HB 2138 Middle Housing in UGB

> Middle Housing within the UGB has merit

Not opposed to this concept

> Deleting Traffic Impact Analysis requirement unacceptable

*All references in Amendment & throughout legislation
needs to be deleted preserving Traffic Impact Analysis*

**Bill Unacceptable without inclusion of Traffic Impact Analysis
requirement**

Building Communities not Just More Housing

The Elephant in the Room is Mobility

1. Safe movement for vehicles
2. Safe movement for bicycles
3. Safe movement for pedestrians

Other examples of community building impediments:
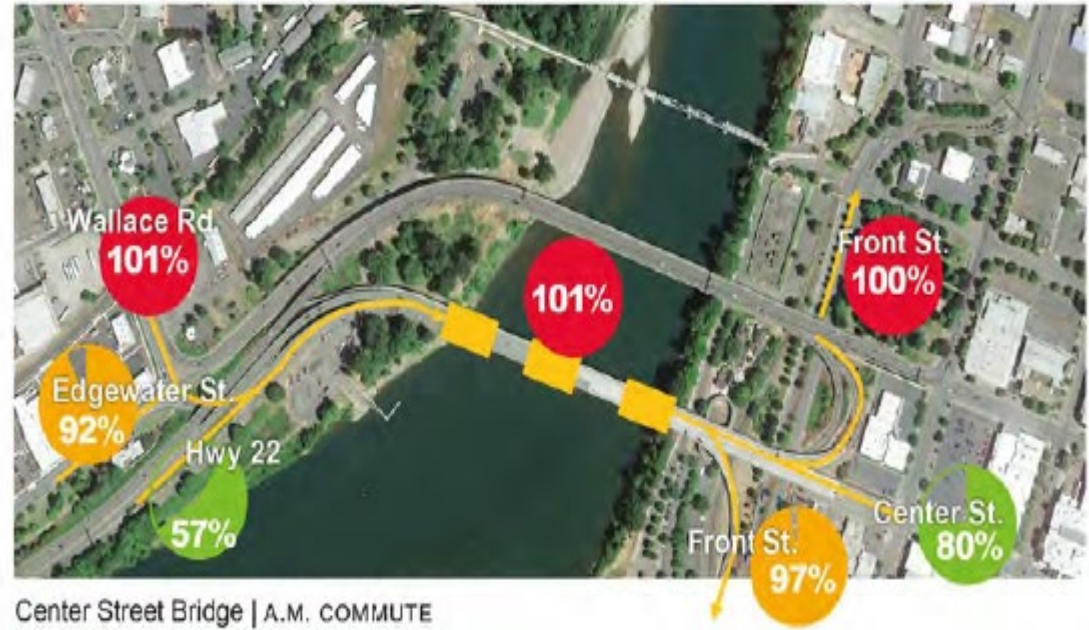
Building Communities not Just More Housing

Examples of elements that would be missing or difficult to provide sufficient evidence of compliance without a Transportation Impact Analysis when triggered by development size measured as Average Daily Trips

1. "New development occurring outside of the USA **shall <u>provide</u> linking streets** to the existing street system per the provisions of the Salem Revised Code, Chapter 66

2. Applicants submitting preliminary development plans **shall <u>provide</u>** for extension of local streets to adjoining undeveloped properties and eventual connection with the existing street system. Street alignments should be sensitive to natural features, topography, and layout of adjacent development."

3. "All development **shall <u>include sidewalk</u> and walkway construction <u>as required by the Salem Revised Code</u>** and the adopted City of Salem Design Standards."

Traffic Conditions

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**.

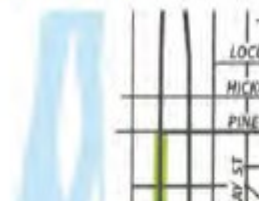Measures Of Road Capacity Used During Weekday Morning Peak Traffic Hours

Wallace Rd.
101%

Front St.
100%

101%

Edgewater St.
92%

Hwy 22

57%

Center St.
80%

Front St.
97%

Center Street Bridge | A.M. COMMUTE
- At or over capacity
- Near capacity
- Below capacity

s onto the

r or over

Operations

Capacity is the maximum number of vehicles that a street can accommodate based on street design characteristics like number and width of lanes, driveway locations, traffic control (signals, stop signs, etc.), intersection spacing, etc. Generally, when the number of vehicles reaches 85% to 95%, delays and queuing become significant and performance is reduced.

Traffic Conditions

With heavy congestion already present in the study area, a lack of alternate river crossing routes in Salem, and an increase in projected traffic in the next 20 years, **vehicle delays and travel times will continue to degrade if nothing is done to relieve the congestion.**

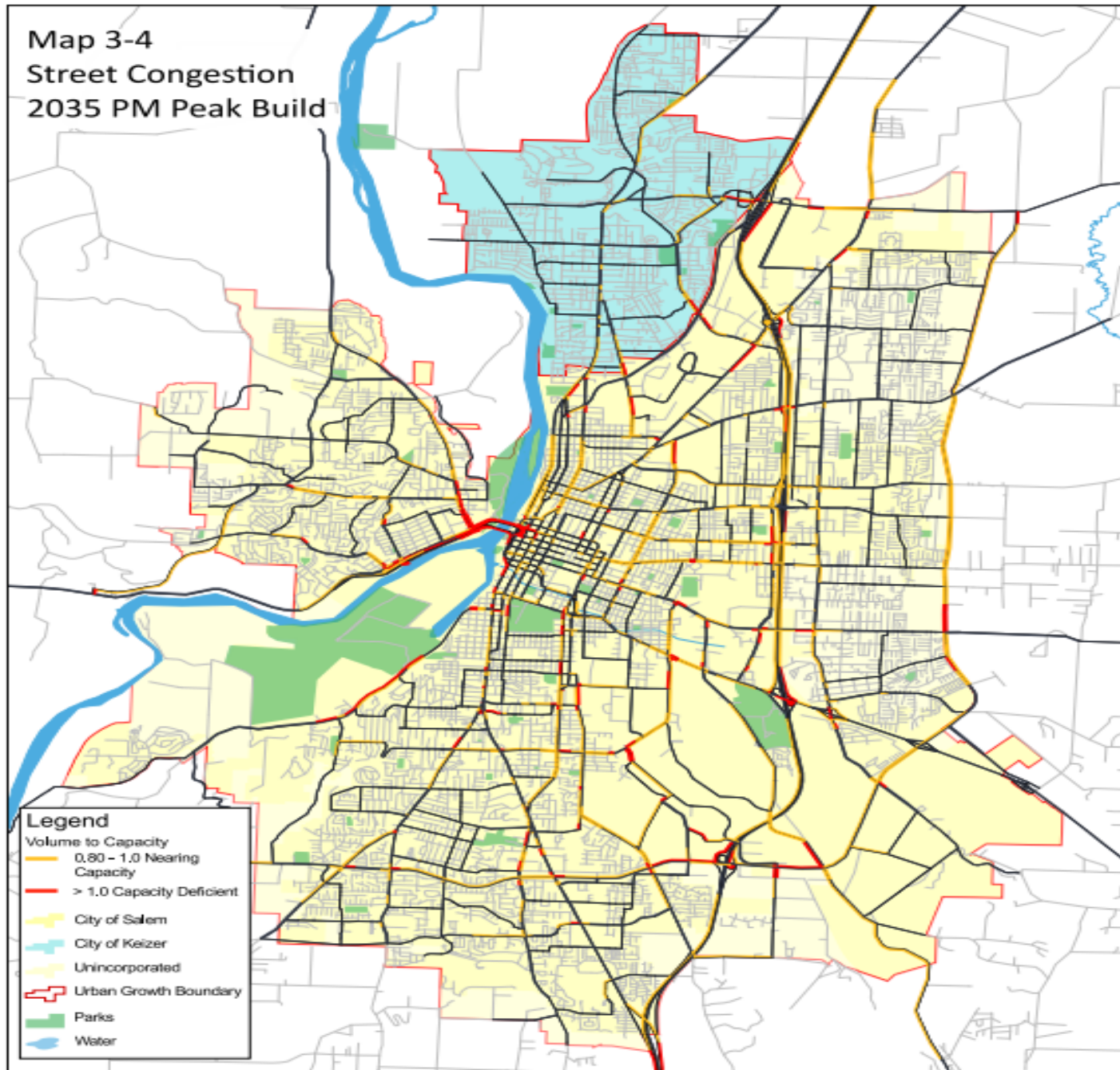Measures Of Road Capacity Used During Weekday Evening Peak Traffic Hours

Wallace Rd. 100%

107%

115% Commercial St.

Edgewater St. 86%

Hwy 22 64%

Marion St. 95%

98% Front St.

Marion Street Bridge | P.M. COMMUTE

🔴 At or over capacity
🟠 Near capacity
🟢 Below capacity

Our Salem-West Salem Neighborhood Association Worked with City to Increase Buildable Land

➢ West Salem went from 272 acres of Multi-Family to 337 acres of Multi-Family (24% increase)

➢ The West Salem zone changes projected an increase of 1,670 daily trips southbound and eastbound from Wallace Road and Highway 22 [(656 + 1,044) = 1,670 daily trips].

➢ These actions **further degrade** transportation along the Wallace Road corridor.

Map 3-4
Street Congestion
2035 PM Peak Build

Legend
Volume to Capacity
— 0.80 – 1.0 Nearing Capacity
— > 1.0 Capacity Deficient
City of Salem
City of Keizer
Unincorporated
Urban Growth Boundary
Parks
Water

Congestion is the Elephant in the Room

Without the Transportation Impact Analysis as a tool the system will collapse

Building Communities not Just More Housing

It is unfair to allow Middle Housing in the UGB without keeping the Traffic Impact Analysis provision

1. We are building communities not just houses and more houses where the developer avoids reasonable costs & impacts of their project. This provision **IS NOT** a major project delay/cost.

2. It is like when the Red Woods were clearcut to produce more railroad ties so more trains could bring people west to see the beauty and natural wonders of the west. (A Paradox)

3. It is every man's obligation to put back into the world at least the equivalent of what he takes out of it (Albert Einstein)

Keep the Traffic Impact Analysis provision in this legislation, if not, DO NOT APPROVE Otherwise, the developer of Middle Housing takes more out than they return a community