

Legislation Details (With Text)

File #: 22-313 **Version:** 1

Type: Action Item **Status:** Passed

In control: City Council

On agenda: 7/25/2022 **Final action:** 7/25/2022

Title: Developing a conceptual design for a road diet on Capitol Street NE between Center Street NE and Market Street NE in order to add a buffered bike lane.

Ward(s): 1
Councilor(s): Stapleton
Neighborhood(s): CANDO, NEN, Grant
Result Area(s): Safe, Reliable, and Efficient Infrastructure; Safe Community

Sponsors:**Indexes:****Code sections:**

Attachments: 1. Capitol Count Locations, 2. Public Comment received by 2:00 p.m., July 25, 2022

Date	Ver.	Action By	Action	Result
7/25/2022	1	City Council		
7/25/2022	1	City Council	approved	Pass

TO: Mayor and City Council

THROUGH: Kristin Retherford, Interim City Manager

FROM: Peter Fernandez, PE, Public Works Director

SUBJECT:

Developing a conceptual design for a road diet on Capitol Street NE between Center Street NE and Market Street NE in order to add a buffered bike lane.

Ward(s): 1
Councilor(s): Stapleton
Neighborhood(s): CANDO, NEN, Grant
Result Area(s): Safe, Reliable, and Efficient Infrastructure; Safe Community

SUMMARY:

Capitol Street NE is a one-way three-lane Arterial street with no bike lanes. Traffic data show traffic volumes may be accommodated within two travel lanes with the possibility of converting the existing third travel lane into a buffered bike lane. A conceptual design process and outreach is needed to determine whether this concept is acceptable.

ISSUE:

Shall Council direct staff to develop a plan to convert a travel lane on Capitol Street NE between Center Street NE and Market Street NE into a buffered bike lane, and to conduct public outreach for the plan?

RECOMMENDATION:

Direct staff to develop a plan to convert a travel lane on Capitol Street NE between Center Street NE and Market Street NE into a buffered bike lane, and to conduct public outreach for the plan.

FACTS AND FINDINGS:

Capitol Street NE is classified as a Major Arterial in the *Salem Transportation System Plan* (Salem TSP). Between Center and Marion Streets NE, Capitol Street NE is a 53-foot-wide, one-way street with four northbound lanes and angled parking on the east side. Between Marion and Market Streets NE, it varies in width from 39 to 44 feet with three northbound lanes and on-street parallel parking on the west side. The third northbound lane becomes a right-turn only lane at Market Street NE. North of Market Street NE, Capitol Street NE has two travel lanes, a bike lane, and on-street parallel parking. The frontage of Parrish Middle School has a pull out for school buses and vehicle loading. Capitol Street NE is proposed to have bike lanes in the Salem TSP. Cherriots has two bus stops that serve this section of Capitol Street NE.

Two traffic counts were conducted on two different sections of Capitol Street NE in January 2022. Attachment 1 shows the location of the counts and the average daily volumes at those locations. The traffic count between Union Street NE and D Street NE showed a total daily traffic volume of 12,900 vehicles. The traffic count between D and Market Streets NE showed a total daily traffic volume of 12,800 vehicles. These traffic volumes are within the range that two travel lanes could accommodate and present an opportunity to consider removing a travel lane to accommodate a bike facility.

Staff has identified the following concerns:

1. How to incorporate the existing angle on-street parking between Center Street NE and Marion Street NE.
2. How to incorporate the existing transit bus stops without interfering with the bike lane and ADA accessibility.
3. How to accommodate the interactions of vehicular traffic with the school loading zone.
4. How to meet a need for a right-turn lane on Capitol Street NE at Market Street NE.

With Council approval, staff will develop a draft plan and conduct public outreach. Once the plan

and the public outreach are completed, staff will bring the plan to Council for review and consideration for future funding.

BACKGROUND:

The Federal Highway Administration (FHWA) advises that roadways with average daily traffic volumes of 20,000 or less may be good candidate for a Road Diet (per FHWA *Road Diet Informational Guide*, 2014).

Robert D. Chandler, PhD, PE
Assistant Public Works Director

Attachment:

1. Vehicle Count Locations Map