

Commercial-Vista Corridor Plan

Proposed Amendments to Salem Transportation System Plan

The Commercial-Vista Corridor Plan identifies project and policy recommendations to enhance the safety and vitality of this commercial center located in south Salem. Many of the recommendations align with existing policies and projects, however implementation of some of the recommendations requires amendments to the Salem Transportation System Plan (TSP). Following is a description of recommended amendments to the Salem TSP. With Council approval, staff will incorporate these amendments into the next update of the Salem TSP.

Street System Element

- Liberty Road S (Commercial Street SE to Browning Avenue SE) is included as an existing medium priority project. The project description is to construct Liberty Road S to full major arterial standards, with a center turn lane and bicycle lanes.
 - **Amendment:** Add a new high priority project to implement the interim standard, including wider sidewalks, between Vista Avenue S and Salem Heights Avenue S.
- Madrona Avenue SE at Commercial Street SE Intersection is currently listed as a high priority project to construct a northbound right-turn lane on the east approach of Madrona Avenue SE. This project is being constructed as mitigation for construction of a new Fred Meyer fueling station.
 - **Amendment:** Modify the description to acknowledge completion of the northbound right-turn lane (once constructed) and replace it with the future need for longer turn pockets and double turn lanes. Move to a low priority project.
- Commercial Street SE (Ratcliff Drive SE to Vista Avenue SE): This is an existing project to add paved shoulders, curbs, sidewalks, and bicycle lanes, where missing, on this segment of Commercial Street SE. This is listed as a low priority project in the Street System Element, but a high priority in the Pedestrian System Element.
 - **Amendment:** Increase priority from low to high priority in the Street System Element.
- Ratcliff Drive SE and Salem Heights Avenue SE (Liberty Road S to Commercial Street SE): This is currently listed as low priority in Street element. The current description is, "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."
 - **Amendment:** Modify the description to reflect recommended bike lanes and parking on one side (Collector B Standard); also signal at Commercial Street. Increase priority from low to medium priority in the Street System Element.

Bicycle System Element

- Salem Heights/Ratcliff (Liberty to Commercial) is designated for shared lane markings on Map 7-4 and is part of a low priority project extending from Liberty Road S to Hulsey Street SE.
 - **Amendment:** Amend Map 7-4 to designate this section of roadway as future bike lanes. Change project description and make the portion between Liberty and Commercial Street a medium priority (Tier 2) project.
- Liberty Road S (Browning Avenue S to Commercial Street S) is a high priority project to construct bike lanes.

- **Amendment:** Revise the project description to construct wider sidewalks as an interim improvement between Vista Avenue and Madrona Avenue. Reclassify the full-build project as a low priority project, and amend project description to include eastbound bike lanes on the Vista Avenue connection between Liberty Road S and Commercial Street SE.

Pedestrian System Element

- There is currently a high priority project identified in the Pedestrian System Element to add sidewalks on the east side of Commercial Street between Salem Heights/Ratcliff and Vista.
 - **Amendment:** Add a medium priority project to move the curbs, where possible, and widen sidewalks, consistent with Commercial-Vista Corridor Study.

Appendix G, Refinements to Typical Street Requirements

- Amend Table G-1 as follows:
 - Add a Special right-of-way width for Vista Avenue SE between Liberty Road S and Commercial Street SE to accommodate three travel lanes and an eastbound bike lane. Minimum right-of-way width 68 feet; Improvement width 42 feet (1.5; 5; 6; 0.5; 6; 11; 12;13; 0.5; 6; 5; 1.5). Current right-of-way width is approximately 55 feet; current improvement width is approximately 40 feet.
 - Revise minimum improvement width for Commercial Street SE between Vista Avenue SE and Hilfiker Lane SE to be 68 feet (current is 84 feet). This pavement width allows for buffered bike lanes, two 11-foot travel lanes in each direction and a 12 foot center turn lane.
 - Add a special street cross section for Triangle Drive SE, with a right-of-way width of 60 feet and an improvement width of 38 feet.