

Recommend? Either checkmark or "FR" for further research		Policy or Adopted Project	Description	Short-, Medium-, and/or Long-term	Results	Notes	
	1	Congestion Pricing	Implement a charge for roadway or bridge trips during the peak periods	Short-term/Medium-term	Decreases demand and funds transportation improvements.		
	2	Parking Pricing	Implement or increase parking costs	Short-term	Reduces peak hour vehicle demand and increases alternative modes		
	3	Identify acceptable travel time standards	Research and conduct outreach to the public to assess perceptions and thresholds for levels of congestion for road users	Short-term	Increases public understanding of costs and benefits of projects		
	4	Central Salem Mobility Study	Revisit adopted projects from Central Salem Mobility Study that reduce vehicle capacity	Short-term			
Recommend? Either checkmark or "FR" for further research	#	Project Name	Description	Short-, Medium-, and/or Long-term	Cost Estimate	Results	Notes
	5	Guide signage	Improve guide signage leading up to and on the bridges	Short-term	\$250,000 per location	Reduces weaving but results in negligible change in capacity	
	6	Increase pedestrian delays	Increase pedestrian delays at signalized intersections during peak periods	Short-term	Staff time only	Negligible change in vehicle delay	Will require ODOT approval
	7	Musgrave Avenue connector	Remove the barrier on Musgrave Avenue east of Wallace Road to allow traffic to access Wallace Marine Park	Short-term	\$50,000	Removes approximately 50 vehicles from Glen Creek Road during PM peak. Minimal change to capacity	
	8	Variable speed limit signs	Install variable speed limit signs on Highway 22	Short-term/Medium-term	\$500,000 - \$1 million each sign	Improves safety but does not increase capacity	Will require ODOT approval
	9	Travel time signage	Install travel time signage in the study area	Short-term/Medium-term	\$500,000 - \$1 million each sign	provides real time information but does not effect capacity	Will require ODOT approval
	10	Bike/Ped connections to Union St Bridge	Continue to expand and build pedestrian and bicycle connections to the Union St Bridge	Short-term/Medium-term	To be determined	Encourages usage of alternative modes	
	11	Parking Management	Switch from Monthly to Daily Fee Parking, Vary rates during day to discourage parking at peak periods, Increase pricing for parking at structures and on-street, tax parking spaces, offer parking cash-out programs	Short-term	To be determined	Encourages usage of alternative modes	
	12	Downtown circulator	Provide increased transit circulation in downtown area	Short-term/Medium-term	To be determined	Encourages usage of transit	
	13	Park and Walk/Bike/Shuttle	Provide park and walk/bike/shuttle services at Wallace Marine Park	Short-term/Medium-term	To be determined	Encourages usage of alternative modes	
	14	Median/Turn restrictions on Wallace Road	Install a center lane barrier or prohibit turns from Wallace onto Taggart Drive	Short-term/Medium-term	To be determined	Increases capacity on Wallace Road (actual improvement would be area of further study)	Would impact business accessibility. Will require ODOT approval

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	15	Multi-modal grade-separated crossing of Front St	Install a grade-separated crossing of Front St between downtown and Riverfront Park and remove the existing pedestrian crossings of Front St	Medium-term	\$10 - \$20 million	negligible change in capacity due to bottleneck at Commercial/Trade/Front	Will require ODOT approval
	16	Widen High St southbound	Extend two southbound lanes on High St from Union St to Liberty St (remove parking) and make southbound right turn free flow at Marion St	Medium-term	\$500,000 - \$1 million	Increases capacity at the High St/Marion St intersection	
	17	Multi-modal grade-separated crossing near Marion St/High St	Install a grade-separated crossing near Marion St/High St and remove the existing pedestrian crossings at the intersection to reduce vehicle delay	Medium-term	\$10 - \$20 million	Negligible change in vehicle delay without improvements to Commerical/Marion	
	18	2nd Street Undercrossing	Connect 2nd Street under Wallace Road to the proposed Marine Drive roadway, build an additional off-ramp lane from Marion Street bridge to 2nd St/Marine Dr	Medium-term/Long-term	\$30 - \$40 million	Increases capacity 3 - 5% on Wallace Road and provides additional ped/bike connections	
	19	Taggart Dr/Wallace Rd	Add additional through and/or right turn lane on the east and wesbound Taggart Dr approaches	Medium-term	\$10 million	Increases capacity on Wallace Road by approx. 7%	Will require ODOT approval
	20	Murlark Avenue connector	Extend Murlark Avenue north to Glen Creek Road	Medium-term	\$15 - \$20 million	Removes vehicles from Wallace Road	
	21	Wallace Road through and turn lanes	Add through and right turn lanes to Wallace Road (from Highway 22 to Brush College Rd)	Medium-term/Long-term	\$120 - \$150 million	Add significant capacity to Wallace Road	Will require ODOT approval
	22	Front Street minor arterial	Widen Front Street to a minor arterial standard	Medium-term/Long-term	To be determined	Removes approximately 50 to 100 vehicles off Commercial St SB during PM peak	
	23	Center St bridge Solution Package #1	Widen Wallace Rd to three lanes SB onto Center St bridge, add fifth lane on Center St bridge, remove signal at Center St bridge off-ramp to Front St NB, widen Front St NB to three lanes from Center St bridge off-ramp to Commercial St (up to Market St), widen the Front St approach to dual exclusive right turn lanes and dual exclusive through lanes at Commercial St/Trade St	Long-term	\$100 - \$137 million	Adds capacity to bridgeheads and Center St Bridge	
	24	Marion St bridge Solution Package #4a	Triple southbound right turn lanes on Commercial, four through lanes on Marion St, add fifth lane to Marion St bridge, Off-ramp to Marine Dr which connects up to Riverbend Road	Long-term	\$80 - \$95 million	Adds capacity to bridgeheads and Marion St Bridge	Not endorsed by ODOT
	25	Marion St bridge Solution Package #4b	Triple southbound right turn lanes on Commercial, four through lanes on Marion St, add fifth lane to Marion St bridge, three lane off-ramp to Wallace Road, widen Wallace Rd to 3 northbound lanes through Glen Creek Rd	Long-term	\$55- \$65 million	Adds capacity to bridgeheads and Marion St Bridge	
Recommend? Either checkmark or "FR" for further research		Funding Strategy	Description			Notes	
	26	Gas Tax	Sales tax imposed on sale of gasoline to fund transportation or road projects. Requires voter approval.				
	27	Bonds	Issued by the City to fund capital projects such as building highways or road improvement projects. Requires voter approval.				