

TO: State Street Corridor Plan Stakeholder Advisory Committee and Technical Advisory Committee

FROM: Eunice Kim, Planner II, Project Manager
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DATE: June 21, 2017

SUBJECT: Recommended Street Design Alternative

This memorandum presents staff’s recommendation for a preferred street design alternative for State Street as part of the State Street Corridor Plan project. The State Street project aims to revitalize State Street between 12th and 25th street into a vibrant, walkable, mixed-use corridor. The project will result in proposed land use regulations that encourage pedestrian-friendly, mixed-use development and a proposed street design that is intended to create a safer, more welcoming environment for pedestrians and bicyclists.

This memorandum focuses on proposed street design alternatives of which there are three:

- **Alternative 1 – Improved Four Lane** provides four vehicle travel lanes (two eastbound and two westbound) with no median. It is similar to the existing roadway but provides wider sidewalks.
- **Alternative 2 – Road Diet** makes use of a “road diet,” reducing the number of through travel lanes to one in each direction plus a center median/two-way left turn lane. It provides space for wider sidewalks and buffered bike lanes.
- **Alternative 3 – Hybrid** is a hybrid of Alternatives 1 and 2, with two vehicle lanes (one in each direction) and a center turn lane from 13th to 17th street and four travel lanes from 17th to 25th street.

This memorandum also provides background information on the planning process, including how and why three alternatives have been analyzed in detail. All of this information will be presented to the Stakeholder Advisory Committee (SAC) and Technical Advisory Committee (TAC) on Wednesday, June 28, 2017.

Staff Recommendation

Staff recommends that the City select Street Design Alternative 3 – Hybrid as the preferred alternative for the State Street corridor. The Hybrid alternative generally reduces the number of vehicle travel lanes between 13th and 17th street from four to three (one in each direction and a center turn lane). The reconfiguration of the lanes provides space for wider sidewalks and bike

lanes in addition to the existing on-street parking. From 17th to 25th street, the Hybrid alternative retains the existing four travel lanes but widens the sidewalks.

This alternative would result in the following:

- **Pedestrians:** It would improve the pedestrian environment by widening the sidewalk throughout the corridor from roughly 5-6 feet today to 12-15 feet in the future. It would also improve the attractiveness of the streetscape by providing more public gathering space.
- **Bicyclists:** It would only provide buffered bike lanes between 14th and 17th street, but those lanes would connect to existing bike lanes on 17th Street and proposed family friendly bikeways on Chemeketa Street NE and Mill Street SE via 14th Street.
- **Diversion:** It would have less of an impact on parallel routes and create less cut-through traffic than the Road Diet alternative.
- **Safety:** It would slightly decrease the number of expected crashes in the corridor compared to existing conditions but would slightly increase the number of expected crashes compared to the Road Diet alternative.
- **Traffic Operations:** It would create additional congestion at three intersections, including 12th, 14th, and 17th streets. These impacts could be reduced through the construction of additional turn lanes at those intersections.
- **Travel Times:** It would have very little impact on vehicle travel times in the corridor.
- **Projected Market:** It would align well with the economic analysis that found that the likelihood of investment is greater on the west end of the study area.
- **Public Input:** It responds moderately well to input from the public, which has generally favored a road diet on State Street and opposed keeping four travel lanes along the entire corridor.
- **Implementation:** It would cost roughly the same amount to construct as the Road Diet alternative, but unlike in that alternative, improvements in the Hybrid alternative could be phased as needed.

Background

Last year, the City of Salem, working with a consultant team, developed three street design alternatives – which were very similar to the three described above – and presented them to the SAC, TAC, and public to get input. The SAC and public voiced a preference for the Road Diet alternative, which would reconfigure State Street into a three-lane road. Specifically, 75 percent of the participants at the public meeting in September voted that they preferred the Road Diet alternative, with or without bike lanes. (The Hybrid alternative came in second with 13 percent of the vote.)

Given this overall preference for the Road Diet alternative, the consultant team conducted a traffic analysis of that alternative to determine how it would impact traffic operations on State Street and other streets in the area. That analysis showed that the alternative could work if roughly a third of the traffic on State Street were to divert to other streets in the afternoon peak hour in 2035 compared to the Improved Four Lane alternative (see the table on the next page that shows future afternoon peak hour volumes for the three alternatives). Public Works staff, in

consultation with Community Development staff, reviewed the findings and does not think that high amount of diversion is likely to occur, which means traffic congestion on State Street could significantly worsen under the Road Diet alternative. The other possible outcome would be that traffic would divert to other major streets, many of which are nearing capacity at peak hour, and potentially through nearby neighborhoods.

Location	2015 Existing 30 th Highest Hour Volume		2035 Alternative 1: Improved Four Lane Design Hourly Volume		2035 Alternative 2: Road Diet Design Hourly Volume		2035 Alternative 3: Hybrid Design Hourly Volume	
	EB	WB	EB	WB	EB	WB	EB	WB
Segment A - Between 12th Street to 13th Street	965	0	1,185	0	870	0	900	0
Segment B - Between 13th Street to 17th Street	1,215	775	1,485	1,150	930	600	1,165	745
Segment C - Between 17th Street to 24th Street	1,315	1,000	1,560	1,235	1,055	635	1,335	1,125

To ensure that there were other options for redesigning State Street that meet the project’s goals of making the street more pedestrian and bicycle-friendly, staff applied for and received additional funding from the State’s Transportation and Growth Management Program to design and analyze two street design options in addition to the Road Diet alternative. Those two alternatives, as mentioned earlier, are similar to the two other options previously developed as part of the State Street project. They are Alternative 1 – Improved Four Lane and Alternative 3 – Hybrid.

The City and consultant team have designed, analyzed, and compared the three street design alternatives. The detailed information is provided in the memorandum *Tier 2 Evaluation of the Street Design Alternatives, Technical Memo #7*.