

Brian Martin

From: E Easterly <emeasterly@comcast.net>
Sent: Tuesday, November 14, 2023 10:29 AM
To: Chris Hoy; Virginia Stapleton; Jose Gonzalez; Trevor Phillips; Julie Hoy; Linda Nishioka; Vanessa Nordyke; Micki Varney; Deanna Gwyn
Cc: Julie Hanson; Brian Martin
Subject: Questions Regarding Ordinance Bill No 23-15
Attachments: TSP questions to Council.pdf

Mayor Hoy and Salem Council Members:

You will be conducting a public hearing on November 27th regarding a request to amend the Salem Transportation System Plan.

In anticipation of that hearing I have submitted questions to the Salem Transportation Planner. She responded by indicating her answers would be included in the staff report.

The attached document contains those yet to be answered questions.

Respectfully,

E.M. Easterly
503-363-6221

Salem Transportation System Plan Proposed Amendment

Mayor Hoy and Salem City Council Members:

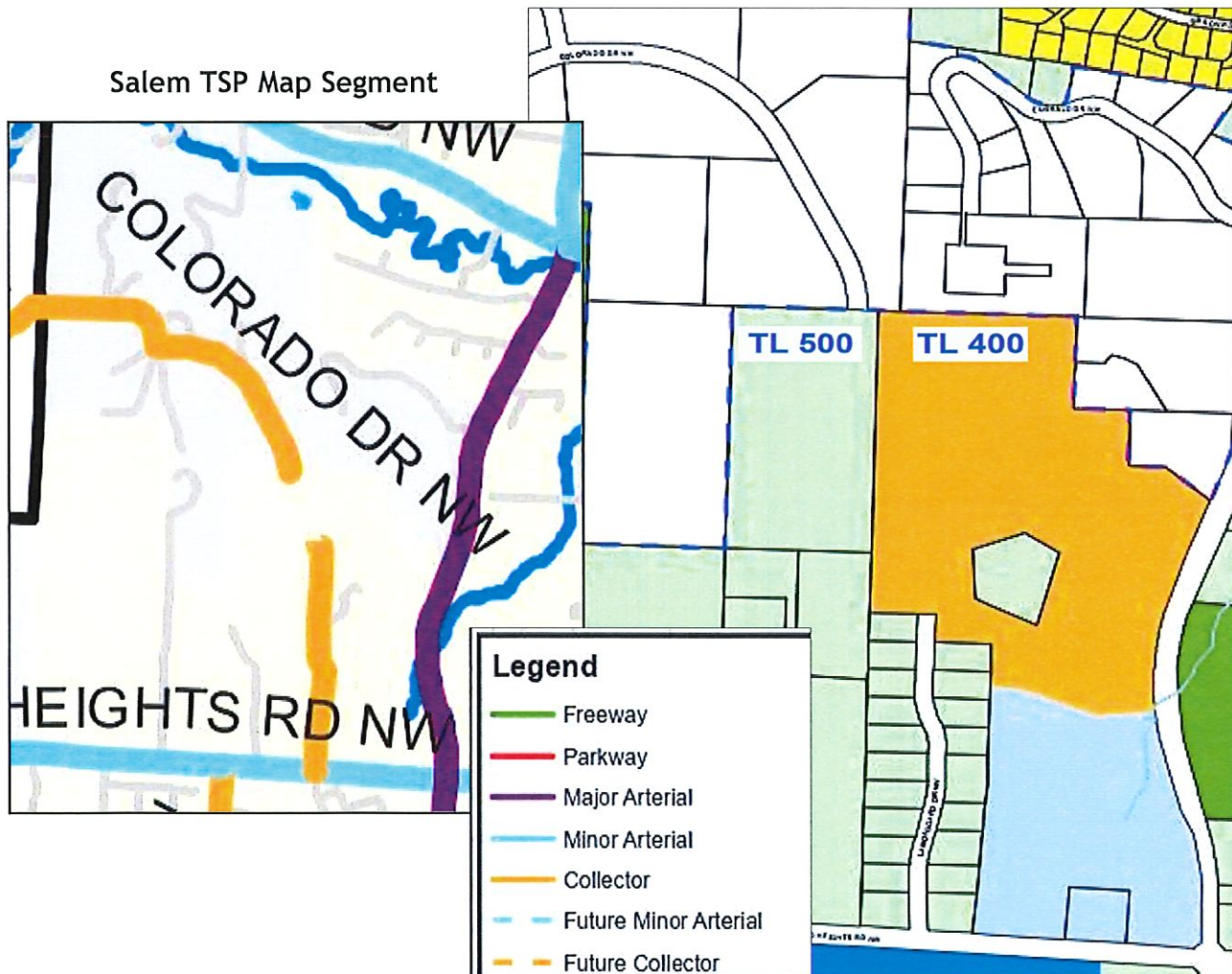
I support the modification of the Salem Transportation System Plan (TSP) to move the collector street Colorado Drive link from Orchard Heights Road to Doaks Ferry Road, However, I am bit confused. Why does the public notice reference changing the Plan from Landaggard Drive to Doaks Ferry Road? The current TSP describes the future collector as linking Colorado Drive to Orchard Heights Road.

“Colorado Drive NW Extension (South terminus of Colorado Drive NW to Orchard Heights Road NW) (166)

This 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 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. This will be a new collector, which will curve around to connect back to Orchard Heights Road NW.”

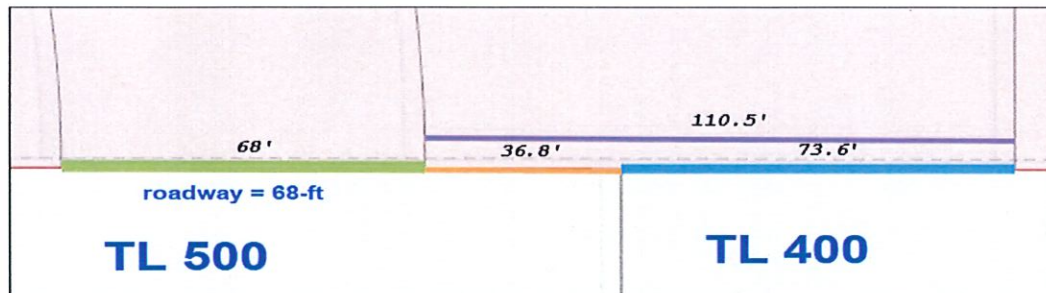
STREET SYSTEM ELEMENT-3-31

Salem Zone Map Segment



I also asked staff the questions below only to be advised by the Salem Transportation Planner that the questions would be addressed in her report to Council. I invite Council members to please consider each of the questions listed below prior your November 27th hearing.

1. What is the legal basis upon which Council may modify the Salem TSP by adopting a collector street alignment that does not nor will not conform to the cited requirements of the Salem Revised Code?
2. Does the proposed future alignment of Colorado Drive meet the Polk County partition conditions providing for a future road upon the creation of Tax Lot 100?
3. The tentative Titan Hill subdivision includes a future Colorado Drive slope greater than 8 percent. Why? Has the Tax Lot 400 owner provided evidence that there are no alignments across the Tax Lot 400 (Titan Hill) topography that will permit Colorado Drive to maintain an 8 percent or less slope between Tax Lot 500 and Doaks Ferry Road?
4. What is the logic of the revised Salem TSP that bisects Tax Lot 500 in such a manner that the northwest corner of that tax lot is isolated from the remaining bulk of Tax Lot 500? Since Salem roadways create new tax lot boundaries, what will happen to the narrow strip of land, approximately 36-feet wide depicted below, in Tax Lot 500 east of Colorado Drive once Colorado is angled southward into TL 500 and subsequently eastward into TL 400 (Titan Hill)?



5. How will the proposed Salem TSP modification implement the transition between the current Colorado Drive 68-foot R-O-W and the proposed TL 400 (Titan Hill) Colorado Drive 60-foot R-O-W?
6. Under what circumstances may the City of Salem adopt and/or modify the Salem TSP that approves a collector street alignment that does not meet Federal ADA transportation facility requirements?

These question are important because the initial staff findings address neither collector street slope nor ADA requirements. I ask that you postpone you final Ordinance Bill 23-15 decision until findings do address these questions and legal issues.

Respectfully,