



This memorandum includes a description of the Salem Alternative, as well as project-related policy statements that the Oversight Team proposed at its October 31, 2013 meeting.

Salem Alternative Description

Below is a description of the Salem Alternative as of February 6, 2014. Modifications to this description may occur as the design is refined to accommodate the needs of pedestrians, bicyclists, and transit vehicles, as well as to address refined analysis of traffic performance. The Salem Alternative could be built in sequential construction phases.

Crossing Location and Bridge Description

The Salem Alternative would have the same crossing point as all the Alternative 4 crossings shown in the Draft Environmental Impact Statement (Draft EIS). It would connect to Hope Avenue at Wallace Road on the west, cross Wallace Marine Park at its northern tip, cross the Willamette River and McLane Island, cross over a realigned Front Street, and connect to Pine and Hickory Streets at Commercial Street on the east. The bridge could be a single structure or two side-by-side structures.

The new bridge would have two lanes traveling east and two lanes traveling west. The existing Center Street and Marion Street Bridges would remain in service, without modification¹. The new bridge would include bicycle and pedestrian facilities. The final bridge cross-section and design, including the arrangement of bicycle and pedestrian facilities, would be determined during the Final EIS process. In order to ensure adequate right-of-way to accommodate all modes, the cross-section assumes, in each direction, two twelve-foot wide travel lanes, a ten-foot-wide raised sidewalk facility separated from the paved roadway by a barrier, and ten-foot-wide shoulder (eight-foot lane plus two feet of shy distance) adjacent to the far right travel lane.

Eastside Bridgehead and Distribution Network

This subsection describes the Salem Alternative on the east side of the new bridgehead and on the road network east of the Willamette River.

The Salem Alternative new bridge would have an eastbound connection at Commercial Street (via an exit ramp aligned with Pine Street) and a westbound connection (via an entrance ramp aligned with Hickory Street). Entrance and exit ramps would connect at-grade (east of Front Street) to a proposed short Pine Street/Hickory Street couplet. This couplet would be only two blocks in length, extending from the bridge ramps to Liberty Street, including their respective intersections with Commercial Street. Bridge access to and

¹ Modifications to the ramp from the Marion Street bridge to Wallace Road and to the intersection of Wallace Road NW and Edgewater Street NW are assumed as part of the no-build. These include increasing the turn radius, adding an extra westbound lane to Edgewater Street NW at the end of the ramp, adding a receiving lane on Edgewater Street NW, and adding a second east-bound on-ramp from Edgewater Street NW to the Center Street bridge.

from Salem Parkway would be via the existing north-south Commercial/Liberty couplet. The new bridge would also be accessible from the north from River Road (via Commercial Street).

A portion of Front Street would be reconstructed closer to the river in the segment between Tryon Street and Columbia Street to maintain Front Street's north-south connectivity, below the bridge ramps. The remnant segments of Front Street in this area would allow access to existing businesses (on both sides of the bridge approaches). The former segment of Front Street below the bridge approaches would be closed to vehicles.

Westside Bridgehead and Distribution Network

This subsection describes the Salem Alternative on the west side of the new bridgehead and on the road network west of the Willamette River.

Bridgehead and Wallace Road

The west side bridgehead approaches would combine into a single roadway at the intersection with Marine Drive (which would be constructed as part of the Salem Alternative). This roadway ("Hope Avenue Extension") would then continue to the Wallace Road intersection at Hope Avenue. The Wallace Road/Hope Avenue intersection would be widened to accommodate the additional traffic traveling to and from the new bridge. There would also be a widening of the Wallace Road/Orchard Heights Road intersection to accommodate increased traffic volumes, including widening along Wallace Road between Taybin Road and Narcissus Court to accommodate the additional turn lanes; Orchard Heights Road would remain in its current alignment.

Marine Drive and Marine Drive - Highway 22 Connection

Marine Drive would be constructed at grade from River Bend Road in the north to Glen Creek Road in the south, with a connection to Highway 22 south of Glen Creek Road via elevated fly-over ramps. The proposed alignment of Marine Drive, as well as all new proposed roadway connections from Marine Drive to Wallace Road, is consistent with the Salem Transportation System Plan (TSP).

Marine Drive would contain one through-lane in each direction of travel with turn lanes at intersections². It would be situated at-grade between River Bend Road and Glen Creek Road, where the roadway would then ramp up and fly over the Union Street Pedestrian Path, the Marion Street Bridge exit ramp, and Wallace Road before descending back to grade near its connection with Highway 22. Eastbound Highway 22 would need to be widened out onto the riverbank (not into the river itself) to allow for the installation of the flyover ramp from Highway 22 to Marine Drive; including flying up and over the Center Street Bridge on-ramp and the Union Street Pedestrian Path.

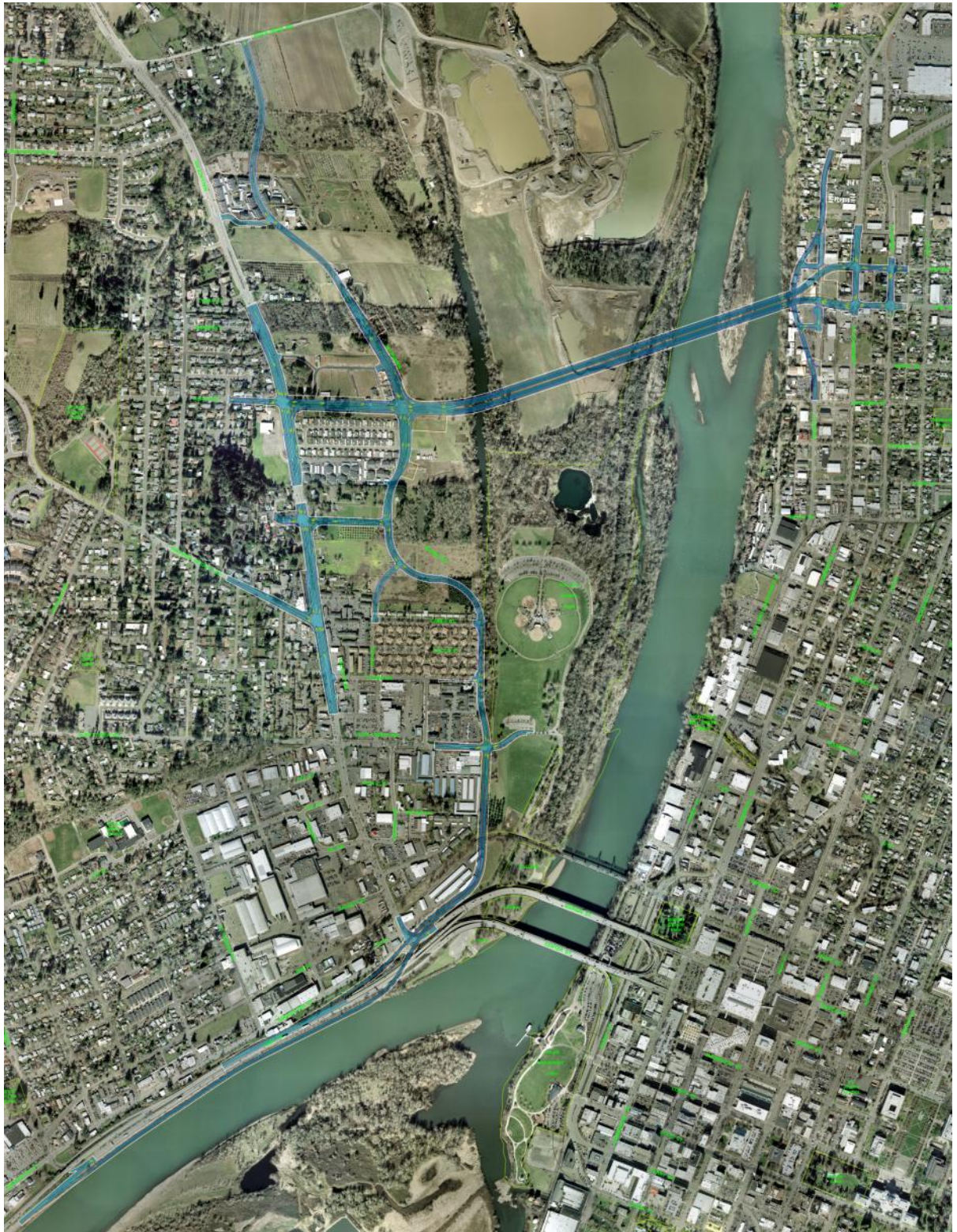
The segment of Marine Drive between the Hope Avenue Extension and River Bend Road would include a connection to existing Harritt Drive. South of the Hope Avenue Extension, a new roadway would be built between Marine Drive and Wallace Road ("Beckett Street") as well as between Marine Drive and the Cameo Street/5th Avenue intersection ("5th

² Between Hope Avenue and the new Beckett Street, Marine Drive would have two southbound lanes to receive traffic going from the bridge south onto Marine Drive. This additional lane would drop as a right-turn lane at Beckett Street.

Avenue”). There would be a new full intersection at Marine Drive and Glen Creek Road (at the entrance to Wallace Marine Park).

When the Marine Drive-Highway 22 connection ramps are installed, the existing Rosemont Avenue westbound exit-ramp would be closed. This closure would be done for safety reasons – the existence of both a Marine Drive-to-Highway 22 ramp and a westbound Rosemont exit-ramp at its current location would result in undesirable weaving conditions; the potential for conflict would occur during all periods of the day, but would likely be more severe during the off-peak periods when speeds are higher. With the closure of the Rosemont Avenue exit-ramp, it is forecasted that former Rosemont Avenue-bound traffic wishing to access West Salem neighborhoods would shift to the Wallace Road exit (either to access Edgewater Street or to continue north on Wallace Road) or would continue west on Highway 22 to Rosewood Drive, College Drive, or Doaks Ferry Road. The eastbound on-ramp from Rosemont Avenue to Highway 22 would continue to function as it does today, but would not have access to the eastbound ramps exiting to northbound Marine Drive.

Figure 1: Salem Alternative Footprint



Oversight Team Policy Statements

Below are the Project-related policy statements that the Oversight Team members proposed at their October 31, 2013 meeting.

- ◆ Wherever possible, separate high volume vehicle traffic from bike/pedestrian facilities in the project area for safety and improved traffic mobility.
- ◆ Seek a better solution for providing access from Highway 22 to West Salem other than closing the westbound Rosemont exit-ramp through development of the Highway 22 Expressway Management Plan (Doaks Ferry to Marion and Center Street Bridges) by ODOT; however, the closure of this exit-ramp is more acceptable than the “braided ramp” design presented in Alternative 4D (due to its significant impact on the Edgewater Street greenway and business district).
- ◆ To the greatest extent possible, reduce the length of bridge structure along the riverbank associated with the eastbound Highway 22 ramp to Marine taking into account outcomes of a future Expressway Management Plan for this section of Highway 22.
- ◆ Encourage the development of a bike/pedestrian loop between the Union Street Pedestrian Bridge and new bridges on the east and west sides of the river, while minimizing the fiscal impact to roadway funding sources.