protect natural resources and conserve scenic and historical areas and open spaces.)

Finding
The Salem TSP does not propose the provision of transportation facilities or services into locations that would directly impact the City's natural and scenic resources. Impacts to these resources caused by construction or operation of transportation facilities and services will be mitigated.

Goal 6: Air, Water, and Land Resources Quality
(To maintain and improve the quality of air, water, and land resources of the state.)

Finding
The utilization of transportation facilities and services can create impacts to the air, water, and land resources of the community. The construction of facilities can also impact these resources. The Salem TSP directs the provision of transportation facilities and services in a manner that has the least impact on the environment as possible, given the City's urban character. The City's construction practices are consistent with this approach. The Plan calls for an efficient system, timely provision of infrastructure, and less dependence on the single-occupant vehicle—a leading cause of air pollution. Transportation facilities of regional significance must pass state and federal air quality conformity regulations that are administered by the Mid Willamette Valley Council of Governments.

Goal 7: Areas Subject to Natural Disasters and Hazards
(To protect people and property from natural hazards.)

Finding
The Salem TSP does not direct the provision of transportation facilities in areas that are known to be prone to damage or destruction due to disasters or hazards, without proper mitigation and design. The overall transportation system is designed to provide multiple routes to most areas of the City, via multiple travel modes. None of the amendment proposals recommended for approval result in transportation facilities that could not be designed to mitigate natural disasters and hazards.

Goal 8: Recreational Needs

(To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.)

Finding

By maintaining and enhancing overall mobility within the Salem community, the needs of those driving to or through Salem to pursue recreational activities can be met. The Salem TSP directs the provision of transportation facilities and services that provide overall mobility for the community.

Goal 9: Economic Development

(To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare and prosperity of Oregon's citizens)

Finding

The Salem TSP directs the provision of transportation facilities and services necessary to provide mobility for Salem's goods, services, residents, and work force. The Salem TSP contains a freight movement element that directs the City's efforts at moving goods and services.

Goal 10: Housing

(To provide for the housing needs of citizens of the state.)

Finding

The provision of adequate infrastructure is necessary for the development of housing within a community. One of the planning tools used in the development of the Salem TSP is the regional traffic model, which projects future traffic needs based on projected housing growth and other factors. Thus, the Salem TSP provides direction, facilities, and services that will enable the development of housing to accommodate the population and economic growth of the City. The Salem TSP also encourages the development of housing near transit routes to improve transportation efficiencies.

Goal 11: Public Facilities and Services

(To plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.)

Finding

The Salem TSP constitutes the transportation component of the City's current *Public Facilities Plan*. The Salem TSP matches the provision of transportation services and facilities to the overall travel needs of the community, striving to provide the most efficient and timely comprehensive transportation system possible. The amendment proposals recommended for adoption are supportive of timely, orderly, and efficient provision of public facilities and services.

Goal 12: Transportation

(To provide and encourage a safe, convenient, and economic transportation system.)

Finding

The Salem TSP establishes a comprehensive transportation plan that provides increased services and facilities for all modes of travel, increasing overall mobility for the community. The proposed amendments to add Intelligent Transportation System (ITS) projects to the Salem TSP will have a positive impact on the future safety, convenience, and economic efficiency of the City's transportation system. The Salem TSP substantially complies with the Goal 12 implementing rule, OAR 660, Division 12, Transportation Planning Rule (see separate findings).

Goal 13: Energy and Conservation

(To conserve energy.)

Finding

The Salem TSP sets as a goal the increased use of alternative, more fuel-efficient modes of travel, such as: walking, bicycling, transit, carpooling, vanpooling, and teleworking. The Salem TSP requires that new subdivisions have an interconnected system of local streets, reducing the need for out-of-direction, inefficient travel. The proposed amendments are consistent with these goals.

Goal 14: Urbanization

(To provide an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for liveable communities.)

Finding

The transportation system planned for in the Salem TSP incorporates travel demand created by the development of rural land within the Urban Growth Boundary into urban uses. The system is designed to serve future development as designated in the SACP. The extension of streets and other transportation infrastructure is planned to occur as needed, with care not to provide more infrastructure than is needed.

Goal 15: Willamette River Greenway

(To protect, conserve, enhance, and maintain the natural, scenic, historical, agricultural, economic, and recreational qualities of land along the Willamette River as the Willamette Greenway.)

Finding
The only project listed in the 25-year Plan of the Salem TSP that could potentially encroach or negatively impact the Willamette River Greenway is the Salem River Crossing project. Any new river crossing will most likely create street/bridge alignments that encroach on, or pass over, the Willamette River Greenway. The recently initiated environmental planning work for this project will result in a recommended alignment for this project. A Goal 3 exception process may be required as well as additional findings to address Goal 15.

Goal 16: Estuarine Resources

Not applicable to the Salem TSP.

Goal 17: Coastal Shorelands

Not applicable to the Salem TSP.

Goal 18: Beaches and Dunes

Not applicable to the Salem TSP.

Goal 19: Ocean Resources

Not applicable to the Salem TSP.

State Transportation Planning Rule (TPR)
OAR 660 Division 12

The TPR is the implementing rule for Goal 12 Transportation of the Statewide Planning Goals. One of the primary reasons for developing the Salem TSP was to satisfy requirements found in the TPR. All of the proposed amendments recommended for adoption are supportive of the goals and requirements of the TPR.

Staff from the Oregon Department of Land Conservation and Development (DLCD) reviewed these proposed amendments and submitted comments in a letter dated February 14, 2007 (see Attachment D). Their comments are limited to the proposed amendments. DLCD staff did not do a broad review to determine if all components of the Salem TSP are fully compliant with the TPR, recognizing that the City and DLCD are currently involved in ongoing discussions about compliance with certain sections of the TPR involved in the City's periodic review work order. The DLCD letter identified one compliance recommendation to address OAR 660-012-0020(3)(d), "Identification of the provider of each transportation facility or service." Staff have added a new map (Map 3-2) in the Street System Element to address this requirement.

Regional Transportation System Plan
Salem-Keizer Area Transportation Study (SKATS)

SKATS is the regional metropolitan planning organization (MPO) for the Salem-Keizer area. Housed within the Mid-Willamette Valley Council of Governments, they are charged with developing the regional transportation system plan. The TPR requires that the Salem TSP and SKATS *Regional Transportation System Plan* be consistent with each other.

During the Salem TSP update process, which led to these proposed amendments, SKATS staff were in the process of preparing an update to the *Regional Transportation System Plan.* A significant effort to coordinate these two updates took place, especially with regard to project information and to revenue forecasts.

Finding
The goals, objectives, and policies of the Salem TSP and the proposed amendments are consistent with the SKATS *Regional Transportation System Plan, 2005 Update.* The high level of coordination that has taken place in the development of the current updates to the Salem TSP and to the Regional TSP will ensure that this consistency will continue into the future.

Salem Area Comprehensive Plan

Finding
The Salem TSP complies with all of the goals, objectives, and policies found in the SACP, and meets the requirements set forth as a Detailed Plan of the SRC. All of the proposed amendments recommended for adoption are consistent with and supportive of the goals, objectives, and policies found in the SACP.

Mark Becktel, AICP
Transportation Services Manager

Attachments:
A. Planning Commission Motions Sheet, February 27, 2007
B. Proposed Project Changes
C. Proposed Project Deletions
D. Letter from DLCD, February 14, 2007

Ward All
March 19, 2007 (9:23am)
Prepared by: Julie Warncke, Transportation Planning Manager

ATTACHMENT A

SALEM PLANNING COMMISSION
MOTIONS SHEET
FEBRUARY 27, 2007

Attendance: Bennett, Goss, Lewis, Levin, Nelson, Wiles Absent: Dorn

5. WORK SESSIONS

5.1

Mr. Levin moved to accept and approve the proposed amendments to the Salem Transportation System Plan. Mr. Wiles seconded the motion.

Mr. Bennett moved a friendly amendment to with one modification to move the Mission St SE at Liberty St SE and Commercial St SE project from low to medium status. Mr. Levin and Mr. Wiles accepted the friendly amendment.

MOTION CARRIED 6 YES 0 NO 1 ABSENT (Dorn)

Proposed Project Changes - Salem Committed Projects

Street	Location	Full Project Description	ID	Project Type	Project Changes	Previous Priority
Aumsville Highway SE	Kuebler Boulevard SE to Marion County Jail entrance	Construct to a Minor Arterial turnpike standard, with two travel lanes, a center turn lane, paved shoulders, bio-swales on both sides, sidewalks, and a 12-foot multi-use path. Widen all appproaches to the intersection at Kuebler Boulevard SE.	163	Roadway	New Project	
Broadway Street NE	at Stark Street N	Construct a queue jump for northbound bus traffic at Stark Street N.	258	Intersection	New Project	
Brown Road NE	at Sunnyview Road NE	Construct dedicated southbound right-turn lane on Brown Road to westbound Sunnyview Road.	162	Intersection	New Project	
Capitol Street NE	at Mill Creek	Rehabilitate bridge over Mill Creek.	239	Bridge	Change in Priority	High
Center Street NE	at Front Street	Replace stop sign on the northbound Center Street Bridge ramp with a signal to allow more bridge traffic to exit northbound onto Front Street.	50	Signal	Change in Priority	High
Cottage Street NE	at Mill Creek	Design and construct scour countermeasures.	250	Bridge	New Project	
Front Street NE	Chemeketa Street NE to State Street	Widen southbound Center Street Bridge off ramp to Front Street to 2 lanes.	52	Roadway	Scope Refinement	Committed
Kuebler Boulevard SE	I-5 Interchange to Commercial Street SE	Build westbound (north) side of the roadway to Parkway standards, including intersection improvements at Battle Creek Road SE and a new signal at 27th Street SE.	131	Roadway	Subdivided Project	Committed
Market Street NE	at Broadway Street NE	Construct eastbound and westbound left-turn pockets on Market Street NE at Broadway Street NE.	62	Intersection	New Project	
McGilchrist Street SE	12th Street SE to 25th Street SE	Reconstruct to an interim three-lane standard from 12th Street SE to 22nd Street SE, and to a four-lane standard (two eastbound lanes) from 22nd Street SE to 25th Street SE. Add or revise signals at five intersections, and realign 22nd Street SE.	116	Roadway	Scope Refinement, Change in Priority	High
Summer Street NE	at Mill Creek	Design and construct scour countermeasures.	240	Bridge	Change in Priority	High
Turner Road SE	Cascades Gateway Park extending south 2100 feet	Widen to provide two travel lanes, a center turn lane, bike lanes, curbs, and gutters. The drainage ditch on the west side of the road will be relocated.	153	Roadway	Subdivided Project, Change in Priority	Medium
Wallace Road NW	at Glen Creek Road NW	Northbound on Wallace Road NW add a dedicated right-turn lane and add a second dedicated left-turn lane. On Glen Creek Road NW add a second westbound receiving lane and add both an eastbound and a westbound approach lane.	90	Intersection	Change in Priority	High

ATTACHMENT B

Proposed Project Changes - Salem High Priority Projects

Street	Location	Full Project Description	ID	Project Type	Project Changes	Previous Priority
12th Street SE	McGilchrist Street SE to Fairview Avenue SE	Widen the roadway to add a southbound lane. The additional lane becomes a right-turn-only lane at Fairview Avenue SE.	98	Roadway	Subdivided Project, Change in Priority	Medium
Battle Creek Road SE	Kuebler Boulevard SE to Hillrose Street SE	Improve to Minor Arterial standards with two travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters, and sidewalks. Additional lanes may be required in the vicinity of the Kuebler Boulevard SE intersection.	109	Roadway	Subdivided Project, Change in Priority	Low
Broadway Street NE	Belmont Street NE to Shipping Street NE	This project will construct streetscape improvements to facilitate the movement of transit through the High Priority Transportation Corridor. The project will accommodate other travel modes and the needs of the adjacent Urban Renewal District.	262	Roadway	Scope Refinement	High
Commercial Street SE	at Kuebler Boulevard SE	Widen from north of Boone Rd. SE to easterly Barnes Rd. SE to provide a second left-turn lane on both approaches to Kuebler Blvd. SE. This project will include a new traffic signal and will restrict some left-turns to/from Boone Rd. SE and Barnes Rd. SE.	196	Intersection	New Project	
Gaffin Road SE	Cordon Road SE to west of Highway 22 interchange	Construct a 3/4 street improvement on a 1,500-foot segment bordering City-owned property to Minor Arterial standards, and construct turnpike improvements to the remaining portion (approximately 3,500 feet) of the roadway.	198	Roadway	New Project	
Liberty Street SE	at Pringle Creek	Provide retaining wall repair, bridge rail concrete repair, approach roadway subsidence repair, and scour countermeasures.	278	Bridge	Subdivided Project	High
Madrona Avenue SE	at Commercial Street SE	Add a westbound to northbound right-turn lane and signal improvements.	124	Intersection	Change in Priority	Medium
Orchard Heights Road NW	BPA Power Line to Orchard Heights Place NW	Realign the roadway to the south to follow the topography in the area.	290	Street Extension	New Project	
Portland Road NE	Beach Avenue NE to Claxter Road NE	Improve the streetscape by undergrounding utilities, installing a landscaped median, and consolidating accesses among others.	54	Roadway	Change in Priority	Committed
Pringle Road SE	Copper Glen Drive SE to Hillrose Street SE	Improve to Minor Arterial standards with two travel lanes, center turn lane, or turn pockets, bike lanes, curbs, gutters, and sidewalks.	111	Roadway	Subdivided Project, Change in Priority	Low
Reed Road SE	Battle Creek Road SE to Strong Road SE	Improve to Minor Arterial standards with two travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters, and sidewalks.	115	Roadway	Change in Priority, Location Adjustment	Low

Proposed Project Changes - Salem High Priority Projects (continued)

Street	Location	Full Project Description	ID	Project Type	Project Changes	Previous Priority
River Road S	Croisan Creek Road S to UGB	Improve to Minor Arterial standards where topography allows, including two travel lanes with curbs, gutters, sidewalks, and bike lanes, plus left-turn pockets at intersections.	70	Roadway	Scope Refinement, Location Adjustment	High
Strong Road SE	Fairview Industrial Drive SE to Reed Road SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes.	118	Roadway	New Project	

Proposed Project Changes - Salem Medium Priority Projects

Street	Location	Full Project Description	ID	Project Type	Project Changes	Previous Priority
17th Street NE	Norway Street NE to Sunnyview Road NE	Improve to Minor Arterial standards, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes, plus left-turn lanes at intersections.	47	Roadway	New Project	
23rd Street SE	Rural Avenue SE to Mission Street SE	Extend roadway north to connect to Mission Street SE. Reclassify 23rd Street SE to Collector from McGilchrist Street SE to Mission Street SE.	292	Street Extension	New Project	
Broadway Street NE	at Salem Parkway	Construct additional turn lanes for northbound and southbound traffic on Broadway Street NE and for southwestbound traffic on Salem Parkway.	260	Intersection	New Project	
Broadway Street NE	at Salem Parkway	Construct a queue jump for northbound bus traffic at Salem Parkway.	257	Intersection	New Project	
Brown Road NE	Sunnyview Road NE to Silverton Road NE	Improve to urban Collector standards, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	13	Roadway	Change in Priority	Low
Cascade Drive-Parkway Drive NW	8th Avenue NW to Orchard Heights Road NW	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes (where feasible). Make Cascade Drive NW improvements within existing ROW where feasible. Study realignment of both intersections at Glen Creek Road NW.	86	Roadway	Location Adjustment	Medium
Cordon Road SE	Highway 22 to Caplinger Road SE	Improve to Parkway standards, including four travel lanes, center turn lane or left-turn lanes at selected locations, curbs, gutters, sidewalks, and bike lanes.	101	Roadway	New Project	
Croisan Creek Road S	River Road S to Heath Street S	The project will improve this section of Croisan Creek Road S to urban Collector standards with curbs, gutters, sidewalks, and bike lanes, and will also improve the intersection at River Road S.	9	Roadway	Change in Priority	High
Davis Road S	Skyline Road S to Liberty Road S	Improve to Collector standards including 2 travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	76	Roadway	New Project	
Eola Drive NW	Sunwood Drive NW to Gehlar Road NW	Improve to Minor Arterial standards with 2 travel lanes, center turn lane, bike lanes, curbs, gutters, and sidewalks.	80	Roadway	Location Adjustment, Change in Priority	Low
Front Street NE	Norway Street NE to Division Street NE	Reconstruct Front Street NE to a modified Minor Arterial standard and realign the railroad tracks down the center. Construct wide travel lanes as well as curbs, gutters, and sidewalks. The project includes the reconstruction of Mill Creek Bridge.	66	Roadway	New Project	
Hawthorne Avenue NE	Midway Street NE to Center Street NE	Add a northbound right-turn lane extending from Midway Street NE to the Center Street NE intersection.	38	Intersection	New Project	
Kuebler Boulevard SE	at Lone Oak Road	Construct both eastbound and westbound right turn lanes on Kuebler Boulevard SE at Lone Oak Road SE.	159	Intersection	New Project	
Kuebler Boulevard SE	Highway 22 to Turner Road SE	Widen to Parkway standards with four travel lanes, paved or raised median, bike lanes, curbs, gutters and sidewalks, and bridge improvements over Mill Creek.	135	Roadway	New Project	

Proposed Project Changes - Salem Medium Priority Projects (continued)

Street	Location	Full Project Description	ID	Project Type	Project Changes	Previous Priority
Kuebler Boulevard SE	I-5 interchange to Turner Road SE	Widen to Parkway standards with four travel lanes, paved or raised median, bike lanes, curbs, gutters, and sidewalks. This project includes turn lanes at Turner Road SE and bridge improvements over the railroad.	134	Roadway	New Project	
Lancaster Drive NE	State Street to Silverton Road NE	Provide access management improvements along this corridor to improve safety and capacity.	22	Roadway	Scope Refinement, Change in Priority	High
Macleay Road SE	at Cordon Road SE	Add left-turn pockets on both eastbound and westbound approaches to Cordon Road SE.	136	Intersection	Subdivided Project	Medium
Mission Street SE	at Liberty Street SE and Commercial Street SE	Improve capacity of both intersections with additional turn lanes.	121	Intersection	Change in Priority	Low
New Collector Street	Strong Road SE Reed Road SE	Construct a new north-south Collector through the Sustainable Fairview Training Center property as a part of development of the Sustainable Fairview Masterplan.	194	Street Extension	New Project	
Wiltsey Road SE	Sunnyside Road SE to Commercial Street SE	Realign S-curve and improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	139	Roadway	Change in Priority	High

Proposed Project Changes - Salem Low Priority Projects

Street	Location	Full Project Description	ID	Project Type	Project Changes	Previous Priority
12th Street SE	Fairview Avenue SE to Vista Avenue SE	Widen the roadway to add a southbound lane. The additional lane becomes a right turn only lane at Vista Avenue SE.	99	Roadway	Subdivided Project, Change in Priority	Medium
25th Street SE	State Street to Helm Street SE	Improve to Minor Arterial standards with two travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters, and sidewalks.	120	Roadway	New Project	
27th Avenue SE	Kuebler Boulevard SE to Marietta Street SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	156	Roadway	New Project	
37th Avenue NW	Orchard Heights Place NW to the UGB	Improve to Collector standards, including two travel lanes, curbs, gutters, and sidewalks.	96	Roadway	New Project	
Brush College Road NW	Doaks Ferry Road NW to BPA Power Lines	Improve to Minor Arterial standards with two travel lanes, left turn lanes, bike lanes, curbs, gutters, and sidewalks.	95	Roadway	New Project	
Byers Street S-Deer Run S	Viewcrest Road S to end of roadway	Improve to Minor Arterial standards including two travel lanes, turn lanes where appropriate, curbs, gutters, sidewalks, and bike lanes.	77	Roadway	New Project	
Chemewa Road NE	I-5 to Portland Road	Improve to urban Parkway standards, including four travel lanes and a center turn lane with curbs, gutters, sidewalks, and bike lanes	36	Roadway	New Project	
Croisan Creek Road S	Kuebler Boulevard S to Heath Street S	The project will widen this section of Croisan Creek Road S to a 30-foot cross section, which will include shoulders but no curbs, gutters, or sidewalks.	10	Roadway	Scope Refinement	Low
Cunningham Lane S	Kurth Street S to Barrett Street S	Improve to urban collector standards, including two travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	3	Roadway	New Project	
Deer Park Road SE	Turner Road SE to Aumsville Highway	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	152	Roadway	New Project	
Eola Drive NW	Doaks Ferry Road NW to UGB	Improve to Collector standards with two travel lanes, curbs, gutters, and sidewalks.	81	Roadway	New Project	
Front Street NE	River Road N to Pine Street NE	Improve to Minor Arterial standards, including two travel lanes with curbs, gutters, sidewalks, and left turn pockets at intersections.	65	Roadway	New Project	
Hayesville Drive NE	Portland Road NE to Lancaster Drive NE	Improve to urban Collector standards, including two travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	46	Roadway	New Project	
Hazelgreen Road NE	Portland Road NE to Cordon Road NE	Improve to an interim 2 travel lanes with center turn lane where NEeded. Add curbs, gutters, sidewalks, bicycle lanes, and improve intersection approach to Portland Road NE.	48	Roadway	New Project	
Hrubetz Road SE	Liberty Road S to Lone Oak Road SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	132	Roadway	New Project	

Proposed Project Changes - Salem Low Priority Projects (continued)

Street	Location	Full Project Description	ID	Project Type	Project Changes	Previous Priority
Liberty Road S	Holder Lane to south UGB	Improve to an interim three lane urban standard, with two travel lanes, a center turn lane, curbs, gutters, sidewalks, and bike lanes.	58	Roadway	New Project	
Marietta Street SE	27th Avenue SE to Fairview Industrial Drive SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	155	Roadway	Subdivided Project, Change in Priority	Medium
Michigan City Lane NW	Wallace Road NW to end of roadway	Build a 3/4 street improvement with urban Collector standards on one side. This would include two travel lanes and curb, gutter, and sidewalk on one side.	94	Roadway	New Project	
Mildred Lane SE	Lone Oak Road SE to Sunnyside Road SE	Improve to Minor Arterial standards with two travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters, and sidewalks.	137	Roadway	Change in Priority, Subdivided Project	Medium
Oak Hill Avenue SE	Commercial Street SE to 12th Street SE	Improve to Collector standards, including two travel lanes, curbs, gutters, and sidewalks.	117	Roadway	New Project	
Orchard Heights Road NW	Orchard Heights Place NW to UGB	Improve to Minor Arterial standards with two travel lanes, left turn lanes, bike lanes, curbs, gutters and sidewalks.	291	Roadway	New Project	
Orchard Heights Road NW	Titan Drive NW to BPA Power Line	Improve to Minor Arterial standards with two travel lanes, left turn lanes, bike lanes, curbs, gutters and sidewalks.	92	Roadway	New Project	
Ratcliff Drive SE and Salem Heights Avenue SE	Commercial Street SE to Liberty Road S	Improve to Collector standards, signalize Commercial/Ratcliff intersection, and add westbound left-turn lane on Ratcliff Drive SE at Commercial Street SE.	126	Roadway	Change in Priority	Medium
River Bend Road NW	Wallace Road NW to UGB	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes.	93	Roadway	New Project	
Skyline Road S	Maplewood Drive S to Mildred Lane S	Improve to Minor Arterial standards including two travel lanes, a center turn lane, curbs, gutters, sidewalks. and bike lanes.	73	Roadway	New Project	
Strong Road SE	Reed Road SE to Marietta Street SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	154	Roadway	New Project	
Sunnyside Road SE	Kuebler Boulevard SE to Mildred Lane SE	Improve to Minor Arterial standards with two travel lanes, left turn pockets, bike lanes, curbs, gutters. and sidewalks.	157	Roadway	New Project	
Sunnyside Road SE	Pawnee Circle SE to the UGB	Improve to Minor Arterial standards with two travel lanes, left turn pockets, bike lanes, curbs, gutters, and sidewalks.	158	Roadway	New Project	
Swegle Road NE	Hoffman Road NE to Cordon Road NE	Improve to Minor Arterial standards, including two travel lanes plus a center turn lane with curbs, gutters, sidewalks, and bike lanes.	27	Roadway	New Project	
Turner Road SE	Gath Road SE to UGB	Improve to Minor Arterial standards with two travel lanes, left turn pockets, bike lanes, curbs, gutters and sidewalks.	151	Roadway	New Project	
Wiltsey Road SE	Battle Creek Road SE to 36th Avenue SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	150	Roadway	New Project	

Proposed Project Changes - Marion County Projects

Street	Location	Full Project Description	ID	Project Type	Project Changes	Priority	Previous Priority
45th Avenue NE	Silverton Road to Ward Drive NE	Improve to urban Collector standards, including two travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	31	Roadway	Change in Priority	Medium	Low
Auburn Road NE	at Cordon Road NE	Install east and westbound left-turn lanes and signal at Cordon Road NE.	283	Intersection	New Project	High	
Auburn Road NE	Cordon Road NE to Lancaster Drive NE	Improve to urban Collector standards, including two travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	12	Roadway	Change in Priority	Medium	Low
Center Street NE	Lancaster Drive NE to Cordon Road NE	Improve to interim Minor Arterial standards, including two travel lanes and a center turn lane with curbs, gutters, sidewalks, and bike lanes.	53	Roadway	New Project	Low	
Connecticut Avenue SE	Pennsylvania Avenue SE to Rickey Street SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	273	Roadway	New Project	Low	
Cordon Road NE	at Carolina Avenue/Indiana Avenue NE	Install northbound left-turn lane on Cordon Road NE to westbound Carolina Avenue or Indiana Avenue NE.	279	Intersection	New Project	High	
Cordon Road NE	at Hayesville Drive NE	Install northbound left-turn lane on Cordon Road NE to westbound Hayesville Drive NE.	281	Intersection	New Project	High	
Cordon Road NE	at Herrin Road NE	Install northbound left-turn lane on Cordon Road NE to westbound Herrin Road NE.	280	Intersection	New Project	High	
Cordon Road NE	Center Street NE to Sunnyview Road NE	Improve to Parkway standards, including four travel lanes, center turn lane or left-turn lanes at selected locations, curbs, gutters, sidewalks, and bike lanes.	276	Roadway	New Project	Medium	
Cordon Road NE	State Street to Center Street NE	Improve to Parkway standards, including four travel lanes, center turn lane or left-turn lanes at selected locations, curbs, gutters, sidewalks, and bike lanes.	275	Roadway	New Project	Medium	
Cordon Road NE	Sunnyview Road NE to Silverton Road NE	Improve to Parkway standards, including four travel lanes, center turn lane or left-turn lanes at selected locations, curbs, gutters, sidewalks, and bike lanes.	277	Roadway	New Project	Medium	
Cordon Road SE	at Pennsylvania Avenue SE	Add a northbound to westbound left-turn pocket on Cordon Road SE.	104	Intersection	Change in Priority	Committed	High
Cordon Road SE	at State Street	Construct improvements to the intersection with State Street that include turn pockets where appropriate.	161	Intersection	New Project	Committed	
Cordon Road SE	Caplinger Road SE to State Street	Improve to Parkway standards, including four travel lanes, center turn lane or left-turn lanes at selected locations, curbs, gutters, sidewalks, and bike lanes.	274	Roadway	New Project	Medium	

Proposed Project Changes - Marion County Projects (continued)

Street	Location	Full Project Description	ID	Project Type	Project Changes	Priority	Previous Priority
Hayesville Drive NE	Lancaster Drive NE to Cordon Road NE	Improve to urban Collector standards, including two travel lanes with curbs, gutters, sidewalks and bike lanes where designated.	263	Roadway	New Project	Low	
Hazelgreen Road NE	at Cordon Road NE/55th Avenue NE	Construct turn lanes on all four legs, include minor intersection realignment, and install signal.	282	Intersection	New Project	High	
Hollywood Drive NE	at Silverton Road NE	Install signal and northbound left-turn pocket on Hollywood Drive NE to westbound Silverton Road NE.	285	Intersection	New Project	High	
Hollywood Drive NE	Silverton Road NE to city limits	Improve to urban Collector standards, including two travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	34	Roadway	Change in Priority	Medium	Low
Lancaster Drive NE	Hayesville Drive NE to Silverton Road NE	Install fiber optic cable and Interconnect Signals along Lancaster Drive NE.	215	ITS	Change in Priority	Committed	High
Lancaster Drive SE	Act 3 Theater to Rickey Street SE	Install fiber optic cable and Interconnect Signals along Lancaster Drive SE.	214	ITS	Change in Priority	Committed	High
Macleay Road SE	Lancaster Drive SE to Connecticut Avenue SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	147	Roadway	New Project	Low	
State Street	Lancaster Drive NE to Cordon Road NE	Improve to Major Arterial standards, with four travel lanes plus a center turn lane with curbs, gutters, sidewalks, and bike lanes.	28	Roadway	New Project	Medium	
Sunnyview Road NE	Walker Road NE to Cordon Road NE	Improve to Minor Arterial standards, including two travel lanes with curbs, gutters, sidewalks, and bike lanes, plus left-turn lanes at intersections.	45	Roadway	New Project	Low	
Ward Drive NE	at Lancaster Drive NE	Add eastbound right-turn lane on Ward Drive to Lancaster Drive and upgrade signal.	284	Intersection	New Project	High	
Ward Drive NE	Ward Court NE to Lancaster Drive NE	Improve to Minor Arterial standards, including two travel lanes and a center turn lane with curbs, gutters, sidewalks, and bike lanes, plus intersection improvements. A signal and turn lanes are included at Fisher Road NE.	29	Roadway	New Project	Committed	

Proposed Project Changes - ODOT Projects

Street	Location	Full Project Description	ID	Project Type	Project Changes	Priority	Previous Priority
Interstate 5	at Kuebler Boulevard SE	Construct a new westbound to northbound ramp at the Kuebler Boulevard Interchange.	192	Intersection	Subdivided Project, Scope Refinement	Committed	Committed
Salem Parkway	at Hyacinth Street NE and at Cherry Avenue NE	Provide upgardes at both intersections in order to improve safety.	35	Intersection	New Project	Committed	

Proposed Project Deletions

Street	Location	Short Project Description	Project Type	Previous Prioroity	Reason for Deletion
13th Street SE	McGilchrist Street SE to Mission Street SE	Widen to add a third travel lane & bike lanes	Roadway	Low	Project deemed impractical
Liberty Road S	at Madrona Avenue S	Intersection Improvements	Intersection	Committed	About to be completed
Liberty Street SE Bridge	at Pringle Creek	Bridge work	Bridge	Committed	Completed
Liberty Street NE Bridge	at Mill Creek	Bridge work	Bridge	Committed	Completed
Center Street NE Bridge	at Mill Creek	Bridge work	Bridge	Committed	Completed
Turner Road Bridge SE	at Mill Creek	Bridge work	Bridge	Committed	Completed
Croisan Ridge Way S	Inland Drive to end of roadway	Improve to Collector standards	Roadway	Low	Outside of UGB
Front Street NE	Center Street Bridge Ramp to north of Division Street NE	Add a third northbound lane	Roadway	Low	Project deemed impractical
Inland Drive S	Viewcrest Drive S to Croisan Ridge Way	Improve to Collector standards	Roadway	Low	Outside of UGB
49th Avenue NE	Settlers Lane NE to Kale Street NE	Extend Roadway	Street Extension	None	Completed
Arithmetic Drive SE	End of roadway to Battle Creek Road SE	Extend roadway to Battle Creek Road SE	Street Extension	None	Completed
Chapman Hill Drive NW	West of Collins Street	Extend Roadway	Street Extension	None	Completed
Hidden Valley Road NW	Gleneden Court NW to Glen Creek Road NW Extension	Extend Roadway	Street Extension	None	Outside UGB
New Collector	Portland Road to Blossom Road NE	Build New Roadway (Astoria Street NE)	Street Extension	None	Completed
Northgate Avenue Extension	Portland Road NE to Salem Industrial Drive NE	Extend Roadway (Bill Frey Dr. NE)	Street Extension	None	Completed
Titan Drive NW	Orchard Heights Road NW to Glen Creek Road NW	Build New Roadway	Street Extension	None	Completed

ATTACHMENT C

ATTACHMENT D

Oregon
Theodore R. Kulongoski, Governor

Department of Land Conservation and Development
635 Capitol Street, Suite 150
Salem, OR 97301-2540
(503) 373-0050
Fax (503) 378-5518
www.lcd.state.or.us

February 14, 2007

Julie Warncke
Transportation Planning Manager
Salem Public Works
555 Liberty Street SE, Room 325
SALEM OR 97301-3503

Regarding: Proposed Transportation System Plan Amendments (DLCD File 024-06)

Dear Julie,

We are pleased to see that the City of Salem is working to update the Transportation System Plan (TSP), and we appreciate receiving a copy of the draft dated December 22, 2006. We also appreciate the meeting with yourself and Dave Baltz to discuss the TSP substance and process.

We have reviewed the draft using Statewide Planning Goal 12 and Oregon Administrative Rule 660-012, commonly known as the Transportation Planning Rule (TPR). Listed below are "Compliance Recommendations" that identify TPR deficiencies and recommend appropriate actions to meet TPR requirements. "Comments" are of an advisory nature and are offered to strengthen usefulness of the draft TSP as a planning document. "Compliments" are areas where the draft TSP is above average in the quality of planning.

1. Comment: Relation to Periodic Review
Our review and the comments in this letter are limited to the proposed 2007 amendments. We have not undertaken a broader look to determine whether the TSP would address all elements of the TPR. As you know, DLCD and the City are involved in separate discussions about TPR requirements applicable to cities within a metropolitan planning organization (MPO), and thus that issue is not addressed here. Depending on the outcome of those discussions, further amendments to the TSP may be needed.

2. Comment: Transportation and Land Use
The Introduction (page 1-3) describes the ways that different land uses can affect the demands placed on the transportation system. There is also a converse relationship where different transportation facilities affect how land is used and where growth occurs. This half of the relationship is not mentioned in the draft TSP.

3. Compliance Recommendation: Identification of Jurisdiction
TPR section 0020(3)(d) requires "Identification of the provider of each transportation facility or service." Although the TSP mentions state highways and county roads, the basic inventory on Figure 2-1 does not identify the provider of the facilities. A potential solution would be to use line type to indicate jurisdiction (i.e. dashed for state, dotted for county), thus maintaining the colors to indicate functional classification. Another option would be to include a map specifically showing state highways color-coded according to the State Classification System in the Oregon Highway Plan (i.e. interstate, state, region, or district) and county roads color-coded according to the County's classification.

4. Compliment: Land Use Alternatives
The discussion of West Salem Issues (Street System Element, page 22) recognizes that land use changes may be the best solution to some of the congestion crossing the Willamette River. We agree and encourage the City to continue searching for ways to meet transportation needs through land use planning that reduces need for travel and makes more efficient use of transportation systems.

5. Compliment: Neighborhood Commercial
Including small-scale commercial uses within or near residential neighborhoods is an effective way to reduce the need to travel, and it is good to see this idea presented for the North Downtown area (Street System Element, page 30) and the Kuebler Boulevard area (Street System Element, page 43). We agree that the City should "limit strip commercial uses" near the I-5 Kuebler Boulevard interchange.

6. Compliment: Staggered Schedules
The idea for staggering work schedules of Capitol Mall offices (Street Systems Element, page 30) is an intriguing possibility that would be a cost effective method to reduce the need for roadway capacity and perhaps reduce congestion. We would be happy to assist the City in pursuing this idea in state government.

7. Compliment: Roundabout
Communities throughout the State are installing roundabouts as an efficient traffic control device, and it is good to see Salem proposing a roundabout at the intersection of Sunnyview Road NE and Park Avenue NE (Street Systems Element, page 35). We would encourage further consideration of roundabouts as an alternative to installation of traffic signals, turns lanes or street widening. To accomplish this, the City should include a policy requiring evaluation of roundabouts for major new development and when it considers making improvements to intersections at collector and arterial streets.

8. Compliment: Evaluate impacts of alternative solutions
TPR section 0035(1) requires "evaluation of potential impacts of system alternatives" and lists types of alternative that could be considered. The draft TSP includes useful information for many projects describing the specific problem or issue, alternatives considered, and explanation for selecting the specific option. A good example is the River Road S, project #70 (Street System

Element, page 39). This is more informative than simply listing the selected projects, and we appreciate the additional information.

9. Compliment & Comment: Funding Plan
TPR 0040(1) requires that a TSP include a financing program. TPR 0040(3) describes the purpose of the financing program: "allow jurisdictions to assess the adequacy of existing and possible alternative funding mechanisms." The plan should determine the "ability of these and possible new mechanisms to fund the development of each transportation facility and major improvement."

The draft TSP includes good information on the overall funding constraints that the City of Salem faces, and we appreciate the clarity of this information. It is especially notable that the TSP includes information about how institutional capability can constrain construction. This is an important issue, but is not always acknowledged as such.

However, the draft TSP does not clearly connect the overall funding constraints to the likelihood of funding for specific projects. A TSP is more useful to decision makers if it clearly states which projects are likely to be funded under current conditions, and which projects might be added with potential additional revenue. We recommend including information with each project (text descriptions and table) classifying the project funding as "committed", "reasonably likely", or "unlikely". This classification would aide the City in making findings of significant effect or no significant effect as required by TPR 0060 for plan amendments and zone changes.

10. Comment: Clear Policy Choices
Words like "should," "recommend," and "consider" can be a problem. These words may be appropriate for a draft report; however, they will be inappropriate once the document is adopted by the City Council. The TSP should use definite language with words like "will" and "shall" so that the plan expresses the City's policy decisions. In some cases, a final decision will not be made until further study or analysis is completed, and the TSP will reflect that uncertainty. Even then, the TSP should be clear that the City has decided to undertake the further study and will implement decisions resulting from that study. Several examples are listed below.

Page	Draft TSP Text	Suggested Text
Street System Element, page 12	Lancaster Drive Access Management...plan and possibly implement some access management measures	... plan and implement appropriate access management measures
Street System Element, page 19	While promising, City, Polk County and ODOT will need to complete significant planning, public involvement and design work to determine if this concept is the best solution ...	City, Polk County and ODOT will undertake planning public involvement and design work to determine if this concept is the best solution...
Street System Element, page 30	*Transportation Alternatives*...It is recommended that the City	*Transportation Alternatives*...The City will explore and, if

	explore peak hour parking…	appropriate, implement peak hour parking…
Transportation Finance Element, Capital Funding Strategy	Based on the recommendation of the Transportation Impact Task Force and the Save Our Streets committee, the following capital finance strategy is recommended for funding transportation …	Based on the recommendation of the Transportation Impact Task Force and the Save Our Streets committee, the following capital finance strategy is adopted for funding transportation …

11. Comment: Minor Corrections

- On page 13 of the Street System Element, the acronym HPTC is used without explanation. On page 14, the phrase "High Priority Transportation Corridor" is used. In both locations, it would help to include a cross-reference to page 30.
- On page 30 of the Street System Element, the phrase "low impact improvements" seems to suggest that the improvements would not worthwhile. Perhaps "low cost improvements" or "minor improvements" would be a better way to express the intent.
- Most of the deleted projects have notes explaining that the project was moved to another category or completed. However, not all deleted projects are explained, and it would be helpful to include at least a short note with each deleted project.

We request that this letter be entered into the record of the proceedings. When additional information such as staff reports or revised drafts becomes available, we would appreciate receiving a copy. If there are significant changes to the proposal or significant new evidence, we would request that the record be held open at least seven days (but preferably fifteen days) pursuant to Oregon Revised Statutes (ORS) 197.763(4)(b), to allow us time to review and respond. Submitting computer files via email can speed our review. Naturally we would also request a copy of the final decision, within five working days as required by ORS 197.610.

If you have any questions please do not hesitate to contact me (503-373-0050 extension 289, jason.locke@state.or.us) or contact Matt Crall (503-373-0050 extension 272, matthew.crall@state.or.us).

Sincerely,

Jason Locke
Regional Representative

cc: Matthew Crall, Land Use & Transportation Planner, via e-mail
Rob Hallyburton, via e-mail
Dan Fricke, ODOT Region 2 via e-mail
Glenn Gross, Salem Planning Department via e-mail

J:\Jurisdictions\City\Salem\PAPAs\Proposals\2006\Salem 024-06\DLCD Response - Draft 2.doc

EXHIBIT 9

Salem Transportation System Plan Amendments

City Council Staff Report
April 23, 2007

FOR COUNCIL MEETING OF: April 23, 2007
AGENDA ITEM NO.: 7 (a)
PUBLIC WORKS FILE NO.:

TO: MAYOR AND CITY COUNCIL

THROUGH: ROBERT G. WELLS, CITY MANAGER

FROM: TIM GERLING, P.E., PUBLIC WORKS DIRECTOR

SUBJECT: ***SALEM TRANSPORTATION SYSTEM PLAN* AMENDMENTS - PUBLIC HEARING**

ISSUE:

Should the City Council amend the Salem Revised Code (SRC) Chapter 64.230(i) by enacting Ordinance No. 85-07 to amend the *Salem Transportation System Plan*?

RECOMMENDATION:

Staff recommends that the City Council advance Ordinance No. 85-07 to second reading for enactment with the following additional amendment:

- Add a new project in Ordinance No. 85-07, Exhibit 2, Street System Element, on Boone Road SE, to lower the hill east of Kinsington Street SE.

BACKGROUND:

The *Salem Transportation System Plan* (Salem TSP) is the City's long-range master plan for transportation infrastructure and programs. First adopted in 1998, the Salem TSP was amended in 2000, 2001, and 2005. Providing for periodic amendment keeps the Salem TSP flexible and responsive to changes in circumstances and direction that citizens and public officials desire to occur over time.

FACTS AND FINDINGS:

The City Council conducted first reading of Ordinance No. 85-07 on April 2, 2007. Findings that support adoption of Ordinance No. 85-07 are included in this report and in the April 2, 2007, staff report, which is included as Exhibit 8 to Ordinance No. 85-07.

Public Involvement and Notification

Staff has conducted the following public involvement in addition to what is described in the April 2 staff report:

- Mailed notice of the proposed amendments and public hearing to all parties on the Salem TSP interested parties mailing list (over 50 mailings);

- Attended the April meetings of the Morningside and South Gateway Neighborhood Associations; and

- Mailed notice of the proposed new project on Boone Road SE, east of Kinsington Street SE, to adjacent property owners.

Additional Recommended Salem TSP Amendment

At their April meeting, the Morningside Neighborhood Association requested to add a project on Boone Road SE into the Salem TSP. The recommended project is on a section of Boone Road SE that is currently closed to vehicular traffic (see Map, Attachment A). Boone Road SE in this area is classified as a local street. The closed section of Boone Road SE has limited sight distance due to the vertical curve. The proposed project would lower Boone Road SE, east of Kinsington Street SE, so that Boone Road SE can be reopened to vehicular traffic. Opening Boone Road SE would increase connectivity in this neighborhood north of Kuebler Boulevard SE and west of Battle Creek Road SE. This project is already included in the adopted Capital Improvement Plan as an unfunded project. The cost estimate is $520,000. This project is consistent with policies in the Salem TSP relating to local access and circulation (Street System Element, Policy 1.6). Staff supports including this project in the Salem TSP as a need. Staff recommends that this project be included as a medium priority project.

Mark Becktel, AICP
Transportation Services Manager

JW:CCSR042307.WPD
Attachment: A. Vicinity Map, Proposed Boone Road SE Project

Ward All
April 16, 2007 (10:51am)

Prepared by: Julie Warncke, Transportation Planning Manager

Boone Road SE, East of Kinsington Street SE

Vicinity Map

ATTACHMENT A

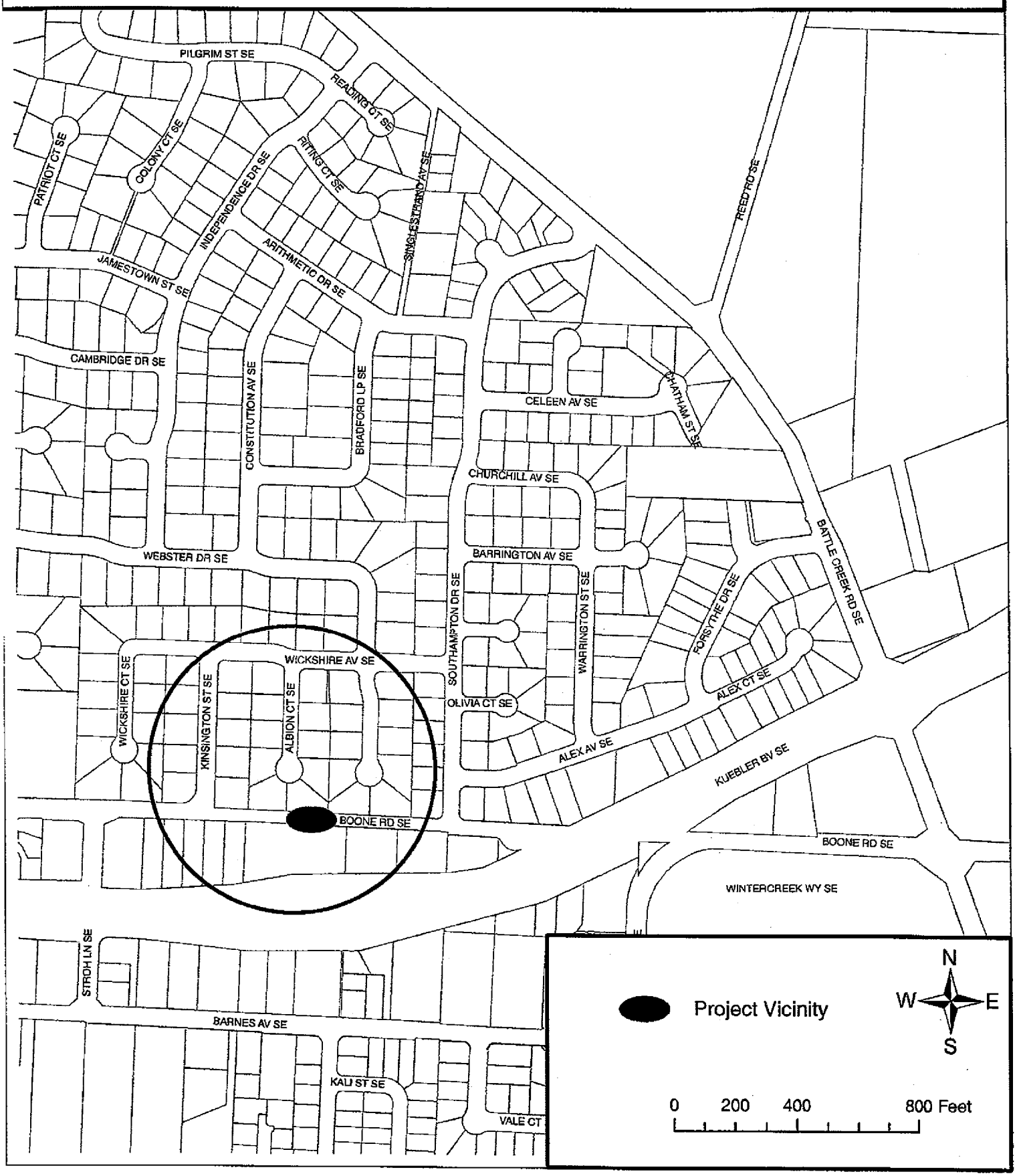


EXHIBIT 10

Salem Transportation System Plan Amendments

City Council Staff Report
June 11, 2007 and June18, 2007

FOR COUNCIL MEETING OF: June 11, 2007
AGENDA ITEM NO.: 7 (c)
PUBLIC WORKS FILE NO.: June 18, 2007
5 (a)

TO: MAYOR AND CITY COUNCIL

THROUGH: ROBERT G. WELLS, CITY MANAGER

FROM: TIM GERLING, P.E., PUBLIC WORKS DIRECTOR

SUBJECT: ***SALEM TRANSPORTATION SYSTEM PLAN* AMENDMENTS - SUPPLEMENTAL STAFF REPORT ON RAINIER DRIVE SE AND 23RD STREET SE**

ISSUE:

Shall the City Council deliberate and advance Ordinance No. 85-07 to second reading for enactment, including the following additional amendment, previously recommended in the public hearing staff report dated April 23, 2007:

- Add a new medium priority project in Ordinance No. 85-07, Exhibit 2, Street System Element, on Boone Road SE, to lower the hill east of Kinsington Street SE.

RECOMMENDATION:

Staff recommends that the City Council deliberate and advance Ordinance No. 85-07 to second reading for enactment, including the following additional amendment, previously recommended in the public hearing staff report dated April 23, 2007:

- Add a new medium priority project in Ordinance No. 85-07, Exhibit 2, Street System Element, on Boone Road SE, to lower the hill east of Kinsington Street SE.

BACKGROUND:

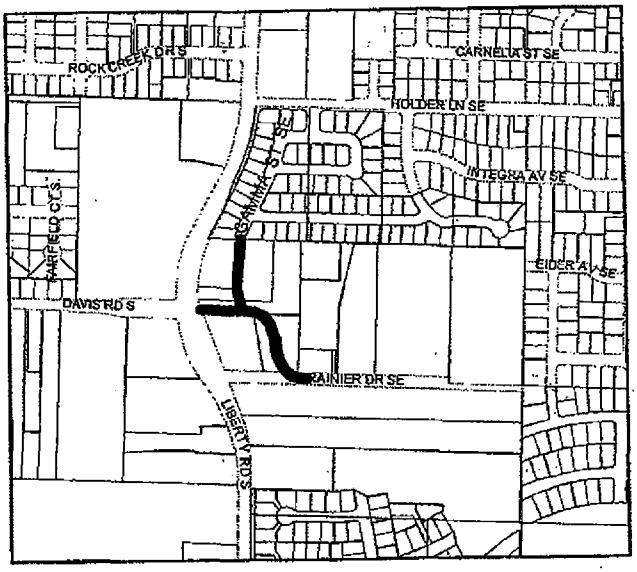
The *Salem Transportation System Plan* (Salem TSP) is the City's long-range master plan for transportation infrastructure and programs. The plan is amended on a regular basis to respond to changing circumstances. City Council held a public hearing on the current proposed amendments on April 23, 2007. The additional amendment on Boone Road SE that is referenced in the staff recommendation is addressed in the April 23 public hearding staff report (in case file). In response to requests from members of the public, Council re-opened the public hearing to allow additional testimony on two specific proposed amendments relating to Rainier Drive SE and 23rd Street SE.

FACTS AND FINDINGS:

City Council conducted first reading of Ordinance No. 85-07 on April 2, 2007. Findings that support adoption of Ordinance No. 85-07 are included in the April 2, 2007, staff report (Exhibit 8 to Ordinance No. 85-07), and in the April 23, 2007, staff report (in case file).

Rainier Drive SE

Staff is recommending an amendment to the Salem TSP that would realign Rainier Drive SE so that it meets Liberty Road S at the Liberty Road S/David Road S intersection. The current intersections of Liberty Road S with Rainier Drive SE and David Road S are offset on a curve with limited visibility. The realignment of Rainier Drive SE east of Liberty Road S will create a safer intersection that could be signalized. This project is proposed as a high priority project, although funding has not yet been secured for its construction. A conceptual alignment is shown below. The exact configuration of Rainier Drive SE east of Liberty Road S would be determined by future development in this area.

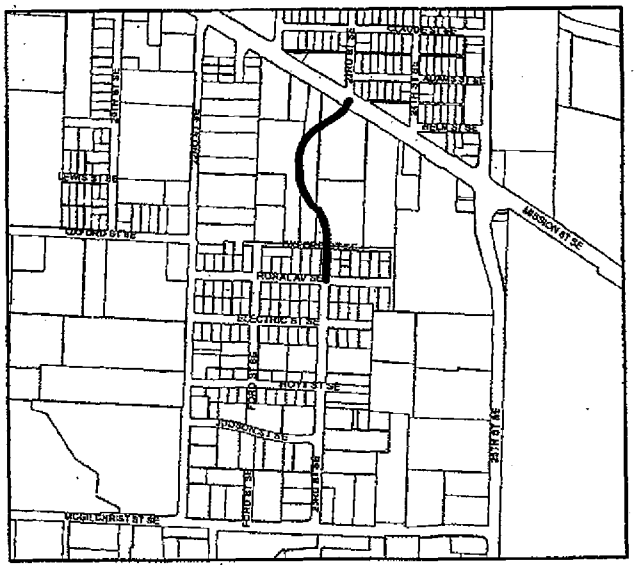


Staff attended the April 17 meeting of the Sunnyslope Neighborhood Association and the April 12 and May 10 meetings of the South Gateway Neighborhood Association to get input on this proposal. The Sunnyslope Neighborhood Association submitted a letter supporting this proposed amendment to the Salem TSP (letter dated April 18, 2007, case file). The South Gateway Neighborhood Association approved a motion requesting that Council not adopt this proposed amendment, but instead consider it as part of a future round of amendments to the Salem TSP.

23rd Street SE

Staff is recommending that Council approve a new project to extend 23rd Street SE northward from Rural Avenue SE to connect to Mission Street SE (see conceptual alignment below). The

functional classification of 23rd Street SE would be changed from a local to a collector street between McGilchrist Street SE and Mission Street SE. The zoning designations in this area are Commercial (CR) and General Industrial (IG). This street extension will enhance connectivity and circulation in this area. This project is proposed as a medium priority project.



Staff met with concerned property owners on May 4, 2007, and attended the May 10, 2007, Southeast Salem Neighborhood Association (SESNA) meeting to present the proposal and respond to neighborhood questions. On May 22, 2007, the SESNA board held a special meeting to hear from neighbors and discuss this issue. The SESNA board voted to support the planned street extension with conditions. The SESNA board voted to support the planned street extension with conditions (see Communications). The details and conditions associated with extending 23rd Street SE north to Mission Street SE will be discussed in a separate staff report on the next Council agenda. This future agenda item will request Council approval to purchase right-of-way for this project.

Mark Becktel, AICP
Transportation Services Manager

JW:CCSR061107RED.WPD
Ward All
June 7, 2007 (8:24am)

Prepared by: Julie Warncke, Transportation Planning Manager

EXHIBIT 11

Salem Transportation System Plan Amendments

Addition to "Exhibit 2" Street System Element

Exhibit 11

Addition to "Exhibit 2" Street System Element

1. Show project on Map 3-9, Street Improvement Projects in Southeast Salem (page 3-60).

2. Insert Text in Medium Priority Project Section (page 3-65):

   Boone Road SE (between Kinsington Street SE and Southampton Street SE) (296)
   Rebuild and lower Boone Road SE in the vicinity of the closed section and reopen the roadway to traffic as a local street.

3. Insert in Table 3-7, Medium Priority Street Improvement Projects (page 3-80):

Street	Boone Road SE
Location	between Kinsington Street SE and Southampton Street SE
Project Description	Rebuild and lower Boone Road SE in the vicinity of the closed section and reopen the roadway to traffic.
ID	296
Project Type	Roadway
Cost Estimate	$520,000
Wards	3
Neighborhoods	Morningside
Lead Agency	Salem