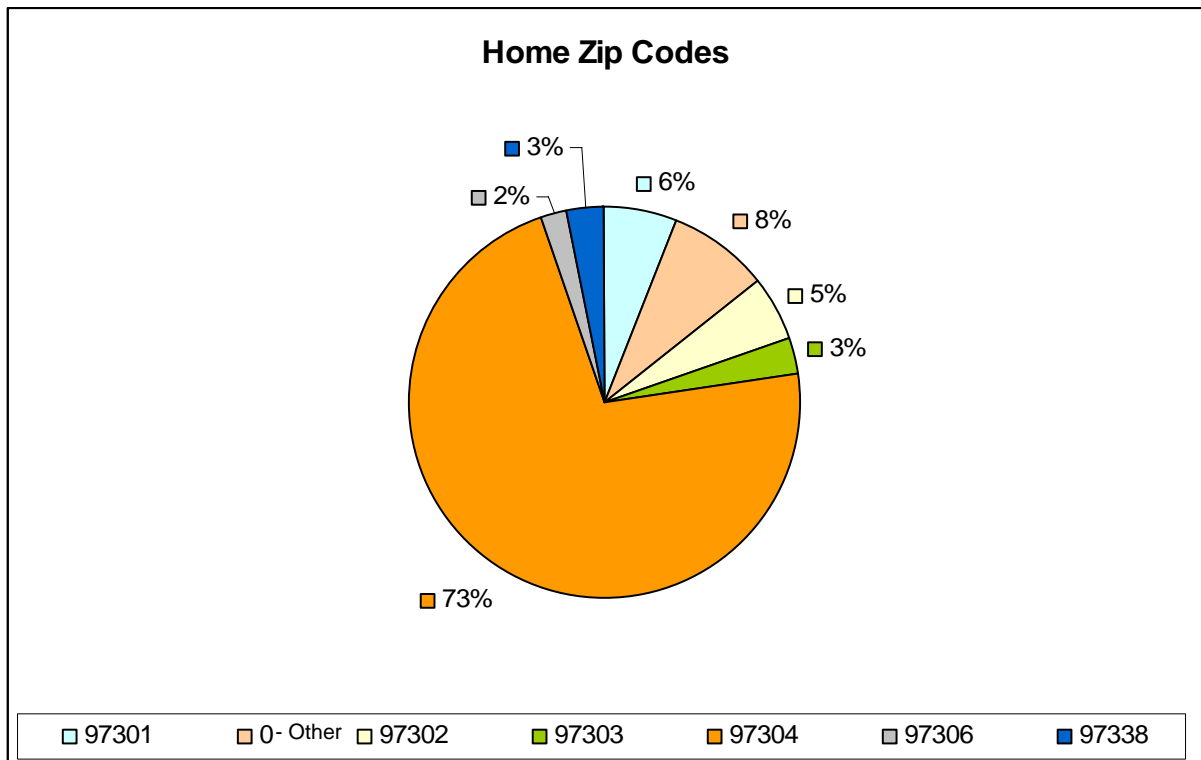




Online Survey Results – November 2006

The first online survey for the Salem River Crossing project was active on the project web site from October 3 to November 1, 2006. A total of 97 responses were received during that time. Results are detailed below.

What is your home zip code?	Number of responses	Percent of total responses
Other - 87302, 93704, 97068, 97101, 97317, 97330, 97361	1 respondent per zip code	8%
97338 (Dallas)	3	3%
97301 (Downtown Salem)	5	6%
97302 (South of Downtown)	6	5%
97303 (North Salem and Keizer)	3	3%
97304 (West Salem)	70	73%
97306 (South Salem)	2	2%



How often do you use the Marion or Center Street Bridges across the Willamette River?	Response Percent	Response Total
One or more times a day	73.7%	70
Up to four times per week	11.6%	11
Occasionally	13.7%	13
Rarely or never	1.1%	1

What time of day do you most commonly use the bridges?	Response Percent	Response Total
Weekday non-rush hour	46.3%	44
Weekday rush hours	45.3%	43
Weekends	8.4%	8

How do you normally travel across the Marion or Center Street Bridges? (Check all that apply)	Response Percent	Response Total
Personal car or truck	97.9%	92
Bicycle or on foot	11.7%	11
Bus	5.3%	5
Commercial Vehicle	3.2%	3
Carpool	5.3%	5
Other	3.2%	3

The "Other" responses for this question included the following:

Skateboard (1 response), motorcycle (1 response), and all options (1 response)

Please describe the origin and destination of your most common trip across the bridges:	Response Percent	Response Total
Both starting and ending within Salem/Keizer	81.6%	71
Starting outside Salem/Keizer and ending inside Salem/Keizer	2.3%	2
Starting inside Salem/Keizer and ending outside Salem/Keizer	5.7%	5
Both starting and ending outside Salem/Keizer	9.2%	8
Other	1.1%	1

The "Other" responses for this question included the following:

Starting inside Salem/Keizer, ending outside (recreation), then returning from outside to inside Salem/Keizer (2 trips) (1 response)

What is the primary reason you use the bridges? (choose one)	Response Percent	Response Total
Commute to work	42.6%	40
Shopping	6.4%	6
Get to school	5.3%	5
Make business deliveries	0	0
Other business purposes	7.4%	7
Run errands	26.6%	25
Attend special events	2.1%	2
Other	9.6%	9

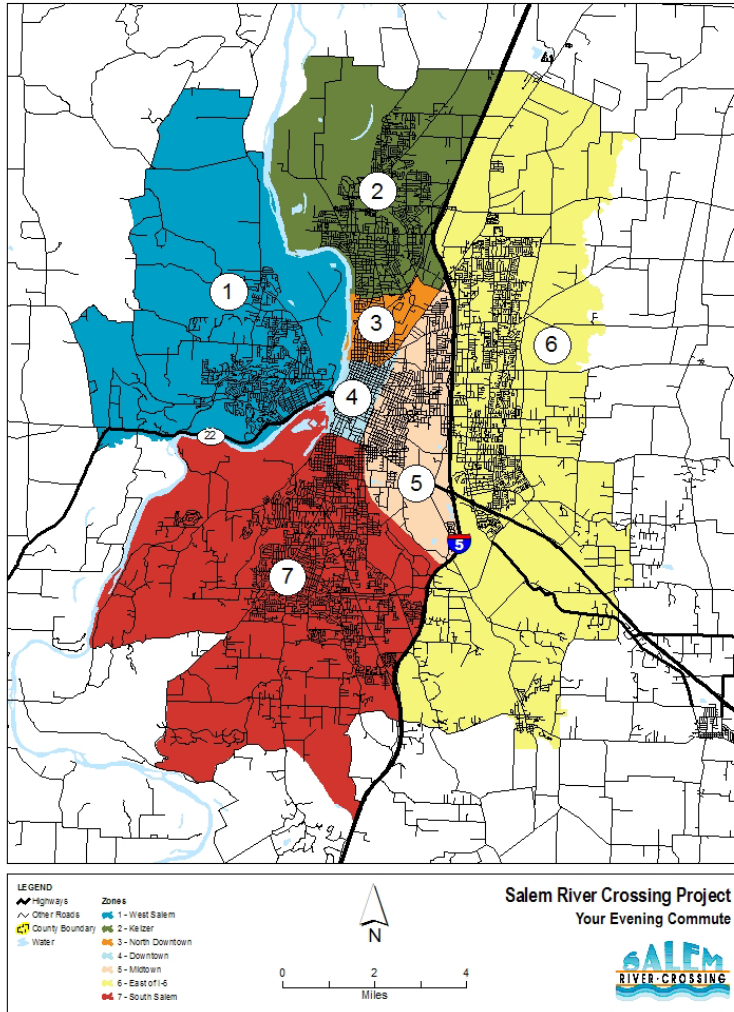
The "Other" responses for this question included the following:

Take child to daycare; Shuttle kids to school in south Salem, do errands, shop, shuttle kids to Keizer for activities, I do this several times a day!; Take kids to school and classes AND run errands. (3 responses)

Travel; recreational cycling; recreation; Travel to coast (4 responses)

Family visits & property maintenance (1 response)

All of the above (1 response)



For your typical weekday, evening, commute across the bridges, what is your starting and ending zones?									Response Total
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Other	
Start evening commute here	31% (23)	4% (3)	3% (2)	28% (21)	12% (9)	3% (2)	8% (6)	12% (9)	75
End evening commute here	52% (39)	7% (5)	3% (2)	5% (4)	11% (8)	3% (2)	7% (5)	13% (10)	75

The "Other" responses for this question included the following:

- Bridge is not part of my daily commute. (1 response)
- I do not commute across the bridges. (1 response)
- I'm a homemaker, so I don't have an evening commute. (1 response)
- I do not have an evening commute. Also this map is VERY difficult to read. I typically go from West Salem to downtown and then back. (1 response)
- I don't commute. (1 response)
- I don't have an evening commute. (1 response)

Do not have a commute. I am a stay at home mom. (1 response)
 I work in Beaverton. (1 response)
 I work in Wilsonville and live in West Salem. (1 response)
 Commute to Molalla for work. (1 response)
 Due to our line of work, it depends where we start the evening commute from... sometimes it's different zones, all ending in W. Salem. End Monmouth. (1 response)
 I make round trip to pick up kids at private school, start in West Salem, pick up in South Salem, return to West Salem. Done between the hours of 2:30pm and 3:45pm. (1 response)
 I don't care for your survey. It is too limiting and does not permit me the ability to provide accurate information. Is this by design so that you get the desired findings or a poorly prepared survey. Of course I leave Salem and return to Salem if I work in Salem and do work or visit in Polk County or points west thereof. It is frustrating to be so limited in the responses. Occasionally I leave from work (office) to the west...frequently I leave directly from home...etc. (1 response)
 End to the west of zone 1. (1 response)
 Dallas is where I live. I start the morning in Dallas and end it in zone 5. I start the evening in zone 5 and end it in Dallas. (1 response)
 Commute to and from Corvallis via 22 and 99. (1 response)

Which issues do you think are most important as the City and ODOT consider transportation solutions across the Willamette River in Salem? (select one response per row)	Most Important	Important	Somewhat Important	Not Important	Unsure
Access to local businesses and shopping	24% (18)	53% (40)	16% (12)	7% (5)	0% (0)
Commuter access to and from downtown	43% (32)	36% (27)	12% (9)	9% (7)	0% (0)
Access to neighborhoods	24% (18)	37% (28)	36% (27)	3% (2)	0% (0)
Freight and delivery access	18% (13)	39% (29)	38% (28)	1% (1)	4% (3)
Transit connections between downtown and West Salem	25% (19)	47% (35)	23% (17)	4% (3)	1% (1)
Bicycle and pedestrian connections between downtown and west Salem	16% (12)	29% (22)	37% (28)	17% (13)	1% (1)
Neighborhood livability	33% (25)	43% (32)	21% (16)	1% (1)	1% (1)
River crossing options in the event the existing bridges are unavailable	68% (52)	20% (15)	11% (8)	1% (1)	0% (0)
Cost and Funding	16% (12)	61% (46)	16% (12)	7% (5)	0% (0)
Private property impacts	11% (8)	39% (29)	30% (22)	18% (13)	3% (2)
Historic resources	4% (3)	27% (20)	40% (30)	25% (19)	4% (3)
Environmental impacts	19% (14)	40% (30)	25% (19)	13% (10)	3% (2)
	Total Respondents				76

What other issues would you like us to know about?

Question #7 is constructed poorly. For those of living in West Salem, work and shopping across the river are equally important. There are no major "big box" chains in West Salem. They are all across the river.

Function and purpose of a third bridge? Rather than Salem - Salem access might it better serve as a regional commuter bypass to Salem?

2 bridges are needed one north at Pine St. & one south River Road

The traffic congestion is the main problem with having only one bridge. Also, there is only one way into or out of West Salem, so depending on where you live you have to sometimes go in circles just to get home.

Getting on and off the bridge(s) is an equally important issue. I usually don't have any trouble while on the bridge, it's getting on and off.

More commuting options between Dallas, Independence, Monmouth to Salem. Most of us make that commute, but we have horrific public transportation options and although the new intersection at 99W is nice, it cements the fact that the car is most important. The cost of that intersection invested in public transit would have been a much wiser choice.

A new bridge, if and when constructed, should allow commuters to get to and from I-5 while minimizing the use of surface streets. It's unfortunate that we have to choose between north- and south-bound freeway access. Maybe some sort of beltway, like Eugene's, would be useful.

West Salem is growing too big for the two bridges we have. Don't take too long building us an alternate route. We needed a new bridge yesterday!

Through cross-river traffic by-passing the city east-west and north or south to the west (& vice versa) should be handled by ODOT-funded bridge(s) or tunnel(s). The RR bridge could easily be a transit vehicle only connector with pedestrian and bicycle decks on the outside of the trusses (ala Portland's steel bridge). Big 18-wheelers not making local deliveries should not be forced to use the Center and Marion Street bridges.

The users of the bridge system are not all West Salem residents. The amount of homes and tax payers that live west of the river but not in West Salem far exceeds the population of West Salem itself. Any cure to the existing & unacceptable situation needs to carefully consider the complete expense. This includes not only the bridge construction expense, but the surface streets, signals, right of way purchases, etc...the completed functional project costs of available options must be fairly compared...APPLES to APPLES. I believe the long term future service of the pending bridge is critical to more than just West Salem...it is most valuable to the entire Mid-Willamette Valley, tourism on the Mid-Oregon Coast and commerce as a means of moving freight...to areas as yet unrealized.

Why did we drop the streetcar concept? That was the one smart solution. Find the money -- it's out there via grants, etc. The bus system will never be popular in Salem. A streetcar would provide alternative transportation to autos and serve as a tourist draw. It should also circulate downtown and use the railroad bridge we now own to get back and forth over the river.

Traffic flow around elementary and middle schools

I believe that there is already sufficient access to the downtown area from West Salem. The greater issue is the traffic bottleneck in the downtown area due to insufficient capacity. An additional bridge should be located elsewhere so that not everyone ends up in downtown Salem to cross the Willamette, nor should they all get deposited at the same place on Wallace Road.

West Salem is growing at such a quick pace, the ability of so many people to access the hospital is

another crucial issue.

I am concerned about doing errands in Salem when my kids are in school in West Salem. What if one bridge is shut down again and I am unable to reach them in an emergency? I hope that never happens again.

Salem city management has exploited the land values of West Salem. Managers have allowed and pushed for the growth of West Salem before they took steps to address the transportation needs of the community. Instead, Salem managers have used the property values and local tax base foolishly and unfairly. Before extensive annexation and building in West Salem was permitted, Salem should have begun construction on river crossing options. Now, the study and projected completion dates are further out than is safe or reasonable for West Salem residents. Poor planning on the part of city managers will eventually cost the city. With the new residential construction planned for West Salem, I anticipate ugly commuting and transportation issues around river crossing. The lack of river crossing options will either result in lower land value in West Salem, which will hurt the City of Salem, or will result in increased automotive accidents and casualties due to dangerous concentrations of commuters. Salem should have begun the river crossing solutions when the City Council of the 1970's first recommended.

Alternate routes to West Salem when the bridge is backed up...ie the suicide jumpers!

I don't think the crossing is a problem except when it is completely unavailable. Some thought should go into "mitigation strategies" which might be applied to improving or expanding the existing crossing, before separate new construction is undertaken. I'd like to see a creative look at expanding existing infrastructure with an eye toward a rail-switching type of approach for quickly rerouting/redirecting the flow of traffic.