Bypass #14 - Salem Parkway, Highway 72 (MP 0.00-3.16)

Description: The Salem Parkway connects I-5 with downtown Salem and OR 22 to the coast. The bypass is entirely within the urban growth boundary and mostly within the Salem city limits. It separates Salem and Keizer which was incorporated about the same time as the Parkway's construction. The Parkway is a four-lane limited access arterial, a Regional Highway, with a median from the North Liberty-Commercial couplet to the Chemawa Interchange with I-5. Separated bicycle/pedestrian facilities go along the entire length. There are frontage roads and four signalized intersections. The Parkway was added to the state highway system by resolution in 1985.

Final Environmental Impact Statement: 1981
Construction of Chemawa Interchange: 1986

Purpose and need:

- To accommodate projected increases in regional and commuter trips associated with growth planned for the Salem area, and
- To connect the Salem central business district with Keizer and northeast Salem.

Land use and planning: At construction land uses were mainly industrial and residential with small nodes of commercial and public open space. The existing commercial included a Fred Meyer shopping center and commercial activities on intersecting arterials. Water and sewer services existed in the area. In 2002 land uses are generally more intense but the same.

The Salem Parkway implements transportation policies in the *Salem Urban Area Comprehensive Plan* (1979) and its transportation element. The SKATS Year 2000 Plan says that the "function of moving traffic on major streets should be preserved by limiting or controlling access wherever possible."

Traffic volumes: Volumes at the time of the Draft Environmental Impact Statement were difficult to estimate because the existing east-west arterials were far apart and the build alternatives reflected patterns on routes which did not exist in the no-build system. Traffic signals at two intersections in the study area operated at Levels of Service C and D.

Crash data: The 1998-2000 average crash rate was 1.15 per million vehicle miles traveled, lower than the state average for urban highways. The top collision types were rear end, turning movement and angle.

Analysis: The facility and accesses are the same as when it was constructed. Land uses are the same but more intense. Development since construction is well within the UGB and is mainly residential.

Primary source: *Salem Parkway & Corollary Projects, Final Environmental Impact Statement, July 1981*