

# Proposed Addition to Salem Transportation System Plan

## Street System Element

(Excerpted from Ordinance Bill No. 14-16, Exhibit 2)

### SALEM RIVER CROSSING PREFERRED ALTERNATIVE

In February 2014, the Regional Project Oversight Team recommended a locally Preferred Alternative. ODOT is leading the effort to document the impacts of the Preferred Alternative as required by the National Environmental Policy Act in the Final Environmental Impact Statement. After the Federal Highway Administration issues a Record of Decision, the City, ODOT, and regional partners can work cooperatively to advance design, right-of-way acquisition, and construction of the Preferred Alternative.

The Salem River Crossing Preferred Alternative addresses a long-standing regional need for another crossing of the Willamette River in the Salem-Keizer area. The Preferred Alternative will be documented in the Final Environmental Impact Statement. The major elements of the preferred alternative are described below and illustrated on Map 3-X. Portions of the project will likely be under the jurisdiction of the State (ODOT), while other portions will be maintained and operated by the City. The overall project is a high priority for the City of Salem, but given the significant costs<sup>1</sup>, it will likely be designed and constructed in phases. Due to the regional nature of this project, all elements are discussed here rather than being divided into Sectors.

- **New Bridge:** A new major arterial bridge will connect Wallace Road NW (OR 221) at Hope Avenue NW on the west to the Commercial/Liberty Couplet (OR 99E Business) at Pine and Hickory Streets NE on the east. The bridge will accommodate two travel lanes in each direction as well as separated bicycle and pedestrian facilities. The bridge may be constructed as two separate structures or a single structure.
- **Marine Drive NW:** Marine Drive NW has been part of the Salem TSP for many years as a future collector street. With the Preferred Alternative, Marine Drive NW will take on a modified role as a connection to the new bridge. This will change the functional classification of Marine Drive south of Hope Avenue NW from a collector to a minor arterial. It is the intent that access along the east side of Marine Drive NW be limited to access needed to support allowed uses in the Exclusive Farm Zone, with the exception of those properties previously included in the UGB (properties immediately north and south of Harritt Drive NW). Connections to Marine Drive NW will also be constructed at 5<sup>th</sup> Avenue NW and across from Narcissus Court NW. Both of these elements were adopted into the Salem TSP as part of the Wallace Road Local Access and Circulation Study.
- **Front Street NE:** A portion of Front Street NE will be realigned closer to the Willamette River in the vicinity of Pine and Hickory Streets NE to go under the bridge as it approaches Commercial Street NE.
- **Ramps to OR 22:** Ramps connecting OR 22 to Marine Drive NW will be constructed south of Glen Creek Road NW.

---

<sup>1</sup> The planning level cost estimate for the Salem River Crossing Preferred Alternative is approximately \$425 million.

- Wallace Road NW Intersection Modifications: To accommodate the new bridge, intersection modifications will be needed, including additional turn lanes at Hope Avenue NW and at Orchard Heights Road NW.

Details of design, right-of-way impacts, and mitigation will rely on information developed during preliminary engineering, design, and permitting. In adopting this Preferred Alternative, the City recognizes that some intersections located within the project area will not meet the City's adopted Level of Service standards as included in Street System Element, Policy 2.5. Some of the intersections on the State roadway system will also not meet the State mobility targets, for which the State proposes to adopt Alternate Mobility Targets into the Oregon Highway Plan. The City supports a greater level of peak hour congestion in order to reduce the physical impact to the surrounding neighborhoods and business districts. The following City intersections will likely experience congestion greater than the City standards in either the AM or PM peak travel period.

- Marion Street NE at Liberty Street NE
- Market Street NE at Broadway Street NE
- Broadway Street NE at Pine Street NE
- Broadway Street NE at Hickory Street NE

In addition to regulatory requirements, the following mitigations must be addressed by the project to meet the expectations of the City of Salem. Furthermore, the City intends to review land use and transportation plans in the vicinity of the bridgeheads. Focused planning at the bridgeheads will maximize the opportunity for transportation investments to serve as a catalyst for positive change.

#### Design Mitigations:

- Bridge Design Considerations: Design of the bridge, bridge approaches, and ramps to OR 22 shall include opportunities for public input, with a particular emphasis on people living near these areas. In the case of the ramps to OR 22, input shall be solicited from the Salem Parks and Recreation Advisory Board and park users, as well as other area stakeholders.
- Traffic Calming: Project design shall include consideration of traffic calming needs in neighborhoods adjoining the bridgeheads on both sides of the Willamette River. Mitigation measures may include access restrictions or other traffic calming features, such as speed humps, diverters, or similar measures.
- Access to OR 22: The City will not support closure of the exit at Rosemont Avenue NW until a facility plan has been adopted that addresses access to the southwest portion of west Salem from westbound OR 22. The City further supports design efforts to reduce the length of bridge structure along the riverbank associated with the eastbound OR 22 ramp to Marine Drive NW.
- Multi-modal Design: Design of the project shall include facilities for bicycle and pedestrian travel, including separation from auto and freight traffic where practical. The design process shall engage the Transit District to identify how best to incorporate transit amenities and facilitate access to the transit system.