

## CHAPTER 2: PLAN OVERVIEW

### 2.1 EXECUTIVE SUMMARY

The first chapter of the plan provides an executive summary. The following is an expanded overview of the recommendations made in the plan.

### 2.2 INTRODUCTION

The Marion County Rural Transportation System Plan (RTSP) was developed to provide the framework for developing an efficient, well-balanced, and cost-effective transportation system over the next 20 years.

The RTSP covers rural County transportation facilities outside urban growth boundaries of incorporated cities, and includes unincorporated rural communities that function as small cities, such as Marion and Brooks. It covers a wide spectrum of facilities, from local gravel roads to freeway interchanges, as well as rail, air, water, and pipeline transportation, and a wide spectrum of users, from local pedestrians to multi-national freight carriers.

Transportation issues located within Urban Growth Boundaries are addressed in individual city plans. The County participates in the planning process with individual cities to ensure that their plans and the County RTSP are consistent with one another and to provide a smooth transition between urban and rural facilities. This is especially important where County roads run inside city centers, resulting in two conflicting functions: on one hand, the roads function as main corridors to facilitate regional movement of trucks and autos, but on the other hand the roads also function as “main streets” for the cities where reduced vehicle speeds, on-street parking, and bicycle and pedestrian traffic provide the small town atmosphere desired by many urban communities.

The RTSP includes the following topics (each is a separate chapter, and will be described below):

- Review of existing issues
- Definition of goals and objectives
- Inventory of transportation facilities and assessment of existing conditions
- Forecast of future population and traffic volumes
- Development and evaluation of strategies
- Existing and future roadway needs and 20-year recommended roadway improvements (including bicycle and pedestrian improvements and State Highway improvements).
- 20-year recommended non-roadway improvements (including trails, public transportation, and improvements for air, rail, water, or pipeline transportation)
- Policies implemented to maximize the efficiency of the transportation system and preserve and protect it
- Transportation financing plan (what projects can be completed with anticipated funding, and how much funding would be necessary to address all the needs)
- Sub-Area plans

- Long term issues and strategies
- Compliance with the Transportation Planning Rule

The RTSP is a critical first step in determining our future transportation system, but should be viewed as only one of many planning tools that will help shape the future of Marion County.

The RTSP addresses the requirements under the Transportation Planning Rule (TPR) to develop and adopt a 20-year transportation plan. It also provides authorization for the County to pursue the recommended 20-year rural transportation improvements but does not authorize zone changes, land use exceptions, or goal exceptions for those improvements. If a transportation improvement does not meet the requirements of the TPR, the County must obtain the necessary permits and goal exceptions to pursue its implementation.

### **2.3 REVIEW OF EXISTING ISSUES**

A review of existing issues is provided in Chapter 3 of the plan. The County began identifying potential issues by reviewing the transportation system plans and comprehensive land use plans of the cities within Marion County, as well as the plans of adjacent counties and the State of Oregon. A review of these plans helped to ensure that the County RTSP is consistent with the goals of other local cities and agencies. A summary of issues identified in these plans follows:

#### **City Plans**

- The following cities are anticipating significant growth: Aumsville, Aurora, Donald, Gervais, Hubbard, Jefferson, Keizer, Mount Angel, Salem, Silverton, Stayton, Sublimity, Turner, and Woodburn.
- Many cities are facing a major transportation-funding shortfall.
- Many cities are proposing significant projects (approximately \$100 million worth) on County Roads in their cities and urban areas. Existing resources would only be enough to accomplish a few of this lengthy list of projects.
- Many cities (including Aumsville, Aurora, Gervais, Hubbard, Jefferson, Mill City, Mount Angel, Salem, Silverton, Stayton, Sublimity, Turner, and Woodburn) list a goal to develop more of a ‘town center’ feel or ‘downtown renewal’ and inviting pedestrian-friendly atmosphere and character in their city centers.
- Many cities (including Aurora, Gates, Hubbard, Jefferson, Keizer, Mill City, Mount Angel, Salem, Silverton, Stayton, Sublimity, Turner, and Woodburn) are observing growing negative effects of traffic congestion on main routes through town.
- Some cities (including Stayton, Sublimity, and Turner) are proposing bypass routes. Others seek investigation of alternate routes
- Most cities would like increased intercity transit service.
- Many cities promote pedestrian/bicycle travel and strategies to reduce peak hour traffic.
- There seems to be an increasing desire for trails, particularly in the North Santiam Canyon, the Salem-Keizer area, and in the Woodburn-Hubbard-Aurora area.
- Many cities promote access management as an effective way to preserve their roads.
- Most cities with rail lines appreciate them and recommend continued and improved service.

- Promoting tourism is a common theme.
- Opportunities abound for regional cooperation and cross-promotion.

### **State, Adjacent County, and Regional Plans**

- Marion County's plan is consistent with all other agency plans.
- Agencies are increasingly recognizing the importance of freight mobility and efficiency.
- The fastest-growing areas tend to be near or between the major population centers – the Portland metro area and Salem/Keizer.
- For adjacent counties and ODOT, the roads are getting more and more crowded.
- The need for traffic flow and safety improvement projects is increasing quickly, but existing funding levels will not be able to keep up with these needs.
- ODOT has adopted stricter access management policies and interchange spacing policies.
- ODOT has adopted higher standards for road performance, despite its apparent lack of ability to meet them with current resource levels.
- Freight rail traffic is expected to increase significantly, and will also necessitate significant funding increases to maintain service levels.
- Increased transit service is promoted.
- Bicycle and pedestrian travel is promoted.
- Reducing peak hour traffic volumes is promoted as an alternative to construction projects.
- Barge traffic on the Willamette remains an option, but not likely a cost-effective one.
- Air travel is promoted, but no major plans for new or expanded airports in Marion County.

A draft of this plan was made available to the public via public meetings, on the internet, and at our offices. Notices were mailed to thousands of residents and interested parties. Open house-style meetings were held with the general public and staff from other agencies. Many helpful comments were received, and changes were incorporated into the plan where appropriate.

Urban transportation issues were not included in this plan, however Marion County Public Works Department is in the process of collecting, reviewing, and prioritizing those issues raised by cities in the County. The County is also assisting smaller cities in identifying transportation issues and developing potential improvements to address them.

## **2.4 GOALS AND OBJECTIVES**

A mission statement and a set of goals and objectives were carried forward from the 1998 TSP with minor modifications. An overview of the mission statement and goals are provided below. The objectives are included in Section 4 of the plan.

**Mission Statement:** *Develop a balanced, multi-modal transportation system to accommodate planned growth, facilitate economic development, and maintain a high standard of livability.*

**Goals:**

- 1) Improve Transportation System Safety
- 2) Provide an Accessible, Efficient, and Practical Transportation System
- 3) Provide Sufficient Transportation Capacity
- 4) Recognize Fiscal Reality
- 5) Work in Partnership with Communities to Address Community Needs and Values
- 6) Promote Alternative Modes of Transportation
- 7) Consider Land Use and Transportation Relationships
- 8) Address Transportation Policy Issues and Intergovernmental Coordination
- 9) Provide a Useful Plan Document

## **2.5 FACILITY INVENTORY AND CONDITIONS**

An inventory of County transportation facilities was compiled as part of the plan. In addition, the physical and operational conditions on these facilities were documented and are described in Chapter 5. These facilities include: roadways, bicycle and pedestrian facilities, traffic control devices, public transportation providers, rail crossings, airports, ferries, pipelines, and utility and communication lines.

The most-widely used transportation facility is the County roadway network. There are approximately 990 miles of rural roads maintained by the County consisting of 793 miles of paved roads and 197 miles of gravel roads. Based on 2002 data, of the 793 miles of paved roads, 107 miles are in “very good” pavement condition, 392 miles (190 km) are in “good” condition, and 199 miles are in fair condition. This leaves 95 miles in the “poor”, or “very poor” condition. This represents a considerable decrease in the condition of County roads, as they are showing the effects of a lack of sufficient funding for maintenance over the past few years.

The inventory of existing conditions revealed that 4.6 miles of roadway segments and eight individual intersections had levels-of-service (LOS) D or worse, which is the level-of-service at which capacity issues typically arise. An additional 20.6 miles of County Roads and 14 rural intersections are approaching capacity issues. As the region grows, congestion is becoming more and more prevalent.

In addition, eight intersections on County Roads and fifteen intersections involving State Highways had ten or more accidents over a three-year period from January 2001 through December 2003. Safety on rural County Roads has shown a slight improvement, and may be contributed to some of the policies and transportation projects that were identified through the original 1998 RTSP.

The County has also updated its functional classification system as part of this RTSP update. The most notable changes are the upgrade of Silverton Road and the Ehlen / Yergen / McKay / Oregon 219 corridor (from I-5 to Yamhill County) to Principal Arterial classification.

## **2.6 POPULATION AND FUTURE TRAFFIC PROJECTIONS**

The 2000 Census reported the population of Marion County as 284,834 people (up from the estimate of 258,000 in 1995). For 2003, Marion County’s population was estimated at 295,900. By the year 2020, the State Office of Economic Analysis projects the population of Marion County to be 359,581. This

represents a 26% increase (or a 1.2% annual growth rate) over a 20-year period. Some forecasters are predicting more rapid population growth. The growing population will lead to an increase in traffic volumes on County Roads and State Highways. Most of the roadways in Marion County will be able to handle the increase and continue to function at an acceptable level. However, on several key County Roads and State Highways, the forecast traffic volume demand is well beyond the roadway's capacity. While in the past the County has been relatively free of capacity problems in rural areas, traffic volumes are growing to the point where drivers on these key roads will see significant capacity problems. Additional funding for road construction and/or significant changes in driving patterns will be necessary to address the anticipated traffic volume and the motoring public's demand to reduce the capacity problems generated.

## **2.7 DEVELOPMENT AND EVALUATION OF STRATEGIES**

In consideration of the existing and future needs, nine strategies were developed and evaluated by the County. These strategies are described in Chapter 7 of the plan and include:

1. No Build
2. Build it All at Any Cost
3. Inter-County Mobility
4. Farm-to-Market
5. Leave the Car at Home
6. Build/Do as Much as Possible
7. Intra-County Mobility
8. Perimeter Roads / New Development Patterns
9. Combination of Inter- and Intra-County Mobility

The strategy that was determined to be the most appropriate for the County, and best addressed the goals and objectives of the plan, was the Intra-/Inter-County Mobility Strategy (#9), which is a combination of the Intra-County strategy (#7) and the Inter-County strategy (#3). It was determined by the planning team that the Intra-County strategy should be pursued, but not at the exclusion of key Inter-County corridors. This strategy focuses road improvements on the major roadways (typically Arterials and Major Collectors) serving traffic traveling both within the County and into or out of the County.

## **2.8 ROADWAY SYSTEM NEEDS AND RECOMMENDED PROJECTS**

The recommended improvements address various modes of transportation and include specific projects and policies. Although the County does not expect to obtain sufficient funding to complete the entire list of recommended improvements, the County still believes these improvements are needed within the next 20 years to keep the transportation system functioning well. Chapter 8 of the plan describes the 20-year recommended roadway improvements.

The County identified existing and future roadway needs related to bridges, drainage, intersections, roadway capacity, pavement width, safety, and railroad crossings. Existing needs are defined as deficiencies that, under existing physical or operating conditions, warrant improvement. These needs are

described in Section 8.2 of the plan.

### Safety

There are many potential safety improvements that could be made on Marion County Roads. Some of these projects would yield substantial safety benefit, while others are less likely to be effective. Due to limited funding, we will only be able to make the most effective safety improvements. Table 8-5 lists 34 recommended safety projects and 22 additional identified needs where a potential project may be able to yield safety benefit. These recommended projects include turn lanes, traffic control, visibility improvements, roadway realignment, and other potential safety improvements.

### Traffic Control and Modernization

Tables 8-6 and 8-17 list 24 intersections in need of intersection traffic control improvements, such as signals or turn lanes, to enhance the capacity of the intersection, or modernization projects to improve traffic flow and eliminate unusual configurations. Projects are recommended at 11 of these locations, with the remaining 13 listed as identified needs.

### Pavement Widening for Modernization

Table 8-7 lists 9 roadway segments where pavement widening (lane and/or shoulder widening) is recommended to better handle the traffic using it. An additional eight segments are listed for which widening is identified as a potential need. Some locations consist of narrow pavement and sharp curves that are unsuitable for the volume and speed of traffic. Other locations involve narrow roads with regular truck traffic that present uncomfortable conditions to both automobile and truck drivers.

### Bridges

Five bridges have sufficiency ratings of 50 or lower and need structural rehabilitation or replacement (Table 8-8); projects are recommended and funded to replace two of these bridges and repair a third, and an additional replacement is recommended. Another ten bridges have other deficiencies such as poor alignment, low weight capacity, or poor seismic resistance that also warrant the need for rehabilitation or replacement (Table 8-9); projects are recommended to replace nine of these bridges (one is funded). In addition, four railroad under-crossings present height restrictions on roadways (Table 8-10), and projects are recommended to replace two of these bridges.

### Railroad Crossings

Table 8-11 lists projects recommended to improve traffic control and safety measures at 17 railroad grade crossings in Marion County. Most of these projects would involve installing crossing gates at locations that are currently uncontrolled or controlled only by stop signs. Another two potential projects are identified that also merit further consideration.

### Drainage

Drainage issues were identified at 51 locations where regular flooding results in water over the roadway or where excessive surface water accumulates on the roadway during heavy rains. It would not be cost-effective to address most of these issues due to the high cost and because the problems infrequently impact the road. Table 8-12 lists one recommended project and four additional needs for which solutions may be cost effective.

### Future Roadway Capacity

Table 8-16 lists County roadway segments for which additional travel lanes are likely to be necessary within 20 years to handle the volume of traffic anticipated. These future capacity needs include: 1) Cordon Road from the Salem UGB to Silverton Road; 2) Arndt Road from Wilsonville-Hubbard Hwy to Clackamas County; 3) Brooklake Road from River Road to Interstate 5; 4) Silverton Road from the Salem UGB to the Silverton UGB; 5) Cascade Highway between Stayton and Sublimity; and 6) Golf Club Road from Oregon 22 to the Stayton UGB.

#### Projects Proposed by Cities

Table 8-18 lists five projects proposed by cities in order for the County Road network to better connect with their city road network.

#### Transportation Demand Management (TDM)

The County will encourage implementation of TDM strategies, such as telecommuting, flexible work hours, and ride-sharing, as an alternative to building new transportation facilities.

#### State Highway Needs

As part of the RTSP, safety, modernization, capacity, and reconstruction project needs were identified on State Highways. See section 8.6 for specific descriptions of each of these needs. These needs include major interchange reconstruction projects, safety projects, intersection capacity projects, potential new interchanges, and additional travel lanes on several state highway segments in Marion County.

## **2.9 20-YEAR RECOMMENDED IMPROVEMENTS BEYOND THE ROAD SYSTEM**

Chapter 9 outlines recommended transportation improvements other than roadway infrastructure, and include improvements related to off-road bicycle and pedestrian travel, public transit, air travel, water transportation, trains, and pipelines. These modes are also important to the overall transportation system of Marion County.

#### Trails

Figure 9-1 shows general locations that could potentially become future multi-use trails, and includes support for efforts to develop multi-use trails in the North Santiam Canyon and the Woodburn-Hubbard-Aurora area.

#### Public Transportation

Figure 9-2 shows recommendations for continued and improved rural intercity transit service. Included in this section are recommendations for improved (express) transit service from Portland, Wilsonville, Woodburn, Silverton, and Stayton to Salem, as well as recommended new service from Salem and Woodburn to Newberg in Yamhill County and from Salem and Jefferson to Albany in Linn County and Corvallis in Benton County.

#### Air

The County intends to adopt both the Aurora State Airport Master Plan and the Salem Municipal Airport Master Plan. Both plans are currently being updated and will be reviewed by the County to ensure that the plans are compatible with County land use and zoning requirements.

### Rail

Freight transportation using railroad lines is expected to continue and increase, and improvements are recommended to make it more efficient. Construction of new rail spurs will be reviewed on an individual basis to ensure that the surrounding communities and environments are not adversely affected. The County will continue to support efforts for developing a cost-effective passenger rail service and possibly a high speed rail line from Eugene to Portland as identified in the Oregon Rail Passenger Policy and Plan.

### Water

The County will continue ferry service across the Willamette River via the Buena Vista Ferry and Wheatland Ferry. This will require continued maintenance and rehabilitation of these ferries as necessary. Dredging the Willamette River could bring economic benefits to the region, but it would be quite expensive and the County has no plans to pursue dredging until all the environmental impacts can be addressed, and the dredging found overall to be cost-effective.

### Pipeline

The County will continue to support the use of underground pipelines that can minimize the need for surface shipping. Petroleum and natural gas distribution via pipelines is also expected to continue.

## **2.10 County Transportation Policies**

Chapter 10 of the plan describes policies enacted by Marion County in order to preserve and protect the transportation system and provide for the needs of Marion County residents, businesses, and visitors. These include policies in the following areas:

### Transportation System Management (TSM)

The County will pursue TSM strategies, such as access management, land-use controls, and traffic control, to maximize the efficiency and safety of the existing transportation system while protecting the significant investment made in the existing roadway infrastructure.

### Roadway Maintenance and Preservation

With limited County resources we will continue to keep maintenance and preservation of the existing roadway system as the top priority. Approximately \$9.2 million per year will go towards operations and maintenance. In addition, another \$2.1 million will go towards pavement management, which includes pavement overlay and chip seal projects. To ensure roadways will receive appropriate maintenance in the future, several policies and a roadway maintenance priority matrix are included in section 10.2.

### Transportation Policies

Other policies in the RTSP provide direction for the planning and development of transportation facilities in the County. While many of the policies in the plan are being proposed for the first time, others represent a revision to existing policies from the 1981 Marion County Comprehensive Plan and the 1998 Marion County Rural Transportation System Plan. The transportation policies are listed in Section 10.3 of the plan and are divided into five categories: 1) Transportation system planning policies; 2) Resource allocation policies; 3) Bicycle, pedestrian, and public transportation policies; 4) Air, rail, water, energy, and pipeline transportation policies; 5) Development, land use, and access policies; 6) Right Of Way Policies; and 7) Urban Growth Management Framework Policies (adopted in that document and restated



here).

### Future Evaluation of Transportation Issues

These guidelines outline the process for evaluating future transportation issues as they arise.

## **2.11 FINANCING PLAN**

The total cost to address all of the identified rural needs would be about \$129 million. (not including needs on County roads within cities, which are estimated to cost at least \$100 million.) Funding only the 20-year recommended rural improvements would require about \$104 million. Based on existing revenue sources, the County anticipates only \$17 million will be available for rural capital improvements over the next 20 years. Due to the projected funding shortfall for completion of all the recommended improvements, the Financing Plan in Section 11 provides a list of improvements that the County expects to be able to fund over the next 20 years. The Financing Plan presents a 20-year financially-constrained plan of transportation projects that totals \$17 million. The projects are summarized in Table 2-1. The Financing Plan for the RTSP includes funding for capital improvements, special studies, Transportation Demand Management, Transportation System Management, and other contingencies. It does not include the annual expenditures for maintenance and preservation, pavement management, administration and general engineering, structures rehabilitation, emergency projects, and other annual necessities that are budgeted before the capital improvements allocation.

**Table 2-1  
20-Year Financially-Constrained Plan**

<b>TYPE</b>	<b>LOCATION</b>	<b>DESCRIPTION</b>	<b>ESTIMATE</b>
<b>ZERO TO FIVE YEAR TIME FRAME</b>			
<b>PROJECTS</b>			
Capacity	Arndt Rd / Airport Rd	Construct traffic signal and left turn lanes at intersection	\$200,000 Matching funds for OTIA Grant
Capacity	Arndt Rd from Wilsonville-Hubbard Hwy to Airport Rd	Add a second eastbound through lane and paved shoulders	\$150,000 Matching funds for OTIA Grant
Safety	Cordon Rd / Pennsylvania Ave	Construct left turn lane on Cordon Rd	\$50,000 (Approved for \$420,000 HEP funding)
Safety	Cordon Rd / Auburn Rd	Install traffic signal at intersection	\$100,000 (Approved for \$450,000 STP funding)
Safety	Cordon Rd / Herrin Rd	Construct left turn lane on Cordon Rd	\$500,000
Safety	Ehlen Rd / Boones Ferry Rd / Oregon 551	Construct left turn lane on Ehlen Rd	\$500,000

<b>TYPE</b>	<b>LOCATION</b>	<b>DESCRIPTION</b>	<b>ESTIMATE</b>
Capacity	Cordon Rd / MacLeay Rd	Construct traffic signal and left turn lanes at intersection	City of Salem Project
Modernization and bike/ped	Marion Rd from Turner UGB to Mill Creek Rd	Strengthen pavement and construct paved shoulders (bikeways) on both sides	Developer Requirement
Bridge and bike/ped	Jefferson-Marion Rd over Union Pacific Railroad	Replace bridge and realign road	OTIA Grant (no match)
Bridge and bike/ped	Mount Angel – Gervais Road over Pudding River	Replace bridge	OTIA Grant (no match)
Bridge	River Rd S (Independence Bridge) over Willamette River	Scour protection	\$200,000 Matching funds for HBRR Grant
Bridge	South Abiqua Road over Abiqua Creek	Replace bridge	\$200,000 Matching funds for HBRR Grant
Bridge and bike/ped	Marion Rd over Mill Creek (south of Mill Creek Rd)	Replace Bridge	Developer Requirement
Bridge	Bridges with low sufficiency ratings	Replace bridges with low sufficiency ratings; specific bridges to be identified by future testing	\$400,000 likely HBRR matching funds
Capacity	Silverton Rd / Howell Prairie Rd	Construct traffic signal and left turn lanes at intersection	\$750,000
Safety	Cordon Rd / Hayesville Drive	Construct left turn lane on Cordon Rd	\$300,000
Safety	Brooklake Rd / Wheatland Rd	ITS Safety – Speeding (non-stopping) Vehicle Warning	\$100,000
Contingency and Miscellaneous			\$800,000
<b>COST TOTAL OF ZERO TO FIVE YEAR TIMEFRAME PROJECTS</b>			<b>\$4,250,000</b>
<b>TRANSPORTATION PLANNING ACTIVITIES IN ZERO TO FIVE YEAR TIMEFRAME</b>			
Sub-Area Plan	Brooks Community	Brooks Community Transportation Plan	In-House
Corridor Study	Cordon Rd from City of Salem to Hazelgreen Rd	Corridor Study to develop detailed plan (signal locations, turn lanes, future capacity, access management, etc) for Cordon Rd	In-House, Cooperating with Salem
<b>FIVE TO TEN YEAR TIME FRAME</b>			
<b>PROJECTS</b>			

<b>TYPE</b>	<b>LOCATION</b>	<b>DESCRIPTION</b>	<b>ESTIMATE</b>
Safety	Ehlen Rd / Bents Rd	Realign Bents Rd to the west; install signal; could become part of an interchange reconstruction project	\$1,100,000 (will include developer funding)
Safety / Railroad	Butteville Rd / Portland & Western Railroad	Safety improvements: Install gates at crossing and possible realignment	\$200,000
Capacity / Modernization	River Rd NE / Brooklake Rd	Construct traffic signal and left turn lanes at intersection; some relocation of roads may be necessary	\$900,000
Capacity / Modernization	Cordon Rd / Hazelgreen Rd / 55 <sup>th</sup> Ave	Construct traffic signal and left turn lanes at intersection	\$900,000
Bridge	Bridges with low sufficiency ratings	Replace bridges with low sufficiency ratings; specific bridges to be identified by future testing	\$400,000 likely HBRR matching funds
Contingency and Miscellaneous			\$750,000
<b>COST TOTAL OF FIVE TO TEN YEAR TIMEFRAME PROJECTS</b>			<b>\$4,250,000</b>
<b>TRANSPORTATION PLANNING ACTIVITIES IN FIVE TO TEN YEAR TIMEFRAME</b>			
Corridor Study	Brooklake Road from River Rd NE to Oregon 99E	Corridor Study to develop detailed plan (signal locations, turn lanes, future capacity, access management, etc) for Brooklake Rd	In-House
Sub-Area Plan	Butteville Community	Butteville Community Transportation Plan	In-House
Special Study	Woodburn area second interchange study	Evaluate the level of need for, potential benefit of, potential cost of, and resulting impacts of a second interchange in the Woodburn Area	In Cooperation with ODOT, Woodburn, and other cities
<b>TEN TO FIFTEEN YEAR TIME FRAME PROJECTS</b>			
Safety / Capacity	Cordon Road from State through Center Streets	Widen to two lanes each direction; includes intersection improvements	\$3,000,000 (County share or first part of project funding)
Bridge	Bridges with low sufficiency ratings	Replace bridges with low sufficiency ratings; specific bridges to be identified by future testing	\$650,000 likely HBRR matching funds
Contingency and Miscellaneous			\$600,000
<b>COST TOTAL OF TEN TO FIFTEEN YEAR TIMEFRAME PROJECTS</b>			<b>\$4,250,000</b>

TYPE	LOCATION	DESCRIPTION	ESTIMATE
<b>TRANSPORTATION PLANNING ACTIVITIES IN TEN TO FIFTEEN YEAR TIMEFRAME</b>			
Sub-Area Plan	Marion Community	Marion Community Transportation Plan	In-House
Sub-Area Plan	Mehama Community	Mehama Community Transportation Plan	In-House, with ODOT
Corridor Study	Riverside/Sidney/Ankeny Hill Roads from I-5 to Independence	Study potential for corridor improvements	In-House, with Polk County, ODOT, and Cities
<b>FIFTEEN TO TWENTY YEAR TIME FRAME</b>			
<b>PROJECTS</b>			
Safety / Capacity	Cordon Road from State through Center Streets	Widen to two lanes each direction; includes intersection improvements	\$1,600,000 (Remainder of project funding; may come from other sources)
Capacity / Safety	Cordon Rd / Swegle Rd	Install traffic signal at intersection	\$400,000
Safety / Modernization	River Rd S / Orville Rd / BN Railroad Bridge	Realign road and intersection; reconstruct bridge	\$1,400,000 (County share or first part of project funding)
Bridge	Bridges with low sufficiency ratings	Replace bridges with low sufficiency ratings; specific bridges to be identified by future testing	\$450,000 likely HBRR matching funds
Contingency and Miscellaneous			\$400,000
<b>COST TOTAL OF FIFTEEN TO TWENTY YEAR TIMEFRAME PROJECTS</b>			<b>\$4,250,000</b>
<b>TRANSPORTATION PLANNING ACTIVITIES IN FIFTEEN TO TWENTY YEAR TIMEFRAME</b>			
Alternatives Analysis	Salem to Silverton	With capacity problems expected on Silverton Road, analysis of alternatives to increase capacity between Salem and Silverton	In-House
Sub-Area Plan	Monitor Community	Monitor Community Transportation Plan	In-House
Sub-Area Plan	Delaney Interchange Area	Delaney Interchange Area Transportation and Access Plan	In-House with ODOT
Major Regional Study	Possible Bridge over Willamette River between Keizer and Newberg	Study the possibility, potential benefit, and costs and impacts of a possible new bridge over the Willamette River between Keizer and Newberg	Staff, along with other counties, cities, and ODOT
<b>TWENTY YEAR CAPITAL IMPROVEMENT PROGRAM TOTAL</b>			<b>\$17,000,000</b>

## **2.12 SUB – AREA PLANS**

Chapter 12 includes detailed plans for two areas (around the Brooks Interchange and the Aurora/Donald Interchange) that are not covered by urban plans, but for which a more detailed level of planning is necessary. These plans and policies have been developed to ensure acceptable performance of the transportation system in these key areas. In addition it can help potential developers understand what requirements will be necessary, and address intergovernmental coordination issues. See the chapter for specific plans and policies.

In the future additional sub – area plans are expected to be developed where necessary and will be incorporated into this section during amendments or update of this TSP.

## **2.13 LONG TERM ISSUES**

The County has identified long-term issues and strategies that extend beyond the 20-year time frame. These issues are described in Chapter 13 of the plan. Although the long-term vision is to facilitate intra- and inter-County mobility, several issues still need to be considered to meet the long-range transportation needs of the County. These issues include:

1. Peripheral Routes and Strategic Corridors
2. Passenger Rail Service with Supporting Access Network
3. Transportation Systems Management Strategies
4. Aggressive Transportation Demand Management Tools
5. Additional Connections to Interstate 5 and Highway 22
6. Additional Crossings of the Willamette River
7. Changing Land Use and Transportation Characteristics

These have been identified to promote further discussion on long-term transportation planning in the County. Further evaluation and extensive study will be needed before any of issues can be fully addressed.

## **2.14 TRANSPORTATION PLANNING RULE (TPR) COMPLIANCE**

Chapter 14 of the plan describes how the requirements and recommendations from the TPR are addressed in this plan.

## **2.15 APPENDICES**

The appendices of this plan include more detailed information, such as: Project Prioritization and Issues Identified, Road Inventory, Bridge Inventory, Sidewalk Inventory, Arndt Road / Wilsonville-Hubbard Highway Access Management Plan, and other detailed information.