



SALEM

RIVER · CROSSING

# Project Orientation

Project Task Force Meeting

October 4, 2006

## Overview

- ◆ What are the project objectives?
- ◆ Why are we doing this project?
- ◆ Previous studies
- ◆ Existing bridge conditions
- ◆ Future travel demand
- ◆ Project milestones and timeline
- ◆ Proposed decision making

## What are the project objectives?

- ◆ Work with area stakeholders and decision makers to develop financially feasible solutions for crossing the Willamette River that:
  - ◆ Meet existing and future transportation needs
  - ◆ Are compatible with built and natural environment
  - ◆ Achieve broad community and regional support

## Why are we doing this project?

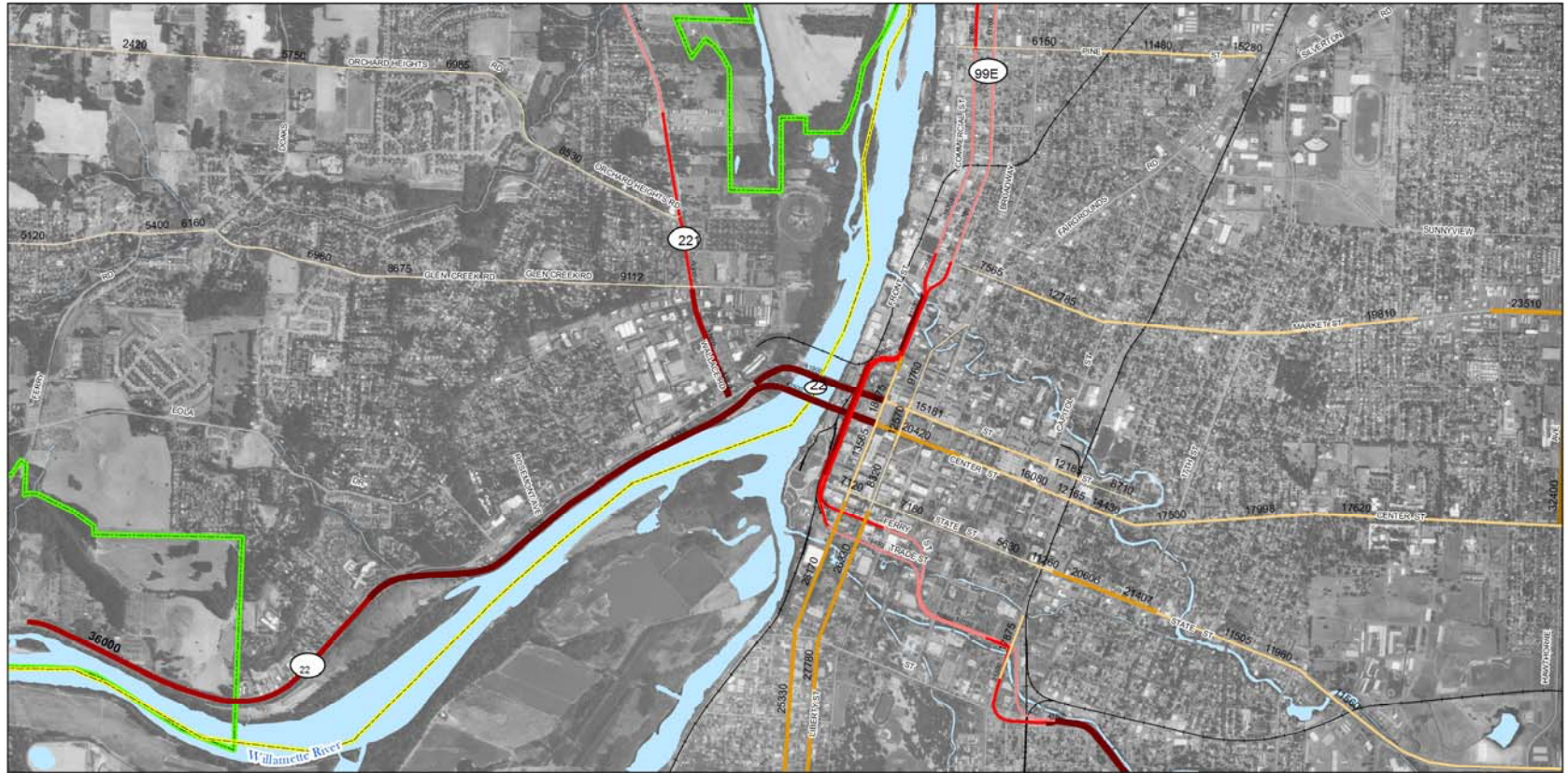
- ◆ Congestion and safety problems
- ◆ Existing bridges are the only river crossings in the region
- ◆ Growth in west Salem
- ◆ Economic development
- ◆ Major transportation projects seeking federal funding or needing permits from federal agencies require preparation of an Environmental Impact Statement (EIS)

## Previous Studies

- ◆ Willamette River Crossing Capacity Study General Corridor Evaluation (2002)
  - ◆ 16 possible bridge crossings, plus no-build and non-construction alternatives
  - ◆ Pre-EIS effort
- ◆ Willamette River Bridgehead Engineering Study (1998)
  - ◆ Identified improvements to the existing bridges
  - ◆ Most of the low-cost improvements have been implemented
- ◆ Other Plans
  - ◆ See “Local Background Documents Reviewed” handout

# Existing Bridge Conditions

## Bridge Traffic Volumes



Legend	Average Daily Traffic (ADT)	City of Salem Traffic Counters
Streets	Source: Oregon Dept. of Transportation, 2004	Source: City of Salem, 2001-2006
Railroads	Less Than 10000	Less Than 10000
Water	10001 - 20000	10001 - 20000
County Boundary	20001 - 30000	20001 - 30000
Urban Growth Boundary	30001 - 40000	30001 - 40000
	40001 - 50000	40001 - 50000

0 1,000 2,000  
Feet

**Salem River Crossing Project  
Average Daily Traffic (ADT)**

## Bridge Traffic Volumes

- ◆ The bridges are the most critical link in Salem. Average Daily Traffic (ADT) on the two bridges is 84,400.
- ◆ Approximately 54% of the bridge volume comes from West Salem (45,700 ADT)
  - ◆ 29% of the volumes entering the bridge from OR 22 originate in West Salem (12,800 ADT)
  - ◆ 79% of the volumes entering the bridge from OR 221 originate in West Salem (32,900 ADT)

## Bridge Volumes Compared to I-5

- ◆ 2004 ADT
  - ◆ I-5 at Market Street: 83,600 ADT
  - ◆ Center Street and Marion Street Bridges: 84,400 ADT

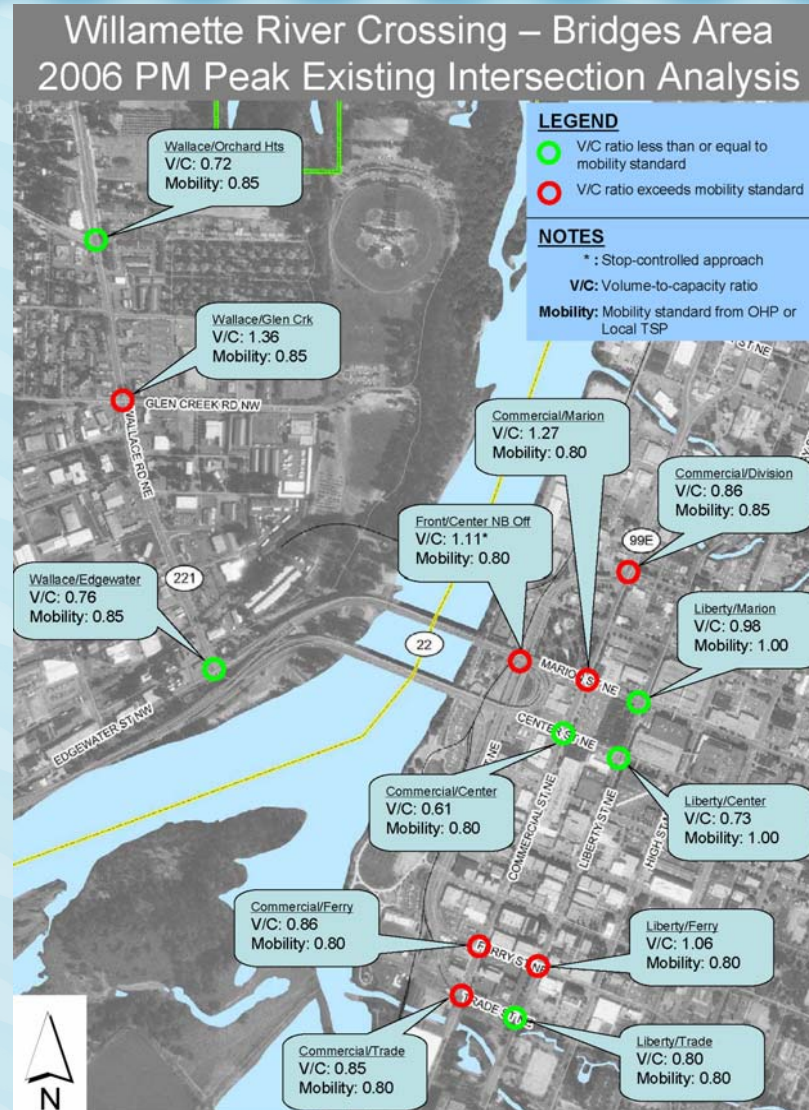
Source: ODOT

# Historic Growth of Traffic Volumes

Average Annual Growth in ADT	5 year ('00-'04)	10 year ('95-'04)	15 year ('90-'04)	20 year ('85-'04)
I-5 at Market Street	3.3%	2.1%	2.2%	3.5%
Center St. & Marion St. Bridges	0.7%	1.8%	2.5%	3.1%

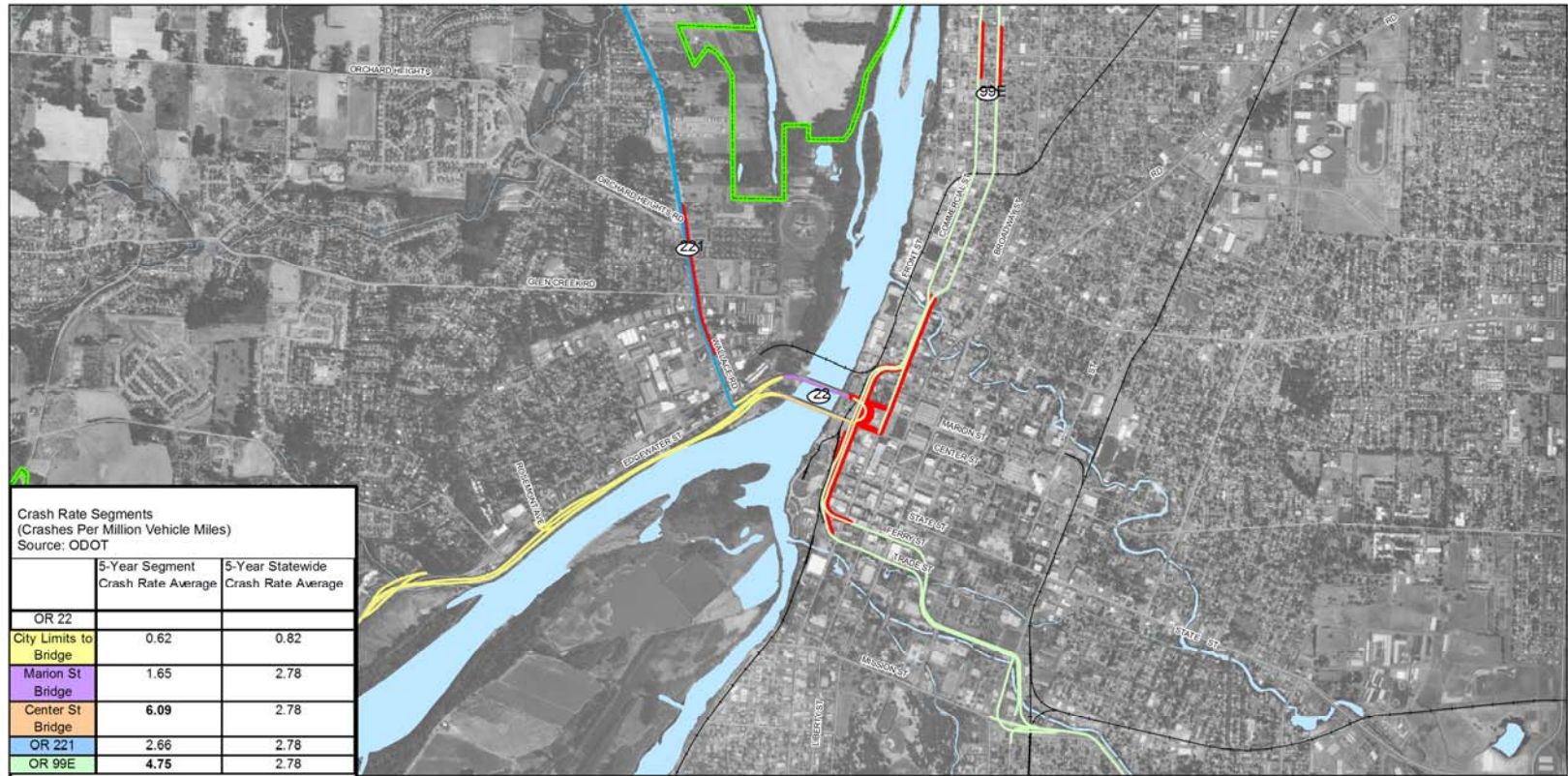
Source: ODOT

# Level of Service for Key Intersections



## Level of Service for Key Intersections

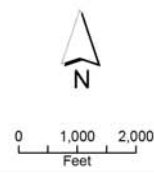
- ◆ Performance at key intersections is at or exceeds state or local mobility standards
- ◆ Intersections over capacity:
  - ◆ Commercial/Marion
  - ◆ Front/Center
  - ◆ Liberty/Ferry
  - ◆ Wallace/Glen Creek



**Crash Rate Segments**  
(Crashes Per Million Vehicle Miles)  
Source: ODOT

	5-Year Segment Crash Rate Average	5-Year Statewide Crash Rate Average
OR 22		
City Limits to Bridge	0.62	0.82
Marion St Bridge	1.65	2.78
Center St Bridge	6.09	2.78
OR 221	2.66	2.78
OR 99E	4.75	2.78

- Safety Priority Index System (SPIS) Locations  
Source: ODOT
- Streets
- Railroads
- Water
- County Boundary
- Urban Growth Boundary



**Salem River Crossing Project  
Segment Crash Rates and  
Safety Priority Index System  
(SPIS) Locations**



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# Safety Issues

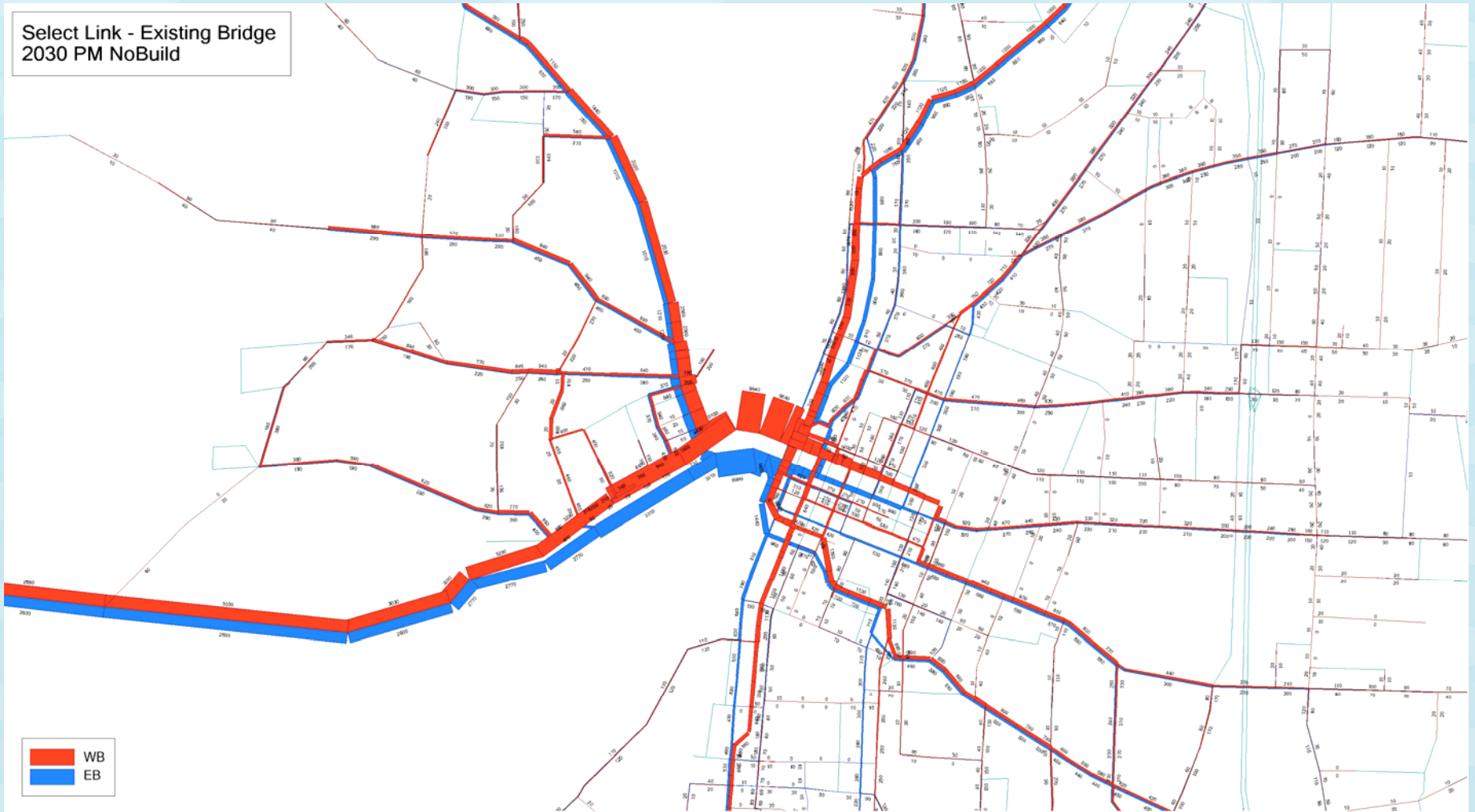
- ◆ Majority of crashes on both bridges were
  - ◆ rear-end
  - ◆ resulted in property damage only
  - ◆ 1 fatal crash on Marion Street Bridge in 2003
- ◆ Congestion levels impact safety

Year	Center St. Bridge	Marion St. Bridge
	Crashes	Crashes
2001	11	11
2002	32	6
2003	29	13
2004	28	4
2005	33	7
Total	133	41

Source: ODOT

## Future Travel Demand

Select Link - Existing Bridge  
2030 PM NoBuild



## Future Travel Demand

- ◆ Peak period travel demand is forecasted to double
- ◆ The duration or peak period is forecasted to increase considerably