

Components of Alternatives to be studied in the Salem River Crossing Draft Environmental Impact Statement (DEIS) (05/21/08)

Formerly known as...	No Build	Teal	Orange (new bridge only)	White (new bridge only)	White (+ widen existing bridges)	White + Red	White + Red Light
Components	Alternative 1 No Build	Alternative 2 Widen Existing Bridges	Alternative 3 Hope to Tryon Corridor	Alternative 4A Hope to Pine/Hickory Corridor	Alternative 4B Hope to Pine/Hickory Corridor	Alternative 4C Hope to Pine/Hickory Corridor	Alternative 4D Hope to Pine/Hickory Corridor
New Multimodal Bridge	None	None	3 vehicle lanes each direction + ped/bike facilities	3 vehicle lanes each direction + ped/bike facilities	3 vehicle lanes each direction + ped/bike facilities	3 vehicle lanes each direction + ped/bike facilities	3 vehicle lanes each direction + ped/bike facilities
Existing Bridge Changes	Minor improvements per RTSP	Add 2 lanes each to Marion and Center St. bridges and necessary modifications to the bridgeheads	None	None	Add 2 lanes each to Marion and Center St. bridges and necessary modifications to the bridgeheads	None	None
Marine Drive Construction	None*	None*	None*	None*	Construct from Orchard Heights to Brush College	Construct from Orchard Heights to Brush College	Construct from Orchard Heights to Brush College
Salem Parkway Connection	Via local streets (existing condition)	Via local streets (existing condition)	Direct from new bridge	Via local streets (existing condition)	Direct from new bridge	Direct from new bridge	Direct from new bridge
Highway 22 Connection	Via existing bridges	Via existing bridges	Via existing bridges	Via existing bridges	Via existing bridges	Direct from new bridge and via existing bridges	Direct from new bridge and via existing bridges
Transportation System Management (TSM)	None	Transit signal priority and queue jump lanes between Glen Creek Transit Center and downtown (varies by alternative)	Transit signal priority and queue jump lanes between Glen Creek Transit Center and downtown (varies by alternative)	Transit signal priority and queue jump lanes between Glen Creek Transit Center and downtown (varies by alternative)	Transit signal priority and queue jump lanes between Glen Creek Transit Center and downtown (varies by alternative)	Transit signal priority and queue jump lanes between Glen Creek Transit Center and downtown (varies by alternative)	Transit signal priority and queue jump lanes between Glen Creek Transit Center and downtown (varies by alternative)
Transit	Current system and service levels	Increased frequencies and new routes (varies by alternative)	Increased frequencies and new routes (varies by alternative)	Increased frequencies and new routes (varies by alternative)	Increased frequencies and new routes (varies by alternative)	Increased frequencies and new routes (varies by alternative)	Increased frequencies and new routes (varies by alternative)
Tolls	None	Traffic impacts will be analyzed under three scenarios: 1) no tolls, 2) fixed rate toll, and 3) variable rate tolls. Both bridges will be assumed to be tolled. The baseline for study will be with no toll. The DEIS will analyze and report the environmental impacts of the various tolling scenarios. This information will be used, along with other information on the project, to support the subsequent policy decision regarding the application of tolls as part of project funding (see below).					
Funding Options	N/A	The DEIS will analyze and report the impacts of four sources of funds that could be applied to the project: gas taxes, vehicle registration fees, property taxes, and tolls. The analysis of impact will be mostly qualitative. This information will be used, along with other information on the project, to support the subsequent policy decision regarding how to fund the project.					

* While Marine Drive will not be constructed as part of this project for these alternatives, it is included as a future project in the RTSP and, for traffic analysis purposes, is assumed to exist as a collector.