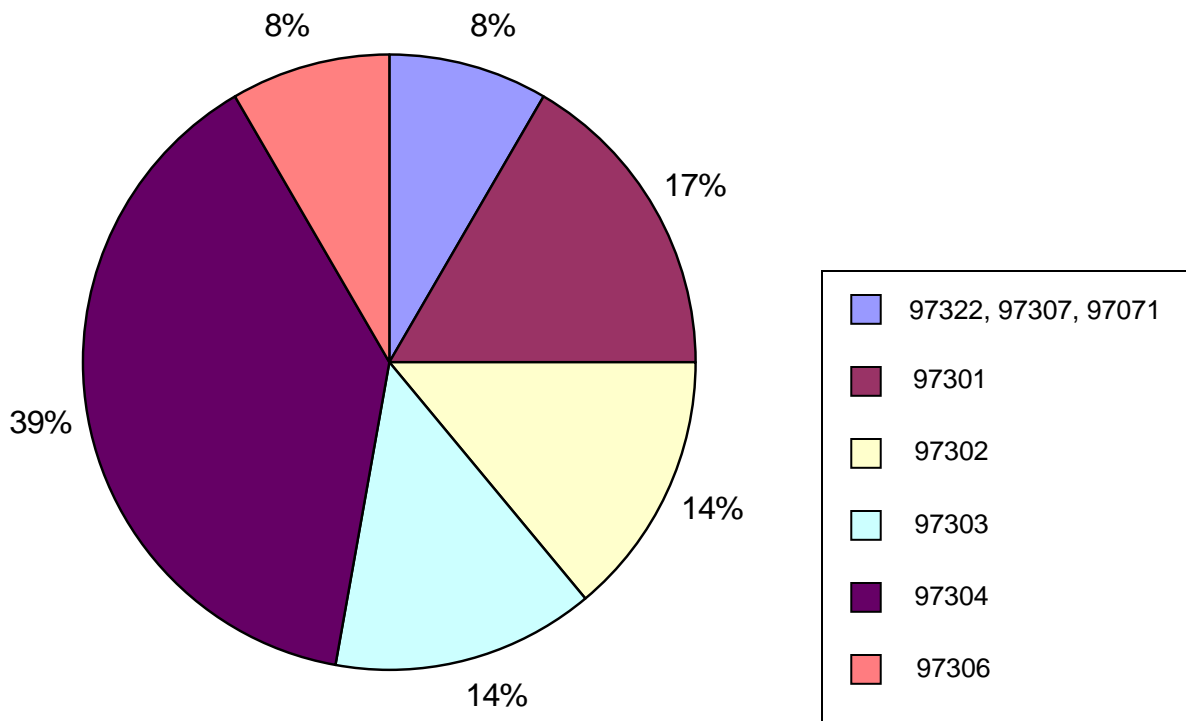




## Online Survey Results – June 2007

The fifth online survey for the Salem River Crossing project was active on the project web site from June 26 to July 10, 2007. A total of 36 responses were received during that time. Results are detailed below.

What is your home zip code?	Number of responses	Percent of total responses
One response per zip code – 97322 (Albany), 97307 (Keizer), 97071 (Woodburn)	3	8%
97301 (Downtown Salem)	6	17%
97302 (South of Downtown)	5	14%
97303 (North Salem and Keizer)	5	14%
97304 (West Salem)	14	39%
97306 (South Salem)	3	8%



## Do you have suggestions for improving any of the preliminary river crossing concepts?

I feel that it is important to minimize impact on neighborhoods and residential areas. I also feel that any bridge should be built as low to the water as possible to avoid visual obstruction. I like the pink proposal for it's apparent low impact on residential areas and relatively low riverfront footprint.

Yes. On eastbound, Center St. Bridge, improve northbound access towards Keizer. This could be done by making Front Street only one lane northbound at this point. This will enable bridge traffic to flow onto Front St. without stopping. We realize this may take some modification to the Marion Street Bridge. This fits into the "Teal" concept.

You might want to talk about how this is going help businesses. Like getting more business in the West Salem area which creates more jobs for us.

Either the green or the yellow will be the appropriate location to relieve the center/marion congestion problems. I would recommend modifying the yellow plan to connect to Market St on the east side. If this can be achieved, Market has excellent access to the parkway north, the freeway to the east, and to downtown, 17th, and capitol mall to the south. Market just seems to be the most improvable to the east rather than coming out onto Hood/Gaines. It will dissipate more traffic due to the options already in place to the east.

Not the presented concepts. I am appalled that no concept was considered south of the existing bridges.

No, I prefer the Green because it does not span wetlands and is close to the existing bridges.

It really is too complicated for me to analyze- but briefly here are my 2cents- the bridge concept must be coordinated with the areas it is impacting- sounds simplistic, but not always done. One of the bridges impacts Market- a very old I think 4 lane street light road, with houses bordering much of the western area. Use that option, and Market will become commercialized. Do we want that? Do we need that? You can't stop it, it will happen if that road links with the bridge. Salem Parkway is a parkway- so that one makes sense on the east side. But what about where that one hits on the West. Everything from that point south will become commercial with fast traffic, and areas surrounding it to the north will also become more urban- with increased speed that will go far north of the bridge itself- and that's a two lane winding road with old shoulders and no bike path. Yes- you guys are engineers and should consider all this- but judging from the growth I have seen to date (been here since 81) it doesn't happen that way. Take the road that cut through Westgate and by the Post Office as an example. Try to get into the Post Office- its absurd. One change SHOULD have led to another, but of course it didn't- leaving the area a mess. You should be able to park your car and visit the post office, library and one of our many banks without moving your car 3 times, but can you? Nope. Nobody considered pedestrian flow when they did that very little project. So I have little confidence when the project becomes this big.

There are no considered alignments on the south side of the existing bridges. This is not an adequate evaluation of the possible solutions. The 11 lane cross-section would not be appropriate for pedestrian use. It would likely be very dangerous for bicycles trying to manage across a turn lane along Wallace Road.

No

Yes, get rid of half of them. Many of the preliminary concepts are not viable options. I do not understand why my tax payer dollars are being wasted to pay an engineer \$90 an hour to come up with ideas are not feasible. I can't imagine anyone would think turning Glen Creek into 6 plus lanes crossing Wallace thus destroying a large number of the business and homes in West Salem is an option. My husband a bridge engineer says "It's all about the process". But I think it is just a waste of money and time to even put some of these options on the table.

On the west side, each concept should have a connection to Doaks Ferry Road. The purple concept does this via Brush College Road. The two concepts that end at Hope Ave, do not show a

connection, but it would be possible to add an extension to Hope that could tie into Orchard Heights.

I believe that the Hwy 22 connection is an absolute must. I think access to and from Edgewater St. needs to be improved/maintained in this project. Whether they like it or not, people are going to have to deal with the fact that the area will receive more traffic... streets need to be widened and lights installed. Widening Wallace is a must.

Tryon crossing- I might be wrong, but it didn't look like there was adequate connection on the eastside for West Salem traffic over the river to connect with Commercial St. going south. Besides that it would be either my first or second option at first glance.

The Teal Concept looks promising but has too great an impact on Marion Sq. Park. Please examine using Front Street for the ramp to w-bound bridge.

I think my favorite one of the listed concepts is the "Orange Concept", not just because of its OSU ties, but because it would allow traffic coming from I-5 to head STRAIGHT to the coast without having to go through town, tying up downtown traffic. Same with West Sailemites that commute from Portland, they would have a straight shot into the heart of West Salem.

Are there other concepts or ideas that you would like to suggest? (You can also print the map of the project area, draw your ideas on it, and then mail or fax it to the project team).

Yes. In looking at bridge alternatives, don't always look at "grand" solutions. In looking at another bridge, consider an "urban highway bridge" near the railroad bridge. As an example, think of the bridges in downtown Portland. This solution would basically connect downtown Salem with "central" west Salem.

I was wondering if we could put the bridge more towards Keizer like Chemawa RD? It would make more sense because then people can drive to I-5 and there would be less traffic on the other bridges.

I also think that a third bridge crossing should be considered. I believe that the Orange connector to the Tryon location should be the next location with the option of a blue spur ramp built into the plan. If another bridge is considered in the future out of the Keizer area, then an "inner beltway" around the Willamette is created similar to the Portland area Marquam/Fremont system.

Salem needs a freeway type connection between I-5 and Hwy 22. It should be south of the existing bridges. West Salem does not need any more traffic flow in the area of the existing bridges! Nor does downtown Salem need more traffic flow through it. Doesn't make for pleasant shopping, etc.

I do not favor adding lanes or improving the existing bridges in lieu of a third bridge.

Mission Street or Trade Street Vehicular crossings should also receive further serious study.

Perhaps a Marine Drive northbound only and a Wallace Road southbound only could be considered. This would limit turn movement patterns and allow more continuous flow of traffic. It would also reduce the need for a 6-11 lane cross-section at certain intersections.

I would suggest highlighting schools on the project area map. I would also suggest more information on what the likely affect of NOT adding another bridge would be to west side growth. To paraphrase the movie "Field of Dreams", if we build it, there will be traffic. Finally, I would like to see information about how a third bridge is likely to stimulate westside growth, as well as what the projected timeline is for the bridges to be right back at the current traffic load due to increased growth on the west side. The argument that if we don't build another bridge that bridge traffic will become completely unmanageable is somewhat specious. Our neighbors to the north in Vancouver, BC are challenging this assumption by using a certain amount of traffic as a regulatory

mechanism to control automobile use. If driving becomes unpleasant/difficult enough, then people will use other forms of transportation or will choose to live in places where they do not have to drive as much. Adding a third bridge is NOT a foregone conclusion, and the study needs to keep that option -- call it the Teal option -- on the table all the way through the process.

No

Make the bridges pleasant to look at. Maybe a little color would be nice.

Why not consider Lockhaven/Chemawa? It would provide easy access for heavy trucks from I-5, and would remove some of the current congestion from the already heavily-trafficked areas near downtown.

Two other suggestions would be a crossing out South, especially because of the recent Illahee developments and the upcoming projects near the Sprague & Crossler areas. Having a crossing out south would reduce unnecessary traffic on Liberty, Commercial, and the already overburdened River Road system. This would have a positive effect on both the morning and evening commutes. If a bridge out south is not plausible consider a set of bridges that would re-route 22 out of the downtown area and away from the current bridges. In other words extend Trade & Ferry Streets to go across the river so that way traffic heading on 22 west and east could pass by without the lights and congestion of people going over to West Salem.

Is there anything else you'd like to tell us?

In 1968 Portland planners had great foresight to see that great waterways are the jewels of great cities. Every effort should be made to minimize the visual impact that this much needed river crossing will have on the natural setting that the river provides in the center of our city.

Yes. Before building a third bridge, we want you to exhaust Traffic Management and Demand Management alternatives, in that order. Following that, we support the "Teal" concept to improve the existing bridges toward handling higher traffic volumes, including, of course, adequate facilities for pedestrians, bicyclists, and mass transit. Adopt local gas tax to pay for road and street improvements, which will serve to raise fuel prices and reduce fuel consumption.

How soon can this be done? One of the biggest concerns for me are you projecting to take care of the problem today or are you looking to take care of problem for 20 years. As we know Salem is only growing so we need to think of this project more for population growth as well.

It seems to me that the Marine Dr. project is critical to the success of all this bridge development and the relief of the Wallace/Edgewater/Hwy 22 issues. This project should be started ASAP and will make the conditions better sooner even without another bridge.

We are way behind Eugene in providing for traffic flow from I-5 to downtown and connecting I-5 with highways to the coast. Many of our arterial street are two lanes for part of their length or have other arterials angling off them. Should have had Mormons, not Methodists lay out our town!

I'd like to see EIS and ROW acquisition costs for each concept.

The Market Street crossing looks to be the most viable of the options shown.

Several of the concepts introduce a 6-lane bridge route into residential neighborhoods on smaller streets. The "Orange" concept, located farther north from downtown and yet tied to the Parkway, seems the most sensible way to get people from I-5 to 22, while also providing a convenient link for Keizer and north Salem commuters.

Please keep me informed of progress on the project.

I cannot look at the preliminary concepts part of your msg- can you email to me another link, or

somehow get the material viewable to me, please- the msg I get is that the site is down.

I'm most interested and most concerned about the Green option, with secondary concerns about the Yellow option. More specifically, I am most interested/concerned about the eastside, as I am not terribly familiar with the west side. The Green option, with its connection to Market Street, and thus to I-5, makes a certain amount of sense. The Yellow option isn't bad, either, as it is close to that Market Street connection. However, additional traffic on Market Street raises concerns with Grant School. The Orange and Purple options make similar sense for their connection to Salem Parkway -- perhaps more sense, as I think Salem Parkway is better equipped to handle the additional traffic than Market Street. I also am concerned about the added traffic that the Green, Yellow, Pink, and Blue options would place on Broadway. The Green option is very close to our nonprofit fencing studio, which is located in one of the oldest buildings in Salem at the corner of Liberty and Belmont. While the additional traffic exposure

The connections at each end of the bridge are essential parts of the concept. On the east side, the only one that offers good connectivity is the purple concept. On the westside I feel that it is essential to connect with West Salem and communities to the north more so than to Highway 22. So the concepts that tie into Wallace road at points that have access to Doaks Ferry Road make the most sense to me.

Connection to Hwy 22 is an absolute must or this project is worthless. Wallace has to be improved... as do the side streets. I like the combo concept of the traffic improvement plan (teal) and the yellow plan the best... but there are people wiser than me who can weigh feasibility, impact and convenience.

I can't see any advantage for the Academy and Hood alternatives- traffic on Broadway frequently backs up past both of these due to railroad traffic, and neither would be as efficient at moving heavy truck traffic through from I-5 as the Tryon (or to a lesser extent Market) alternatives. Tying the parkway in to an easy, uncongested route to Hwy 22 would seem to have substantial benefits. In any case, Market, Hood and Academy are all relatively near downtown and the existing bridges, and as such would seem to doom us to repeat this process down the road as both central Salem and West Salem inevitably become more congested. Why concentrate the traffic in this already congested area, particularly when a substantial portion of it is non-local?

As I am sure your trying, please expedite the process. If your not please combine the location and design EIS.