

## Modal Considerations

The following technical memo was provided to the Technical Advisory Committee at their May 24, 2000 and June 27, 2000 meetings. Included are information regarding major traffic generators within the region, public transit, park-and-ride opportunities, and pedestrian and bicycle facilities. In part, this information was used to develop 2025 traffic projections.

## **Modal Considerations**

Mid-Willamette Valley Council of Governments (MWVCOG) staff provided the following information to the Technical Advisory Committee at the May 24, 2000 and June 27, 2000 TAC meetings (see Appendix A).

### **Major traffic generators in the region**

- In Dallas, an increase in commercial growth in the next five (5) years including the addition of a second major grocery store in town. More commercial development is expected along Ellendale Road and Kings Valley Highway. The City hopes to have wastewater treatment facility expansion complete by August 2003 and is not under any type of moratorium.
- In Monmouth, several new developments could potentially impact the intersection. Development of a 9-acre commercial area along Monmouth-Independence Highway (at the S-curve) is expected within the next several years. In addition, development of a recently annexed residential property (approximately 80 acres) would add some 800 new residential units.
- Spirit Mountain Development Casino is in the process of studying the feasibility of adding an additional 100 rooms to the existing 100-room overnight facility. No expansion of the Casino is planned or anticipated through the planning period due to two reasons: (1) physical constraints at the site limit growth and (2) the Tribe is required, by law, to conduct gaming on no more than five (5) acres.
- The potential exists for Willamette Industries (Dallas) truck traffic to increase anywhere from 30 to 60 percent in the next few years as the sawmill facility is retooled.
- Willamina (Hampton) Lumber trucks travel from Willamina to Portland via Salem on Highway 22, rather than use Highway 18. A steady increase in truck traffic from the Willamina plant will occur. At present, 15-18 rail cars per day leave the Willamina plant and that the company has no intention of curtailing future rail use. To that end, the company has made a significant investment in approximately 900 rail cars.
- Use of the Polk County Fairgrounds has increased dramatically the past two years. Construction of the Polk County Museum at the fairgrounds will increase the visitation at the fairgrounds from 72,000 visitors/year to 76,000 visitors/year. Fairgrounds use is expected to increase into the future, however with most of the use occurring on weekends, increased usage will not have a significant impact on the traffic flows within the B-6 area

## **Public Transit**

In November 1998, the Chemeketa Area Regional Transportation Service (CARTS) began providing van service to Dallas, Monmouth, Independence, Rickreall and Salem. Central Route #1 serves Dallas, Rickreall, and Salem via Highway 22, Dallas-Rickreall Road, and Ellendale Road.

Central Route #2 serves Independence, Monmouth, Dallas, and Salem via Highway 51 and Clow Corner Road.

These are flexible routes that will deviate up to 0.75 mile from the primary route to accommodate senior citizens and disabled clients from developmentally disabled provider group homes. Both routes operate five days per week between the hours of 6:00 a.m. and 8:00 p.m.

CARTs currently makes 6 trips per day - between the hours of 6 am to 8 PM between Salem & Dallas. The service uses 18-person vans. Traveling from Salem, the vans turn left onto Highway 99W and eventually stop at the Rickreall Park & Ride, before continuing on to Dallas. Traveling from Dallas, the vans again stop at the Park & Ride, and approach the intersection heading north on Hwy 99W, before turning right to head to Salem.

CARTS also supplies 1,700 hours of dial-a-ride service to address capacity constraints, provide mobility to outlying communities and ensure the service is compliant with the Americans With Disabilities Act.

CARTs staff estimates at about 25 percent occupancy at this time, although on several occasions demand has exceeded 100 percent. In those instances, complimentary dial-a-ride service was provided to those who could not be accommodated on the van. The service priority for the vans is persons with special needs, but commuters are encouraged to use the service as well.

CARTS has held public workshops in Monmouth, Independence, & Dallas and based on those meeting, staff members feel that there is some latent demand for commuter service. Staff is optimistic that within the next several years 3-4 express vans would run from Dallas to Salem in the morning and from Salem to Dallas in the afternoon.

No long-range feasibility studies or trip projections for the service have been developed.

## **Mid-Valley Rideshare**

The Mid-Valley Rideshare program consists of a database of persons interested in carpooling within Salem and outlying communities. The database lists persons described as "active", which includes persons interested in ridesharing and some program participants that may be seeking additional riders and persons listed as "inactive". This designation includes people who have expressed interest in the program, but are no longer interested or people who are actively ridesharing and are no longer looking for riders/drivers. Each month, files from that same month, in the previous year, are purged. Based on the format of the database and the purging of files, it is impossible to determine the exact numbers of commuters from Dallas area that use the program. It is also not possible to project future use of the program.

At present, the database lists 32 persons from Dallas. Of these 8 are listed as active participants and 24 are listed as inactive.

Steady growth in the program has occurred over time, but as the Rideshare staff notes, until congestion and travel times increase, resistance to carpooling will remain strong.

## **Pedestrian and Bicycle Travel**

The Oregon Bicycle and Pedestrian Plan notes that state highways and county roads provide good opportunities for long-distance touring and shorter recreational rides. When located closer to cities, these roads serve as commuter routes into the urban area from outlying residential areas.

Bicycle facilities, consisting of either a bike lane or roadway shoulder/bikeway are available in the area between Salem and the project study area. Because the Corridor connects to Highway 18, the Oregon coast is a popular destination for longer distance touring.

Walkways are available throughout the most of the urban arterial sections of Highway 22 in the Salem urban area. In rural areas, such as the project study area, where provision of walkways is not cost-effective, paved shoulders serve as pedestrian walkways.

No counts of pedestrian or bicycle traffic are available.

## **Conclusions:**

- Growth from major generators within the region will add additional traffic, but will not significantly affect the magnitude of 2025 traffic projections for the OR 22/OR 99W intersection.
- Based on existing data, growth in non-auto travel modes will not significantly affect the magnitude of 2025 traffic projections for the intersection.