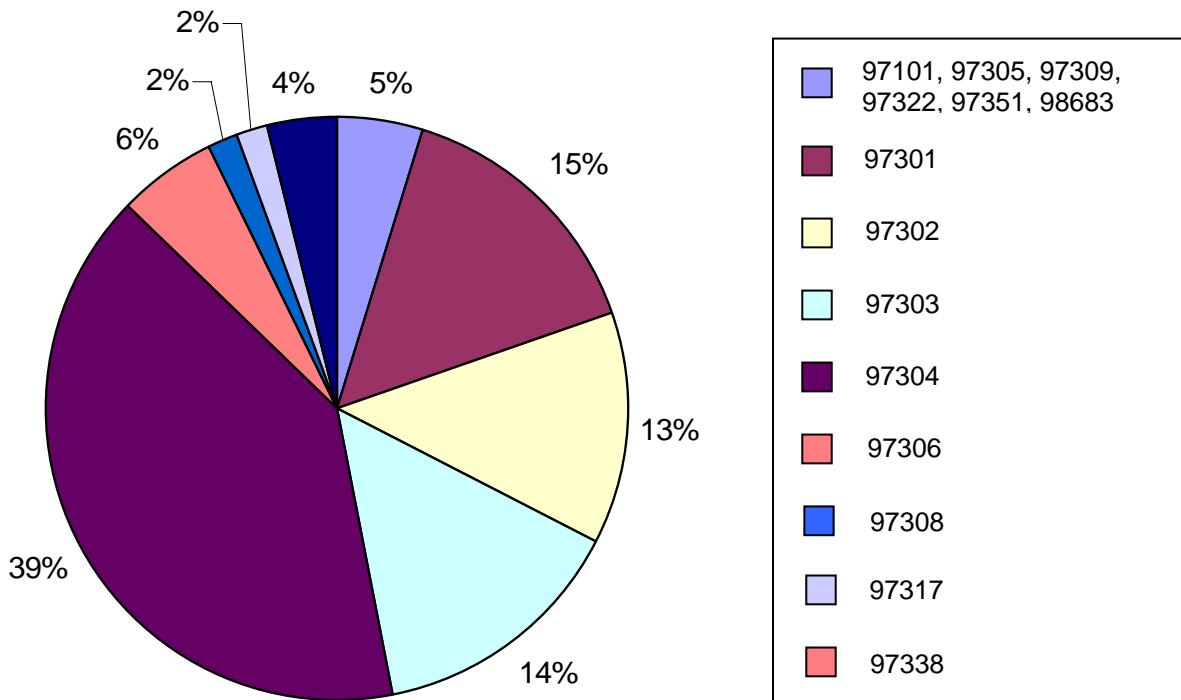




Online Survey Results – November 2007

The sixth online survey for the Salem River Crossing project was active on the project web site from November 1 to December 3, 2007. A total of 126 responses were received during that time. It was not required that all of survey questions be completed. Results are detailed below.

What is your home zip code?	Number of responses	Percent of total responses
One response per zip code – 97101 (Amity), 97305 (Brooks), 97309 (Salem), 97322 (Albany), 97351 (Independence), 98683 (Vancouver, WA)	6	5%
97301 (Downtown Salem)	19	15%
97302 (South of Downtown)	16	13%
97303 (North Salem and Keizer)	18	14%
97304 (West Salem)	51	39%
97306 (South Salem)	7	6%
97308 (Salem)	2	2%
97317 (Salem)	2	2%
97338 (Dallas)	5	4%



What is the primary reason you use the bridges? (choose one)	Response Total
Commute to work	37
To visit friends or family	13
Get to school (self or children)	0
For business reasons, such as making deliveries (other than commuting to work)	13
To attend special events	6
To shop and/or run errands	20
To get to recreational destination (go to the coast, etc.)	26
Other	16

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

All of the above (1 response)

Bicycling – commuting, exercise, and recreational reasons (5 responses)

I travel past them/under them on my bicycle commute from Keizer to South Salem. (1 response)

Both to shop and commute (1 response)

To go to church (1 response)

Church, events, medical, recreational, travel, etc! (1 response)

Going to work is only one reason. We cross the river for many other reasons. (1 response)

Neighborhood impact- I would not be crossing (1 response)

Medical appointments, social events, club meetings, travel to coast (1 response)

To access non-residential property I own that is located in Polk County (1 response)

To get to and from my volunteer job (1 response)

To get to Bend from Amity (1 response)

How familiar you are with the 13 preliminary alternatives? (Please check all that apply below)	Response Total
I feel like I know a lot about the alternatives.	28
I have attended at least one previous open house.	18
I attended an open house on either November 8 or November 14.	17
I have questions about some or all of the alternatives.	29
I don't feel like I understand the alternatives.	30
I have read the alternatives page on this website.	58

Tell us which three alternatives you would like to see advanced for more study in the draft environmental impact statement (EIS). All alternatives will have equal weight (one does not mean your top choice).	One	Two	Three	Total
Purple (Salem Pkwy. To Wallace Rd. at Bruch College Rd.)	13	3	12	28
Orange (Salem Pkwy. to Wallace Rd. at Hope Ave.)	4	8	3	15
Orange + Red (direct connection to Hwy. 22)	15	10	10	35
White (Salem Pkwy. at Pine St. to Wallace Rd. at Hope Ave.)	14	7	3	24
White + Red (direct connection to Hwy 22)	14	13	4	31
White + Red Light (direct connection to Hwy 22, but without the Pine and Hickory Street Couplet)	1	7	5	13
Pink (Pine/Hickory St. couplet to Wallace Rd. at Hope Ave.)	2	5	2	9
Pink + Red (direct connection to Hwy 22)	3	3	7	13
Blue + Red (Academy/River St. couplet to Wallace Rd. at Orchard Heights Rd.; direct connection to Hwy 22)	1	3	5	9
Yellow (Hood/Shipping St. couplet to Wallace Rd. at Orchard Heights Rd.)	2	1	1	4
Yellow + Red (direct connection to Hwy 22)	0	2	4	6
Green + Red (Market/Gaines St. couplet to Wallace Rd. at Glen Creek Rd.; direct connection to Hwy 22)	4	2	5	11
Forest (on the Green and Pink alignments)	2	4	5	11

How important were the following categories to you when you selected three alternative to be advanced for further study?				
	High consideration	Moderate consideration	Low consideration	Not a factor when selecting alternatives
Business and/or Residential impacts	38	28	11	5
Parks and/or School impacts	20	33	15	7
Environmental impacts	28	28	14	6
Bike and Pedestrian impacts	36	17	17	9
Local travel impacts	46	21	8	3
Regional and/or Through travel impacts	48	19	11	1

Transportation System Management (TSM) is getting more use out of what already exists, such as priority lanes for buses. Transportation Demand Management (TDM) is reducing or shifting the number of trips on the system, such as offering expanded carpool programs.

Which TSM and TDM options below would 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)	29	33	8	8	0
Car pool/van pool (encourage commuters to share cars or vans)	25	30	14	7	0
Land use changes (provide jobs closer to where people live)	16	24	16	14	3
Congestion pricing or tolling (have people pay to travel during "rush hours" or to go on busy roads/bridges)	19	9	17	18	13
Priority lanes for buses (a separate lane for buses so that they can stay on schedule)	22	19	10	16	9

As part of the EIS, a funding plan will be developed. Typical funding sources will not cover the full costs of the project. The funding packet in the project website library has more information about funding methods.

Which of the following alternative funding options should be studied as possible ways to pay for the project? (check all that apply)	Advance for more study	Unsure/need more information	Do not advance for more study
System Development Charges	39	27	9
Local Fuel Tax	43	14	17
Vehicle Registration Fee	36	18	19
Transportation Utility Fee	33	32	7
Property Tax	9	13	46
Tolls	40	14	24

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

I don't think there has been anywhere near enough effort spent on devising ways to decrease bridge use by SOVs (single occupancy vehicles) and increase use of public transportation and biking/walking. The astronomical cost of a new bridge would be much better spent on incentives and improvements to create a world class biking network and a bus or light rail system that is convenient, cheap and fast. Also, I would like to see a bypass route that keeps heavy truck traffic

completely out of Salem and routes it from Hwy 22 directly to I-5.

Transportation thinkers/planners need to move beyond the traditional box of accommodating past thinking and extrapolations based on historic preferences. Why? "This is the time-proven mode of planning isn't it? What else could responsible planning encompass?" No, this is no longer acceptable. The "WHY" is many fold: One must accept that there will be increasingly greater amounts finances of personal, public and business sectors that will be spent on fuels for transportation. It is in the public's best interest of all to reduce these costs by reducing the need to spend income on these fuels. Transportation planning must consider strategies to reduce the need to consume fuels in each sector: I. for personal use: a) support initiatives and planning to keep people closer to their workplace (rather than the other way around) .b) reduce the need to use private single person trips by: incentives to car pool; tolls for bridge use based on high rates for single occupancy vehicles and lower for multiple occupancy; Give emphasis to mass transit systems, park and ride, pedestrian and bicycle accommodation and incentive. II. The public sector is served by having Mass transit and emergency vehicle flow accommodated by reducing personal use vehicles on the road. III. The business sector could benefit for the same provisions of incentives / disincentives designed to reduce the number of personal use vehicles. The plan focusing on getting the most direct route from I-5 to the West Bank and then accommodating connection with Hwy 22 would be best on moving the flow of freight and commercial traffic from Portland to the West Bank and beyond. It would also have the least traffic impact on East Bank neighborhoods by only having bridge access from existing arterials (the Parkway, Commercial/Liberty areas.) Are there lower cost / impact alternatives that can still be considered? Transportation Planners must not be trapped into the box that "we accommodate 'projected' increases in private vehicle traffic". But rather they must help provide support to what the State of Oregon is wrestling with in its efforts to plan more responsibly for sustainability. This means the consideration of the diminishing availability of resources (read increasing cost of resources!) This means increasing awareness in society, business, and government of sustainable thinking and practices (i.e.: reducing the use of natural resources while maintaining quality of life.) We CANNOT afford to assume that more of the same way of thinking that we have done in the past is the way best meet the future. We must plan for what makes sense to do for future generations as well as for ourselves. Yes, it means we need to make changes in how we think... but it is both doable and necessary AND it will bring us greater returns both economically (not having to shell out as much \$ for our transportation needs because we use other strategies for movement) and environmentally... both of which preserve and add to our quality of life. Building expensive bridges to try to accommodate greater numbers of personal use vehicles especially for commuting to work just does not seem to be a sensible goal. Let's rethink exactly what we want to accomplish.

No matter which option is selected for a new bridge in the Salem area, improving bicycle passage through the downtown core is my highest priority.

You must take into consideration climate change and avoid a maze of road building. Look hard at Seattle's Prop one failure.

You know where Fee's (YOU MEAN TAX) can go....I would hope you take the domain issue as serious as I do....Should it come to that...I would hope my offer makes me smile and don't forget to cover the cost of my move too. Let's hope it doesn't come to that...I just hope I like my offer if it comes.

You have to ensure that there is adequate safety for cyclists. Having safety for cyclists leaves less cars on the road to clog up an already bad situation

Yes, I strongly feel that the only alternatives that should be considered are those that directly connect Salem Parkway with Highway 22. Any other alternatives will only spill thousands of cars onto local streets, destroying neighborhoods and business districts and working against the city's desire to strengthen neighborhoods. It is imperative to maintain traffic flow, otherwise traffic will back up in neighborhoods, ruining air quality. Alternatives that dump traffic onto Market, Gaines, Shipping or Academy will undo what the city is trying to accomplish with urban renewal on Broadway Street. By building bridges in those areas, you will be encouraging thousands of cars to descend on these neighborhoods to get across the river and you will spread out the problem that currently exists at Marion Street and Center Street. Originally, I-305 was to take the same route that the Parkway now takes. It makes complete sense to connect two primary intrastate highways together rather than having them dead end either on the west side or the east side of the

Willamette. Connecting the Parkway with Highway 22 will maintain traffic flow, it will also impact fewer neighborhoods. One thing that is terribly important to consider...the Parkway should be planned out for eventual improvement to a limited access highway. If the bridge comes east and hits Broadway, there should NOT be a light there. It should be a cloverleaf so the traffic can continue on without being disrupted until Cherry Street. By placing a light at Broadway right before the bridge, you are once again creating a traffic back-up onto the bridge. The intent should be to keep traffic moving as efficiently as possible. Thank you for your time and consideration and for allowing our input.

Where is the opportunity on your survey to rate importance of giving high priority to bike riders and peds? This is no time to bow low to combustion engines!

Whatever is done for a new bridge, it better be bicycle & pedestrian friendly.

WE NEED A BRIDGE YESTERDAY! MOVED TO WEST SALEM IN 1975 WHEN A BRIDGE WAS "IMMANENT!" FIND SOMEWAY - ANYWAY AND WE WILL SUPPORT YOU!

Transportation improvements need to be considered in ADVANCE of allowing thousands of new houses to be built!

Toll booths would have greatest impact on students and low-paid workers who, for a variety of reasons, may have little choice about where they live relative to where they work.

This project has already taxed the citizen. Fuel prices are at all time highs. Government cut backs are needed and ridiculous raises increases need to be withheld.

This past week, during an afternoon train crossing the traffic on Broadway, Liberty and Commercial was stopped south of Market and North of Pine. Given that rail crossings are predicted to increase, building a bridge south of Tryon may not significantly help reduce congestion. The Draft EIS should included an analysis of rail traffic and the impact of rail crossings on traffic flow, especially if there are to be more trains.

This is a bridge to the past. Past land use patterns, past transportation designs, past suburban styled development that is clearly unsustainable. This is a very expensive transportation investment that indirectly takes money from other needed improvements. With good TDM measures, improved transit service, and most importantly excellent bike/ped improvements, this costly bridge can be avoided. Some similarly sized cities in the Netherlands have 40-50 percent bike mode split. They spend a corresponding amount (millions per city) on bike/ped improvements. Build it and they will come. Build a auto dominated network, cars will come. Build a bike dominated network, bikes will come.

There is already poor roads between brush college and orchard heights. No sidewalk no biketrail and it sits between a high school and 2 elementary. any thing that puts more traffic there would be very unsafe. I think keeping people north of west Salem to get to I5 and north of Salem makes the most sense to unburden Wallace.

The solution is so obvious for northern crossing.

The Railroad, the closeness to Grant school, crossing over Truitt Brothers, and the closeness to the existing bridges on the East side of the river; crossing over the park and where it ties into Wallace road on the West side helped me drop Market Street to 3rd. Pine and Shipping are just about equal. Shipping will have to deal with RR traffic more than Pine, concerns at not improving Fairgrounds to Fire Station two, and the effect on development and how it treats residential living. Pine has the least effect on neighborhoods and business(although it would effect where I live the most out of the three) but I am not sure if it will be as effective on traffic on the east side as Market or Shipping would and the higher cost to build are its negatives. A Highway 22 connection is a must!

The new bridge can't just dump cars into West Salem. It has to have a way to Highway 22. Coming off the Parkway makes sense to me.

The alternatives that incorporate ramps are less friendly to bicyclists - not just to access the bridge, but to continue through (Liberty & Commercial). Special attention should be made to accommodate bikes and peds through these areas. I think a good bridge will culturally connect West Salem to East Salem. I think connecting the Parkway to Highway 22 is a good idea too if done right.

The alternative I initially saw, and liked the most, but were not included on the survey were: White + Red, with Pine street couplet

Study "Regional (county) Fuel Tax" rather than "local". I approve of any plan that avoids putting more traffic on Wallace Road.

Simply making more lanes or routes available does not cure the congestion problem. Usage simply grows to fill capacity. We need a more holistic approach that addresses when congestion is a problem and why people are traveling so heavily during those times. I really believe we do not need another bridge, but need to think more about how we are using the bridges we have. We should be focusing on changing our habit of one person one big car or even two people one big car. When I lived in Singapore I did not own a car. The transportation infrastructure was set up such that I really honestly did not need a car. Readily available busses going to many destinations on 5 or 10 minute schedules went a long way to solving my transport needs.

Please provide more info on impacts of each of the alternatives...looking at the maps, I had to try and make too many inferences. It would be better if you just listed the residential, business, environmental, and traffic flow impacts a little bit more directly so we can each make an assessment of our own tradeoffs between these impacts.

On this last page, I feel the most important questions wasn't asked: Encourage more bicycle and walkers to commute to work by offering tax incentives, more bike lockers, wider bike lanes and greater community education about bike and car share the road education.

Of the choices provided, the Purple Alternative is the only alternative I have chosen because it would bring the least congestion to West Salem. You may also consider having a highway from the area of Doaks Ferry Rd. and Highway 22, to the area of Wallace Rd. and Michigan City Rd. and then provide a route to the new bridge. This route would use farm land and is the only way to keep congestion out of West Salem.

None of the alternatives were accessible. If the options presented above all end up in West Salem, then you are wasting everyone's time and money

None of the alternatives is acceptable, for reasons having to do with placement, connections, scale, basic premises, money, and future considerations. Problems arise in each case where the bridge would tie in with existing streets. The goal for this project--saving a little time for drivers at specific hours of the day--is not commensurate with the massive scale of the project. Furthermore, the completion of this huge project is unlikely to meet even that modest goal because it reinforces conventional driving habits and sabotages the potential changes in personal behavior that might actually ease traffic congestion. Within that framework the proposed alternatives will merely shift the traffic bottlenecks to new locations. LOW-BUILD and NO-BUILD alternatives ought to be included. All of which begs the question of global considerations such as the inevitable spike in oil prices as the fuel begins to run out and the climate change that is overtaking the planet (automobiles being a main culprit). Is it wise to make a huge public investment in furtherance of the car when a different direction is warranted. The city of Salem is mandated by the state to reduce auto travel, a mandate that so far has been met only by token gestures. How does the River Crossing project fit into that mandate? On a personal note, my wife and I have lived in West Salem for nearly 30 years and have never experienced trouble getting to the other side of the river.

My one concern that is not addressed in these alternatives is traffic using the existing bridges coming from south. South Salem is one of the heavily developing areas, like West Salem. Many people come from the south to go either to the Casino (year around) or the coast (primarily summer and fall). Also, many west Salem residents work in the south part of the city. The alternatives proposed do not address that. So if we are concentrating only on traffic to and from the north, the chosen alternative should provide the best and fastest connection possible with I-5 for commuters heading toward and returning from Portland and traffic from the north going the the casino/coast. That would be the biggest bang for the limited buck and in my thinking provide the greatest relief to the existing bridges. The ideal thing in my mind would be two bridges - 1 north and 1 south. But I know that is not a possibility.

Move the traffic, instead of trying to 'pace' or impede traffic (spread it out). Traffic bottlenecks have been used in Salem before and many believe it's absolutely WRONG to do that. Is one primary reason Salem Parkway and Pine/Hickory couplet with direct access to Hwy 22 appears so good. Polk County and highway to the coast benefits from this every bit as much as Marion County and additional funding solutions should consider those areas contribute too.

Let's do it!

It seems that keeping the flow away from downtown, and just north thereof (to Salem Pkwy), would be best for bypass reasons along with traffic crossing to & from West Salem.

I wouldn't support anything that gives special lanes to buses or cars that aren't on the streets 7

days a week, such as special bus lanes or car pool parking, etc. if it can't be used by others when those State workers or the State workers shuttle (Cherriots) isn't running. Keep in mind that Salem's Bus system is a BIG joke. It's just a glorified shuttle for State workers. I tried to ride the bus when I first moved here and quickly found it doesn't serve the needs of the average worker if you don't work for the State. A big disappointment from using other cities bus systems. Shame on Salem. I felt I had to spend money that I didn't really want to spend on a car and stopped riding the bus. It didn't run on all the days I needed and stopped too early (7:30pm) for me to get home. So I do not support making any more priority lanes for buses because you are wasting our money when the buses aren't running (holidays & evenings & Sundays).

I was impressed by the open house presentation Nov. 14. I'm really hoping for a "beltline" like bypass route through Salem like the orange + red plan.

I really question encouraging further use of single-occupant motorized vehicles and the accompanying suburban sprawl. I think that there are plenty of "bridges" needed on both sides of the river that would encourage the use of alternative transportation and lessen our dependence on petroleum as an energy source. "If you build it, they will come!" If there were a way to put a "user fee", on this, I doubt it would be built -- especially if it were based on the expense of the vehicle used to cross the bridge! I see little benefit to the communities where the structure would exist, and proportionately, little benefit to those who might use alternative means of transportation.

I live in NE Salem, have a small business in the Grant area and work downtown. Through traffic, both commuter and recreational needs to be diverted from downtown. Forcing more traffic through the core does not increase business, but the opposite by creating frustrating congestion. Keeping shoppers from stopping or staying. The parkway connection to West Salem, the Coast and I-5 is what is needed most. This also provides an alternate crossing when the downtown bridges are unavailable.

I have serious concerns about a bridge that empties traffic into the Grant and Highland neighborhood. I know folks who commute by bike downtown and adding traffic to Market Street or Hood would sure put a damper on building that trend. I prefer to see traffic sent directly to the currently under-used Salem Parkway. I personally feel this bridge is most helpful to new suburban developments in W. Salem with owners who want to commute to Wilsonville. Put the bridge where the growth will happen - farther north - rather than a new bridge close to the current bridges eventually causing a call for a third river crossing. Money is understandably an issue. (I understand the orange plan is one of the most expensive) but don't keep costs down this time just to result in the need for more funds later. Do it right this first time and be done.

I feel strongly that the ultimate long term plan should include the brush college/parkway plan as it will eventually be the path to a "north side beltway". However, I think this is a ten year plan and the current plan should work on building multiple routes in and around the downtown core for more desirable urban gentrification and to support the central government employees and downtown core businesses. I really like the plans that utilize the existing east west pathways of Market and Pine, as this will allow for best multiple north/south interfaces, (commercial, liberty, Broadway, capitol, 17th, 24th, Silverton Rd, Hawthorne, I-5). I would most favor a "forest plus red" plan or a combination of the "green/pink/red" plan. This will give the best unification of the city in the older north Salem areas with the newer west areas. After all we are one city and the more we connect, the better. The idea of a "purple" bypass plan can happen later when we want West Salem and coastal traffic to best connect to I-5 north, Keizer, and the parkway industrial areas.

I do not like any of the alternatives. They all include a road that cuts right through our neighborhood. The road would drastically reduce our home value.

I cross the river on a bicycle more often than in a car; consequently, I would like to have pedestrian/bicycle passage mandatory in any design.

I chose the routes that would best help regional traffic i.e. how to get from west of Salem (Polk and Yamhill counties) to I-5 without all the stop and go traffic through downtown Salem, without ADDING traffic congestion in West Salem.

I am sympathetic to the transportation headaches our West Salem neighbors have. Those buying homes over the past 5-10 years knew of these headaches when they decided to live in West Salem. Their need for an improvement to their quality of life CANNOT come at the expense of a lower quality of life in the established, older urban neighborhoods. The alternative that affects the fewest amount of streets/homes/schools needs to be pursued. Thank you.

I am honestly pleased with your work so far. You appear to be advancing at a reasonable pace and making decisions based on data.

I am concerned about the safety of the many Oregon cyclists who use the roads being considered. It is my request that the safety for cyclists be at the top of the agenda in these decisions. Bad planning could lead to injury or deaths of cyclists, and that is my fear.

I actually oppose this project. It is highly expensive. If politicians insist on it, I suggest it be put out as an initiative to local voters, along with some sort of proposed local tax (probably a fuel tax) that will pay 100% of the cost. If voters are willing to be taxed to pay for this, then I'd approve the project, but I think voters should get to decide on it.

Good job--thank you so much for your efforts on this problem. The process is much more rational than I had supposed. Great website, too.

GET IT BUILT!!!

Bike lanes should be more prevalent in the design plans, will there be bike lanes on the new bridges or upgraded routes?

As a resident of Cottage and Market Streets (and obviously someone who would not like a Market Street bridge connecting more traffic through my neighborhood), I question having a second bridge that close to the originally existing bridge, and encourage a study of bridges a little further towards Keizer. As an aside, our little Grant neighborhood is just starting a new revival and I would hate to see a negative impact due to a Market Street bridge. You have many considerations, but I just wanted to note that Salem is so short on up-and-coming older neighborhoods as it is. Thank you.

Always wanted to change Mission/22 from a State HWY to a local PKWY. Considered a fly-over for Chemawa/I-5 to Salem PKWY. The problem is Wallace Rd. Question: How to route through traffic around W Salem without using Wallace RD

All options should tie into Highway 22 or it won't improve the congestion situation to its fullest potential. Option Forest shouldn't be considered since it improves the Northern problems but doesn't help the Highway 22 problems. A fourth bridge should be further South and tie directly into 22. All options should consider the Marine Drive extension and should be four lanes.

A third bridge is probably needed but much more could be done to alleviate peak and absolute auto trip demand: Greater shopping opportunities--especially WinCo, BI-Mart, Fred Meyer type stores on the west side, greater employment opportunities on the west side, better cross river bus service, more bike/ped support--especially information and maintenance!, greater use of flex hours, etc. Everyone wants to accommodate today's driving habits w/o looking at tomorrow's realities (fuel costs, global warming, crowding, parking, etc.)

1. It appears to me that the current thinking and direction of the task force is based on what is good for Salem in getting traffic out and no concern for dumping the traffic on top of an already congested West Salem. 2. After talking with the docents at an open house I believe your

1) Access and safety for bikers and pedestrians. 2) preservation of downtown vitality--make it easy and attractive for people to get downtown...and in ways that include cars, but promote alternatives