

SALEM

RIVER · CROSSING

Task Force Meeting #2

October 26, 2006

Study Area Refinement

- ◆ Proposed Bridge Corridors
- ◆ Future Year 2030 Corridor Performance
- ◆ 2030 Regional Analysis

Project Purpose and Need

- ◆ What is a Purpose & Need Statement?
- ◆ Draft Purpose & Need for Salem River Crossing Project

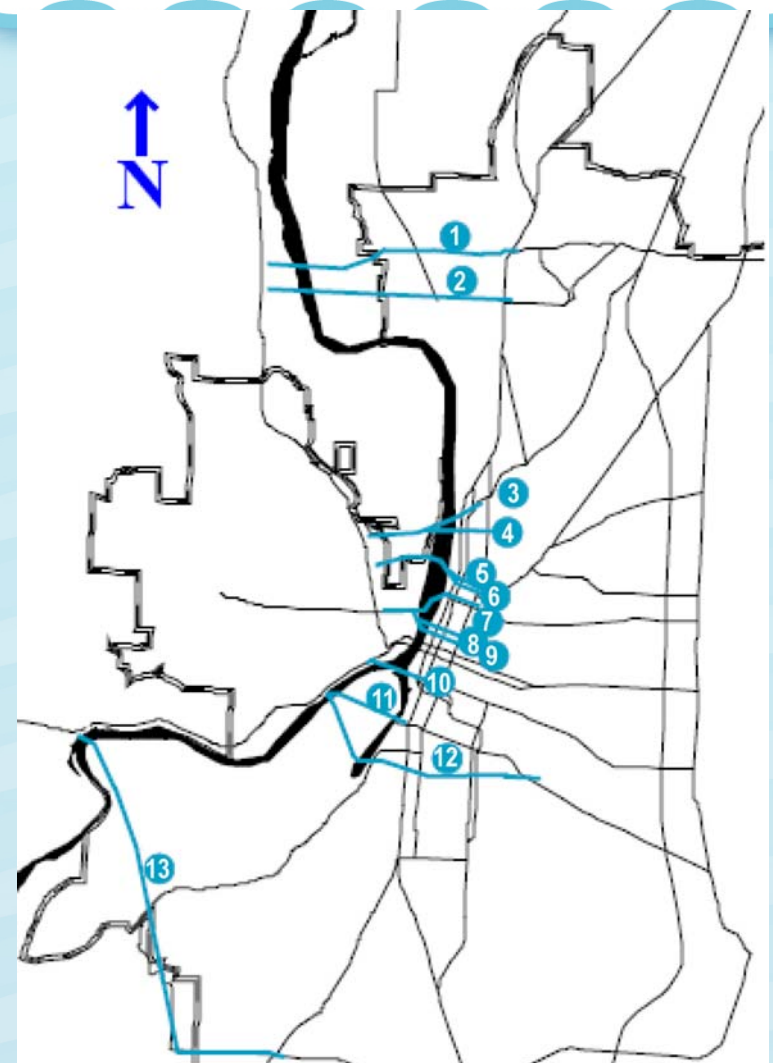
Study Area Refinement

Study Area Refinement

- ◆ New bridge needs to address traffic problems today and in future
- ◆ Future performance of potential corridors are evaluated to help refine study area
- ◆ Better performing corridors help narrow where river crossings would meet travel demand
- ◆ Future travel demand evaluated for year 2030 in the p.m. peak and is based on household and employment estimates

Potential Bridge Corridors Analyzed

1. Lockhaven Drive
 2. Chemawa Road
 3. Tryon Street
 4. Pine Street
 5. Shipping Street
 6. Hood Street
 7. Market Street
 8. Division Street
 9. Union Street
 10. Pringle Parkway
 11. Mission Street
 12. Cross Street
 13. Kuebler Road
- No-build for reference



2030 Proposed Bridge Corridors from Willamette River Crossing Capacity Study General Corridor Evaluation (2002)

Future Year 2030 Analysis

Key performance measures:

- ◆ Volume-to-capacity (v/c)—describes the portion of the bridge's capacity that is predicted to be used by the number of vehicles traveling on the corridor during the 2030 p.m. peak hour.
- ◆ Vehicle hours of delay (VHD)—quantifies the amount of delay experienced by all vehicles traveling in the corridor during the 2030 p.m. peak hour.

Proposed Bridge Corridor V/C Performance

- ◆ Best performing corridor has the lowest v/c ratio on the existing bridges and the highest v/c ratio on the proposed corridor
- ◆ *Meaning* proposed bridge corridor attracts the greatest volume of trips off of the existing bridge
- ◆ Analysis helps refine study area based on performance; not for the purpose of including or excluding any one corridor over another.

V/C Analysis

Bridge V/C Ratio												
Corridor	Proposed Corridors						Existing Bridge					
	Eastbound (EB)			Westbound (WB)			Eastbound (EB)			Westbound (WB)		
	v/c	Rank		v/c	Rank	v/c	Rank	v/c	Rank	v/c	Rank	
No-Build						EB	1.07			WB	1.66	
1 Lockhaven	EB	0.45	9	WB	0.70	11	EB	0.88	13	WB	1.39	12
2 Chemawa	EB	0.45	8	WB	0.76	6	EB	0.88	12	WB	1.38	11
3 Tryon	EB	0.37	11	WB	0.68	12	EB	0.81	6	WB	1.22	9
4 Pine	EB	0.33	13	WB	0.61	13	EB	0.82	8	WB	1.25	10
5 Shipping	EB	0.77	2	WB	0.72	9	EB	0.83	9	WB	1.18	7
6 Hood	EB	0.89	1	WB	0.71	10	EB	0.83	10	WB	1.19	8
7 Market	EB	0.36	12	WB	0.74	8	EB	0.81	7	WB	1.18	6
8 Division	EB	0.40	10	WB	0.84	3	EB	0.78	5	WB	1.11	3
9 Union	EB	0.47	7	WB	0.91	2	EB	0.74	4	WB	1.07	2
10 Pringle	EB	0.66	4	WB	0.99	1	EB	0.62	1	WB	1.01	1
11 Mission	EB	0.50	6	WB	0.79	5	EB	0.71	3	WB	1.13	5
12 Cross	EB	0.52	5	WB	0.80	4	EB	0.70	2	WB	1.13	4
13 Kuebler	SB	0.70	3	NB	0.75	7	EB	0.84	11	WB	1.41	13

Vehicle Hours of Delay (VHD)

- ◆ Quantifies hours of congestion over a v/c ratio of 0.90 (congested conditions)
- ◆ Facilities analyzed
 - ◆ OR 221 (Wallace Road)
 - ◆ OR 22 (just west of Rosemont to eastside of bridgeheads)
 - ◆ OR 99E (Salem Parkway to 12th and Pringle)

VHD Analysis

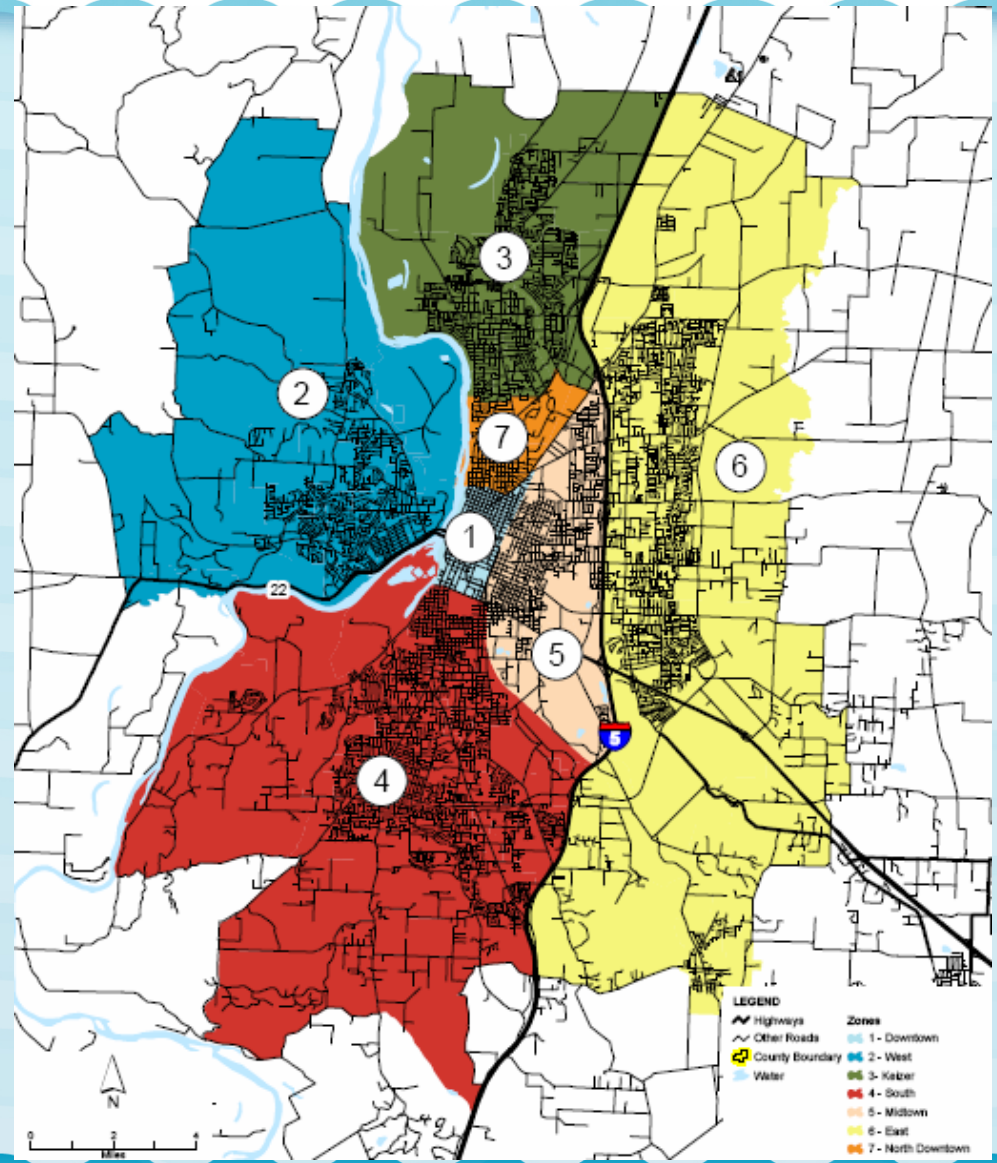
Table 2: Vehicle Hours of Delay by Corridor

Corridor	Highway				Corridor Rank			Overall
	OR22	OR221	OR99E	Total	OR22	OR221	OR99E	
VHD								
No-Build	289.3	309.8	50.2	649.4				
1 Lockhaven	107.9	140.9	30.6	279.5	12	7	4	12
2 Chemawa	99.7	147.0	32.5	279.2	11	8	5	11
3 Tryon	42.0	74.7	25.4	142.0	9	4	1	3
4 Pine	50.7	82.0	59.1	191.7	10	5	12	6
5 Shipping	35.7	52.6	64.4	152.6	7	2	13	4
6 Hood	36.8	51.7	51.4	140.0	8	1	10	2
7 Market	35.0	94.3	55.1	184.4	6	6	11	5
8 Division	21.6	63.2	44.2	129.0	5	3	8	1
9 Union	20.7	161.6	45.3	227.6	4	9	9	9
10 Pringle	15.8	207.8	39.2	262.8	3	13	7	10
11 Mission	15.7	177.8	26.8	220.3	2	11	2	8
12 Cross	15.4	172.2	30.4	218.1	1	10	3	7
13 Kuebler	113.6	182.8	33.8	330.2	13	12	6	13

District VHD Performance

- ◆ Analyzing VHD for the region takes into account the ability of the entire system to handle vehicle trips, not just simply proposed bridge corridors and the existing bridges
- ◆ Creation of seven districts to measure impacts on specific areas and region as a whole

VHD Districts



VHD Analysis by District

Table 3: Total VHD by District

Corridor	District						
	Downtown 1	West 2	Keizer 3	South 4	Mid 5	East 6	N. Downtown 7
	VHD						
No-Build	399.3	610.5	76.9	485.5	130.3	220.7	67.6
Lockhaven	199.6	238.1	94.3	456.9	105.2	203.2	35.8
Chemawa	192.2	237.4	85.8	453.5	106.3	202.7	36.4
Tryon	121.0	131.6	75.2	436.9	100.9	210.3	75.1
Pine	137.0	141.4	73.5	447.1	103.9	211.7	118.0
Shipping	141.5	116.3	72.6	447.5	103.3	212.8	88.2
Hood	141.8	118.0	72.9	445.9	104.8	211.8	69.1
Market	148.6	158.2	72.7	447.2	105.2	215.9	67.0
Division	120.7	124.7	72.8	444.7	103.6	210.0	64.8
Union	111.7	247.8	73.3	451.1	105.9	212.2	66.1
Pringle	110.5	300.8	74.1	450.5	107.3	212.0	67.6
Mission	86.2	259.1	73.9	488.2	104.9	208.1	68.4
Cross	80.0	249.3	72.9	419.0	80.2	189.1	69.9
Kuebler	185.6	291.3	72.1	309.5	76.2	174.6	67.0

Focus on Downtown and West Salem

Table 4: Total Downtown and west Salem VHD

Corridor	VHD District 1 & 2	Rank
No-Build	1010	
1 Lockhaven	438	12
2 Chemawa	430	11
3 Tryon	253	2
4 Pine	278	5
5 Shipping	258	3
6 Hood	260	4
7 Market	307	6
8 Division	245	1
9 Union	359	9
10 Pringle	411	10
11 Mission	345	8
12 Cross	329	7
13 Kuebler	477	13

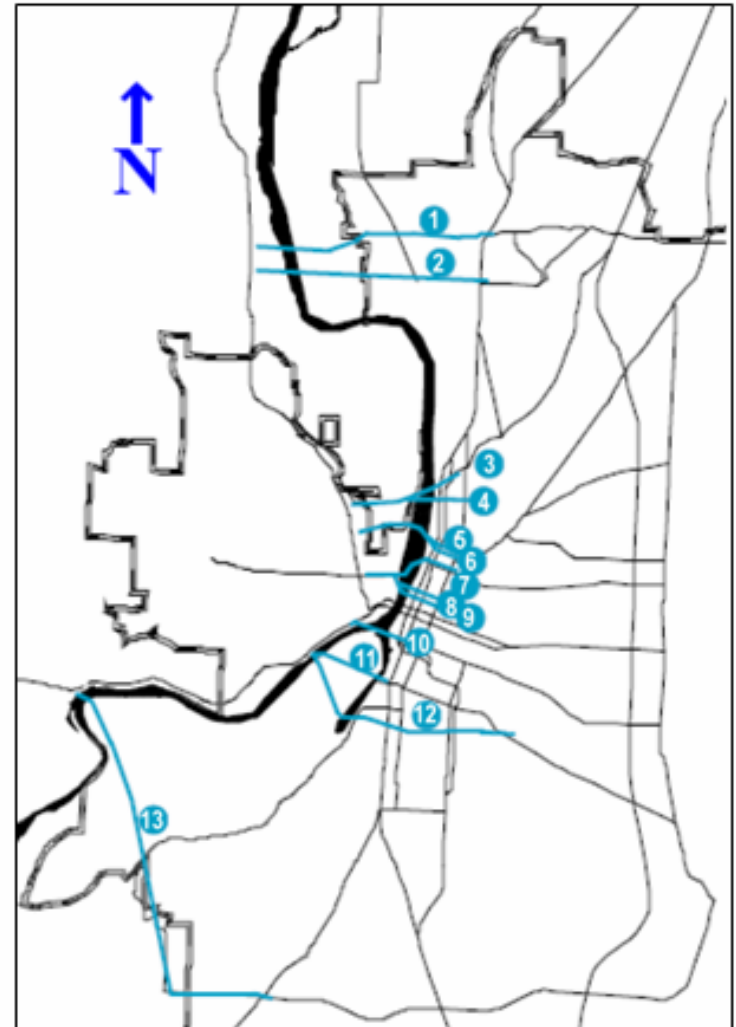


Figure 3 - 2030 Bridge Crossing Corridors

Recommendations

Table 5: Comparison of District Level VHD and Facility VHD

Corridor	VHD District 1 & 2	District VHD Rank	Total VHD for OR22, OR221 & OR99E	Overall Facility VHD Rank
No-Build	1010		649.4	
1 Lockhaven	438	12	279.5	12
2 Chemawa	430	11	279.2	11
3 Tryon	253	2	142.0	3
4 Pine	278	5	191.7	6
5 Shipping	258	3	152.6	4
6 Hood	260	4	140.0	2
7 Market	307	6	184.4	5
8 Division	245	1	129.0	1
9 Union	359	9	227.6	9
10 Pringle	411	10	262.8	10
11 Mission	345	8	220.3	8
12 Cross	329	7	218.1	7
13 Kuebler	477	13	330.2	13

What is a Purpose and Need Statement?

National Environmental Policy Act (NEPA)

- ◆ NEPA requires federal agencies to integrate environmental values into their decision making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to those actions.
- ◆ Requires development of an Environmental Impact Statement (EIS)
- ◆ This project must comply with NEPA requirements
 - ◆ Will likely seek federal dollars for implementation
 - ◆ Will likely need federal permits for construction

What is a Purpose and Need Statement?

- ◆ Fundamental NEPA requirement
- ◆ Clarifies the expected outcome of public expenditure
- ◆ Justifies the expenditure
- ◆ What we are trying to accomplish and why we think it is necessary
- ◆ Three parts—purpose, need, goals, criteria

Project Purpose

- ◆ Defines the transportation problem to be solved *in one sentence*
- ◆ Does not identify a solution
- ◆ Allows consideration of multiple modes and alternatives

Project Need

- ◆ Establishes indisputable evidence that the problem exists
- ◆ Should be factually and numerically based
- ◆ As specific as possible—can evolve as more detail is developed

Goals

- ◆ Broad vision statements intended to influence the character of the project solution
- ◆ Non-transportation issues to be addressed by the project--livability, environmental protection, local plan compliance, etc.---are defined as goals (or criteria)

Purpose and Need Statement

How we'll use it:

- ◆ Foundation of evaluation criteria
- ◆ Guides development of alternatives

Planning Framework for Project

- ◆ NEPA requires:
 - ◆ Consistency with existing local plans and polices
 - ◆ Consider conclusions from earlier studies leading to those plans and polices in relation to any changed conditions that may have occurred since the studies were completed.

Draft
Purpose and Need
Statement

Draft Purpose Statement (as modified by Task Force on 10/26/06)

The proposed action would improve mobility and safety for people and freight to and across the Willamette River in the Salem-Keizer metropolitan area while minimizing congestion on the Marion and Center Street bridges and on the connecting highway and arterial street systems.

Draft Purpose Statement

The proposed action would **improve mobility and safety for people and freight to and across the Willamette River in Salem** by reducing congestion on the Marion and Center Street bridges while minimizing traffic delay on the connecting arterial street system.

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Draft Needs to be Addressed

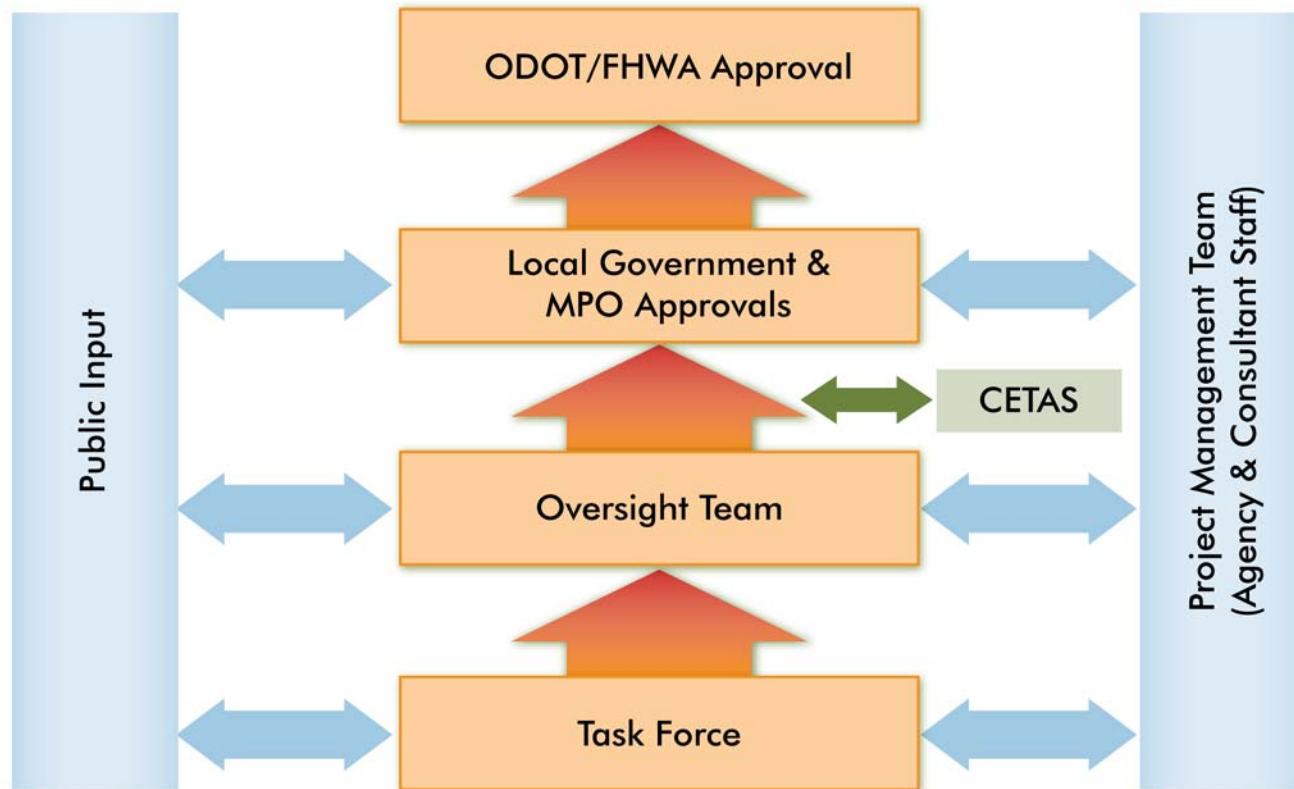
1. Vehicles
2. Freight
3. Transit
4. Pedestrians and Bicyclists
5. Bridge Closures
6. Funding

Draft Needs Statements

1. Improve existing and future vehicle mobility and safety for local, regional, and through travel
2. Improve existing and future freight mobility and safety for local, regional, and through travel
3. Improve existing and future transit reliability to and across the Willamette River in Salem
4. Provide improved pedestrian and bicycle facilities across the Willamette River in Salem (to and across the river???)
5. Minimize traffic disruptions and improve emergency vehicle response in the event either of the existing bridges is restricted or closed due to an emergency or other event
6. Assure a financially feasible solution

Process - Purpose and Need Statement

DECISION-MAKING STRUCTURE



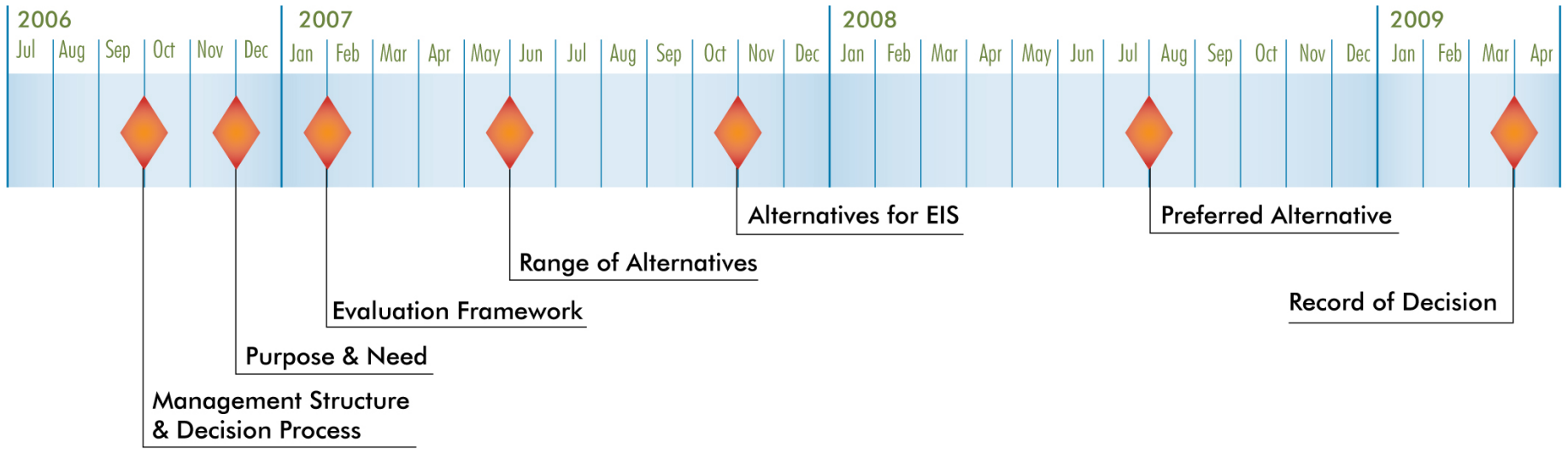
- CETAS - Collaborative Environmental and Transportation Agreement for Streamlining
- FHWA - Federal Highway Administration
- MPO - Metropolitan Planning Organization
- ODOT - Oregon Department of Transportation

Process - Purpose and Need Statement

- ◆ Task Force
 - ◆ October 26th and November 15th
- ◆ Oversight Team
 - ◆ Mid-November (after Task Force)
- ◆ Agency Scoping Meeting
 - ◆ November 30th
- ◆ Public Open Houses
 - ◆ December 6th and 7th
- ◆ CETAS
 - ◆ December 12th
- ◆ Close of Public Comment Period
 - ◆ December 30th

Decision Milestones

DECISION MILESTONES



Next Task Force Meeting

Wednesday, November 15th

5:30 – 7:30 p.m. (Pringle Hall, Salem)

Open Houses

December 6 (West Salem – Roth's)

December 7 (Downtown - Library)

Questions?

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