

Congestion Relief Task Force Recommendations (Not in Priority Order)

For Council Work Session, November 19, 2018

Recommended Action	Key Partners	Next Steps
CATEGORY: Local Circulation		
1. Construct Marine Drive		<ul style="list-style-type: none"> • \$3.58 million in Construction Budget for Phase 1, awaiting Council direction to proceed • Most recent estimate to complete Marine Drive and local street connections was \$23 million (2014 dollars) • Future phases require funding, UGB amendment, engineering design, right-of-way, and construction
2. Open Musgrave east of Wallace Road	SPRAB; ODOT	<ul style="list-style-type: none"> • Public outreach • Stakeholder coordination • May require amendment to the Wallace Marine Park Master Plan • Funding, engineering design, and construction
3. Provide downtown circulator bus or trolley	Cherriots	<ul style="list-style-type: none"> • Conduct feasibility study jointly with Cherriots • Public outreach • Implementation will require funding
4. On Wallace Road , limit left turns during peak hours	ODOT; Businesses	<ul style="list-style-type: none"> • Public outreach • Coordination with ODOT • Identify funding – will vary depending on method for enforcing left-turn restrictions
5. Widen Taggart Drive approaches to Wallace Road	ODOT	<ul style="list-style-type: none"> • Public outreach • Develop preliminary design, subject to approval by ODOT • Amend Salem Transportation System Plan • Identify funding • Pursue engineering design, right-of-way, and construction
6. Close the north crosswalk at Front and Court Streets	ODOT	<ul style="list-style-type: none"> • Public outreach • Seek ODOT approval • Identify funding for intersection modifications
CATEGORY: Alternate Modes of Travel		
7. Provide a park and walk/bike/shuttle service at Wallace Marine Park	SPRAB; Cherriots	<ul style="list-style-type: none"> • Public outreach • Develop preliminary design concept to include desired amenities, security, and management • May require amendment to the Wallace Marine Park Master Plan • Identify funding • Design and construct • Shuttle element could be considered with downtown circulator proposal
8. Develop and implement a commute trip reduction plan	Cherriots Transportation Options; Large employers	<ul style="list-style-type: none"> • Collaborate with Cherriots, the State of Oregon, Salem Health, Willamette University, Marion County, and other large employers • Identify incentives to implement flexible or staggered work hours

Recommended Action	Key Partners	Next Steps
9. Work with employers to develop and implement incentives for employees to bike, walk, use transit, or carpool	Cherriots Transportation Options; Large employers	<ul style="list-style-type: none"> Collaborate with Cherriots Transportation Options to promote non-auto trips
10. Implement downtown parking management strategies	Downtown Advisory Board; Downtown businesses	<ul style="list-style-type: none"> Public outreach Funding to modify parking management systems
CATEGORY: Traveler Information		
11. Install travel time signs	ODOT	<ul style="list-style-type: none"> Identify appropriate locations Identify, fund, and install equipment needed to collect travel time data Each sign estimated to cost between \$500,000 and \$1 million
12. Improve guide signs leading up to and on the bridges	ODOT	<ul style="list-style-type: none"> Identify appropriate locations and obtain ODOT approval Each sign estimated to cost \$250,000 per location
13. Install electronic variable speed limit signs on Highway 22, eastbound approaching Center Street Bridge	ODOT	<ul style="list-style-type: none"> Identify appropriate locations Identify, fund, and install equipment needed to operate variable speed limit system Each sign estimated to cost between \$500,000 and \$1 million
CATEGORY: Other		
14. Improve response to emergencies on the bridges	ODOT	<ul style="list-style-type: none"> Convene working group to review and update Incident Response Plans for Marion and Center Street Bridges. Current plans were developed in 2007. Implementation may require funding to position resources to aid in emergency response.
15. Optimize signal timing and investigate Adaptive Signal Timing; may include increasing pedestrian delays at signalized intersections during peak periods	ODOT	<ul style="list-style-type: none"> Continuation of current staff efforts to maximize efficiency of signal timing Seek funding to implement Adaptive Signal Timing on corridors in study area Note this will have most benefit outside of the peak travel periods
16. Revisit/develop Comprehensive Growth Management Plan		<ul style="list-style-type: none"> Reconsider planned land uses as they relate to transportation system through the <i>Our Salem</i> Planning process
17. Community dialog on acceptable travel times	SKATS	<ul style="list-style-type: none"> Public outreach Funding for technical support to facilitate discussion of acceptable travel times or acceptable levels of congestion