



## RESPONSE TO REQUEST FOR COMMENTS

**DATE:** Wednesday, October 6, 2021

**CASE/APP NUMBER:** Class 3 Site Plan Review / Class 2 Adjustment Case No. SPR-ADJ21-25

**PROPERTY LOCATION:** 2499, 2501, 2519, 2539, and 2551 Wallace Rd NW, Salem OR 97304

**CASE MANAGER:** Pamela Cole, Planner II, City of Salem Planning Division

**Email:** pcole@cityofsalem.net

**COMMENTS FROM:** Jolynn Franke, Transit Planner I, Cherriots Planning Department

**Email:** planning@cherriots.org

**COMMENTS:** Cherriots would support a pedestrian/bicycle connection from the proposed development to La Jolla Dr NW as the closest transit stop is located on Riverbend Rd NW at La Jolla Dr NW (see map). Sufficient lighting should be provided for the pedestrian/bicycle connection as well as clear way-finding signage. However, in general, Cherriots is opposed to large multi-family developments constructed off of the Core Network corridors (see attached Core Network Policy), such as this one, because non-Core Network corridors are typically the more difficult areas for large buses to navigate resulting in less frequent and less attractive transit service. Due to traffic speeds and roadway configuration, this section of Wallace Rd NW is not a safe place to locate transit stops, again making public transit a less attractive option to residents. As identified in section 3 of the Salem Congestion Relief Task Force - Final Report: "Existing traffic congestion is directly related to vehicle flows to, from, and across the Center Street and Marion Street bridges. During morning and evening commutes, traffic on the bridges nears or exceeds capacity in many areas. This produces long vehicle queues on **Wallace Road**, Highway 22, and Glen Creek Road leading to the Center Street Bridge in the peak morning traffic commuting hours. In the evening peak traffic commuting hours, Commercial Street, Marion Street, and Front Street leading to the Marion Street Bridge are also congested with long vehicle queues". Cherriots would suggest limiting the number of parking spaces within the development to the required number of 204 and increasing the number of bicycle parking from 24 to 48 as a way to mitigate the impact



this development would have on the already existing congestion problems on Wallace Rd NW.



<b>Policy:</b>	<b>Core Network</b>	<b>Number: 118</b>
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**118.01 PURPOSE**

To establish a Core Network of bus service corridors in Salem and Keizer that represents the highest priority for service run by Salem Area Mass Transit District (SAMTD). The Core Network will ensure riders, residents, developers, businesses, and municipal planning organizations know where SAMTD plans to invest the most in transit service. Routes serving the corridors of the Core Network may change over time, but service along these corridors will be maintained and prioritized, both in the case of service reductions and service expansions.

**118.02 APPLICATION**

To set guidelines to facilitate the decision making process in the case of future service reductions and service expansions.

**118.03 CORRIDORS DEFINED**

The following streets define SAMTD's Core Network -

- High St NE, Broadway St NE and River Rd N (*from Union St NE to Lockhaven Dr NE*)
- Lockhaven Dr NE (*from River Rd N to Chemawa Rd NE*)
- Summer St NE, Capitol St NE, Fairgrounds Rd NE, and Portland Rd NE (*from Union St NE to Hayesville Dr NE*)
- Lancaster Dr NE (*from Hayesville Dr NE to Rickey St SE*)
- Market St NE (*from Capitol St NE to Lancaster Dr NE*)
- Center St NE (*from 13<sup>th</sup> St NE to Lancaster Dr NE*)
- State St (*from 13<sup>th</sup> St NE to Lancaster Dr NE*)
- Commercial St SE (*from Trade St SE to Kuebler Blvd SE*)
- Liberty St SE (*from Commercial St SE to Trade St SE*)
- Skyline Rd S and Liberty Rd S (*from Madrona Ave S to Kuebler Blvd*)
- Marion and Center Street Bridges (*from Wallace Rd NW to Commercial St NE*)
- Edgewater St NW (*from Eola Dr NW to Gerth St NW*)
- Madrona Ave SE from Commercial St SE to Liberty St S
- Salem's Downtown (*between Front St NE, Union St NE, 13<sup>th</sup> St NE, and Trade St SE*)

**118.04 RULES OF THE CORE NETWORK****1. Corridor Changes**

The Core Network corridors cannot be added to or altered without formal action by SAMTD Board of Directors.

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## 2. Service Priorities

Priority will be given to service on the Core Network on all days of service, with the highest frequency prioritized on these corridors. All Core Network corridors will have service operating with a minimum of 30 minute headways during all hours of weekday service, and a goal of 15 minute headways during peak periods. Weekend and holidays service, will have a minimum of 60 minute headways, and a goal of 30 minute headways for all. The Salem Downtown area will always have service. However, the paths of the buses traveling through this area may change over time as streets change (one-way to two-way, additional bike lanes, etc.)

## 3. Service Reductions and Expansions

In the event of service reductions and expansions, the Core Network will be prioritized over coverage in other areas of the system.

## 4. Public Hearing Requirements

SAMTD shall hold a public hearing when any Core Network change is proposed that results in removal or reduction of service in a corridor. The public hearing process must be conducted in accordance with SAMTD Policy 707.04 (A).

## 5. Implementation of Changes

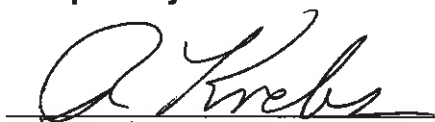
No Core Network removal or reduction shall be instituted until after a public hearing is held and after consideration to views and comments expressed in the hearing is given.

### 118.05 EXCEPTIONS

There may be exceptions to the above policies for emergency situations such as a long term closure of a section of roadway.

Adopted by:

Date:



President, SAMTD Board of Directors / General Manager

July 27, 2017