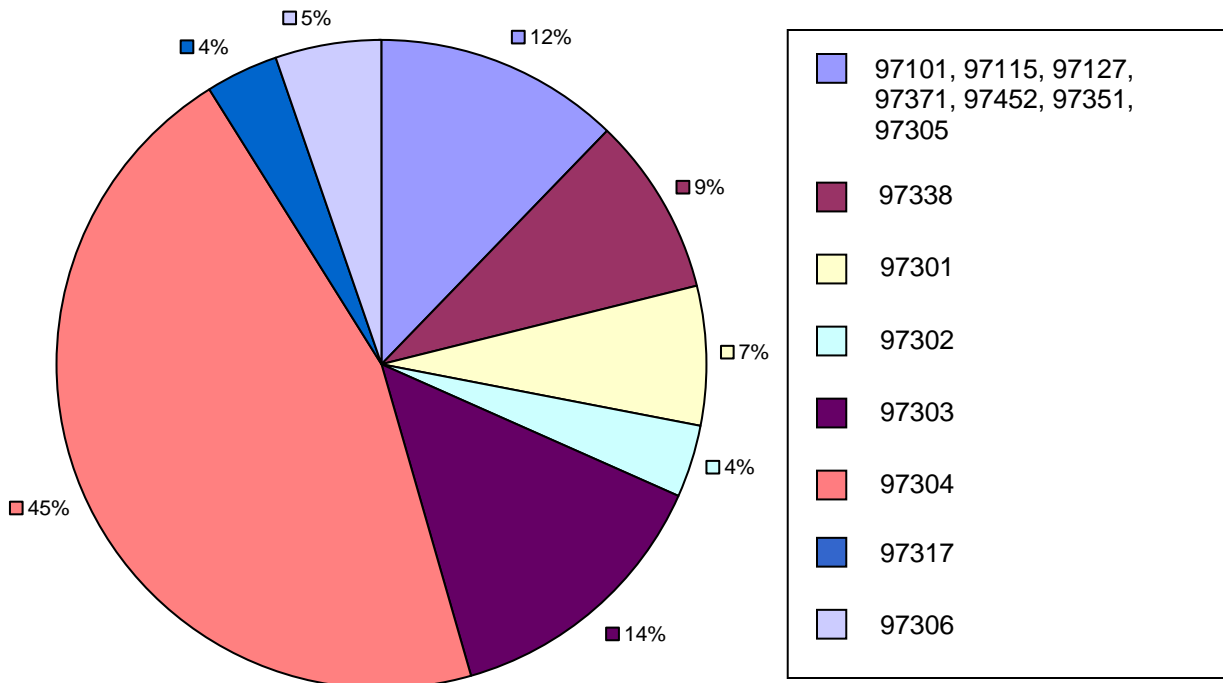




Online Survey Results – April 2007

The fourth online survey for the Salem River Crossing project was active on the project web site from April 18 to June 25, 2007. A total of 57 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 – 97101 (Amity), 97115 (Dundee), 97127 (Lafayette), 97371 (Rickreall), 97452 (Lowell), 97351 (Independence), 97305 (Brooks)	7	12%
97338 (Dallas)	5	9%
97301 (Downtown Salem)	4	7%
97302 (South of Downtown)	2	4%
97303 (North Salem and Keizer)	8	14%
97304 (West Salem)	26	45%
97317 (Salem)	2	4%
97306 (South Salem)	3	5%



Do you think that a new bridge is needed?	
Yes	91% (49)
No	6% (3)
Unsure	3% (2)
Total Respondents	
54	

Should improvements be made to the existing Center and Marion Street bridges?	
Yes, only improve the existing bridges	3% (2)
Yes, and build a new river crossing	57% (31)
Unsure	8% (4)
No, nothing needs to be done	0% (0)
No, only build a new river crossing	26% (14)
Other	6% (3)
Total Respondents	
54	

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

"Unsure about existing; yes build new" (1 response), "Designate one existing bridge for autos and the other for bike, bus, and peds only" (1 response), and "explore ways of making current bridges work better" (1 response)

What specific river crossing improvements do you think would best help the problem of crossing the Willamette River in Salem-Keizer? *(Such as making more space for cars, trucks, bikes, buses, and pedestrians to cross over the Willamette River in the Salem-Keizer area - such as improving the existing bridges, building a new bridge, or other types of crossings)*

Build a new bridge.

A new bridge to the north where rapid movement of traffic heading to I-5 would be facilitated by diamond lanes, minimal stop lights (expressway layout), dedicated bike lanes, etc.

We desperately need a new bridge (or two.) Suggest North of the existing bridges. Widening of the Center and Marion Bridges would be nice, but not a panacea for our growth problems.

Please don't build anything more for personal autos. We can never keep up with the increase cars. We need to stop the increase in use of personal automobiles, not build more bridges/more lanes, which will encourage more development -- which will then fill those new lanes. ALL new construction should be to accommodate pedestrians, bikes, and transit.

Build another bridge to the south, which connects to the Trade st/pringle parkway for south and east bound traffic coming off of 22. Expand lanes on existing bridges by using bike lanes. Build a third, bike and pedestrian only bridge using the railroad bridge. In addition, add a ped/bike bridge from downtown to Minto Brown Park. Finally, stop being cheap and think BIG. Marion and Polk county's future economic development will more than pay for all this construction. Think about the bridges and bike paths down in Eugene. They should jointly put together a multi-year, phased in GO bond program to pay for these transportation improvements.

The bike/ped bridge on the old train tracks would be fabulous. I think mass transit and travel demand reduction is the way to go. Folks chose to live in West Salem - they should have to deal or pay for the added transportation fees/time.

Make more space for cars, trucks, buses, and pedestrians to cross over the Willamette River in the Salem-Keizer area.

The methods of entering and exiting the bridge on the east side are horrendous. Traffic is routinely backed up because of it. A lot of headache could be relieved by simply designing better ways to get on and off. That being said, a crossing on the northern end of Salem...into Keizer would not only bring relief to the bridge traffic, but also to people from the North who have to travel all the way downtown just to cross.

I'll try to make it short: 1. Heading East on Marion St B. ADD to the current system a second ramp exiting to Front Street. 2. Heading West ADD a second ramp spilling into West Salem (going North); drop traffic to a new road parallel to the River; this new road should eventually merge with Hwy 221 somewhere past the core of West Salem. 3. PLEASE ADD a new bridge. Although a Glen Creek Road bridge would be used most, the Tryon St. option would avoid damaging the beauty of the Wallace Marine Park area.

Better signage before entering the bridge to increase safety - it is difficult for travelers who are unfamiliar with this area to know what lanes to be in that are South or North turns.

More space for cars and redirecting current traffic.

There needs to be more space for vehicles crossing over the Willamette. This includes adding another bridge to ease traffic when the current bridge system is impaired due to emergencies.

If a new structure is built an alignment with Glen Creek would be convenient for West Salem with a connection to Pine Street on the east side.

Building a new bridge as far north on Wallace Rd. as possible. This would divert traffic from the heavily congested commercial area of Wallace Rd. in "downtown" West Salem. The beltline concept considered in the 1980s still makes sense.

Additional lanes on existing bridge and a development of a new bridge to the north.

Adjust the merge when traveling from the W to E. to continue on downtown or to the S. The lanes from W must merge with W Salem traffic and always looks as though the cars are going to run into each other

It is our feelings that with the continuing growth in west, south and north (Keizer) Salem that two bridges would be appropriate. Instead of arguing whether we build north or south....be progressive and think "long term" and build both. We know by the time "one" bridge is built that folks will be saying another bridge in the opposite direction is needed. Why not for once be ahead of the game....expand our learning curve and actually learn from the past. So, let's see just how persuasive and productive our "politicians" at the city, county, state and federal level can be!!!

the Marion St to Front Street NBL junction needs to be more free-flowing

Divert the traffic to the north of the UGB. Make that the truck route from Portland to the coast, and from the logging areas to the Portland mills.

Explore option of having one bridge for local traffic and one for highway through traffic, disconnect local access to hwy bridge at current locations, provide highway 22 to hwy 219 bypass connection under bridge and up to river bend road.

When building a new bridge, focus on routing non-local traffic away from downtown and the existing bridges. Said another way, much of the traffic that uses the bridges is not local to Salem, and could be served well by not having to negotiate downtown Salem. Think: I-5 to Hwy 22 bypass.

Widen Salem Parkway to three lanes, cross the Willamette and skirt West Salem with it to connect to 22 in Polk county. This will reduce traffic levels in the downtown core area while giving a more direct route to Interstate 5 for West and North Salem, and South Keizer.

1. Build new bridge 2. Provide more space for pedestrians and bikes to cross all bridges.

splitting the need on the Marion street bridge by building a second bridge to the north would allow vehicles that come through the streets of downtown, cross the bridge and then travel up Wallace rd to eliminate not only excess mileage, but reduce congestion at the same time.

build a new bridge

As in all things, not one answer can solve the issues around the travel between the two counties. I've lived in West Salem, Keizer, Salem, and now Rual Polk County for most of my life and remember this conversation in the early 80's when our other bridge was finally built. Those bridges have served their purpose well, but many of the people crossing are just trying to head to I-5. The northern crossing from Riverbend Road would seem logical as a path to the parkway, but this will obviously cause a major shift in the traffic and the spending dollars of many of those folks who could then travel to North Salem or Keizer Station easier. Bicycles and pedestrian traffic always need to be included, but a remodel of the train bridge should alleviate that by some degree. I would look at future expansion also - light rail shuttle from West Salem to Downtown or all the way to Lancaster (GASP). Maybe bring back a trolley?

There needs to be an alternative to moving every last car through downtown Salem. The current bridges are adequate, but the roads the feed the bridges are not. The north (Pine St) location would serve me well. Heck, I'd even pay a reasonable toll.

One or more bridges are needed. North and south bound traffic currently funnels through downtown. North bound traffic appears to be the heaviest.

Build TWO new bridges. One in north Keizer, as an extension of the Chemawa-I5-Lockhaven route, to relieve downtown of its westward bottleneck status (especially regional traffic heading to the coast), and to build needed infrastructure for continuous growth in Keizer and West Salem communities; the second bridge (and roadways?) should be located south of downtown, to provide a more direct route from the Eola area of W. Salem with the S. Commercial/S. River Rd areas.

I like the idea of using the old railroad bridge for pedestrians & bikes. A new bridge is definitely needed. When looking at the solution, the entire area needs to be considered, not just Salem-Keizer. A bridge from the West Salem area (Riverbend Rd) across to Keizer (close to Lockhaven) to help everyone access not only S-K, but I-5 as well. Although I would love to see a bridge replace the Wheatland Ferry, I don't know that it would solve the downtown bridge mess. (Could we think about a toll bridge at that site - we're now paying \$2/trip for a ferry ride - an extra \$2 would be a valuable trade off.)

I think the west side needs a more direct route to I-5. Particularly Hwy 22 to I-5. With this being the direct route to and from the coast and the casinos, weekend traffic is getting worse than rush hour. We need some sort of Parkway or Beltway connecting 22 direct to I-5.

I would build a bridge that crosses where parkway meets commercial street between Salem and Keizer.

Have flexible changing of lanes during rush hours, i.e. one lane out of Salem, 3 into Salem etc. during rush hours.

Improve opportunities for bicycle and pedestrian traffic - such as on the old railroad bridge. Make transit more usable by increasing the number of trips. Encourage flexible work times to stagger peak commuting hours. Gas is getting more expensive, people are concerned about global warming. We should be encouraging people NOT to drive so much, rather than accommodating more traffic by building more transportation infrastructure. As fast as we build, the capacity is used

up.

We need to reduce the demand.

A new bridge is imperative. Locating it in a place that would allow access to Highway 22 somewhere beyond where the greatest density of residents would be appropriate. The State has had the piece of property on the corner of 22 and 51 for at least 45 years. It's supposed to be for an interchange which was promised more than 35 years ago. It would lend itself to an access site for your bridge. It would seem that those in charge are not capable of thinking beyond a few days. This solution needs to prepare for the growth of the northwest side of Salem for 50 years or so.

Building a third bridge across the river would make a large difference.

New bridge south of existing bridge for through traffic to coast/Dallas. Retain existing bridge for local access to west Salem.

What related improvements should be made to the local street system?

Connect Salem Parkway to Wallace Rd.

Move traffic to an expressway concept, out of residential areas. For example, Liberty Road N between Market and the parkway could have access blocked at all streets except where there is a signal, have homes that line the street exit to the alley, have a diamond lane.

Bikes paths throughout downtown.

Widen Wallace Road if you choose a more northerly crossing. Preference should be to the south, however, as its easier to connect to 22 that way. DO NOT under any circumstances put a highway through the West Salem Waterfront park. Minimize disruption of existing park, use farm areas of Minto brown park for the flyover.

Anything that makes it bike/ped safe and lowers the chances of an eye-sore/concrete jungle.

Try to implement continuous flow intersections as opposed to traffic light regulated intersections.

See above. On ramps/off ramps are terrible as they are and a source of much of the problem.

no suggestions on this matter

Enforce the speed limits.

Need a direct ramp from West to East Salem to move toward the Salem parkway. Currently there is a steep curve with stop sign at bottom of ramp. Slows traffic considerably.

Increase the flow of traffic exiting off and coming on to the bridges with either double lanes or improved merging options.

The intersection of Wallace and Glen Creek are of major concern even now. Traffic headed north west and especially traffic turning left onto Glen Creek has run out of left-turn lane during rush hour, backing up all the way to the Taggart intersection. Serious improvements to this intersection will be imperative considering the fact that traffic from a new bridge will also deliver additional cars to the same area from presumably the north. This traffic needs to bypass Glen Creek and deliver its traffic farther north west, avoiding the area between the existing bridge and Glen Creek, (I am sure this has already been decided,) creating an intersection possibly near Orchard Heights. Cars headed to Wallace on Glen Creek need a "right turn lane" to avoid using the bike lane to allow through traffic to have an avenue of travel.

Improve the eastbound exit ramp to Front Street and the westbound on ramp from Front Street. Provide more bike lane space on the old Marion Bridge.

Consideration should be given to eliminating the stop sign at the end of the left lane exit on the Marion St. Bridge that merges into Front St. The total traffic volume of the two north lanes on Front

St. do not appear to have as much volume as the one lane exit ramp (at least during peak traffic periods).

Traffic studies need to be conducted and strategies determined to provide for better traffic flow off and on the bridge.

Adjust the "merging" lanes as the traffic enters/crosses from the E to the W on the Marion St bridge. Many problems if enter from Front St and need to exit on Wallace Road as there is only a short time to cross multiple lanes.

Wallace Road is going to need some type of relief should a bridge be built at the north end of Salem. This is going to involve West Salem residents as well as Highway 22 west traffic. Our assumption that this will mean another "parkway" type highway/street system on the west side of the river.

alternates to using Wallace Drive need to be found

Fewer improvements would be related, if that were done. Those could be handled on the normal sort of use basis, if Marion/Center traffic were mostly local commuters, without the long haul traffic to the coast.

Widen Mission (ha) actually they should put another freeway entrance on State Street to relieve pressure on Mission. Another candidate might be Silverton Road. Widen Kubler from Interstate 5 to Liberty South. Widen River Road South and Crosian Creek for better access to South Salem and punch River Road through to downtown over the RR lines.

Designate safe walkways for pedestrians that feed into sidewalks and street crossings in local street system

better timing of lights on Wallace Rd

More bike paths - or at least 5 foot shoulders which are maintained of any debris.

Perhaps a bypass lane for traffic passing through West Salem, or an alternative larger street over the hill into the newer subdivisions.

Do away with one-way streets downtown? Maybe turn a few one-block sections of east-west downtown streets into pedestrian-only, parklike settings? Beautify and widen main east-west streets between downtown and I-5. Those neighborhoods are ripe for revitalization: as this happens, property taxes (city) can be increased (chaching!), and downtown will also continue to blossom.

Create some sort of boulevard or parkway that has more direct access from the downtown/west Salem area to I-5.

With a parkway or beltway, I think the local street system would be fine once the traffic from cars trying to get to I-5 or out that way is removed.

If another bridge is created (North of the current location), the traffic issues on Wallace Rd will disappear.

It would be a BIG help on front street to have a pedestrian overpass for the state street pedestrian crossing. When that light is red in the morning, traffic backs up onto the bridge. There could be an emergency button for handicap people to use if they can't go up and over a bridge, but 90% of people can and it would greatly improve flow of traffic off the bridge going south. I also think we could reduce on-street parking downtown, and add a lane specifically for bicycles. In Europe and Asia this is common. There is plenty of parking in the parking garages if people would just use it.

Signals along Highway 22 to slow those traveling at 60+ mph. I've been on many highways throughout the U.S. that use signals to control traffic on long stretches of highway with limited access and speed of 50+ mph. Our highway department would like the community to think that signals cause more accidents. Not so! Ask those cities that employ them with such great success.

I feel that an East to West parkway or Freeway would make a difference in Salem. That is the hardest thing about getting around Salem is getting to the downtown area or across town. There is no quick way to do it from the East or West sides of town.

What specific transit, bicycle, and pedestrian solutions do you think would best help solve the problem?

Light rail line from capitol mall, past north downtown, across old rail bridge, to Eola/Edgewater area. Hang a bicycle path off one side and a pedestrian path on the other.

Dedicated pedestrian and bicycle areas of the bridge crossings, periodic shelters to sit and rest along the pathways, tax incentive to ride/walk instead of driving cars.

More bike lanes throughout Salem would be a huge plus, as the auto drivers do not seem to know how to share the road with each other, let along with bike riders.

Designated bus lanes across one existing bridge -- shared perhaps by carpools. ATTRACTIVE and safe pedestrian lanes across one or more bridges.

Separate bike/ped bridge would allow expansion of existing Center St/Marion St bridges.

Ask a traffic engineer.

All decisions should give priority to vehicular traffic...in my opinion this is the primary reason that the current road system exists and I doubt that vehicle traffic will go away or subside (green efforts or not).

I don't really see the need for exclusive bus or HOV lanes. They would most likely cause a bigger bottleneck than already exists. There simply isn't enough bus patronage to justify this. If you are looking to encourage ridership, you need to work on improving the system. Light rail anyone?

no additional suggestions

Add bicycle Pedestrian lane along the old train tressel

I do not see or hear a desire for increased bicycle and pedestrian options.

I don't believe it will be possible to significantly entice people to use bike lanes or public transit.

Provide more bike lane space on the old Marion Bridge. After crossing the Marion bridge improve to connection for bikers to continue on Edgewater Drive.

None needed. There is more than ample capacity for bicycles and pedestrians already.

Providing alternative transportation methods (e.g. pedestrian, biking) will help to alleviate this problem.

We question if additional money needs to be spent in this area. Currently Marion Street Bridge has bicycle/pedestrian pathways and any new bridge/s could incorporate the same such passage ways. Therefore, it would seem that the money currently allocated for the "old" railroad bridge could be better spent towards the new bridge/s projects.

What problem specifically? No actual "problem" has been delineated within this survey as regards bicycles or pedestrians.

Convert the old RR bridge for Bikes and peds and connect to 2nd street. Put in bike lockers and a park and ride-your-bike system near a mini-mall on 2nd street NW. Use some of that Urban Renewal money to improve access to the improved bridge system.

Designated safe lanes for bike and walk ways for pedestrians that feed into current street / sidewalk lanes in local street systems.

none suggested

Light rail shuttles should not be left out of the mix as it would provide clean and managed transportation. Bicycle - yes, pedestrian - yes, but we should encourage efficient use of motor vehicles, not just ease of moving around. Getting that north bound traffic from sitting at stop lights would help reduce emissions and keep people moving.

Safer bike lanes in west Salem could help.

I know that Yamhill County is not in the Salem metro area (for some reason, we were included in Portland), but the southern/western portion of the county uses the Salem area much more frequently for shopping, entertainment, etc than the Portland area. Living in Amity, I have no way to access any area transit.

They are fine as they are.

I wouldn't spend any money on bicycle, pedestrian or transit. The sidewalks on Marion bridge are more than adequate. If the train bridge could be updated for pedestrians for less than 200k, I would make it happen.

See above regarding bridge over front street in front of the Carousel. Also, the railroad bridge will be a great addition for bicyclists and pedestrians. If it could also be improved enough for transit and emergency vehicles, that would be ideal. It's already there - Lets use it to the fullest.

Improved bicycle paths would, without a doubt, encourage more folks to ride to and from Salem. Right now, our choices are the edge of the highway, or the existing bike path which is not any safer than the roadway. It's overwhelmed with tree roots, cracks, debris, overhanging berries and badly graded driveways.

restore RR bridge for pedestrian and bicycle use

What specific transportation system efficiency and travel demand reduction solutions do you think would best help solve the problem? *Transportation System Efficiency (how to get more from the existing transportation system - such as priority lanes for buses) Travel Demand Reduction (how to reduce or shift the demand for travel over the river - such as flex time, car pool/van pool, land use changes, congestion pricing or tolling)*

The solution to the problem would've been action ten years ago to result in a alternate crossing by now.

Land use changes would help avoid additional traffic by restricting what can go into an area, tax incentives for car pool/van pool. I don't think tolling is a good idea with the existing system we have. We are already congested at both sides of the current bridges and tolling slows traffic that much more.

The problem is that Salem has allowed the developers carte blanc while avoiding the problem of growing demands on the infrastructure.

Besides halting the building or more lanes/bridges for autos and building/improving for transit, peds and bikes, I also favor congestion pricing and tolls. Drivers need to start to pay the true cost of driving, which is the only things that will stop us.

tolling is impractical given the limited access ramps at Wallace Rd. Far smarter to add a lane or two to each bridge, with restrictions for carpools and buses during rush hours.

Ask a traffic engineer that specializes in urban growth/livability issues.

Tolling is always going to be a bad idea. Flex time lanes have seemed to worked in other cities that I've lived in (i.e. Tucson AZ) but can cause confusion.

Look to Portland...light rail is the way to go, and a viable alternative to another bridge. Also, the fareless square concept (ridership is free in a certain area...West Salem/Downtown?) really

increases ridership in such areas. This would not only boost the transit system and decrease traffic, but would alleviate the parking headaches currently plaguing downtown.

I don't believe you will solve the problem with traffic control, only with more efficient and easier access to current roadways. Add a new bridge to cut down of congestion in downtown areas. Preferably up near Applebees/Fred Meyers taking the parkway straight onto a bridge to the East Side.

I do not believe those options work for the demographics of residents commuting over the Willamette. Those models would confuse travel. Currently many people already adjust their travel times due to the congestion.

Possibly improve the transit station behind Roth's parking lot to include better shelter and a small West Salem terminal. Tolling should be a last resort.

Does downtown Salem really want to analyze how to discourage people from doing business on the Marion County side of the river?

Commuter lanes and alternative reduction travel.

From our experience with the jumper we saw that changing traffic directions on a given bridge helped to alleviate the congestion. It would seem with more planning and cooperation among the various levels of government?? that a "flex" use program for the bridges would help out considerably with the congestion. Then of course something would need to be done with Wallace and easing the congestion....this is a tough one.??? In addition, a flex work schedule with Salem area workers utilizing the bridges would also offer congestion relief.

Shifting commuting hours would help. Tolling is a means of funding -- not necessarily improving efficiency. I do approve of tolling, however, including the current Marion and Center Street bridges, even if a new one were to be built, especially with the exemption for local residents who might be affected by a local bond measure for the new bridge. Bus lanes, given present use patterns, are a matter best left for later, when we may discern if or whether the bus use will shift toward more riders. Land use changes will mostly involve widening Hwy 22, if the present plan continues, so that's not terribly critical. Car/van pools, etc suffer from poor marketing and implementation overall. Theoretically they might be useful, but I'd opine only minimally. Face it -- people like and prefer to use their own POVs more than any other transportation.

I COME HOME AT 4:30. I HAVE TO. IT SHOULD NOT TAKE ME LONGER TO GET TO MY HOUSE OFF OF GLENN CREEK THEN IT TAKES MY CO-WORKER TO GO TO HER HOME IN DALLAS. THE DESIGN OF THE BRIDGE WAS OK FOR THE SEVENTIES. WHY HAVE YOU PUT THIS OFF FOR SO LONG? I HEARD YOU WERE TRYING TO KEEP THE TRAFFIC AND BUSINESS DOWNTOWN FOR COMMERCE. SO, IT DOES NOT KEEP SHOPPERS DOWNTOWN. IT KEEPS ME AWAY. I JUST WANT TO GET OUT. YOU GUYS REALLY BLEW IT AND CREATED POSSIBLE DANGER FOR THOSE OF US THAT NEED TO GET HOME TIMELY OR WHEN THE BRIDGE CLOSED FOR THE JUMPERS OR AN ACCIDENT YOU TELL MY DAY CARE THAT IT IS NOT MY VAULT THAT I HAVE TO PAY A DOLLAR A MINUTE BECAUSE I CANNOT DRIVE 3 MILES IN AN HOUR AND A HALF. PERHAPS YOU CAN CHANGE THE LIGHTS OR GET POLICE TO DIRECT THE TRAFFIC DURING RUSH HOURS. I DO NOT KNOW WHAT CONDITION THE RAIROAD BRIDGE IS BUT IT WOULD HELP DIRECT RESIDENTS AND COAST TRAFFIC IN TO TOW DIFFERNT AREAS.

Nice place to live in West Salem, but no work there. Most folks need to go to Salem proper, or Portland, Wilsonville, even Vancouver. Better connection to Interstate 5 is best solution.

Flex time. Improved pedestrian walkways and bike lanes

possible light system to coordinate Marion Street with on ramp from the south

Have flexible lane changes for heavy use times

Again - a light rail link between downtown and West Salem would have it's own lane, so that is a more efficient system, but costly. Flex-time works well - it has for me. Car pools and van pools work great, and we should encourage it more, but finding alternatives still beyond that would be more "green". Offer Light rail from Holman Park to Salem, from Salem Town to Salem, There are park and rides already, but those could be increased in usage.

Currently, taking a bus is inconvenient as there is a transfer involved. Direct routes could help. The bus still get's caught up in rush hour traffic in the evening making it a slower commute. Telecommute could work. I know my job could be performed at home, but my work currently does not allow it.

Hmmmm.

Consider building a 'commuter bridge' - one that changes direction morning and night. It would be one-way into Salem in the morning, and one-way into West Salem at night. Or, the Marion & Center Street bridges could be configured that way. Shifting demand to cross the river would be great, but I don't know if it would be possible. I go into downtown & beyond for access to state government, shopping, dining, movies - can you get me all that in W.Salem? Car pool/van pool lanes sound feasible. Tolling during peak hours would be a good idea, as well.

NO SPECIAL BUS LANES. You rarely ever see a Salem bus full. Why take a lane away from commuters to carry 3 or 4 people across the river at a time.

I think the current bridges were well designed for ease of flow for most traffic. The only time we have a real problem is when someone crashes or threatens suicide on one of them.

Flex time could make a big difference. There are times of the day when there is hardly anyone on the bridges. Spread those busy times out a little more. Priority lanes for car pools. More employment opportunities in West Salem, to reduce cross-river traffic.

How about some Park and Ride programs to bring State workers from the West side into the capitol and from Dallas/Independence/Monmouth/Falls City, etc.

Would the options below help reduce congestion on existing roads and bridges in the Salem-Keizer area?

	Would help a lot	Would slightly help	Unsure	Would not help	Would make things worse
flex times (workers arrive/leave work at times other than the usual rush hours)	33.3% (14)	47.6% (20)	7.1% (3)	11.9% (5)	0% (0)
car pool/van pool (encourage commuters to share cars or vans)	14.6% (6)	51.2% (21)	12.2% (5)	22.0% (9)	0% (0)
land use changes (have workers closer to jobs and other changes that reduce travel demand)	17.1% (7)	26.8% (11)	22.0% (9)	34.1% (14)	0% (0)
congestion pricing or tolling (have people pay to travel during "rush hours" or to go on busy roads/bridges)	7.3% (3)	14.6% (6)	14.6% (6)	24.4% (10)	39.0% (16)
priority lanes for buses (a separate lane for buses so that they can stay on schedule)	17.1% (7)	36.6% (15)	7.3% (3)	22.0% (9)	17.1% (7)
Total Respondents					42

Do you have any other questions or comments to share with the project team?

Let's try to think ahead by many years, not just a few....example the I-5 construction in South Salem should have been 3 or more lanes when it was first done. It always costs more to go back and do something that could have been done when the construction first began.

The concept of congestion tolls is totally lame. This kind of tax only hurts the lower income citizens.

All of the above would help (your form doesn't work). p.s Separate is spelled "separate" not "seperate".

A crossing as far north as possible to decrease the traffic through down town.

don't just study. do something.

Is only one additional crossing in the works, or are additional crossings being planned (north & south of Marion street)?

I live in West Salem. I DO flex my schedule which allows me to go 4 miles in 15 minutes instead of 4 miles in 35 minutes! PLEASE do what you can to make these changes happen as soon as possible. ESPECIALLY with Salem's plan to increase the number of multi-family housing units in West Salem. WHERE are we going to put those cars?

This survey is very poor. It is leaning toward a predetermined solution that will require city, county and state interdiction. Alternate routes, a simple way to get to the Independence bridge from I5, Independence to 99 or into Salem should be made faster with speed limits at 45 or greater somehow. Of course the best approach is a new bridge near the Keizer city limits with Salem.

With regards to the last five questions: you cannot change where people work, or for that matter their hours of employment. Car/van pools have proven to be relatively unsuccessful in other metro areas because of the diversity of work places that have mandated hours of operation. As unrealistic as it sounds, people want the freedom to come and go as they please, to stop off for dinner, to pick up children, groceries or cleaning on the way home. This freedom is highly restricted when using a car/van pool. We are creatures of habit who expect an area that is expanding, to keep up with our needs for uncongested highways. Not withstanding car/van pools, transit routes and even toll bridges, our new bridge will need to work for projected traffic far into the future. This is the perfect opportunity to design a legacy of transportation for West Salem that indicates our farsighted ideals in planning for an area that has huge growth potential. How we design the surrounding highways and intersections of West Salem to accommodate a new river crossing, will either haunt, or be a lasting legacy of vision for generations to come.

Thirty years of studies, talk, and inaction has created the gridlock projected if nothing was done. It's now time for ODOT to tune out the "NIMBY" crowd and all those who think the problem will solve itself by taking the bus or riding a bike.

Possibility of building a second level on the existing bridges? Would that be less expensive? Of course then there would need to be extensive changes in the entrance and exit areas in order to not overwhelm the existing downtown and W Salem streets. West Salem-Wallace Road is already over congested!!

Charge a toll in order to get the new bridge or bridges (Kuebler & Pine) built sooner!!! Use the old Railroad bridge for 1 way traffic during rush hours and a trolley the rest of the time for downtown shoppers/business with parking at pre arranged spots

One simple comment.....GO FOR IT!!!! Planning and construction costs are not going down. Our suggestion, keep an updated time line available at the River Crossing Site so all will know where the project is at any given time.

The solution is simple, but very expensive. 2 bridges need to be built, one connecting Wallace and Salem Parkway or maybe Pine Street, and another bridge connecting OR22 to Madrona or possibly Kuebler. A parallel road between Doaks Ferry and Wallace needs to be built, and also another major N-S road connecting Kuebler and Salem Parkway. Salem has never developed a good roadway grid system.

It seems to me you are playing wish Gresham's Law -- throwing good money after bad. The tacit assumption that a new bridge connection must be made where the present bridges are located is extremely short-sighted. It would mean routing traffic Through Salem -- and that's a fool's errand entirely. Despite what previous Salem city councils have said, route the traffic North and around to the West, and not through the city. Growth patterns as Portland metro comes south and Salem

grows north indicate that will, in the long run, be the best use of public money. Yes, we have already invested several millions in examining what is a fundamentally flawed proposal. It can make a bad situation worse by actually building it, however. The ever-increasing Portland-to-Beach traffic would be better routed around, rather than through Salem. The West Salem-to-Portland commuters would be far better served with a route that takes them immediately out of the UGB to the north, rather than first southward into the city core, and only then northward via Salem Parkway. But this speeding train wreck seems hell-bent on coming through the city. Why just makes no real sense to me at the moment.

MAKE IT HAPPEN SO I CAN GO BACK TO A QUICK COMMUTE TO WORK

It is going to be a long term project getting Salem's transportation system upgraded and working properly. There are a lot of old roads that were built on top of old farm routes that cut the city up in odd slices and prevent easy changes. One of the biggest factors in this is the main line RR going through town. One train stopped on the tracks and the whole city is clogged up. If money were no object, I'd like to see it forced to go around the town and convert the tracks to roadway space. But that isn't realistic, yet. Increasing fuel prices will tend to force more public transportation use, but the biggest detraction in using Salem's public transit system is how long it takes to get anywhere. Point to point travel time is increased by the downtown transit mall. That whole concept leaves me scratching my head. Having all of the buses in the same area at the same time is inefficient and wastes time and fuel. Someone must have envisioned it as a meeting place, or destination, but I don't want or need to go there to get from one end of town to another but, they force me to. Good luck, I know you have your hands full.

Extending more bus service into the newly developed areas of West Salem would offer residents better mass transit ways to travel to downtown Salem and Keizer. Especially the western most parts of West Salem near Eola and Dalke Ridge roads. More bus service will relieve some car traffic at river crossings. Thanks for asking!

please keep me informed of meetings

please see the possibilities of relief for Yamhill county by using a new bridge to take pdx traffic onto 1-5 and then to the new bridge and then to Sheridan (hwy 18)

I like my freedom to drive, but also think that traffic is out of hand. Instead of thinking only about auto traffic, please consider light rail, safe bicycle paths or 5' Shoulders, and more pedestrian paths (which get used slightly in comparison - outside of summer time)

Tolling would be terrible. Services in West Salem are currently not sufficient (amount and variety of stores) thereby penalizing people who live on the West side of the river. It would hurt businesses and consequently, the citizens who live in Salem.

The options suggested in the previous question are not realistic. What's needed is lots and lots and gobs and gobs of ODOT money to increase lanes, widen roads, build more bridges and high-traffic-volume thoroughfares - but, of course, that's unrealistic, too (the gobs and gobs part).

The millions of dollars that we would have to spend on a new bridge (probably on EFU land) can be put to so much better use elsewhere - to fix existing bridges and highways, add bike lanes and transit, support commuter rail to PDX. I predict that use of cars for one person to make several trips a day, is going to go way down over the next few years. It will just get too expensive. WE have to figure out how to make our cities more pedestrian and bicycle friendly, rather than trying to continually build our way out of congestion.

It would be nice to see Salem be able to finally get the bridge congestion resolved with building another bridge. I have lived in Salem for seven years and I hear from people all the time that they are tired of hearing about a new bridge and one never being built.