

CONGESTION RELIEF TASK FORCE

A Technical Review of Transportation Infrastructure Options



Public Response to Share Your Ideas Questionnaire

From 2/24/18 to 3/10/18 the City of Salem distributed an online and hard copy survey to residents asking for their ideas to relieve traffic congestion in the project area. The following pages are a compilation of all comments received.

CONGESTION RELIEF TASK FORCE

A Technical Review of Transportation Infrastructure Options



Share Your Ideas!

With traffic levels hampering downtown circulation and long delays in west Salem, residents are asking for transportation infrastructure improvements. The Task Force will investigate potential ways for the City to relieve congestion in the project area and advise the City Council on policies and actions to improve traffic flow (see back page for map). **From February 24 to March 10, the City of Salem welcomes your ideas on possible solutions.** The City will then conduct a technical analysis to evaluate traffic options that can happen in the near-term. The City will share the results of the technical analysis and a list of recommendations for public comment later this year.

1. My ideas for transportation congestion relief in the project area (use back of page if needed, see map other side):

2. My address zip code is: _____

3. I work in Salem: yes no

4. I own property in Salem: yes no

5. The street intersection closest to where I live is: _____

6. Please check the appropriate boxes:

In Salem, I get from one place to another by:	All the time	Most of the time	Sometimes	Rarely	Never
A. Driving or riding in a car, truck, or motorcycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Riding a bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Walking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Taking the bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Project Area



	A
1	My ideas for transportation congestion relief in the project area
2	1) Build a third bridge. 2) Open the train walking bridge to traffic between allotted periods for vehicles traffic only (7-9 am heading toward downtown Salem and 4-6 pm heading into West Salem). The rest of the hours the bridge would be for pedestrians. STOP changing vehicle lanes into bike lanes. PLEASE be realistic - Salem is NOT going to become a bike haven; people are commuting to and from work and are unlikely to use a bike especially in inclement weather. Return the traffic lane turned bike lane between Kohl's and Macy's (heading into downtown) BACK TO A VEHICLE LANE. That change in traffic is a hindrance to vehicles trying to get into West Salem. The additional light added at Union Street is a nightmare and has ADDED to the congestion and slows traffic into West Salem - WHO COMES UP WITH THESE IDEAS?
3	Build the bridge!!!! Get rid of that unused bike lane on several of the downtown streets and restore the 3rd lane. Reset the timing on the 1 way grid lights (over the years several are no longer in sync). Ad more parking structures (Tear down that waste of space at the corner of Commercial and Ferry) and then eliminate a bunch of on street parking and ad more lanes. Link more of the downtown buildings with pedestrian bridges (like the mall has), that will reduce pedestrian crossings at the street level and allow better traffic flow.
4	The whole area where the bike lanes were added a few years ago became more of a traffic nightmare than they were before during peak commute times. I've seen less than 10 people using the bike lanes with several other bicyclists using the driving lanes even when there are bike lanes available. The new turn lane from High St onto Marion St needs to have the two lanes farther north on High St to split the traffic before the intersection with Union St. It would also help to have another bridge to/from West Salem, but it needs to be in the north Salem or Keizer area and divert some of the current traffic.
5	1. Put a stop to all building of multi-family housing along the north east side of Wallace Rd. All the drivers from the apartment complexes currently along Wallace have to do u-turns to head back into downtown Salem which is dangerous and causes more traffic coming into downtown Salem on the Center St bridge. 2. There needs to be two more bridges built, one connecting Hwy 22 with S. River Rd and one connecting Parkway with West Salem. 3. The change to downtown putting in bike lanes is a fiasco. I don't see any bikers using them. Drivers are confused if it is a turn lane or a bike lane and I've almost been hit multiple times.
6	Reverse the bike lane changes made downtown immediately. Build additional river crossing.
7	Build another bridge to West Salem, stop dragging your feet and build it already. We've been talking about it for 20+ years and still haven't started. Stop eliminating lanes for cars and turning them into bike lanes. We don't have bicycle grid lock, we have vehicle traffic gridlock. I'm sorry but the owners and users of cars pay the lions share off the money for transportation infrastructure, not bicycles.
8	Build a bridge...or a tunnel. Stop "bike boulevards" bike Lanes in both directions a perfect fit
9	Build a third bridge. Limit bike only lanes.
10	We need to route truck traffic differently in and around downtown. The major route over the Willamette River in the Valley is the Marion/Center Street bridges. It is unavoidable to move products. A third bridge is the most obvious solution, albeit the most costly and burdensome and time consuming. Intermediate solutions could be to make the offramp to Parkway flow better by adding lanes or signal changes? Changing signal timing during morning and evening rush hours?

	A
11	<p>1. Turn Front Street north of the bridges into a bypass road that routes traffic under the bridges. This would likely decrease the amount of southbound traffic on Commercial to that which primarily needs to turn on the bridge. 2. Create an underpass around 1st street in West Salem that allows traffic to flow under (or over) Wallace Road. This would potentially allow for a shorter traffic light time at the West Salem McDonalds traffic light. 3. Create an off ramp that exits left and loops under the Marion Street bridge to the Wallace road underpass street (1st or 2nd street). This would remove the need for a traffic light at Edgewater and Wallace. 4. Pie in the sky... Create an alternative road that parallels Wallace Marine Park that runs along the west side of the park and connects to River Bend Rd. There needs to be another major north-south artery other than Wallace Road/221. All of these options would theoretically cost less than a new bridge (I'd prefer a bridge though), and help improve the flow of traffic.</p>
12	<p>Problem is not # of bridges; problem is design of traffic flow using those bridges. 1. Consider how traffic 'feeds into' the bridges: cars are 55-70mph headed east on 22 even in the 50mph zone; then they all back up on each other because of lights at east end of bridge. Consider 'pacing' cars by starting lights back where speed first drops to 50mph. 2. Consider creating route from 22 to those folks headed to far north or south of salem, e.g., 405 in Pdx, 105 in Eugene. You have traffic coming back from coast or 99 that doesn't need to go into downtown; those cars need route to south commercial, north parkway, or ultimately, I-5 N/S. 3. Traffic headed west on bridges to developments that are north on Wallace Rd could be rerouted so traffic doesn't have to come through downtown. Consider more efficient traffic corridor off Parkway that crosses river .5 to 1.5 mile north of current bridges. Why make a 3rd bridge in current location when the traffic still gets blocked by each light on Wallace Rd as they head north? And moving that traffic pattern into the neighborhood will only further deteriorate the neighborhood. 4. Consider designating east bound lanes for certain directions even before traffic gets to the ramps to bridge. Currently traffic can take any lane to get up on bridge, then, the cars start jockeying to cross across lanes in all directions and for up to 3 lanes of change... IF nothing else, please improve signage so folks know which lane to take early on. 4. From Parkway, headed south at least .5 mile before bridge, send all non-bridge traffic in designated lanes around and behind/under bridge on to south commercial. That way, can extend the light for SB traffic turning right onto bridges, and traffic coming down off the bridge will have longer to cross into downtown. 5. Improve signage westbound right at west end bridge. Traffic starts speeding up to 60 mph quickly. I've seen cars sliding, hitting their brakes, when they suddenly come up on cars stopped in lanes waiting to get onto the off-ramp that takes them up Rosemont.</p>
13	<p>BRIDGES! MORE BRIDGES! Better traffic control; more lanes to get people off the bridges; signal alignment. Make it so more cars can get through. Movement is the key. STOPPING cars pisses people off.</p>
14	<p>Build a bigger bridge or increase lane capacity on current bridge. Install an entry stoplight to regulate flow of traffic getting on hwy 22 from wallace road and Edgewater street Expand exit to front street from Center street bridge to 2 lanes; same on southbound side to commercial</p>
15	<p>Another bridge to West Salem, better/more on and off ramp to current bridge</p>

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16	Build a 3rd (currently planned location to the parkway) and a 4th (Eola Dr area in W Salem to Mission St) and a 5th bridge (Doaks Ferry Rd area to Kuebler). Narrow northbound front street to 1 lane before the center street bridge and make the center street off ramp to front street a merge lane eliminating the stop light there. Put an off ramp from the Marion street bridge to Musgrave Ave then extend Musgrave till it intersects with Wallace Rd in the area of Brush College Rd.
17	Just build the 3rd bridge and get it over and done with. In the mean time take out the SE corner of the park and put a west salem only on ramp with single dedicated lane into west salem.
18	A third bridge of course would help divert traffic from downtown. I would think one a little South would be helpful. Or widen the bridges to have the 2 ramps have their own dedicated lanes
19	This town needs a 3rd bridge. Not only for commuter traffic but even to elevate the viability of retail in West Salem. As a business owner, I do not meet people in West Salem. They have to come here. I do not like the merging onto the bridge from to make the exit into West Salem, I do not like the traffic and I do not like the thought of being stuck there if my meeting runs late. We have a fleet of 15+ vehicles and the lack of access to the west costs us a fortune year after year. Labor, fuel and time. We are less productive, less efficient and less cost effective servicing the west side. Our shop is in the north so it is not reflected in my home location as stated in your questionnaire.
20	Designated lanes onto the bridge for those going out West 22. A lot of the tie up is traffic crossing 4 lanes from one direction or another and traffic going into West Salem. If a third bridge is going to be built, let's make it a viable option that doesn't go across the widest part of the river and through a liquification zone. Have a tie in to I5/Keizer so Keizer is invested.
21	Another bridge would be helpful. I also think the northbound onramp to head west is fine for those continuing on hwy 22 but another should be built that wraps around to the west Salem side of the bridge. The majority of traffic from that ramp merges to get to west Salem and that slows traffic down. If I'm coming from that way I avoid the ramp and go around to center. Unfortunately not everyone does that.
22	Without an additional bridge to divert all traffic going through downtown there really does not appear to be a good solution available. Certainly revamped interchanges off Hwy 22 at Rosemont, Wallace Road or even a new one at Eola would be nice but does not solve the issue. On the down town side it would be nice if the Bridge On Ramp and Off Ramp at Front Street could incorporate a second lane.
23	Build a third bridge into and out of West Salem. Also look into adding lanes to on and off ramps.
24	Build a new bridge to help handle the traffic that intends going north bound from west Salem. Better synchronize the current traffic lights on Wallace Rd. Improve access to HWY 22 from the western portion of Edgewater St. Develop alternate routes going south bound besides Front St.
25	Work to fix congestion at commercial and Marion street by providing s bypass for trucks traveling to hwy 22. Re-examine links from Salem Parkway directly to hwy22. Maybe a third bridge. Re-examine a link from Mission street to hwy 22 that doesn't involve Marion street bridge. Eliminate the need to cross 4lanes of traffic to get from Front street to Wallace road.
26	A wider bridge, a new bridge, a free shuttle from one side to parking on the other, light rail to West Salem, independence and Dallas, an improved bypass, a carpool lane

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27	Build a new bridge. Connect Keizer and West Salem without making people have to drive MILES out of their way to get from one to the other. Build women skyscrapers downtown to limit Salem's outward sprawl. Create a USEFUL public transit system. Light rail. I avoid commuting across Salem at all costs if I possibly can, because the city feels like an octopus strangling me that won't let me leave. Have you tried the new bypass route around Dundee? It's like having my own personal time machine. Hours of my life have been returned to me, and I cannot WAIT until they finish connecting the bypass farther to the NE like it was originally planned. Take a lesson from that project. Maybe a bypass would make sense...?
28	1. Whether people like it or not, the third bridge needs to be started asap. As a growing city we need to prepare for population growth. 2. Rerouting some of the major roads through the downtown district. 3. Create a more advanced public transportation system that can be added to cherriots to encourage less driving
29	Build a bridge. Prior to that. Build an at grade intersection, Redesigning the wallace/edgewater/2nd street intersection to accommodate traffic with Marine drive thru to at minimum glen creek
30	I believe another one or two more river crossings would greatly help the congestion in downtown Salem / West Salem. However, the crossings need to be north of Salem (bridge #1) and south of Salem (bridge #2). The studies need to be done about the starting and ending locations of those using the current Salem bridges. If people are going from the west side to points north of Salem (Woodburn, Wilsonville, Metro Portland), there is absolutely no need to route this traffic through or near downtown. Route them AWAY from downtown Salem. The same with people headed to the Oregon Coast--they don't want or need to go through downtown Salem. The same for those traveling to points south of Salem. If you look at the project area map, it is essentially an hourglass shaped area. Two large areas (West Salem and downtown Salem) all converging down to one tiny area (the 2 bridges). This is a classic bottleneck! But the project area is much wider than the one in your map. I've said all along this is a REGIONAL issue, not just a Salem issue! This crossing is used by so many state residents who just want to get to the other side of the bridge. For example: people from Dallas wanting to get to Portland. They don't always want to go through Salem! Or, people from Woodburn wanting to get to the Coast. They don't always want to go through Salem, but the way this infrastructure is currently, we are forcing all of this unnecessary traffic through Salem. It is hurting the downtown and West Salem businesses! The gridlock is such a deterrent.
31	Build another bridge. Create a bypass or alternate route for truck traffic around downtown.
32	Any solution will take a lot of time, money, and opposition but the current infrastructure does not support continued growth to the west of the Willamette River. To have a third bridge combined with a bypass to divert traffic using hwy 22 would keep all of that traffic out of downtown and Mission and keep traffic moving without lights to continue east or west or merge onto I5. The existing bridge could be used by west traffic going into the city or that live in nearby West Salem communities.
33	Build another bridge!! It's ridiculous that we only have one bridge in and one bridge out of Salem. The bridge into/out of Independence is NOT a good option as S. Salem side was not designed for heavy traffic. Also, I believe there should be a by-pass that goes from the new bridge directly to Hwy 5. The Newberg by-pass is a good example. This was finally done in Sacramento, CA and it made a huge difference for traffic flow. Like it or not, Oregon needs to get with the fact that population has grown, and it's going to keep growing.

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34	Build another bridge. Have access points that are not downtown, and bypass the core of Wallace road.
35	**3rd bridge **safer interchange (all directions) at Rosemont **New Edgewater to Wallace access
36	Build another bridge, for cars this time. Meanwhile, divert people going to wallace road from front street around Marion Square Park. Then they won't tie up the bridge crossing over.
37	Build bridges! I would build a bridge(s) towards the North end of West Salem to the Pine Street area of Salem first. Then I would build bridges to divert traffic from highway 22 that would cross the Willamette River through the Salem Golf Club and or Minto Brown Park to connect to Salem on South River Road. I would then look for routes to divert traffic around Wallace Marine Road route to Highway 22, from the first bridge named at Pine Street, to connect to Highway 22, yet avoiding Edgewater Street, say for example Glen Creek Rd. NW. Yes, the City of Salem would have move many residents from the current homes for construction of this magnitude, but in the long run, saw 10 to 25 years from now, it would be worth is. After thinking about a bit more, I would start with my second set of bridges thought and pull traffic off of highway 22 near Rosewood Dr. NW, crossing though the Minto Brown Park, Salem Gold Club area and connecting to River Rd. South. This would also mean that Madrona and Hansen Ave may need major improvements to carry the additional traffic to Commercial Street. I live in Keizer and travel to Highway 22 weekly. Anything to help reduce the amount of traffic on the route to the West side of the Willamette River would be fantastic!
38	multiple options for getting west; such as another bridge north of Marion and Center street bridges and a straighter means of connecting south Salem to 99 W
39	1. Construct a second bridge 2. Construct a beltway similar to the one in Eugene.
40	separate the thru traffic (I-5 to Coast) from local, destination in the project area, traffic. This would require more bridges.
41	A lot of traffic downtown isn't just for those wanting to dine, shop, or even work, most seem to want to get over the river and into west Salem. I think there should be a bypass built in three location leading to the bridge or perhaps a designated bridge route that goes around the downtown area. to encourage people to use it, it should have fewer lights to allow faster flow of traffic and be one-way towards the bridge, skirting around downtown. the current flow of traffic goes straight through the center of the city. Then perhaps as the route would bottle-neck at the bridge build a bypass in that area. The concept of my idea is that there are two major reasons for traffic one to use the downtown area and two to get over the river, the best way to increase flow of traffic is to separate the two before the congested area of the downtown streets. Even another bridge more north on the river might help. The problem is the current bridge is at the heart of the congestion.
42	Bypass roads and a third bridge.
43	Build a third bridge. Find a way for semi-trucks coming to/from Hwy 22 to avoid the downtown area.
44	I would start by building a third bridge at a different location from our two current bridges. To provide access and relieve the funnel we currently deal with on both ends backing up traffic everywhere. Second design an alternative route for north and south traffic west of the bridge to allow traffic flow besides just Wallace Rd.
45	Build a bridge & access that allows 18 wheeler & rv traffic to & from coast that doesn't mix with downtown & commuter traffic

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46	A bridge to the north is imperative to relieve congestion on Wallace Rd & Edgewater. A bypass from Edgewater in the South to tie in north of Riverbend Rd could also work.
47	Bypass Salem with a Route 22 loop that DOESN'T cross the Willamette at Marion Street/Center Street -- perhaps significantly south of the current Mission Street exit.
48	A bridge entrance north or south or town a bit, or a way to travel north-south through downtown without hitting west-bound bridge traffic
49	1. Eliminate Marion Square Park and build an on ramp that allows drivers from front street directly access the lanes to Wallace road so drivers don't have to cross 3 lanes of traffic. 2. Put in 3rd bridge that moves traffic from south end of Salem directly onto Hwy 22 west.
50	Reroute Highway 22 to go around downtown rather than through it. Maybe up 12th and 13th to Marion and Center. Get cars out of downtown by making more pedestrian friendly streets and having direct paths for cars that are just trying to get through/across the river. Add an arterial road from Glen Creek Rod down to Edgewater. Improve public transportation with regular busses, or a trolley downtown so people can park on the edge of downtown and walk. Create car-free areas. Widen Center and Marion street while bringing back a two way grid downtown with car-free zones. Add a bridge in Keizer at the end of Chemewa street to Wallace Rd. Re-Route 99 over Portland Rd to 17th street, then connect to Marion and Center to keep the traffic on the same route, out of downtown. Invest in River Rd to be more reliable (retaining walls to prevent landslides). Widen the existing bridge? Add lanes for getting onto the bridge and use a traffic light pattern like on-ramps have so cars get on alternating which gives some space to make traffic on the bridge go smoother (might have longer lines of traffic on the roads leading to the bridge so widening the roads could help with that). Expand Edgewater. Create a park and ride lot in West Salem that connects people to downtown, create more extensive buses with regular routes that are frequent and rebrand Charriots to be more like a trolley, hop on and off to get around town. Make the ferry a viable option if it's quick maybe people would use it? Or a ferry option that's further up or down stream?
51	3rd bridge and/or make the two existing bridges wider and get rid of some of the traffic lights on the side streets
52	A ring road around salem using existing and new bridges and roads, pushing through traffic to the edges of the city. Promote bicycling through direct tax deductions and increased infrastructure.
53	Expand the current bridge to accommodate current traffic congestion levels. Build new bridge on north end of Salem so that it connects the north end of the West Salem nieghboorhood.
54	1st: New bridge 2nd: Widen Wallace Rd 3rd: Create/build a new road parallel to Wallace for easier access to Hwy 22 East-bound into downtown Salem 4th: Have non-engineer review traffic flow for peak travel times
55	Expand the bridge. Build another one.
56	Build 3rd Bridge as planned and build Marine Drive as planned
57	1) Widen current West Salem Bridge. (I did not move to West Salem 12 years ago because of bridge traffic. 12 years later, no movement on improving traffic congestion, pretty sad) 2) 2nd Bridge at Keiser to alleviate downtown traffic. (This will spur new economic opportunities at those locations and increase home values)

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58	A third bridge would be effective. Also the timing of the traffic lights on Wallace only increases the delays and back ups. Police and other activity on the existing bridges including accidents should be a priority cleared MUCH FASTER. Downtown feeder streets light timing slows down and congests traffic. I often sit through several light cycles just trying to turn on to center street. Pedestrian traffic also is a contributing factor, I am not sure how to solve this maybe make two light cycles with out pedestrian access. The city needs alternative traffic plans if one of the bridges lanes are compromised. Just closing the lane is contributing to the congestion. I have lived in larger cities that had the same problems but put a priority on commerce and traffic flow minimizing the effect on transportation. The City of Salem does not prioritize transportation.
59	Reroute some of the traffic coming into downtown Salem by finishing the Salem River Crossing between Hope St NW and Pine St NE as soon as possible. This is needed to fight congestion downtown and create a bridge that has a chance of surviving the predicted earthquake or another disaster. It is important to know that about a fifth of Salem's population lives in Northwest Salem and needs to cross the river daily to find work, shopping, and entertainment. Also, some of the freight traffic would not need to go through downtown if it had another option. Finally, it is a matter of safety when ambulances are sitting in traffic on Wallace Rd, Commercial St, and the Center St Bridge on the way to the hospital with critically ill or injured patients. Also, I would get the homeless camps out of down town and off the bridge ramps. Riverfront park is nice but hard to use since parking is slim and/or far away. Crossing Front St with children and pets is dangerous. There should be an overpass for pedestrians.
60	1. Minimize (taking ADA requirements into account) the crosswalk light times on the first two or three streets that drivers encounter as they come off the Marion street bridge, travelling east into Salem. Possibly remove a couple of the crosswalks. Traffic coming into Salem appears to get much more backed up when these crosswalks are used regularly. Maybe move them one block away from Marion street at these few intersections with Marion St. 2. Build a second bridge to load balance the traffic coming into and departing Salem. 3. Change access/egress to/from waterfront park. The more functions that are added to the park, the more traffic congestion around the bridge will increase.
61	Additional bridge, tolling on existing bridges. Changes to pedestrian signal adjacent to conference center that often limits left turns from Liberty and significantly backs up traffic on Liberty.
62	Build the third bridge, more lanes and lights downtown and on the west side, and make downtown parking metered.
63	3rd bridge, specific high congestion "commuter" lane that goes straight to Glen Creek without turn option, light timing in downtown - adjust during high congestion times so that a car traveling just 5-10 mph could make 4-5 intersections in a row, build bus commuter lots in S and West Salem, and work with Charriots to develop a bus shuttle program that runs every 15 min between the commuter lot and transit center from 6:45 to 8:30 and 4:30-6:15
64	1. Build another bridge 2. Make it illegal to switch from left lane to right on commercial (to turn to get onto bridge) after a certain point. I see people go all the way up and stop in the middle of traffic until someone lets them over. That messes up all lanes and backs up traffic even more. 3. Put up a red light camera at the division/commercial intersections. People run this all the time or end up in the intersection after the light turns red.
65	Better synchronization of traffic signals, bus priortization lanes, build another bridge.

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66	Additional way to move traffic across the river going west. Better coordination of stop lights, including no turning on a red light.
67	A third bridge (north of the current ones) or additional lanes to the current bridges. Do not add anymore traffic lights to the Front St bypass and consider sub or elevated pedestrian crossings to help minimize the light changes.
68	I think the best solution is to add an additional bridge so that traffic can move more appropriately into and out of West Salem. Also problematic is that traffic merging westward onto the existing bridge from Ferry Street has to cross three lanes of fast moving traffic to utilize the first West Salem exit in too short a period of time. As for overall downtown, I'm wondering if the lights going east to west can be timed for longer periods during high traffic periods.
69	more funding for and a push for public transportation, flex lanes downtown, support and funding for bridge to west Salem from Broadway area.
70	Make both bridges two-way: Marion St. Bridge to/from west Salem local streets (Wallace, Edgewater); Center St. Bridge to/from Rt 22. In case of emergency, traffic can be diverted from one bridge to the other. Stop building in West Salem; build more densely in the area around Downtown Salem; Develop mixed uses in all neighborhoods. Work with Cherriots to develop convenient routes for work, errands and recreation.
71	1) Slow or STOP Urban Sprawl!! Please give up on the antiquated notion that buildings over 5 or 6 stories are the tool of the Devil and begin to embrace true mixed land-use development in a 3rd Dimension! Allowing housing development after housing development to build out further and further from the city's core is your sole source of traffic congestion. Include living, recreating, retail (grocery, pharmacy), service (restaurants, dry cleaning, banking), storage and parking space (2 per Unit) in each building! Otherwise, don't bother. Residents love their cars, but if they're going to walk, it's not going to be very far. 2) South Commercial/Liberty is vastly under capacity. Look at adding a third lane in each direction between City Hall and Madrona. Yes, it's going to be expensive - but so are User-delay costs. With gas tax increase, start planning NOW, and look at building in Phases. 3) Build bus pull-outs!! A great deal of congestion during peak hours is from buses pulling over to the shoulder to pick up/drop off. 4) Consider pedestrian over/under-crossings (and yes, they can be designed to be safe!) for critical intersections/signals that are at or near capacity to remove the need for ped call phases. 5) A second river crossing to the north would be nice. Did we give up on that idea?
72	Third bridge and or expansion of Wallace road and main roads on the downtown Salem side
73	New bridge Reconfiguration of bridges to reduce number of people changing lanes on bridges. Improved flow off bridges so cars are not stopping at the bottom of the bridge.
74	Build the new bridge. Restructure the lanes on the Center St bridge. The way the lanes split and immediately come back together causes near accidents all the time.
75	Thank you for looking at this! Would it help temporarily to open extra lanes a certain direction during rush hour? You could redraw lanes so a middle one could switch back and forth. Other than that, we need a second bridge. You could build it in the same place — higher or to the side — if that would lessen environmental impact. Then make each bridge responsible for carrying traffic just one direction.
76	Create an alternate bridge, use the main one for incoming traffic through 22 and another for outgoing traffic leaving 22 entering into Salem. The road connecting to commercial could definitely be more of a merging lane for the right lane turning into commercial.

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77	There is a need for another bridge to cross from east side of Salem to the West side. There is also a need to increase the number of lanes going north to south through Salem as well as increase the number of lanes going east and west. Mission street cannot handle the amount of traffic that is being pushed on to it. The feeder off of 25th, Airport, Turner roads and I-5 is starting to show serious issues for general traffic as well as emergency vehicles.
78	more flow improvements are needed on the west side of the bridge to relieve the backup And at some point a new bridge or expanded options for the existing bridges like adding a couple west bound lanes on the Center st bridge for express access to Edgewater
79	Until more bridges are built across the Willamette River in Salem, we should prohibit lane changes on the bridge between 4:00 PM - 6:00 PM. This will keep the traffic flowing and prevent the huge bottleneck tie ups downtown during those hours. Travelers who want to get onto Hwy 22 will need to be in the two left lanes when entering the bridge. Travelers who wish to drop down into West Salem will need to be in the right two lanes when entering the bridge. Those wishing to go to West Salem from the south will need to continue down front street, passing under the bridge then turning right on Union and right on Commercial to get into their proper lanes. Those coming from the north who wish to reach Hwy 22 will need to be in the center lane on Commercial which turns into the far left lane on the bridge, or continue on Commercial to Chemeketa, turn right, and right again onto Front Street. This will keep the traffic flowing on bridge. Presently, travelers coming up Front Street wanting to get to West Salem, and travelers coming up Commercial wanting to reach Hwy 22, often times come to a complete stop, or at a minimum slow way down, or even make dangerous lane changes in the middle of the bridge. That bottleneck can be eliminated by eliminating lane changes during peak traffic hours.
80	-On Commercial St, have three southbound lanes turn right on to Marion St Bridge. -Build third bridge.
81	Put a bridge across the river at Salem Parkway going west, north of West Salem and coming back south tying back into HWY 22 at the HWY 51 junction. Have madrona become a four-lane from commercial to mission.
82	Another bridge!! No lane changes on the bridges we have!
83	Need a 3rd bridge, need a light at 2nd st on Wallace.
84	Add on 2 lanes to each of the existing bridges for a short term fix. And eventually build a brand new modern bridge that is built with high tech and safe materials. Our current bridges are dangerous and extremely old.
85	Direct traffic coming onto the bridge in both directions to prevent drivers from changing lanes all the way across the bridge. This increases risk of accident and can bring traffic to a dead stop. I agree that congestion is an issue, but a 20 minute commute during high traffic times is not that unreasonable. I do believe that a bridge connecting the north end of West Salem to the parkway would alleviate the congestion of the bridge as downtown bears the brunt of the traffic as the only method for getting to West Salem. If alternative routes were created, we would see an alleviation of congestion.

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86	<p>Having one bridge is a bottle neck. If anything happens in either the East, or West segments of the bridge it causes major congestion, either in Downtown, or HWY 22, Wallace Rd and the feeder roads. That fact has been ignored for way too long. It's not simply a nuisance, it's very possible a risk to life as access to medical assistance (Hospital) is cut off, without a quick alternative. We need another bridge connecting East and West. A bridge similar to the Sellwood bridge that promotes business at both ends of the bridge would be good. Additionally, adding more apartments to West Salem, without working to ease the traffic burden on the main streets in West Salem is foolish. All it does is increase the traffic problems in West Salem, and on the bridge (both East & West). The apartments also create parking issues, as current city zoning only requires one off street parking space. That means one to two additional cars parking on the street. This causes traffic problems as these streets were never intended for parked cars on both sides. This causes such narrowing that only one car can pass at a time. It's also a safety problem as people have to walk out between parked cars to cross the street. Widening the West bound Rosemount exit to allow two lanes would make exiting off HWY 22 faster and lessen rush hour back ups onto HWY 22, which is a dangerous situation when cars are forced to stop in the traffic lane on HWY 22 while waiting for cars to proceed through the light. Many drivers already make two lanes on the exit ramp to try to expedite traffic flow. It seems wise to follow their wisdom and make it legitimate. Thank you for being open to ideas and input. I sincerely hope to see things move forward with wisdom and expedite improvements to make life easier, and safer.</p>
87	<p>A 3rd bridge is required to accommodate the already large volume, but even more so with the cities constant building of multi family housing in West Salem. Relief for Wallace road is required and traffic flow on Marion street has to be corrected so that 30% of the cars are not having to change 2-3 lanes over in the span of the bridge. It is necessary currently, but a 3rd bridge could minimize this issue.</p>
88	<p>additional bridge(s), make three lanes of commercial southbound turn right onto westbound marion st bridge rather than the current two into three configuration, change government employee hours to minimize traffic impact in and out of west Salem, Hwy 22 west bound traffic routed only to most southern lane on the westbound bridge using northbound Front st. as only onramp, change signal lengths at times of high congestion on Wallace to longer green intervals to aid in the flow of traffic.</p>
89	<p>Third bridge and better downtown flow. The new light on commercial is ridiculous. Families cant just take a bus. Kubleur gets attention...time to focus elsewhere</p>
90	<p>Another bridge option? Light timing? less new building</p>
91	<p>Build another bridge from west Salem. Change the speed limit in Salem to 30 or 35mph. Change the synchronization of the lights downtown Salem.</p>
92	<p>Create another bridge to west Salem farther north or south. Offer incentives to employers to stagger employee shifts to avoid peak travel times. Stagger traffic lights at peak times to move traffic through faster. Restrict certain turn lanes that hinder traffic during peak hours, diverting traffic to use other routes. Create streamline bus services back and forth to the pick and drop off areas, offer incentives to get people on board.</p>
93	<p>Do not grant any additional building permits in West Salem and surrounding area until a permanent fix is done (Salem River Crossing Bridge). You need to better synchronize the lights leading to the bridge from the Salem downtown side. Starting at about 4:15 only one or two cars can make a right turn per light near the Marion garage.</p>

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94	Better light syncing. New bridge
95	Another Bridge; more aligned traffic signal lights
96	Add another bridge to the west side. Coordinate the lights so folks aren't stopping every block. Incentivize carpooling.
97	1. Build another bridge. 2. Adjust traffic signals. Currently it does not stay green long enough for congestion to move.
98	Another bridge connecting south Salem directly to west Salem, or north Salem directly to west Salem, or both would take a lot of pressure off the downtown area during peak traffic hours. Decreasing the duration of red lights for traffic entering west Salem via Wallace Rd would shorten the line of cars waiting to cross the bridge.
99	Longer traffic lights. Additional bridge.
100	A third bridge will not solve the problems with the PM commute. The problem is volume onto Wallace road. There needs to be a way to get the through traffic out of the series of lights on Wallace. A third bridge up at the Wheatland Ferry would solve the traffic volume at the south end of Wallace road.
101	Build a 3rd bridge! Use less light signals on commercial street heading towards Marion bridge.
102	New Bridge between Polk and Marion Counties Change light timing to allow for longer lights on high flow areas during peak congestion times.
103	Better traffic flow including traffic lights that keep traffic moving. It is past time for another way, ie, 3rd bridge over Willamette River.
104	Build a third bridge. Do a better job of timing lights.
105	Build a bridge either north or south of Salem to route traffic away from downtown. That is where the problem exists. Or update the lights to sync better.
106	Third bridge Better coordination between traffic signals - right now stopped traffic blocks too many intersections when the light is green.
107	1. Get the lights in downtown timed to work in the most efficient manner possible. They seem to be "One size fits all" programmed. They need to be timed differently in high traffic times, than the rest of the day. This will also reduce pollution with unneeded braking and car maintenance in the long haul. 2. Build a bridge to take traffic out of downtown and disperse it elsewhere.
108	Build a third bridge--first priority Adjust the timing of lights at Glen Creek & Wallace Road in the mornings On the off ramp from the Center Street bridge to Front street, reduce the through lane on Front St. to one lane so northbound traffic from the bridge can merge onto Front without a stoplight, similar to the design of the southbound off ramp onto Front St. Adjust stoplights on Wallace Rd. on Friday nights and Saturday mornings to ease congestion coming into West Salem from the north on Wallace Rd.
109	Build the promised third bridge. Those who oppose the bridge think there are solutions by adding lanes to the existing bridges. Don't understand where the traffic is going to go with two additional lanes. Other options: Do much better at synchronizing traffic signals in the downtown core area; consider scatter cross walks with no turn on red in downtown core; have a delay in red to green to allow intersections to clear; in West Salem better synchronize traffic lights on Wallace Rd from Orchard Heights to the bridge; prohibit right turns from Orchard Heights, Glen Creek and Taggart during morning commute hours; prohibit left turns from the far south driveway out of the Roth's complex.

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110	<p>1) I encourage continued work towards a third bridge over the Willamette River. When we moved to Salem, we did not consider the nice neighborhoods on the West side of the river since we didn't want to deal with the traffic and inevitable bridge jumper we get every few years. 2) South Commercial Street and Lancaster Drive are terrible to drive on most of the day. When I moved here in 2004, Commercial was not bad, but now you could argue it is worse than Lancaster at times. When I want to visit a business on one of those roads, I now consider a parallel street and cut over. 3) Keep Cordon Road clear. Cordon Road is good right now, but it is getting busier with more businesses appearing on the southern end and it being a good parallel road to Lancaster. It also provides a bypass when I-5 gets blocked in any way. Please make sure you keep ahead of congestion on that road by making sure adequate modifications are made there when you add more businesses out there or make modifications to Lancaster. 4) Update/review timing on stop lights. There are multiple lights that I have scratched my head wondering why am I and a line of cars waiting for a light to change for over a minute when only one or two cars sporadically go through the intersection (usually waiting to get on or cross Lancaster Drive or Kuebler Blvd.). However, one intersection that really should be reviewed is where Airport Road turns into Turner Road when it crosses Mission. I am usually going to work at the Wal-Mart on Turner road and waiting for vehicles going left from Turner onto Mission to get through the intersection before the light turns green for me to go through. The light is too short for the left hand turn, especially when there is a truck and I end up waiting for a truck that just entered the intersection when my light turned green to go straight. The light for me (and anyone behind me) is usually sufficient to let us go through even with the delay of the truck, but you cut them short. Either get some police officers out there to rake in ticket revenue and witness the congestion that will hit Turner Road, or correct the light so you won't encourage drivers to blow them off. 5) Stop with the bike lanes! I rarely go into the downtown area, but when you added the bike lanes down High Street and took away car lanes, it was insulting. They are not a standard bike lane since they are so huge and lead to confusion about parking and they are so vacant when busy traffic could be enjoying them. That was a poor use of real estate that should not be expanded and eventually altered.</p>
111	<p>Instruct the city staff to complete all work necessary to properly move forward the work on completing the Environmental Impact Statement. The remand from LUBA is the playbook. See what was appealed or protested, what was found to be at question, and fix it. If the councilors won't do what their constituents demand, then the city manager should take action to get the work done with the city staff. This time, do it right. Build the Salem River Crossing. Now.</p>
112	<p>Along with additional bridge, schools study staggering start times. Seems like for 9 months out of the year, the morning congestion can be mitigated with different start times. Public sector needs to expand flexing work hours. Having worked in public sector for 40 years, there seems to be little reason for the traditional 8 to 5 schedule with the technology. We are in danger of losing major retail downtown stores. Examine incentives to keep core stores in Salem. These are most likely suggestions that have been discussed, but figure hearing from yet another W. Salem resident might help.</p>
113	<p>New bridge. Shore up walking bridge into an alternative when back-up in play. Pontoon bridge. Ferry. Toll. Better radio coverage of what the problem is and how/when it is better (Wallace Road)</p>
114	<p>New bridge, careful planning for home growth.</p>
115	<p>A new bridge. Stop allowing more properties to be built until transportation issue is fixed!</p>
116	<p>New bridge, limit building on West side & beyond so as to not add to the situation.</p>

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117	1) Build a second river crossing to handle the increased population living in West Salem. 2) Stop allowing people to build new residences in West Salem. It just adds to the problem. 3) Require state and city government to supply free bus rides from West Salem to government offices. This would keep bridge traffic to more people that are travelling longer distances. 4) Encourage people to buy homes on the side of the river where their job is located. 5) Increase quality of all East Salem schools above that of West Salem schools to encourage families not to live in West Salem.
118	Build a 2nd bridge or create a timely and cost effective light rail which crosses west to east and north to south.
119	Third bridge, improvements for pedestrians and cyclists.
120	Build another bridge. Move traffic away for one point. Also increase bus access in West Salem. I work down town and it's quicker to sit in traffic than ride the bus. There needs to be buses that are in the capitol mall at 730ish.
121	Another access point to west Salem. Bridge, ferry, something.
122	Another bridge, a ferry for autos across the Willamette, and/or shuttles for employees of Salem Hospital and the State Dept (the city's two largest employers).
123	Buses and bridge.
124	Additional Bridge North of downtown, Transit 7 days a week every 15-30 min 6am-10pm
125	An additional bridge and increased public transportation. I moved here from Eugene and I didn't need a car until then. The public transportation in Salem needs a serious overhaul!
126	Another bridge. Better public transportation (poorly timed buses make people avoid using public transportation).
127	Increase public transportation options (light rail, busses) and make another way or two to get across the river that isn't funneling all the traffic through downtown.
128	Invest in public transit, and use it! If each Cherriots route could be made available on a 15 minute rotation (especially on the "key study corridors"), and the downtown transit center were cleaned up a little, I think lots of people in Salem would be more willing to ride the bus instead of driving. I also recommend perhaps asking Cherriots to put in more direct routes, which would not force a long wait at a transit center. Encouraging and defending more automobile-free ways of getting around will help alleviate some traffic as well. Bike paths that are safe for the cyclist to use are important. Sidewalks that are kept smooth, flat, and unblocked will help people want to walk around. Even making a carpool app might help, as people might want that over any other solution. Also, please get the ball rolling on another bridge for Salem/Keizer that is not located in that study area. There are a number of locations that will help take away some of that cross-town traffic that need to be seriously pursued.
129	The obvious idea is to build another bridge. While I don't disagree with that (potentially near the Salem Parkway), I also think light rail should be seriously explored. We do have public transit with busses, but those have historically carried a stigma and currently seem rarely utilized as a transit option aside from those who have no other means to travel. If there was a light rail option into downtown and along Wallace and/or Edgewater - coupled with a robust bike and/or car sharing option downtown, I think traffic would significantly ease during rush hour - at least those going back and forth across the river.
130	additional bridge park & ride services at peak hours to alleviate # of vehicles travelling

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131	Stop approving new large apartment complexes in West Salem until there are additional roadways to accommodate them; Assist in getting new bridge project approved and started. City and State employees could get incentives for staggering schedules, working from home or using public transportation
132	Build a new bridge. In the short-term, encourage employers to allow workers to telework. Improve the city bus schedule. Use smaller buses that can make more trips to West Salem and throughout the city. Allow companies to advertise on the sides of these buses to help defray costs. Give the employees that are responsible to find advertisers a commission to encourage them to find the advertisers. West Salem doesn't need more banks or fast food restaurants (unless you can talk Burgerville to come back to Salem.) West Salem needs a Fred Meyer type of store so we don't have to go over the bridge. We need a Winco or a Waremart, which is a smaller store, so we don't have to go over the bridge. Don't want a Walmart because they treat their employees like crap.
133	Build a third bridge,improve public transportation.
134	1. Third bridge, though done right as to not hurt downtown business 2. Biking incentive program 3. Easier access to parking
135	Add another bridge, consider monorail or light rail, and request increase in reliable bus service from Cherriots.
136	Build another bridge or a rail system from West Salem to downtown
137	Build a third bridge. Increase mass transit options.
138	Another bridge over the river. More park and ride lots for people who work downtown
139	New bridge to West Salem. More commuter rail or a new light-rail line between Salem and Portland.
140	Reduce city infill, second bridge
141	1) Encourage State offices to stagger work-hours. My supervisor currently requires that I work from 8am to 5pm and take an hour of lunch, even though I do not have customer-relations duties. I can perform my work from home, and he allows me to work one day a week from home, but if he were ENCOURAGED to stagger work times and promote telework he'd be more receptive to it. 2) Build another bridge into downtown 3) Put some State offices in West Salem so everyone isn't trying to get to the same spot in downtown Salem at the same time of day.
142	Until new bridge is built, temporarily make Cherriots service from West Salem to downtown terminal and vise versa in the evening free during rush hours.
143	A BRIDGE !!! It seems as if we now have a lot of traffic (mini congestion) from the West. I live in Salemtowne. When the ferry was unavailable because of high water on the Willamette, the traffic more than doubled on Wallace Road. How about free commuter buses from areas West of Salem on Wallace Road for 8 & 5 traffic. Portland has parking areas for MAX. There could be parking areas on Wallace Road, West of Salemtowne for commuters. Next point, traffic congestion appears when school begins. Can that traffic be re-routed away from Wallace Road? Getting on the freeway at the Safeway location to cross the bridge might be a viable solution. Businesses worry about customers and have been opposed to another bridge. My reply to that is congestion in West Salem keeps people from shopping/eating in West Salem.
144	Build another bridge connecting the two halves of the city. Repurpose the railroad bridge for peak-hour mass transit. Add vans to transport people to and from major downtown employment and shopping centers during working hours.

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145	<p>Proceed with "third" bridge plans.</p> <p>Simply adjusting State worker hours will not affect bridge traffic enough to alleviate the severe traffic funneling into and out of West Salem via the current bridges. Additional access points are needed in case of emergency</p>
146	Build another bridge. Stagger work time. Have a ferry.
147	The obvious answer you're going to hear from everyone is another bridge. When there is only 1 entrance into growing West Salem, of course it is going to have bad traffic. I also suggest having more speed traps at the intersection of Union and Commercial/Division and Commercial. Traffic is so bad here that it has almost become a competition to get across the bridge where many drivers end up blocking the box. When the light cycles for the opposite lanes to get in they can't because traffic is stuck.
148	<ol style="list-style-type: none"> 1. Eliminate double parking downtown by vehicles off-loading goods which blocks traffic lanes at peak times. Have them use the alleys behind the businesses. Empower parking enforcement to target this. 2. Time the signalization so traffic can flow from block to block or through downtown more efficiently (Chemeketa heading east/west for example, is always red light after red light). 3. Make turn outs for all bus stops as to not impede traffic when they stop. 4. Put school bus stops off main roadways on to side residential streets so the pick up/drop off process doesn't stop all lanes off traffic at peak times. 5. Less bike lanes, more travel lanes. Use of the bike lanes is minimal, space could be better utilized for turn lanes. 6. Make more left and right turn lanes so vehicles waiting for pedestrians aren't blocking through traffic. 7. Expand the scope of the project to target areas in South Salem especially along crucial corridors that feed downtown like Liberty Rd., 12th st., 13th st., etc. 8. Build a connector from the 22 to the 5 freeway so through traffic bypasses downtown. 9. Eliminate panhandlers at busy intersections so traffic isn't stopping to "donate".
149	Eliminate the bike lane on high street And have both southbound lanes allow turns . Cars driving south at Marion Street get so backed up at rush hour because everyone needs to turn from the right lane.
150	Build Salem "up" not out. More affordable housing downtown so people could walk to work or take the bus. Get rid of the bike lane on High street that was put in place.
151	Build the Salem River Crossing bridge.
152	Get rid of the bike lanes... No one really uses them. And we lose a lane of traffic in downtown. Also, I'm sure you know that the bridges are an issue... not only to get from downtown to west Salem, but also in terms of I-5 access... especially northbound. Separate from the bridge, Northbound access to I-5 from downtown or West Salem is a pain. What's worse though is attempting to use Liberty st to get from I-5 to downtown Salem. (not in project area)
153	Less bike lanes that were put in last year that NO ONE uses. Flow of traffic!
154	Get rid of the wasted bike lanes
155	Re-open the lanes on Church and High streets that were closed to create bike lanes which are unused. Traffic is backed up, including buses coming out of the terminal adding to the congestion, commute time, and consequently, CO2 being pumped into the atmosphere.

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156	<p>First, before anything else, 1) Reinstigate a strong Commute Trip Reduction program for all state agencies and large employers in Salem. This must include substantial Improvements to commuter transit service from West Salem to downtown and the Capitol Mall. 2) In addition to the Commute Trip Reduction program, implement a staggered work hours plan to reduce the peak pulses of traffic into and out of Salem. Only after optimizing the above, tackle the below: 1. Build Marine Drive to reduce the amount of local traffic on Wallace Road. 2. Build a free-flow ramp from the Center Street Bridge to northbound Front Street. 3. Upgrade traffic signals to optimize traffic flow during peak hours. 4. Develop an updated incident response plan to clear crashes and accidents quickly. 5. Add a lane to the Center Street Bridge as part of the planned seismic upgrade. 6. Add a free right turn lane from Commercial Street west onto the Marion Street Bridge. 7. Create a pedestrian crossing of Wallace Road from 2nd Street to the Union Street Bridge rail path.</p>
157	<p>First, before anything else, 1) Reinstigate a strong Commute Trip Reduction program for all state agencies and large employers in Salem. This must include substantial Improvements to commuter transit service from West Salem to downtown and the Capitol Mall. 2) In addition to the Commute Trip Reduction program, implement a staggered work hours plan to reduce the peak pulses of traffic into and out of Salem. Only after optimizing the above, tackle the below: 1. Build Marine Drive to reduce the amount of local traffic on Wallace Road. 2. Build a free-flow ramp from the Center Street Bridge to northbound Front Street. 3. Upgrade traffic signals to optimize traffic flow during peak hours. 4. Develop an updated incident response plan to clear crashes and accidents quickly. 5. Add a lane to the Center Street Bridge as part of the planned seismic upgrade. 6. Add a free right turn lane from Commercial Street west onto the Marion Street Bridge. 7. Create a pedestrian crossing of Wallace Road from 2nd Street to the Union Street Bridge rail path.</p>
158	<p>Reduce the need for drivers to travel across the bridge for services. E.g., improve West Salem library, open fire and police substation, zone for increased retail (Bi mart, Fred Meyers); avoid concentrating large multi-family developments on Wallace Rd. north. Also, stagger state worker hours to relieve commuter congestion. Add "bus only" lane on the bridges during peak commute times, and park and ride lots on N. Wallace Rd. and Hwy 22. Re-do signs on east side of the river to reduce weaving patterns on the bridge. Add another off- ramp east bound to Front St. north bound. Change the Crossing of Front St. at Court St. to an overpass so traffic does not need to stop there.</p>
159	<p>Route regional traffic to a belt line, south and north. Create queue lanes and routes to reduce/eliminate weaving on bridges. Connect bridge exit ramps to more freely flowing routes, less hampered by signaled intersections and driveways. Develop Marine Drive NW for local access and circulation, setting the stage for more effective multi modal alternatives. (Increase frequency of transit service on routes with dense housing.) Alter work day schedules for state, city and school districts. Encourage the State of Oregon, Department of Transportation to create Marion to Polk County Bridges outside the Urban Growth Boundary connecting 99W to I-5 both North and South of Salem.</p>

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160	<p>Modify on and off points to the bridges. Consider removing street parking during rush hour. Reconsider so many one way streets downtown. Perform a traffic study that includes transit options to help recommend routes that would have the greatest impact on traffic. Consider more options to move north - south traffic off of the roads that move people to the bridge with good flow.</p>
161	<p>Consider two options for the alignment of the "Scott Erickson" off-ramp so it is not adjacent to Wallace Marine Park:</p> <ol style="list-style-type: none"> 1. Avoid the Union Street train trestle by routing the ramp to cross the bike path west of where the trestle touches down to the ground and displace a portion of Safe Stor with an extension of Cornucopia St south of Glen Creek and install a traffic signal at that intersection, or 2. Locate the added lane for the new Marion Street off-ramp adjacent to the Hwy 22 exit to Wallace Road until within about 100 feet of Wallace Road then button-hook turn north to align with Cornucopia St as noted in Option #1 above. Option #2 gets the off-ramp on the ground closer to Hwy 22 and at less costs but with a tighter turning radius but at less expensive than Option #1. <p>CONNECT ALL STREETS WEST OF WALLACE ROAD</p> <p>Rather than locate Marine Drive along the west edge of Wallace Marine Park, split it into two streets: Marine Drive north of Taybin Road using 5th Ave. and Cornucopia St. extends to Musgrave Ave. south of Taybin Road. Neither Marine Drive or Cornucopia St. would be closer than two blocks from Wallace Marine Park. Traffic could flow north/south west of Wallace Road but with two 90 degree turns (at 5th Ave and Taybin Rd and at Taybin Rd and Cornucopia) to slow down through traffic and discourage use by gravel trucks if Marine Drive ever connects to River Bend Road.</p> <p>CENTER STREET BRIDGE OFF-RAMP TO NORTHBOUND FRONT STREET</p> <p>Start the "Sarah Deumling Off-Ramp" from Center Street to Front Street near the Willamette River and land on the west side of Front Street. According to Dan Fricke this proposal has been reviewed by three ODOT design engineers and it is feasible to land the off-ramp just south of the Marion Street Bridge and it would not require any work on the Marion Street Bridge. The Sarah Deumling ramp will be important to keep traffic flowing when the Marion Street Bridge is replaced eventually.</p> <p>DIVISION STREET OVERPASS/VIADUCT AT COMMERCIAL STREET</p> <p>Front Street intersects with the Commercial St. (and southbound Liberty St.) and this three way intersection merits a major grade separation construction project. Allow free flowing traffic to and from West Salem by ramping over the Union Street and Division Street intersections. (Build three blocks of elevated roadway from north of Division St. to the Marion Street Bridge rather than a new half mile crossing of the Willamette River.) Southbound traffic would be elevated and northbound traffic would be on the surface.</p>
162	<p>I think Edgewater St should only be accessible via the Rosemont hwy 22 exit. This certainly isn't ideal but the light at Wallace and edgewater stops the flow of traffic going east over the bridge and in turn backs up Wallace. I think the cars that use this light can drive further down and use the alternative exit and the flow of Wallace rd traffic isn't stopped.</p>
163	<p>Provide an off ramp from the Marion Street Bridge to a new road along the river and tie it in at River Bend to bypass the main congestion area on Wallace Road</p>
164	<p>I feel that adding an on ramp onto Marion Street bridge coming from North Commercial onto Front St. and possibly build a bypass Lane that takes cars above Wallace Road bypassing past Glen Creek Rd. Cars not having to be stopped by so many light would make traffic flow without having to stop and back up traffic. The traffic flow to Dallas/Hwy 22 would them be less congested.</p>

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165	(1) Add lanes to the two existing vehicle bridges. (2) Improve the approaches/exits on the existing bridges. (3) Adjust the timing of traffic lights as northbound traffic on Commercial approaches Trade and Ferry Streets. The backups here seem to be due in large part to giving priority to east-west traffic. I regularly sit in backups where only a few cars can get through a light, while northbound traffic is backed up for blocks, when fewer cars are using Trade Street.
166	1. I'd start with low cost fixes, even if just temporary, such as staggering downtown area workers' hours. Removing just 10-20 percent of government office workers and hospital staff during peak hours should help reduce traffic in peak driving hours. Doing this 2. in conjunction with changing a lane direction on each bridge (Center St Bridge would have a lane heading west in the evening; Marion St Bridge would have a lane heading east in the morning) during peak driving hours would go a long way to mitigating traffic crawl. 3. Then, for walkers/bikers, make it easier to access/cross the Union RR bridge from Wallace. 4. Then, look at longer term fixes such as adding a lane to each existing bridge and 5. improve on/off ramps on the existing bridges.
167	Widening of Center and Marion Street Bridges Not allowing traffic from Front Street S to cross three lanes of traffic onto exit for Wallace Rd Re-configuring the existing exit and entrance ramps to bridge to better allow for the flow of traffic
168	Better public transportation. Particularly, the Park and Ride in West Salem is further for me to get to than simply driving to work. Additional lanes on existing bridges. Maybe reversing lanes at peak times. Add another on-ramp from Front street for people entering from the south, but put it on the north side of Marion Street Bridge. A lot of congestion happens when people try to cross three lanes of traffic. Build Marine Drive. Realize that you will be solving a problem that happens four hours a day, five days a week, when school is in session - not a problem most other times. No third bridge - too expensive!!
169	<ol style="list-style-type: none"> 1. Create an active transportation management corridor along Highway 22 with variable speed limits to manage speeds during congestion and during crashes and prevent secondary crashes. 2. Revise bicycle crossing markings at Edgewater intersections with Highway 22 on-ramp and with Wallace Road to better mark bicycle path (green stripe) due to heavy right turn volumes and need to better identify bicycles to encourage bicycle use. 3. Study pedestrian and bicycle esplanade along Willamette to create attractive option for cycling and pedestrians to downtown. 4. Add back of queue detectors for ramps off bridge to both Front Street ramps to allow Bridge through traffic to downtown to better use all lanes on bridge. 5. Retime Front street, Union Street, and Commercial Street signals to allow platoon flow and dispersal of traffic off bridge. 6. Revise back of queue detector for Rosemont ramp to ensure no queues on Highway 22 WB. 7. Add uber and lyft service to improved main bus feeder service on West Salem arterials (more frequent service). 8. Retime signals along Wallace Road to improve platoon flow in AM and PM though reducing signal time to Taggart and reorienting driveway access to eliminate left out from shopping center on Taggart and improving alternate access. 9. Relook at underpass pedestrian crossing to Riverfront park to allow continuous SB flow on Front Street 10. Convert Wallace and Glen Creek intersection into roundabout to improve flow and accommodate heavy right turn onto Wallace and left turn onto Glen Creek traffic

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170	<p>1. Easiest and most important - work closely with state agencies to encourage a variety of possible work day start and end times. 2. Build Marine Drive to reduce the amount of local traffic on Wallace Road. 3. Build a free-flow ramp from the Center Street Bridge to northbound Front Street. 4. Upgrade traffic signals to optimize traffic flow during peak hours. 5. Develop an updated incident response plan to clear crashes and accidents quickly. 6. Add a lane to the Center Street Bridge as part of the planned seismic upgrade. 7. Add a free right turn lane from Commercial Street west onto the Marion Street Bridge. 8. Improve commuter transit service from West Salem to downtown and the Capitol Mall. 9. Create a pedestrian crossing of Wallace Road from 2nd Street to the Union Street Bridge rail path.</p>
171	<p>I suggest several things be considered including: -construction of the Marine Drive concept which will assist the congestion on Wallace Road. -construct a ramp without stops from the Center Street bridge to north bound Front street. -reprogram the traffic lights on Wallace road at peak traffic hours to facilitate traffic flow. -provide seismic upgrades to the existing bridges and in doing so add a lane on the Center street bridge. -Provide a free right turn lane from Commercial street onto the Marion street bridge. -Enhance public transportation service from West Salem to downtown. - Provide an incident response plan to quickly clear accidents or other impeding incidents on the existing bridges. -Finally, the problem is really about the number of people using the roads in the area. The more housing that is developed in the West Salem area, the more traffic will grow. Thus, serious consideration might be given to Limit the population growth in this area. The focus could then shift from quantity to the enhancement of the quality of living for all residents. Expanding the city boundaries is not in line with this suggestion. While this will not be a popular action for developers and real estate interests, it would be very popular with the citizens in terms of the increased community livability factors. Such things as better infrastructure, cleanliness of the community, improved services, additional public access areas such as parks, etc. would greatly benefit our neighborhoods and the overall quality in the City of Salem.</p>
172	<p>Improve commuter transit service from West Salem to downtown and the Capitol Mall. Create a pedestrian crossing of Wallace Road from 2nd Street to the Union Street Bridge rail path & a turn opportunity for bikes heading South so they can get on that same path. Build a free-flow ramp from the Center Street Bridge to northbound Front Street. Upgrade traffic signals to optimize traffic flow during peak hours. Develop an updated incident response plan to clear crashes and accidents quickly. Add a free right turn lane from Commercial Street west onto the Marion Street Bridge.</p>
173	<p>Include a third lane to Marion St. bridge in the seismic upgrade. Reconfigure the off ramp from Center St. bridge to eliminate the traffic light at Front St. Open lanes of wreckage quickly as possible after an accident. Improve transit system to go more places more often. Adjust traffic signals to prioritize traffic flow on Wallace Rd. over side streets.</p>
174	<p>1. Build Marine Drive to reduce the amount of local traffic on Wallace Road. 2. Build a free-flow ramp from the Center Street Bridge to northbound Front Street. 3. Upgrade traffic signals to optimize traffic flow during peak hours. 4. Develop an updated incident response plan to clear crashes and accidents quickly. 5. Add a lane to the Center Street Bridge as part of the planned seismic upgrade. 6. Add a free right turn lane from Commercial Street west onto the Marion Street Bridge. 7. Improve commuter transit service from West Salem to downtown and the Capitol Mall. 8. Create a pedestrian crossing of Wallace Road from 2nd Street to the Union Street Bridge rail path."</p>

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175	Disallow lane changes on Marion street bridge. Improve Rosemont exit to allow more traffic in and out of West Salem. Improve orchard heights intersection. Change light sequence on front street by waterfront.
176	1. I am 66 years old and I have back problems. Put more benches at bus stops (which can be 15 minutes long waiting). In other words, make waiting for the bus a better experience. 2. Make parking in work areas SO expensive they WANT to take the bus. Reinstigate a strong Commute Trip Reduction program for all state agencies and the hospital in Salem. 3. In addition to the Commute Trip Reduction program, implement a staggered work hours plan to reduce the peak pulses of traffic into and out of Salem. 4. Build a free-flow ramp from the Center Street Bridge to northbound Front Street. 5. Upgrade traffic signals to optimize traffic flow during peak hours. 6. Develop an updated incident response plan to clear crashes and accidents quickly. 7. Add a lane to the Center Street Bridge as part of the planned seismic upgrade. 8. Add a free right turn lane from Commercial Street west onto the Marion Street Bridge. 9. Make left turns between certain rush hours illegal and make the lights blink. Too bad we didn't have decent planners to build in frontage roads....too late now. Thank you for doing this!!! I know it is difficult.
177	Better transit service. New right turn lane from Commercial to Marion bridge lane to new Marine Dr exit and roadway, when affordable. Any feasible improvements to bridge access and exits
178	Create off ramps and on ramps that bypass downtown. Connect them further up and downstream. Also move the west Salem on ramp so it connects further up Wallace rd near orchard heights
179	The West Salem congestion is less about the bridge itself and more about getting on the bridge (Marion St, etc) and, especially, getting off the street (Wallace Rd is a nightmare!). If we could fix Wallace Rd, for example, that would really loosen the bottleneck.
180	It seems to me that the bridges aren't the problem, its the streets feeding the bridges. The traffic backups don't usually happen on the bridge, its city streets where the congestion happens. Perhaps a different traffic flow would help. Every day on my way to and from work people travel in the right lanes and cut over at the last minute, causing all of us who patiently waited in the lines of traffic to wait even longer. Maybe make the right lines right turn only? Also, the on ramps for the bridges are very dangerous. Coming on to the Center St bridge from front street, and needing to get into the right lanes to go on Wallace is very dangerous in good conditions, and worse in the rain or bright glaring sun. Same with the Marion St bridge- travelers have a short window of time to position themselves in the correct lane. Maybe constructing new on and off ramps would help? Also, its super dangerous to cross Glenn Creek while cutting from Parkway to Cascade.
181	Preventing traffic from Front street onto the Marion Bridge from crossing over from left lane to right lane. Review methods to cross the traffic before entering the bridge. Review access to the residential areas off Wallace and Edgewater. Congestion points are everywhere, including access off HWY 22 at Rosemont.
182	Splitting Salem Parkway. So, half can go on 99E and then half can go across the river can merge onto Wallace Rd NW. This would reduce the traffic going through downtown because the bridge would become significantly less congested. Traffic flowing East across the bridge will have space to move because all the people that live in West Salem but work North would be able to bypass downtown.

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183	<p>Maybe closing off the high street exit (enter only) of the parkade at Marion and high st but keeping the right turn only lane. That way, West Salem bridge traffic won't keep that exit so messed up. Drivers aren't always so considerate about zippering together. I know a lot of folks attribute that newly more noticeable bottle neck to the high street bike lane but honestly, it feels fine once you pass Marion. Perhaps adding another on-ramp to the Marion st bridge from Front street coming from the north. Overall, I would prefer a third bridge just north of downtown coming off of Salem Parkway. As a downtown venue owner, it may seem counter intuitive to wish that people would be routed further away from downtown but I think that West Salem rush hour through Marion and Ferry/ Commercial and Liberty actually scares people off from coming downtown. Now how to keep those trucks off Ferry street coming off 22? Seems like a much harder problem to solve without adding a ton of congestion to Mission st near Bush Park. I've long thought that Salem would benefit from a free street car district with a large parking structure/complex outside of downtown. Drop off your car and jump on a free street car to get to your destination. Maybe require that when a downtown building is demolished and built back up, that at least one level of under ground parking is established like at the Grand Hotel. Hopefully when VIPS eventually demolishes the Crystal Garden building they will do that again.</p>
184	Two lane off ramps from the east bound bridge. Better and more efficient public transportation.
185	In this order 1) Fund a fully functional transit system 2) Redo the on/off ramps of Center St./Marion St. bridges, 3) implement congestion pricing for
186	<p>1.) Seismic upgrades and additional lanes for existing bridges. 2.) Better design of entrances and exits from bridges. 3.) Congestion pricing for peak times. 4.) City/county/state subsidized van and/or carpools. 5.) Flexible hours for city/state/county workers who are not dealing with the public directly. 6.) Encourage more core services & businesses in West Salem to reduce need for trips across the river. 7.) Make West Salem more pedestrian/bicycle/transit friendly rather than so auto centric.</p> <p>1.) Seismic upgrades and additional lanes for existing bridges. 2.) Better design of entrances and exits from bridges. 3.) Congestion pricing for peak times. 4.) City/county/state subsidized van and/or carpools. 5.) Flexible hours for city/state/county workers who are not dealing with the public directly. 6.) Encourage more core services & businesses in West Salem to reduce need for trips across the river. 7.) Make West Salem more pedestrian/bicycle/transit friendly rather than so auto centric.</p>
187	Dedicated west salem ramp.
188	Forget the third bridge which costs too much and will ruin West Salem. Block the on ramp from Front St NE onto Marion St NE. From Front St NE put a on ramp that is circular and goes through Marion Square Park onto Marions St NE. Currently people from Commercial St NE turn onto Marion St. NE to drive towards Dallas on 22 and the people coming from Front St NE want to drive into West Salem. They all meet in the middle of the Marion Street bridge.
189	Get more control of which on and off ramps people should utilize depending on which direction they are coming from and where they need to go. I.E. traffic driving north on Liberty Rd wanting to get over the bridge and get onto Wallace Rd should not be allowed to take the Front Street bypass to get on the bridge (therefore having to change Lanes on the bridge at least 2X to the right). Instead that traffic should go straight through to Marion Street, take a left and then get in needed Lane before getting on bridge.

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190	You completely missed Mission ST., which is a congested mess most of the time, why? Equally as congested as S. Commercial. It has already been pointed out that the bridge congestion can be over come by modifying the bridge exits and entrances, economically. Try this first instead of wasting huge amounts of money on a morning and evening commute problem. A third bridge is a huge waste of money that no one wants to pay for, but a few want the free use of. A huge property tax burden on many to serve the few who still do not want to even pay a toll for use of the bridges. Not many solutions offered.
191	Add another lane on the westbound west salem off ramp.
192	choose ideas consistent with TSP (prioritize traffic signal upgrades, emergency response), choose Transportation Option actions (transit pass program, employee incentives, work schedules, trip reduction, expand paid employee parking, transit), implement recommendations of Alternative Mode Study (bike, ped, transit, parking) see PDF comment for details
193	When coming from South Salem only allow traffic going to 22 up the ramp and move traffic going to West Salem around the skate park- onto commercial and on the right side of the bridge. Traffic is daily slowed by people going 50 mph from the ramp to West salem side of the bridge. Close the lane next to Salem First Baptist. Then turn Commercial street into a no stop right turn.
194	1) Provide easier access to I-5 from West Salem. 2)Make the far right lane of Marion Street a right turn only at each downtown intersection. The number one issue for Marion Street congestion are people using the far right lane to bypass traffic in the through lanes. They then use the last intersection to jump over into the through lane. Not only does this mean everyone in the through lanes takes longer, but it creates road rage in the folks who see it happening. I've seen many scary games of chicken between those trying to hold their place in the through lane and those trying to cut in line. If this idea isn't doable, perhaps it could be implemented as needed only when there is a serious traffic jam.
195	reroute traffic - if you are going to west Salem enter the bridge from Marion Street. If you are traveling down Hwy 22 enter the bridge from Front Street. Make more of the downtown streets two way instead of one way streets.
196	Open more bridge lanes. Create a bi-pass or similar traffic relief system to allow quick movement through downtown to and over bridge.
197	Time stoplights in the downtown core to be in sequence with one another. Add a new West Salem offramp to exist onto Edgewater, and create a more streamlined way for vehicles to navigate from Edgewater to Wallace. I have ignorance in the difficulty of such as task, but it must be easier, more cost efficient and less invasive to the existing community than a 3rd bridge.
198	retrofit West Salem with more arterial streets; time signals on Wallace Road better
199	Build Marine drive. It would help West Salemites to bypass Glen Creek and Orchard Heights, alleviating the backup that happens on Wallace Road.
200	Create alternative route.
201	a plan to re-route/divert West Salem incoming/outgoing traffic
202	Have felt a beltway around downtown to divert commercial traffic especially (such as large trailer trucks, hay bale movers, construction vehicles)would be beneficial. Streets are too narrow to hold them as well as localized traffic. This would be helpful during commute times when drivers are not looking to stay downtown to shop, eat, etc. Diverting traffic from using Commercial north of Mission when going to bridge!

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203	Make another back way into the west salem hills, so everyone doesn't get off at the first exit. Downtown is ok as it is.
204	Find long term route options to bypass downtown to get to I-5 and West of the Willamette River.
205	Provide an alternate route.
206	redirect traffic away from the downtown so that that will no longer be a a strangulation point
207	Ideally you could drive over the bridge from West Salem to Salem without going through downtown & all of its lights.
208	Better street flow with through traffic that doesn't have to filter through down town and more efficient alternate transportation.
209	I wish that Highway 22 did not end in Downtown Salem. It would be much better to have it route towards Highway 5 north of town.
210	Improve usability of Front at the North/South bypass around downtown, leaving more room along Commercial for vehicles going to West Salem. Currently, if you are driving South on Commercial, trying to get through downtown to South Salem during rush hour you hit heavy congestion several blocks north of downtown where people are lining up to go across to West Salem. The best way around is to use Front St, but you have to navigate a poorly lit/maintained road with train tracks (Front St.), drive around people lining up for the West Salem Br at Front and NE Union, then survive the dangerous merge where the West Salem Br meets Front going south. Would be nice if, instead of the West Salem Br meeting up with the far right lane of Front, it did so on the far Left side and Front St southbound traffic was routed to the right to allow for better flow and less sudden merging. Also, improve Front St.
211	Build a second layer to Marion St Bridge. Include barrier bike and pedestrian lanes separated from car lanes.
212	Widen the existing bridges and/or add a second level (above) to double capacity without the negative impacts of new bridges affecting neighborhoods elsewhere.
213	More lanes
214	<p>Add a second north-south arterial (or at least a collector) parallel to Wallace Road from Edgewater to Riverbend.</p> <p>Instead of routing north-south through traffic through the retail core of downtown (i.e. Commercial and Liberty), emphasize the pedestrian and retail customer uses of those two streets by adding car-unfriendly features to those two streets, then create car-friendly features at the north end of Cottage and Church, providing incentives for through traffic to use those two lightly-used streets to navigate around the congested core to the parkway/Ferry/Trade connection at the south end.</p> <p>Congestion deterrent programs in the entire area. People sometimes need a nudge to change routines but will adapt eventually. Congestion itself nudges some people to adapt, but apparently not enough.</p> <p>Stop major commercial development in "downtown" West Salem. Encourage it at the north end of Wallace Road where all the new apartments are and where hillside residents have easy access via Orchard Heights and Brush College.</p> <p>Make Doak's Ferry an official bypass around the back side of West Salem developed areas.</p>

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215	Widen the current bridges
216	Fix the existing bridges. Widen Wallace Rd and extend widened area North of Brush College Rd.
217	More roads
218	DO NOT include a new bridge. I prefer upgrades to the current bridges.
219	Widen the roads.
220	Make the parkway and 22 free flow through Salem.
221	Toll the bridges. Narrow lanes to slow traffic. Greatly improve bicycling so it is a viable option for many more people. Charge for parking downtown, and tax parking lots at employers. Require employers to offer parking cash out. Upzone the area and allow residential and mixed use where it is not allowed. Boost the vehicle registration fee. Time lights for walkers and bicyclists instead of drivers
222	Reversible lanes. Convert the sidewalks to car lanes.
223	1. To improve congestion on east end of Center St bridge where downstream activities frequently back traffic up onto the bridge that interferes with weaving movements: a. remove ped crosswalk on north leg of Center/Liberty intersection where the dual left turn lanes are, (many close calls and I believe a fatal 5-6 years ago, not to mention yielding backs traffic on the bridge), or b. eliminate dual left turn option from the second lane altogether, or c. institute part-time turn restrictions for the second lane during am and pm peak commute times. 2. Remove the pedestrian crosswalk on the west leg of the Liberty/Trade intersection where the dual left turn lanes are. Really exacerbates congestion on NB Liberty and through downtown on Trade St. Removing or restricting left turns not viable given the extremely heavy demand. Not safe for peds. 3. Install an advance- timed near side traffic signal for SB Commercial St at Division. SB traffic regularly blocks all movements of this extremely long intersection, especially from about 4pm to 7pm. 4. Install a longer right turn lane on SB High Street where Fairgrounds Rd peels off to Division at Boon's Treasury. 5. At Liberty and Division St, separate NB traffic, let straight NB traffic flow as is, but STOP the NB left turn traffic. This will allow better progression thru intersection which will help SB Fairgrounds Rd not to back up through High St intersection. 6. Change markings for SB right turns on Commercial at base of Marion St bridge. Right-most lane should only turn into first lane on bridge, allow combined SB through/right lane to turn into next two lanes on bridge. Currently the combined lane is limited to the far lane on the bridge. This combined lane is currently the most backed up one, and slow moving trucks and cars cause more backup. 6. Would like additional opportunities to make suggestions for near term improvements through this process and beyond. Don't see this as a substitute for an eventual bridge but it all helps.
224	Better synchronize the stoplights in the downtown grid. Adjust pedestrian crossings to lessen impact on red light turns (and I am often a pedestrian but I think this would help both move along better), especially Court St at Front and Commercial. Keep the one way grid, makes it easier to get to parking, turn on red etc.
225	Better timed lights! So I don't get a green light, just to get a red light at the next intersection. Limit pedestrian crossing at Front and Court right turns can be made without waiting for pedestrians - a lot of park foot traffic in the summer means only a car or two can turn right each light. So a green right arrow with no pedestrian walk sign for a cycle.
226	Close the crosswalk on the North end of the intersection of liberty and center. Once the light turns green two lanes on traffic are held up waiting for pedestrians.

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227	Close SW crosswalk at Liberty and Ferry Streets. One or two peds can back up bridge traffic all the way back to Mission Street.
228	Consider having pedestrians, no matter what direction they are traveling, cross the street at the same time. Allow diagonal crossing too. Cars remain stopped in all directions at this time. Have other cities sped up traffic by doing this?
229	More sky bridge connections crossing over Marion Street, so you're not hampered by people walking at the cross walks and stalling up traffic turning left off of Marion. Re-locating the pigeons at the base of the Center Street Bridge. Comment: Driving on Hwy 22 in AM's the merging traffic from West Salem going East at the Safeway onramp, initially slows the left hand lane on 22 as the West Salem traffic is all trying to merge onto 22 and then most of them proceed to get over to the right hand lane to head to S. Salem or I-5 across the bridge which slows the left hand lane down on 22 once you pass that safeway onramp. At night crossing the Marion St. Bridge from downtown Salem heading toward Hwy 22, all the traffic on the bridge is back up in the 2 right hand lanes primarily coming off Commercial and Marion, once you pass the West Salem exit where the safeway offramp is, it opens completely up heading west on 22. West Salem is way too congested for the few arterial roads that feed into it and getting onto the bridge heading into downtown Salem is the same funneling effect. I'm not certain even a 2nd bridge will create some relief, because for the past 18 years I've been driving into Salem from Independence, and most of the traffic is heading toward South Salem from West Salem or I-5 off Mission. All the 2nd bridge building stories we've heard about was discussing relief for West Salem Traffic heading north toward Portland and I drive it everyday and I'm not seeing the majority of these people heading North toward the parkway off of the Center Street Bridge in the AM's.
230	Close the pedestrian crosswalk at Ferry and Liberty. This crosswalk creates a traffic back up for blocks and impedes the flow of traffic on the main thoroughfare through town. Sorry to inconvenience people at the convention center but they will survive.
231	Please consider walkovers, tunnels, or other means of getting people across busy streets. In particular, the corner of Liberty and Ferry that connects the Grand Hotel and the parking garage. This pedestrian crosswalk really needs to be closed, as it imperils slow walkers and creates an unnecessary backup of traffic for much of the day. This is possibly the worst crosswalk in our city. Many other cities have closed this type of pedestrian crosswalk to get traffic moving and protect people. There would still be three available crosswalks available at this intersection.
232	Close the pedestrian crosswalk on ferry Street at liberty to ensure two lanes of left turning traffic can continue smoothly during the brief light cycle
233	Coordinate traffic signals for optimal movement. Add additional lane to center street bridge. Create right turn ,no stop, from Commercial St to Marion St bridge. Ensure accident response investigations don't shut the bridge down for hours at a time. Install traffic information signs at entrance of bridges to informs drivers of issues and time of anticipated delay.

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234	<p>Roundabouts. Better timing for lights. Open one way 2 o 3 lane streets for a second direction during high traffic times (like the Caldecott Tunnles near Berkley, CA). NO THIRD BRIDGE! Increase bus routes and times. Negotiate with district for more busses to reduce parent traffic to and from schools Ban parking downtown for system workers. Offer tac breaks for downtown businesses whose employees resettle the bus Elem on strengthening regional transliteration systems No turning off and on mission during high traffic time. Set all lights you green from 1-5 to the bridge and the lights from the side streets to red. No turning on and off marion street during rush hours. No acts to bridge from north and south bound traffic. Force access to bridge from mission. Add another off ramp on I-5 at center or state</p>
235	<p>Redesign traffic routes on Hwy 22 and the bridge so oncoming cars (left) do not have to cross all the lanes to exit. Re-design downtown grid to prevent bridge traffic from waiting on metered lights and pedestrians. Center Street and Liberty intersection is just stupid. Set up a method for direction splitting in event of an emergency Work with State to encourage flexible work schedules and telecommuting, outrageously progressive, right?</p>
236	<p>Lights are not properly sequenced and timing does not reflect traffic realities. I have called the city, Salem PD, and ODOT about the traffic problems and when the lights are not working correctly. Often the weekends are the worse and when doing so each agency blames the other and claims the others are responsible. Because Wallace is a highway the city blames ODOT and ODOT blames the city. So which is it? The bridge far left lane going north on the parkway should not have a light and rather that lane should be protected as a flowway to keep traffic moving. The traffic on Front Street South of the bridge does not need 2 lanes as it is always pretty light. There should be alternative traffic patterns using one way streets through downtown for traffic to get on the bridge from either side of town. Taggert light creates a ton of issues for no apparent reason. It creates more congestion. Dutch Brothers should of never been given the access to Wallace which creates backups. Basset should be part of the flow. There should not be a left turn available coming out of Wallace Road Nw to Wallace Road. Taco Bell, McDonald's, Les Schwab. Traffic should be routed on Taggert. Grid flow of traffic with lights so more Western streets can get access through town connecting Orchard Heights, Glenn Creek, Edgewater and Wallace. Parkway and Karen should have lights to allow flow South and North. The intersection of Wallace and Edgewater constrains flow of traffic needs a redesign. Parkway, Rosemont, and Glenn Creek intersections very dangerous and creates flow problems. Need a light and wider turn areas of a rework. Maybe not allow wide open merging on the bridge and force routes that restrict the wide scramble to move over 4 lanes. It is also very dangerous and creates a great deal of confusion for non-locals. Routing traffic through downtown and West Salem better might help. Also why is it possible that when heading east on 22 to the parkway can you still have the option of going downtown or even to mission? The rail hump near Wallace and Edgewater is a blind spot that creates a great deal of close calls and fast stopping which hurts flow when people can't see. Now with 1st Nw this problem has been exacerbated.</p>
237	<p>During peak congestion have the traffic lights stay green to allow cars to pass though quickly. Discourage left hand turns except those at traffic lights. Much of the traffic is due to cars idling at red lights.</p>

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238	Most obvious: East bound on Center St Bridge and wanting to go north on Front St to Liberty, but hit 1 stop sign and 2 light immediately. Couldn't that be designed better, so that traffic didn't have to stop so much? At least a right-hand turn at front street without stopping would help. A ramp all the way to Liberty would alleviate slowdowns on the bridge that happen even when it isn't rush hour.
239	Get the state, city & county to increase telecommuting by their workers to the point where at least 20% of workers work from home or a location outside downtown Salem on any given day Better syncing of the lights on Center St and Marion St between 12th St & the river. (Marion St lights are not synced) Reduce the number of left turn lanes from Church St to Marion St to only 1 so traffic flows better on Marion St. Ban lane changes on the Marion St bridge between 4 & 6 pm Mon - Fri. Lower the speed limit on Hwy 22 between Doaks Ferry and the bridges to 45. Extend low barriers on the Center St bridge between the lanes coming from Wallace and the lanes coming from the highway so cars from Wallace can see the traffic before they start changing lanes. Allow traffic to turn right from Edgewater onto the bridge on red light at anytime except 6am to 9am Mon-Fri.
240	East Side Ideas Take away the stop light at the bottom of the bridge off-ramp on the east side heading north. (front st?) Add another lane to the existing bridges. Add back the lanes to Front St heading south.
241	Time lights to allow more traffic flow on all arterials feeding bridge traffic. Allow less, or manage cross bridge lane changes to speed traffic flow
242	Retro fit current bridges for earthquakes and use signage to reverse flow on bridges in times of emergency when bridge lanes might be blocked. Better traffic light coordination during high traffic times.
243	The problem seems to be getting on and off the bridges and backs everything else up. Maybe another exit off 22, widening the existing exits, longer lights during rush hours, something of that nature
244	1. Use the 2008 bond money to buy the r/w for Marine drive from Cameo to Brush College and build a multiuse trail. 2. Add lighting to the Wallace Marine parking lot near the bridge so that people will use the parking lot and walk to work over the RR bridge. 3. Put in traffic advisory signs on I-5 and Hwy 22 to warn people of traffic congestion. 4. Teach people how to use the bridges more efficiently and avoid lane changes on the bridges. 5. Increase SDCs for housing in west salem to levels that discourage new construction. 6. Have a congestion toll on the bridges to discourage trips during the most congested times.
245	No more merge lanes, they don't work Ease off on drive ways on Lancaster, Commercial, River rd, Kuebler... these have become accident and traffic nightmares! Don't allow Costco on commercial, the traffic back up will be awful. Don't allow a casino in town. Traffic on Portland rd can't take it.
246	Provide some downtown streets that are just for walking, parking cars elsewhere. Change more one-way streets to two-way. Enhanced bus service.
247	Make Court street, a non traffic walking street. make it a pedestrian mall. make state street one way going east, what about a downtown street car- for state st,,center and downtown core?
248	Lessen available routes for automobile traffic, reduce lanes, and increase the public transportation routes, bicycle paths throughout.Long term impacts.

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249	<p>I believe the project area should be expanded north to start at Wallace Road at Michigan City Ln NW. My reasoning?</p> <p>ODOT and the City of Salem are entering into a several year long project of repair and correction of Wallace Rd starting at Michigan City. There are 126 homes in the Westview Estates at Michigan City. There are 109 new homes under construction at the west end of Michigan City near the Redhawk Winery. Those homes will funnel into the Wallace Rd/Michigan City intersection. It is projected that another 200+ homes will be built along Michigan City in the near future and that traffic will also funnel into the same intersection.</p> <p>All of that traffic will funnel into the congestion area of the present project.</p> <p>My interest in this? I represent the Westview Estates HOA plus the West Salem Neighborhood Assn supports us in this request. WE NEED A TRAFFIC SIGNAL at the intersection. One death has already occurred here this year from a collision.</p>
250	<p>For eastbound over Center Street - the leftmost lane can only be accessed by staying left at the division previous to the wallace onramps. This means that traffic joining the flow from Wallace cannot make a left hand lane change to proceed to Front Street north exit. The rightmost lane can only be accessed by staying right at the split before Wallace road onramps. This means that traffic joining the flow from Wallace cannot make a right hand lane change to proceed to the Front Street south exit. Correct, Wallace Road can only proceed downtown, not to front street in either direction. If a west salem resident wishes to head north or south on front street, they must join hwy22 at the Rosemont onramp, or from Doaks Ferry. For westbound Marion st. bridge, block all lane changes, in all lanes, until after Wallace Road. This requires proper lane selection when approaching on Marion or on Commercial St before reaching the intersection. Rightmost lane of commercial st. can only stay right. Post "right turn allowed without stopping" and make this lane constant flowing. 2nd to right lane can only turn into the middle 2 lanes of the bridge. Completely disallow the front street onramp from making any lane changes. If you choose to onramp to 22 west from Front street, you must stay in the left lane and head out to rosemont, or further, if you wish to access west salem. By removing lane movements on the bridges, traffic will be more free flowing, or at least, will back up due to signalized intersections that can be timed, rather than fools changing lanes all over the place interrupting the flow of traffic.</p>
251	<p>Reconfigure bridge access- I'm not an engineer so I don't know exactly, but one example is coming in from Wallace and cutting over to go south across lanes of traffic slows down those going over the bridge from Dallas.</p>
252	<p>On the center Street bridge extend the Jersey barrier for the far left lane, completely isolating that lane and make it an exit only option to front Street. Drivers from Wallace that want to go to north will have to use liberty & division to connect to commercial St northbound. Most accidents on the bridge appear to be related to lane changes/merging. Every morning I am cut off by drivers coming from hwy 22 using the northbound bypass that are trying to cross multiple lanes. This option may reduce the lane change instances and move some of the congestion further away from the bridge.</p>
253	<p>Design a system that can change capacity due to loads based on time of the day using both bridges</p>
254	<p>Stop the west salem traffic from crossing 3 lanes of traffic on the bridge to get to w. Salem.</p>

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255	Make 2 lanes of each bridge dual direction. During the am commute, 2 lanes of the Marion St bridge would go into Salem and during the pm commute, 2 lanes of the Center St bridge would go out of Salem. Or, in the event of an accident, lanes could be flipped to help with flow. Look at how Seattle functions with these types of lanes. Add barricades half way up the Marion St bridge that do not allow people to make change, but rather force them to drive with the correct flow of traffic. I.e.: someone coming up from the Front St onramp should not hold up traffic flow to get over 3 lanes to West Salem, rather they should go under & around to the new light and up into the bridge in the right lanes. These barricades would also help with dual direction traffic flow.
256	Adding more lanes to the Marion street bridge and more on ramps.
257	A separate lane just for State workers!
258	Look at turning 3 of the 4 lanes onto Marion bridge instead of just 2, create fly overs that dump traffic into the proper Lane instead of people trying to merge across 4 lanes on bridge from front Street
259	3 lanes of Commercial st heading toward Marion St bridge all turn onto bridge instead of current 2. All hwy 22 traffic not getting off at Rosemont and heading toward Dallas is routed to Chemeketa onto Front to enter the Marion St bridge from the south most lane. No lane changes past Division St on approach to bridge. No lane changes once on bridge.
260	Need a better flow for traffic at the intersection of Orchard Heights and Wallace Road in the morning. Big back ups on Orchard Heights! Also just coming into Salem on Wallace Road from 7:20 until 8:15 or so!
261	Redesign 22 on ramp and Wallace. Make taking other exits more appealing and easier to get off the highway
262	Add another lane to existing bridges.
263	during high traffic hours, prohibit lane crossing on Marion St. bridge from Front St. ramp to Wallace exit. all traffic from Front St. ramp should not be given the option to get to Wallace exit, they should go through downtown streets if necessary.
264	Make sure traffic lights are coordinated for optimum traffic flow. Do not lower the number of lanes in a high traffic area before traffic moves to feeder streets. For instance, it makes no sense to decrease the number of traffic lanes heading into or out of downtown or high daytime employment areas before traffic moves off of high volume traffic streets, namely Commercial, Liberty, 12th and 13th.
265	One suggestion I have for the traffic congestion task force is to make Glen Creek and Orchard Heights road to be "no turn on a red light" People seem to creep out on to the traffic lanes from these two streets blocking people on Wallace Road.
266	During rush hour, the cars coming in from Glen Creek and Orchard Heights should NOT be allowed to turn right on red. Also I think the signals should be set to whatever the speed limit is. Close the entrance to Dutch Bros on Wallace Road. I wish people that want to turn left on Wallace should go to a street where there is a traffic light.
267	-Reduce number of traffic lights where possible and replace with roundabouts (start on the edges of town and work your way in. May not be right for the largest intersections) https://www.wsdot.wa.gov/Safety/roundabouts/benefits.htm
268	Increase exit lanes on Hwy 22 West Salem exit ramp (Wallace Road exit)

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269	Move the westbound on ramp (from Front St.) to the Marion Street bridge from the left side of the bridge to the right side to reduce multiple lane changes. Fix the access streets coming to and going from the bridges so that traffic flows more smoothly.
270	Add a third turning lane from Commercial onto Marion Street Bridge. Restriping with some traffic safety personnel presence would help establish new flow from 2 lanes to 3 lanes of traffic merging onto bridge. Also, allow cars heading east on Union to cross commercial (change current bike lane to bike/car share lane)
271	More 2 way roads
272	Cars that get on the Marion Street Bridge in the far left lane (from Front Street) should have to continue out onto Highway 22, rather than trying to cross over to the right hand lanes into West Salem. Flow of traffic is often brought to a stand still by cars stopped on the bridge trying to move over a lane.
273	Additional lane to accommodate through traffic only
274	Stop changing lanes from car lanes to bike Lanes!
275	<p>RIGHT IN RIGHT OUT WALLACE RD Install Median Barrier in center of Wallace Rd from Hope Ave to Edgewater St. and allow turns only at lights.</p> <p>SIXLANE WALLACE SOUTH OF HARRITT DR Make Wallace Rd. Six lanes wide from HARRITT DR to Edgewater.</p> <p>RAMP ONE LN MARION STREET OVER LIBERTY AND COMMERCIAL for each half of bridge with median barrier starting at top of ramp with 2 lanes through and 2 to Wallace Rd.</p>
276	Adjust traffic signals to better reflect traffic patterns. Ticket drivers running red lights and other violations that impede traffic. Continue to improve safe routes for bicycle travel downtown.
277	Improve public transportation and Park and Ride. Incentivize ridesharing. Coordinate the lights along Wallace Road.
278	short term - increase green light time for main arteries, which will require decreasing green light time for feeding and crossing arteries. long term - prepare mass transit to adapt and leverage self driving vehicles - allowing for community owned and operated self driving mass transit options - providing door to door service for subscribers.
279	Coordinate the traffic lights to smooth flow. Better signage to let people know of alternate routes through town. For example you can take Liberty to Ferry to Front Street, then go under the Marion Bridge around Marion Square Park to get on the bridge in the far north lanes that means you don't have to change lanes once on the bridge. Also, look at the timing of lights that go east-west so that there is a way to get through more lights between Capitol and High Street. Some drivers need to be encouraged to use Church St from Ferry St rather than stay in the que to get on Front Street. That street is often empty during rush hour.
280	Immediate: Fine tune the traffic lights on Wallace Rd according to traffic needs. Very obvious that this needs some work by qualified individuals! Near Future: The City of Salem continues to issue building permits without regard for the need for a third bridge to allow residents to move freely from West Salem to downtown.
281	Too many lights causes gridlock.

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282	During rush hour turn all the lights green on Marion towards the bridge and continue through West Salem until Brush college or farther. If the main traffic coming over the bridge doesn't stop, side traffic (with a constant flashing yellow) could easily merge onto it. And it would be FREE. I want credit for this amazing idea. Just try it for one day and see what happens (it couldn't get worse than it already is). Julie Miller
283	Better timed lights, and a red light camera aimed at both directions getting onto the bridge.
284	During periods of heavy travel time, turn the right hand lane of Commercial St S into a solid green light for long periods of time.
285	Light at Wallace & Orchard Heights, please have arrow turn on First to avoid the long line of waiting to the. Other lights: use Road sensors to activate the lights instead of the lights being green for lanes with no traffic.
286	Synchronized Lights
287	The congestion is always getting on or off the bridge, never because of bridge capacity. Is there anything that can be done to adjust the signals during peak periods to allow for better flow?
288	Better traffic light timing to coordinate with the time of day that traffic is heaviest.
289	Time the lights on alternative schedules during peak hours to allow more frequent stops, but larger volume of traffic moving in one direction, and enforce do not block intersection rules.
290	At key intersections on some designated high volume routes have signals synchronized to allow flow through traffic for longer periods at rush hour.
291	Traffic light at Wallace and Orchard Heights needs to allow more cars from Wallace Rd. to cross the intersection before changing to red. I have been taking Doakes Ferry to Glen Creek at peak times. Wallace Road is very slow and traffic is backed up while Glen Creek flows well. Of course a new bridge could help but that has been true for decades and is very unlikely to happen in my lifetime. I have lived in West Salem for most of my life and this bridge conversation goes on and on and on... waste of money for studies which result in no action.
292	make Glen Creek and Orchard Heights road to be "no turn on a red light"
293	Adjust lights during rush hours to extend opportunity to drive onto the bridge. Also, add a bridge if possible.
294	Keep traffic signals green longer on main roads during peak traffic times, to improve traffic flow.
295	Keep traffic signals green longer on main roads during peak hours to improve traffic flow.
296	If it's not done already, synchronized timing on the signals.
297	Traffic signals need help on wallace road. The signal at Taggart, south bound, dose not stay green long enough to clear backup between Glen Creek and Orchard Heights causing backup to Hope. I talked with Eric in traffic, and changes he made a it better. On February 28, i drove from D and Hawthorne to Wallace and Oakcrest NW. Start time 5:26pm to 5:48pm, a total of 22 min.
298	Better mass transit service that is convenient and flexible for workers as well as orders
299	1. Deal with it. It's not Portland traffic, and certainly not traffic like Boston, San Francisco, etc. 2. Do not build a third bridge. Displacement of people especially low income is not the solution. Also dangerous to the environment.

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300	Free or low-cost bicycle hubs, similar to BikeTown; park and ride lots with frequent shuttle buses; incentives for people to bike, carpool, or bus;
301	Better bus system!! Longer hours / weekend bus service with extended hours. Thinking of all the shift workers at the hospital!!
302	a better plan for mass transit with more frequent service during rush hour. The biggest congestion problems are during only a few hours each day. Focus on projects that will reduce the volume during those hours. I never have problems with congestion even though I live in West Salem because I am able to avoid traveling during peak congestion.
303	1. The "TSM/TDM (Transit and Roadway Efficiency) Concept - Analysis and Results" of August 2007, suggested paid parking significantly reduced discretionary cross-river bridge traffic, maybe more than anything else. We have to talk about ending "free" parking! 2. Improve commuter transit service from West Salem to downtown and the Capitol Mall. (dedicated bus-only lanes and signal priority should be considered) 3. Invest more in a strong Commute Trip Reduction program for all state agencies in Salem. This should include State funding for bus passes and incentives not to drive. 4. More on staggered work hours plan to reduce the peak pulses of traffic into and out of Salem. 5. Create a crossing of Wallace Road from 2nd Street to the Union Street Bridge rail path for people who want to walk and bike. 6. An updated incident response plan to clear crashes and accidents quickly. 7. Generally commit to the whole of the "Salem River Crossing Alternate Modes Study" of April 2010.
304	Stop the builders from building new homes in West Salem without putting money aside for traffic relief efforts.
305	consider a "Park-N-Ride" area. the traffic problem in West Salem is NOTHING compared to Lancaster! As a resident of West Salem, the only time I have experienced a bit of slowdown is 7:30 weekday mornings.
306	Stagger work start and end times. Most of my neighbors work for the city/state, and they all leave at the same time, and return home at the same time. Other states (like Tennessee for example) have state employees working in shifts as one of their traffic control methods. Also, since all restaurants seem to open and close at the same time that means all their workers are driving at the same time -- you can't control non-state/city hours but perhaps Salem could offer discounts on the downtown parking tax for any downtown biz that has different hours. Also, a single bus running every 30 minutes from Roths or Safeway in West Salem to the downtown bus station and back might encourage folks who work in that area to park on the West side and take the bus...but when it's an hour and a half each way with 30 stops the "I'm used to my car" folks will try it once and give up. Make it easy for them to like it by having an express bus that does only one thing. An "express only" pass at less than a tank of gas (maybe as little as \$10, or 3 drinks at Starbucks) would also be encouraging.
307	There is no one-step solution. Lots of puzzle pieces. Staggered work schedules. Informal ride share (a covered shelter behind Roth's where people can "thumb a ride" across the bridge. I can drive by and offer a ride. I hear outcries. Liability. Stranger danger. But this works in NYC, SF). You can build a grand new bridge and it will NOT solve congestion without behavioral changes.
308	Better public transportation. Incentivize and provide true relief by an alternate method
309	Commuter pool lane; 2 or more persons during heavy congestion times.

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310	Congestion pricing Tolls Increase gas tax Implement paid parking downtown Increase transit service frequency, routes, and hours Implement fully protected bicycle infrastructure Implement bicycle/pedestrian encouragement programs Bicycle safety classes for adults Bicycle and pedestrian safety incorporated in drivers ed
311	Better public transit Stop further apartment building in West Salem Changes that are really affective
312	Bike lanes, public transportation, and higher fees on sprawl
313	Improve public transportation and encourage more telework.
314	More bike and pedestrian friendly options will alleviate vehicular traffic.
315	West Salem needs to stop complaining. They made the decision to move there. They knew it was going to be backed up. The other roads all around Marion County needs updating. Lancaster and Mission are ALWAYS backed up. Give the money to the poorest of areas, not to the rich in West Salem. Already, they have some of the best schools and the best roads in the city. It is a social injustice for you to give any more to them, while ignoring the areas of the County and City that are in poverty!
316	Seriously discuss and analyze congestion pricing. What would be the impact of a \$1 dollar toll placed on Eastbound traffic during the morning rush hour? What about a \$2 toll? It should not be necessary to toll for Westbound traffic if the toll is placed on Eatsbound traffic.
317	Raise permit fees on all new residential buildings in West Salem by 20k to discourage building and raise funds for transportation improvements. Re-zone, create tax incentives, ect to encourage more business in West Salem to prevent need to drive across the river for things. I foresee a violent uprising in the near future where West Salem splits off from Salem and becomes its own city as it was many years ago. To defend their newfound city, residents blow up the current bridges. This problem will soon solve itself.
318	The state should have more staggered schedules for employees
319	More park and ride for people who work at the capital mall area, Salem Hospital, City hall, and down town workers.
320	Stop allowing development in West Salem.
321	Stop building until you have additional access
322	Bike commute parking lot Wallace park. Bike rental stations like in Portland. Let's get people healthy and reduce traffic on bridge walking and biking is the way
323	Our city transportation system needs to be better funded to make it efficient and accessible to more residents as a reliable mode of transportation.
324	Better signage and lane markings on the bridges to/from West Salem, to get drivers to slow down and be aware of what is ahead. Crashes hurt people and cause congestion.
325	Light rail
326	More bike infrastructure, bus priority options.
327	Stop building houses in Salem. Our infrastructure and schools cannot handle it.
328	Dedicated lane in each direction for public transit.
329	1. Paid van shuttles for workers. 2. Better bus service. 3. Incentives for car pools. 4. Education on encouraging van and car pools. 5. Get the Chamber to assist with other than third bridge propaganda (ie their reader board"you'd be home if there were a third bridge"). 6. Get the state to stagger work hours more.
330	Roundabouts may help keep the flow of traffic moving.

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331	Buses
332	Working with the state to stagger work hours. Being the largest downtown employer means they will need to help be part of the solution. Park and ride on the west side with regular shuttles to the state buildings, work a lane dedicated to carpool/buses for faster travel. Turn some lanes of one way bridges/ streets the opposite way during peak times. Some kind of rewards program app for those using public transportation into/out of downtown core. Build up points per ride and turn in for discounts/free items at participating local restaurants/ businesses.
333	It would be interesting to see what the consequence would be if employers that have employees live in West Salem and work in Salem to be allowed to telecommute and/or alternative work schedules, if able.
334	With cooperation from businesses in West Salem and downtown, offer coupons and/or other rewards for riding a bus instead of driving. Coupons are kinda' weak, I guess, but some kind of meaningful reward for not driving would be helpful.
335	Light rail
336	Need a lot of Max lines!! And better bus service without having to go downtown all the time
337	Use the existing capacity more efficiently by 1) using frequent, high-capacity transit between downtown and West Salem during peak commuting hours, 2) spread out start times for the largest employers in the downtown area - State workers and the hospital, 3) expand the comfortable bike network downtown and bike access across Wallace Rd. (people on bikes take up much less space and generate far less congestion than if they were in their own individual cars), and 4) use congestion pricing to spread out the travel demand during peak hours.
338	Improved bike infrastructure - help people ride more.
339	A comprehensive public transit system will reduce traffic in the downtown West Salem area. Best practices for reducing traffic suggest not an increase in lanes or road infrastructure but in public transit. I am aware that many citizens want an additional bridge to West Salem but I do not agree. Adding another bridge will in the long run not reduce traffic, we will be in the same position ten years from now if build another bridge. As Salem grows we have the opportunity to invest in better public services including a multifaced public transit system. I am aware that in the last decade Salem citizens have voted against increasing bus services and I am beyond heartbroken because of it. That being said I would like to see a whole lane of our existing bridge devoted SOLELY to public transit and believe it would be wise to introduce the idea of tolls at peak travel times to reduce congestion.
340	Altering work times for Gov't employees and private business. Gov't would be the easiest
341	Impress upon drivers that when turning left at an intersection, advance to the center of the intersection and wait for a traffic opening opportunity to complete the left turn. In other words, don't stop at the crosswalk to wait for a chance to complete the turn.
342	Limit the number of cars allowed into an area at a time; encourage car-pooling, fees for overuse of an area
343	5 minutes of discomfort.
344	Increase speed limit so traffic flows faster.
345	Concentrate on transit and active transportation. Decrease free parking downtown. Increase parking prices. Increase traffic enforcement downtown to make the area more bike and per friendly.
346	Double decker bridges and/or underground tunnels!

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347	Prioritize high occupancy transit, such as buses, during peak traffic times. A dedicated bus and HOV lane in the peak direction should incentiveize drivers to use more space efficient transit modes.
348	Tolls on the bridge during rush hour. Also known as, congestion based tolls.
349	Busses that actually run on the weekends so people can rely on them for work.
350	Something other than and less costly than a third bridge. Rarely travel into or through downtown unless absolutely necessary - there are alternatives. My property taxes are high enough. A \$100 per year for one thing, \$200 per year for another, etc. add up to large amounts quickly. Find the most economical way to do it. Another note: Cherriots absolutely sucks in service, both quantity and quality. Have worked with them in one capacity, and while I realize that providing such service entails costs (as any business does), the greed and lack of giving a damn beyond their own profit is limitless. Beware when doing anything that involves tossing more taxpayer money their way - the corresponding improvement in service is usually incremental at best and NOT worth the price paid. As homeowners near the area (will never buy a home in west Salem because of this issue that was allowed to get out of hand without proper oversight in the first place), we will be involved in this process as it moves along (unlike traffic at times).
351	For Salem, re-time the lights, time crosswalks independent of traffic signals, build more parking so traffic isn't backed up by people looking for a place to park.
352	the initial city street design was not adequate for population growth. the chances for reducing congestion in west salem is high unlikely. Sorry, I have no real suggestion other than that's why I don't live in west salem!
353	You should focus on managing demand for drive-alone trips. Relatively speaking, this is cheap. By contrast, increasing supply of road space by "efficiency" improvements like signal timing and turn lanes or by widening and expansion is very expensive. It's time to focus on the demand side. From the Salem Comprehensive Plan: "Local governments within the Salem Urban Area shall develop multimodal plans, services, and programs that decrease reliance on the SOV as the dominant means of travel." and "The implementation of transportation system and demand management measures, enhanced transit service, and provision for bicycle and pedestrian facilities shall be pursued as a first choice for accommodating travel demand and relieving congestion in a travel corridor, before widening projects are constructed." Let's take these seriously and passionately for the first time.
354	Install traffic roundabouts on both ends of bridges crossing the river. Use Marine Board property and Marion Square Park property if necessary.
355	Install large round about much like the magic roundabout located in Hamel Hempstead in the united kingdom
356	Create a 'Park and Ride' between West Salem and Salem. You could actually put train tracks on the union street bridge (it IS a railroad bridge) and have a trolley car go back and forth ferrying foot traffic across the bridge. As it is now, people either have to walk or drive down town... this would give us an option to literally ride down town. Should be fairly cheap too since we already have the bridge :).
357	Provide a tax credit to businesses who allow their employees to work from home and/or work a shift other than at peak hours
358	Understand that we cannot build our way out of congestion. As long as there is growth and an expanding economy, there will be congestion.

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359	Provide a transit parking area in West Salem and have bus service to larger employers approximately every 15 minutes. Make the rides free or have some incentive to use it.
360	It would be good to have a max.
361	Park and ride locations for bicycles in West Salem and Downtown might encourage downtown employees to switch to riding if they knew they would have a bike available each day, or that their bike could be kept securely overnight. This hills of West Salem make riding a bike to work a less than welcome option, but if they could drive into a parking structure and bike over either bridge (parking and storage at Minto would help South Salem as well).
362	Have businesses stagger business days.
363	Build a pedestrian/transit bridge to West Salem, along with upcoming transit improvements, plus create some additional pedestrian and cycling improvements, all of which should help to reduce the count of single occupant automobiles during rush hours. This is another place where so-called superblocks might help, delaying traffic with fewer stoplights, although this might create the need for some downtown skyways and/or pedestrian bridges. Or, maybe Salem should look at congestion pricing :)
364	-Improve pedestrian environment, e.g. crosswalks. -Improve cycling infrastructure -Improve transit in the area, e.g. dedicated lanes and/or queue jump facilities. For example, on the Marion Street bridge approach, there is plenty of room for a transit lane that could bypass stacked traffic.
365	Require extensive parking review, management, and solutions BEFORE moving forward with new residential, commercial building and development. Create and air PSAs and/or promos that encourage (and provide some sort of bonus or incentive?) one vehicle households, two vehicles max. Way too many Salem residents have an excessive amount of personal vehicles, not including additional RVs and trailers.
366	Use of empty lots and city-owned properties along bus stops for affordable housing developments. Working class are traveling from far distances to jobs because of lack of housing within the city, forcing to live further and depend on vehicles. Transit oriented development and affordable housing need more emphasis
367	Great sidewalks and bike paths; continued cooperation with S-K Transit; employer-based incentives not to drive
368	Better bike and ped infrastructure from neighboring areas. A park and ride (with quick transit) from West Salem. An increase in the cost of parking at state offices.
369	Tolling the bridge
370	Implement an HOV lane on Highway 22 coming into the city at commute times, and support park and ride lots on the outskirts of the city. Use Trip Choice to match riders and drivers to reduce the number of cars coming into downtown. Also, a downtown circulator (trolley? small bus?) would allow people to park on the outskirts of the city and use the circulator to get to state offices, the library, the hospital, etc. Make it cheap and frequent. Stagger state worker hours. Work with the transit district when reviewing new development to make it convenient to take the bus from home to work.
371	Metro or Max train
372	Better public transportation options to/from West Salem. Better Amtrak service options to/from Portland. More thoughtful timing of lights and of how traffic flow is managed in places, such as Center street off the West Salem Bridge - the second to leftmost lane is always overly congested because of street design and the inability to get into that lane later due to driver behavior.

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373	Improve Cherriots routes, timing and availability. I would love to ride the bus instead of drive, but right now riding the bus would take me over 30 minutes and a long walk, where as I can get to work in around 15-20 right now. I would settle for 30 minutes and a short walk.
374	Improve public transit service. Consider infrastructure improvements to assist Cherriots such as dedicated travel lanes during peak periods for transit, consider trip reduction requirements for businesses/organizations, consider transit benefits ordinances - see website http://actweb.org/25x20transitbenefitscampaign/ consider promoting to businesses and organizations flextime, telecommuting, staggered work hours, etc. Implement strategies/projects in alternative modes study.
375	Deal with homeless people so it feels safe to walk or bike around downtown. Get weekend bus service back.
376	Encourage large employers in Salem (State, hospital, etc.) to charge their employees for parking. In the case of the State, whatever they are currently charging is not enough. And the hospital is free; they should be charging employees for parking, particularly those that show up to work in single occupant vehicles. Work with the transit board to get better express service from a couple points in West Salem to the downtown core or a central spot for the State. This same express service could help for those living in South Salem as well. Nobody from West Salem would believe it, but traffic out south is not good. Continue to build out and develop bike infrastructure. Charge for on-street parking downtown. Why does the City subsidize this? Get rid of the merchant tax and start charging a market rate for on-street parking. Charge for the garages if necessary. The City should not run a collective deficit for all the parking it provides (this includes parking enforcement as well as parking infrastructure). Disincentive large developments at the edges of the City.
377	Please keep in mind data from many traffic studies showing that increasing space for cars (more bridges, streets, lanes) actually increases vehicular traffic. It's counter-intuitive, but it's true. Congestion in a city is not a bad thing - it encourages the use of alternative modes of transportation, which makes the city a nicer place to inhabit.
378	More public transit with dedicated roadways possibly a BRT system similar to Eugene or Vancouver for high use areas. More park and rides in the outlying areas would be good too, people who drive into town could park and use transit from there which would alleviate some of the congestion downtown.
379	Salem needs paid parking on downtown streets. This will eliminate downtown workers hogging free spaces, encourage more drivers to use off-street parking and reduce drivers circling the block looking for a vacant space.
380	Provide incentives for offices to allow employees to work early and late schedules and telecommute some days of the week.
381	More mass transit
382	In south Salem there are numerous huge residential developments (apartments, condos and housing developments) currently being built. When they are completed and occupied the impact on traffic will be huge. Why are so many building permits issued?
383	Have state offices stagger when they open: 7:30, 7:45, 8:00, 8:15, 8:30. I commute from West Salem. On bad days it takes me an additional 10-15 minutes to get home. I used to live in Chicago and Philadelphia, where I would sometimes sit at ONE STOPLIGHT for 10-15 minutes. The idea that delays like this merit spending hundreds of millions of dollars on a bridge seems nuts to me.

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384	Significantly improve transit by re-opening routes into neighborhoods as existed before 2009. A significant percentage of the population in Salem has to walk a half mile or more to a transit stop now.
385	Mass Transit, Coordination of traffic signals,
386	Encourage more walking, bicycling, car and van pooling, congestion pricing, etc.
387	Increase public transportation into the city by 200%
388	Increase cherriotics services and provide incentives for riding the bus. The city could purchase bus passes for its employees, like it did several years ago, and last of all efforts could be a bridge that feeds into the Salem parkway area, not another one that feeds into downtown.
389	Ask local companies to offer staggered work schedules.
390	Encourage more diverse land uses in "the flats" of West Salem to reduce travel demand on the bridges. Reward employers that use non-traditional work hours and telecommuting.
391	In downtown, eliminate street parking. The only exceptions for street parking should be a limited amount of handicap and loading parking spots. Handicapped parking should be metered parking.
392	Limit the growth of multiplex housing in W Salem, grow/encourage public transportation
393	Pricing. If things like healthcare need more socialization, things like road use need more market pricing. We've totally socialized road access and it results in long lines and waits - congestion. Market pricing is the only solution. Tolls.
394	Driving a single occupant vehicle (SOV) in Salem is currently faster and more convenient than other transportation methods. Resist ideas for more roads, bridges, and parking spots that only promote more vehicles. Make it slower, less convenient, and more expensive for SOVs, while making alternative modes faster, cheaper, and more convenient. The larger and heavier the vehicle, the more the single occupant should pay. Create carpool/bus only lanes and stiff fines for violators. Provide more crosswalks, bike lanes, secure bike racks, wider sidewalks, more lighting. The Downtown Salem Streetscape Design project is on the right track. Continue to support this project. Market alternative, healthier methods of transportation as trend-setting by providing examples of people who chose them and incentives for those who join. Thank-you for the feedback opportunity.
395	Bicycle lanes on Union St. Bridge - most important on warm days when it is heavily used by walkers.
396	Roundabouts and bike lanes and buses
397	Signage routing people coming from south of downtown to which route to take to be in correct lanes for West Salem versus continuing further on Hwy 22.
398	more staggered times for end of day for state workers third bridge
399	Reroute the trains! I can't believe this hasn't been discussed!
400	Car pool parking on the west side of the bridge and a dedicated car ool lane during peak congestion times. Flexible office hours for non-service oriented businesses could spread out commuter usage of the bridge. (What if state offices were open from 10:00 to 7:00 pm?)
401	Improve street designs to make DT more bike and ped friendly by narrowing overly wide travel lanes and adding more continuous well designed bike lanes. A shift in mod split is essential to reducing congestion.
402	First. Absolutely do not spend a dime on a new bridge. It would not relieve congestion and wastes precious tax dollars. Ideas: toll the bridge now and watch congestion drop. Work on protocols to get stalled vehicles and accidents cleared much faster. Give a free right without a light to cars exiting to the north. Force the state to put more employees on staggered schedules. Do not wastes one minute thinking about new bridge. Think creatively.

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403	Creating a positive culture around public transportation. Encourage and promote employer commuter benefits and commute reduction programs. http://actweb.org/25x20faqs/
404	Planners should get a better idea of "who" is the congestion. Is it local traffic or through traffic? If a large component is people from the Portland metro headed for the coast, then a simple fix might have a huge impact. Specifically, adding signage at I-5 exit 283 directing people to use Wilsonville Rd. That would save wear and tear on two bridges over the Willamette and would reduce nonproductive through traffic in Salem.
405	State government workers comprise a large portion of the downtown daily traffic. Some agencies have restrictive telecommuting policies, even when it would benefit their workers and productivity. Working with the state to encourage state workers to telecommute could significantly reduce traffic without much (if any) expense.
406	congestion is mild for an urban area with a spread out population. The "congestion" occurs for about 45 minutes, twice a day. There is not a congestion problem
407	Better public transportation options, with subsidized prices for lower income residents. More thoughtful process in easing congestion between downtown Salem and West Salem. Current proposals for a third bridge will not ease congestion, and will have negative impacts on the Edgewater District, as well as Wallace Marine Park. Any third bridge should connect to the Salem Parkway and divert traffic to and from the coast further north, not through downtown.
408	Encourage less car use in general. Tolls on bridges during rush hour, Road diets, shorter parking times.
409	Traffic even at peak hours, doesn't constitute congestion in Salem. City traffic is to be expected in urban areas this size. Stop spending money on unnecessary transportation planning.
410	Increasing bus system- routes, hours and weekends. Obviously there are many times and routes that are not well used during parts of the day...but perhaps increasing Friday evenings and weekends, just to see if it's viable. If I could catch a bus to meet friends or catch dinner and a movie and know that at 9:00 or 10:00 i could get home, would love to do that rather than deal with traffic, parking, etc. downtown.
411	Prohibit vehicles from the Willamette River to 12th, and Center to Mission. Pedestrian & cyclists only.
412	Evaluate the option for demand management through a different approach -- examine the needed traffic reduction to allow improved AM and PM flow then evaluate the origin-destination flows for state employees - evaluate the needed market penetration for staggered work hours and 4 day/week work weeks and then evaluate what it would take to accomplish that reduction. Until now this has been evaluated as a likely use of demand management solutions rather than a political opportunity to see what leverage or encouragement the City could request from the State as the State has both a vested interest and wherewithal to create a change in work hours and ensure it is deployed to benefit city traffic patterns

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413	<p>1. During rush hour, there is indeed increased traffic and it can slow, but it is quite frankly not *terrible* (or so it seems to me, though I am not in a car usually but on the bus or on foot)</p> <p>2. Perhaps Salem could see how congestion pricing works for Portland and try that, or work more closely with Cherriots to increase transit options and get more people out of their cars. The future is not more roads with more traffic and pollution. We need to think further ahead. I have read about when cities build new roads it actually *causes* more traffic; let's not do that. Let's be smarter and more deliberate than that.</p>
414	Increase ease of alternatives, ie. Biking , car pooling, walking, bussing.
415	more/better public transit, biking, and walking options
416	increase good options for pedestrians and bicyclists.
417	To increase public transportation. More lanes just means more cars. Case in point: In Mexico City, a second story was built for one of the main avenues ("Periferico") with the goal of decreasing congestion, but now they just have two levels of stand-still traffic.
418	One long-term solution for traffic congesting in general would be for the City and the State to work together to let employees flex their schedules. There are so many state managers who think they have to micro-manage employees and thus won't let them flex their schedules. Employees need to be trusted.
419	<p>Increase services available in West Salem - increase land zoned for office or other use to increase jobs and reduce cross-river commuting.</p> <p>Increase bike path continuity (to lead people to river crossings etc).</p> <p>Change timing on lights to increase flow in prevalent direction (e.g. into downtown for morning commute, out for evening commute).</p> <p>Change hours of city staff to outside of busy commute times - will reduce volume of traffic at commute times and show leadership.</p> <p>Publish data on timing of delays - show people that if they commute at (for example) 4:30 instead of 5:00pm they can get home 10 minutes sooner - this will encourage people to flex hours (personal benefit).</p> <p>Coordiate the above with an outreach campaign to businesses to encourage them to allow commute flexing.</p>
420	Increase number of lockable bike boxes within the downtown commute area.
421	Prohibit vehicles from the Willamette River to 12th, and Center to Mission. Pedestrian & cyclists only.
422	Better short distance public transportation, a street car that would traverse the downtown area for free, making the parking garages more usable. Slow down all street in the downtown corridor, more bike lanes.
422	I feel there needs to get to southsaalem or something to relive the traffic coming out of West Salem

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423	First, before building another bridge that homeless are going to ruin with all their garbage, carts, drugs and feces, PLEASE, find a piece of property that can accommodate tents, put in garbage cans and a bathhouse so these folks have ONE place to congregate and sleep. I seriously think it would be cheaper to maintain garbage service and clean up in one spot instead of them polluting and downgrading our city shops, streets, bridges etc. I'm honestly starting to feel embarrassed about our city!!!! I don't even want to come downtown and have you seen the area around the new bridge and around the Gilbert House? How embarrassing that our city leaders can't figure this out. NOW you want me to trust you to build another bridge...why?
424	Turn the walking bridge from West Salem to riverfront park into a West Salem biomass. It already lines up closely to direct traffic towards the Salem parkway. (note: perhaps author meant "bypass" not "biomass"?)
425	Multiple ways to access West Salem from both the south and north would allow the Marion/Center St. bridges to handle the traffic from close in Central/East Salem.
426	West Salem, Downtown, South Salem Liberty
427	I feel all ideas need to be looked at for feasibility. I do not have any specific ideas. I flex my time at work in order to not get stuck in the bridge traffic for long periods of time.
428	fix what we have; follow studies already completed, from 1997 bridgehead studies forward; too many fixes to detail, but staff knows what they are
429	1997 Bridgehead Study and all previous studies, ped overpass on Court St/Front (Marion Park), fly over from W Bound to N bound Wallace, Marine Drive
430	We are adamantly opposed to the current plan for the third bridge. It is overreach, too expensive, and would significantly alter the West Salem community to its detriment. We must find solutions to improve the flow of traffic on and off the bridges. A third bridge that doesn't require such a huge footprint could be acceptable.
431	I think a large portion of the traffic in the evening rush hour isn't due to the bridge itself. The traffic coming from Portland/Keizer on on US 99E. It is much more congested on this road and downtown Marion street trying to get on the bridge. Once you are on the bridge the traffic isn't too bad. It's not the bridge itself that is the problem, it is the congestion traveling toward it.
432	There are no good ways to relieve congestion. It is way too late. When it was decided at the beginning of the first Taylor administration to turn Salem into a large city, the fact that a "built out" city has little chance to alleviate future traffic problems was ignored in favor of a government/private partnership that benefited the few at the long term and unrelievable certainly of suffering for the many. Just ask Peter - he knows all about it. Significant improvements in public transport are unrealistic. The population will definitely increase. The new development at the western base of the bridges will limit options fort] traffic flow from the bridge. As I clearly explained in 2003, getting Salem area residents to pay for has only become more obviously absurd.(maybe the real estate involved industries will pony up the \$700 million dollars). If steel import tariffs happen, as threatened, then the whole idea of a third bridge becomes double crazy. (ODOT and the feds are the only ones who should pay for a bridge since highway 22 is part of the intrastate highway system). Accept the inevitable. Things will get much worse. Regional centers of activity will provide a means for people to limit travel and accept the fact that daytime travel will become even more frustrating and dangerous. People do adjust to circumstances. Air will become less healthy and more and more kids will be brought to ER's as they grasp for breath. Welcome to California north as we become them.

	A
433	IMPROVE TRAFFIC FLOW BY REMOVING ALL BOTTLENECKS THAT PREVENT TRAFFIC MOVING SMOOTHLY
434	Teleportation platforms
435	Create access
436	Pnumatic tubes to transport people... Like in Futurama!
437	Use the findings on the last ttraffic study you did! Weren't there several fairly simply solutions?
438	Not sure, but something must change on the bridges coming in and out from Dallas/West Salem
439	I don't personally have an idea.
440	Please build the 3rd bridge and stop planning and paying for more studies. 12 years is enough.
441	A third bridge
442	Third bridge!
443	I firmly believe we must have a 3rd bridge.
444	Put in another bridge that has been proposed for several years. It's time for action and less talk.
445	Continue with the Salem River Crossing Plan. We need the bridge now !!
446	Build the Bridge Now !!
447	Build the Salem river crossing bridge
448	A second bridge for traffic to and from west Salem
449	Build the Salem River Crossing Bridge
450	Build the Salem River Crossing bridge!
451	Build the Salem river crossing bridge.
452	Build the Salem River Crossing additional bridge.
453	Build another bridge!!
454	Build a third bridge
455	Build a third bridge
456	New bridge
457	Build the Salem River Crossing bridge
458	How about we do something about this regions massive infrastructural design flaw: thatchoke point of a river crossing. Who's idea was it to have one major route across a river for the states Capitol city? This creates problems for people coming from the coast to do business in the capital. All of West Salem is shaped like a giant funnel, with one tiny opening.
459	Build the Salem River Crossing Bridge!
460	Build the third bridge
461	Build a third bridge NOW
462	Build the Salem River Crossing bridge; Another bridge at the Wheatland Ferry
463	Build the Salem river crossing bridge
464	Build the Salem River Crossing Bridge.
465	Build the Salem River Crossing Bridge
466	Salem River Crossing Bridge
467	Build a third bridge to relieve congestion downtown, on Hwy 22 West and in West Salem.
468	Build the Salem river crossing bridge
469	Build a bridge.
470	Build the Salem River Crossing bridge

	A
471	Build the Salem River crossing bridge
472	Build the Salem bridge river crossing
473	Build the Salem river crossing bridge
474	Build another bridge.
475	Build the Salem river crossing bridge!
476	Have another way across the river
477	Build the Salem River Crossing Bridge
478	Build another bridge
479	Build the Salem River Crossing bridge
480	Build the bridge
481	Build another bridge -Salem crossing
482	Build an additional bridge from west Salem
483	The Salem river crossing bridge.
484	Build a bridge
485	It would be nice if the governing bodies of the area could come together and build an additional bridge crossing over the Willamette River to help alleviate traffic congestion.
486	BUILD the SALEM RIVER CROSSING BRIDGE
487	Build the Salem River Crossing bridge
488	Build the Salem River crossing bridge
489	Build the Salem river crossing bridge
490	Build the Salem river crossing bridge now
491	Build the salem river crossing bridge
492	Build two more bridges.
493	Build the Salem river crossing bridge!! We NEED another bridge to disperse traffic and relieve some of the congestion from downtown.
494	Build the Salem river crossing bridge.
495	Build the Salem River Crossing Immediately!!! Actually two are needed, with the amount of proposed expansion.
496	Build another bridge
497	Build the Salem River Crossing
498	Build another bridge to help relieve traffic!
499	Build another bridge.
500	Build another bridge now.
501	Something HAS to be done. I don't care. But SOMETHING. this is beyond ridiculous. Do we need another bridge, you better believe it. Is it gonna happen, probably not thanks to politicians who really don't care what the citizens have to say but hey what's new. Sorry I shouldn't have such an attitude, can you tell I'm overly frustrated
502	Build the Salem River Crossing Bridge
503	Build a new bridge north of the downtown area and connecting to West Salem.
504	Build a 3rd bridge
505	We need to build a new Salem river crossing bridge asap!
506	Build Salem river crossing bridge!!!!

	A
507	Build the Salem River Crossing Bridge
508	Build another bridge
509	Build a third bridge across the Willamette River in Salem i.e. Salem River Crossing
510	Build the salem river crossing bridge.
511	Build another bridge! One way in and out of West Salem is not working!
512	Build another bridge
513	Build an additional vehicle bridge across the Willamette River.
514	Build the 3rd bridge tomconnect Wallace Rd and Salem Parkway north of downtown.
515	How about the bridge we've needed for the last 30 years or so? Retrofit the bridges we have for earthquake safety AND build a bridge to the north that bypasses downtown so we don't funnel ALL bridge traffic right through town.
516	Build the Salem river crossing bridge
517	Please build a Salem River Crossing Bridge.
518	Build the 3rd bridge.
519	Build another bridge across the river to West Salem
520	Build another bridge across the Willamette, preferably north of the existing bridge.
521	Build the Salem River Crossing Bridge
522	Build the Salem River Crossing Bridge.
523	Build the Salem River Crossing Bridge!!!! Build it now!
524	Build another bridge
525	Additional bridge(s) - north and south of current bridges.
526	Build the Salem river crossing bridge
527	Build the Salem River Crossing Bridge!
528	Build another bridge that connects west salem to the other side of the river.
529	Build the bridge!
530	Build a second bridge in West Salem
531	Build additional bridge
532	Build a new bridge across the Willamette from West Salem.
533	Build the Salem river bridge crossing
534	Build the Salem river crossing (third BRIDGE!)
535	Build the Salem River Crossing Project
536	Build the third bridge, please!!!
537	Build a bridge
538	Build another bridge
539	Build the Salem River Crossing. We need a new, SAFE bridge. Congestion along Wallace is unsafe, the bridges are rated so low they are the lowest rated in our region for as many cars that cross daily. It's not a Salem problem, it's a Polk county problem. It's our main arterie into town.
540	Build the Salem crossing Bridge PLEASE I lose a hour with my family every day due to fear of being held up in the traffic and losing my job.
541	Add another bridge further up Wallace road.
542	Build the Salem Crossing Bridge
543	A second bridge!

	A
544	Build the Salem River Crossing bridge
545	Provide a new bridge from West Salem into the Parkway that connects to I-5.
546	Build a bridge!!
547	We need a new bridge. There is not enough lanes to deal with the traffic, people, and congestion.
548	Build a third bridge
549	Build the Salem river crossing bridge
550	Build another bridge coming from the Keizer area
551	Build another bridge crossing.
552	We need another Bridge from West Salem across the river. The lack of an alternate route is dangerous and causes massive city wide congestion.
553	Build the Salem river crossing bridge
554	Build the Salem River Crossing Bridge
555	Build the west salem bridge
556	Build the Salem river crossing bridge
557	Build a third bridge
558	Build the salem River crossing bridge.
559	Build the Salem River Crossing Bridge!
560	Patience and prayer while we build another bridge.
561	Building the Salem River Crossing Bridge sounds like an excellent solution.
562	Build a new bridge connecting west and east Salem.
563	Build the Salem River Crossing bridge.
564	We really need another bridge/ River crossing to West Salem.
565	Building another bridge crossing over the river
566	2nd bridge
567	A new crossing over the river.
568	Build a third bridge across the Willamette River.
569	Build the Salem river crossing bridge
570	Build another bridge north of West salem and down town.
571	Build the Salem River Crossing Bridge.
572	Build another bridge to get traffic across the river in Salem.
573	We need another bridge
574	Build the Salem River Crossing Bridge
575	Salem river bridge/crossing
576	Build another bridge
577	Build a new west Salem crossing bridge
578	Build the Salem River Crossing! We need another bridge to the north.
579	Build the Salem River crossing bridge!!
580	Bridge
581	Build another bridge!
582	New bridge
583	Re-route north bound traffic with a new river crossing.
584	Build the Salem River Crossing Bridge!

	A
585	Build the Salem River Crossing Bridge!
586	Build a third bridge and distribution networks, but nowhere near the two current bridges. Pine/Hope/Wallace is the best idea so far. Any idea how many cars going over Marion St. Bridge travel past Orchard Heights on Wallace?
587	Build an additional bridge!
588	Build Salem River crossing bridge.
589	Please build another bridge.
590	Build the Salem river crossing bridge! Now!!
591	Construction of a new Willamette River bridge
592	Build another bridge. Please
593	Build the bridge
594	Build the Salem River Crossing Bridge to alleviate the daily congestion on roads in West Salem and Highway 22
595	Build Salem river crossing bridge.
596	Build the Salem River Crossing Bridge
597	Build another bridge
598	Build the Salem River Crossing Bridge!
599	an additional bridge to bypass the congestion downtown. This occurs daily from both directions and is a regional problem. Flow streets onto Wallace are problematic as cars habitually cut off cars from Wallace with green lights furthering back-up on Wallace
600	Build the Salem River Crossing
601	Build another bridge. It has to be done.
602	Build a new bridge.
603	Build the Salem River Crossing bridge.
604	Build a new bridge over the Willamette.
605	Build additional bridge or allow existing bridges to have 2 directions when traffic warrants.
606	Build an additional bridge in Salem connecting West Salem and Salem proper
607	Build another bridge
608	Build a bridge
609	Build the Salem river crossing bridge
610	We need a third bridge. I commute and it takes me just as long to get over the bridge as the rest of my 30 mile commute.
611	Build a bridge north of current bridges
612	Build a third bridge between Salem and West Salem. It is long overdue.
613	Build Salem river crossing or another bridge by wheatland ferry
614	Improve public transportation and carpooling opportunities.
615	Build another Bridge!! Straight off the Parkway and continues out to Pol County. Get the through traffic out of downtown Salem and West Salem.
616	Build a new bridge
617	A NEW BRIDGE! West Salem must have it to help relieve the congestion into downtown.
618	The only way to reduce the congestion is to move the congestion in the form of another crossing over the river. Please build the Salem River Crossing bridge in the planned location.

	A
619	Build the Salem river crossing bridge
620	We need a 3rd bridge! We need an alternative traffic flow and seismic stability. That will allow downtown to be more walkable.
621	Build a third bridge
622	Another river crossing automobile bridge. I have 4 children to transport, I don't have the option of alternative transportation.
623	Build the salem river crossing bridge
624	Build the Salem river crossing bridge
625	Additional routes across the river!!
626	Build 3rd bridge
627	Build the Salem river crossing bridge
628	Build new bridge.
629	Build another bridge
630	We need a another a bridge we've been talking about it for 20 years and that is getting no where.
631	Build a second bridge
632	Build the Salem River Crossing Bridge.
633	Build another bridge!
634	3rd bridge
635	Build the Salem river crossing bridge
636	Build the salem river crossing bridge.
637	Another driving bridge into/out of West Salem.
638	Build another bridge
639	Build another bridge.
640	New bridge, tolls
641	Build another bridge.
642	Build another bridge river crossing (3rd bridge) that is needed.
643	Salem's current single bridge (bridge with dedicated east bound traffic and bridge with dedicated west bound traffic) backs up daily in both directions at various times of the day. Large trucks travel through downtown Salem coming from I-5 heading to the coast, and large trucks traveling from towns from the west clog the bridge filter them onto downtown Salem's streets never meant to carry such vehicles. The current situation is dangerous for medical, police and fire vehicles that have to get to accident victims on the west side of the river and back again to hospitals and emergency facilities located ONLY on the east side of the river. Even one small accident between a car and a semi could tie up traffic for hours, not to mention the products often carried by tanker trucks such as gasoline and oil, fertilizer and heavy equipment could foul the river below. Salem needs another bridge more suited to today's travel vehicles and safely move cars and trucks that have no reason to be in downtown Salem. Just imagine I-5 from Kuebler Road to Chemawa road becoming a 4 lane city street and have to accommodate the thousands of vehicles that travel that distance daily backing up traffic for miles. West Salem is and has grown over the recent years beyond where it should be without accommodating proper routes to the east side of the river. Salem needs another bridge now. Salem politicians have spent millions of dollars over the years to "study" the needs for another bridge. Its time to quit "studying the needs" and act for the citizens.
644	Build the Salem river crossing bridge.

	A
645	Build another bridge
646	We live in West Salem and work on the other side of the bridge. There's only one way to adequately relieve the traffic congestion. Add an additional bridge. You can study the flow of traffic and you could increase the amount of public transportation options and carpool options from outlying areas, but that won't solve the problem. The only way to relieve congestion is an additional bridge.
647	Build the Salem River Crossing Bridge
648	We need another bridge linking West Salem to "the other side of the river" to get into Salem proper. Especially with the location of the new police department and the signal changes on Commercial near the current bridge.
649	Build the second bridge.
650	Build another bridge over the willamette river from West Salem to the rest of Salem.
651	Build the Salem River Crossing Bridge
652	Build the Salem River Crossing Bridge
653	Third bridge
654	Build the Salem river crossway!
655	Build a 3rd bridge
656	Build an additional bridge
657	Build a river crossing.
658	Build a Third Bridge over the river.
659	Build the Salem River Crossing Bridge.
660	Build a third bridge!!
661	Build the Salem River Crossing Bridge
662	Build another bridge across the river!
663	Build the Salem river crossing bridge.
664	Build a third bridge!
665	Build the Salem River Crossing (3rd Bridge)!
666	Build the Salem River Crossing Bridge
667	Build the contemplated 3rd bridge NOW
668	Build another bridge across the Willamette that is located to allow east/west traffic to avoid being funneled into the bottleneck we have now.
669	Build the Salem river crossings bridge!!!!
670	Build the Salem river crossing bridge
671	Build the Salem River Crossing Bridge
672	3rd bridge in/out of West Salem
673	A third bridge is needed, north of the current bridge.
674	Build the Salem river crossing bridge!
675	A third bridge
676	3rd bridge is desperately needed. All other suggestions simply focus on West Salem residents, ignoring the needs of the greater region.
677	Build Salem River Crossing Bridge
678	I believe the top priority should be to build a third (2-way) bridge!

	A
679	Build the bridge .
680	Build the Salem river crossing bridge
681	The best progressive plan that will help now and in the future is to build another bridge from West Salem (connecting Wallace to the Fred Myers area). 1. Relieves congestion coming in from the coast. 2. Provides an alternative route on busy days. 3. Offers an alternative in case of serious earthquake damage to the 'older' bridge. 4. Provides an alternative bridge so the 'older' bridge could be shut down for minor repairs or even a major improvement.
682	Another bridge
683	Third bridge
684	Build the Salem River Crossing Bridge
685	Build the Salem River Crossing Bridge
686	Build another bridge
687	A third bridge
688	Build another bridge please and thank you.
689	Build a 3rd bridge
690	We need another bridge
691	Build the 3rd bridge
692	A third bridge.
693	Build the new bridge already. The Salem River Crossing is essential to life and safety for everyone that lives or works west of the river.
694	Adding an additional bridge across the Willamette river
695	Build another bridge.
696	New bridge
697	Build the Salem river crossing bridge
698	Build another bridge into West Salem with Easy parkway access to I5
699	Build another auto bridge!
700	Build a new bridge, NOW!! Not just for West Salem, but for the entire MidWillamette valley. There are too few alternate routes. Though I feel the pain for daily commuters, my greater concern is for emergency vehicles. Let's take care of the vulnerable. (I don't use alternate travel options because of a disability). I wish I could.
701	We need another bridge. One that comes out to hwy 22 from downtown, or from Front st to Wallace rd
702	Build the Salem River Crossing bridge.
703	Build the Salem River Crossing Bridge
704	A third bridge with a strong connection to Hwy 22 and the parkway
705	BUILD THE SALEM RIVER CROSSING BRIDGE!!!
706	New Salem bridge
707	Build a bridge across the river
708	Redistribute this traffic congestion outside the current project area by building another bridge and not funneling any more roadways within this area of the current bridges.
709	another bridge
710	Build the bridge

	A
711	Build the Salem River Crossing Bridge
712	Build another bridge now. It will not only relieve congestion, but it will allow travel in case of a major earthquake.
713	build another automotive salem river crossing bridge now
714	Build the Salem River Crossing Bridge
715	ANOTHER BRIDGE
716	Build another bridge that will route traffic from Wallace Rd to the parkway or Front St.
717	A new bridge crossing, from, and to West Salem!
718	Build the Salem River Crossing Bridge
719	Build the Salem river crossing bridge (3rd bridge)
720	To build the Salem River Crossing Bridge!!
721	Build another West Salem bridge
722	Build the New Salem Crossing Bridge
723	Build the third bridge across the Willamette river.
724	A new bridge that is up to par structurally for the amount of traffic and seismic codes and to alleviate traffic build up on the Marion St bridge
725	Bridge
726	Build two new Bridges. One north of downtown and one south of downtown.
727	Add another bridge. There are evacuation and safety issues to consider along with the congestion issue.
728	Build a second bridge
729	Build a bridge or 2
730	Another bridge
731	Another bridge
732	Build another bridge.
733	Build the Salem river crossing bridge
734	A third bridge needs to be constructed to relieve traffic congestion and also assist when there is a serious accident on one of the bridges which ties up traffic for hours!
735	Build the Salem River Crossing Bridge..NOW!
736	Build the Salem River Crossing bridge
737	Another bridge is essential for traffic and accessibility.
738	A 3rd bridge
739	Add another bridge.
740	Build a 3rd bridge.
741	Build a bridge over the river
742	Build the 3rd bridge/Salem River Crossing project.
743	Build a new bridge
744	Another bridge to provide direct access to Salem Parkway.
745	Build the Salem river crossing bridge.
746	Add another bridge
747	More access to and from.....another bridge.
748	Need to build another bridge

	A
749	Build a bridge across to Polk county
750	Build another river crossing
751	Another bridge heading to north
752	A bridge at pine and commercial to spread traffic area around
753	Build another bridge to support the amount of traffic using it in our city.
754	Additional crossing for vehicles across the river
755	Another bridge across the river.
756	Build the bridge
757	Build an additional bridge
758	Build the Salem River Crossing Bridge
759	Build another bridge
760	Build a 3rd bridge.
761	3rd bridge
762	Build the Salem-West Salem bridge
763	New bridge
764	Another bridge built
765	Another bridge for motorist.
766	Build the Salem River Crossing Bridge
767	Another bridge ir widen what we have, though I think widening srill is issue as if a major or even minor issue on bridge creates problems for bridge ans surrounding area.
768	The city needs another bridge to West Salem.
769	Add another bridge..
770	Build New Bridge Please, take this seriously!
771	Build a bridge
772	Build an additional bridge over the Willamette.
773	Build a 3rd bridge
774	Build another bridge!!!!
775	Build a new bridge to west salem
776	Build another bridge.

	A
777	The only possible solution I see is to build another bridge. The traffic that crosses our two one-way bridges is not limited to those living in West Salem. It goes way beyond that. There are many who live in the small communities beyond West Salem who also must use the same bridges. This is also their route to I-5 and back. This route additionally accommodates many students going back and forth from not one, but two universities, WOU and OSU, which also brings into play the traffic that comes through for games on a regular basis. There are daily problems of rush hours, which has gone beyond one hour now. West Salem has its own problems with just getting down to Wallace, Edgewater, and HWY 22. add in the bottleneck that happens at the bridge, and, one stalled car or an accident on the bridge, and suddenly, we can't even get out of West Salem. I live at the top of Glen Creek Road and there have been a few times that traffic has been backed up all the way up the hill to the light at Doak's Ferry. If there is no concern for the problems on this side of the bridge, there should at least be a high priority on the problems this bottle-neck causes downtown at least twice a day that affects even more people and the opinion of our downtown area. It's even worse when there's something going on at the convention center or a game at OSU.
778	Build another bridge further north. It will prevent a lot of the traffic clogging Front and Commercial, allow an easier flow to a I-5, and relieve the targeted congestion concern.
779	Desperately need a new bridge.....
780	We need another bridge into/out of west Salem. We need another main road besides Wallace to move north/south.
781	Build another bridge.
782	We need another viable option from West Salem into downtown, especially an alternative bridge
783	Add another bridge
784	A new bridge to west salem and one from west to down town. Or make the existing ones twice the size
785	Third bridge
786	Sal m river bridge
787	Build the Salem River Crossing.
788	Build the Salem River Crossing Bridge
789	A bridge for autos.
790	Build another bridge off the parkway.
791	We really need another bridge to divert traffic from downtown.
792	Build another bridge
793	Build an additional river crossing bridge
794	New bridge
795	Another bridge into west salem, and hwy 22
796	Build the Salem river crossing bridge.
797	One way to eleviate congestion at the bridgehead is to construct the Salem River Crossing preferred alternative bridge.
798	Build another Bridge
799	An additional bridge into West Salem
800	Build another bridge or add more lanes to the existing bridge
801	Build another bridge into West Salem.
802	Build the Salem river crossing bridge!

	A
803	Build the Salem river crossing bridge.
804	3rd bridge
805	Second bridge into west Salem
806	Build the Salem river bridge crossing. One bridge to cross from West Salem is not enough anymore.
807	Build the Salem River crossing Bridge.
808	Build the Salem River crossing bridge
809	Build the bridge
810	Need another bridge.....or two!
811	Build another bridge.
812	Another bridge. This is also needed for major emergencies.
813	An additional bridge, which could even be more towards Keizer.
814	Build the Salem River Crossing Bridge!
815	Build the bridge.
816	Build another bridge south of the current one.
817	New bridge
818	Build the bridge
819	Finally build the bridge you've been promising for over 20 years
820	Build the Salem river crossing bridge
821	Add another bridge!
822	Build the Salem River Crossing, we need another bridge.
823	Another bridge
824	Another bridge
825	Build another bridge
826	Definitely need more bridges across Willamette River. This would do more to alleviate M-F morning and evening traffic than anything else.
827	Another bridge.
828	ADD A BRIDGE
829	Build another bridge
830	New bridge between West Salem and Kaiser to relieve congestion on Salem bridges
831	Build another bridge
832	New bridge
833	New bridge north
834	Please build another bridge! It is very difficult and time consuming to get across from one side to the other during the busy times of the day.
835	Build a bridge
836	Build another bridge
837	Increased bridge access.
838	Build the 2nd bridge
839	build a bridge from West Salem to Keizer. Also build a bridge from West Salem to South River Road.
840	There needs to need third their bridge.
841	Another bridge
842	Third bridge

	A
843	Build a bridge!!!!
844	A new bridge would give more options for people to cross the river.
845	A second bridge north near keizer.
846	Build the Salem river crossing bridge.
847	Another bridge
848	Build another bridge that goes into West Salem.
849	We need a third bridge from Northwest Salem to the Parkway. This would reroute traffic away from using Marion & Center St. Bridge congestion.
850	We need another Bridge!
851	Build another bridge
852	A new bridge and better transit
853	Another bridge!!! Or two!!!!
854	Build a second bridge!
855	Make a bridge from west Salem to Keizer
856	Salem needs at least one more bridge but two would help the city grow.
857	Build a bridge!
858	Another bridge
859	Build a third bridge from downtown to west salem
860	Build a second bridge for traffic flow
861	To make a bridge from West Salem across the river north east of the old railroad/walking bridge. This would allow a second access in and out of west salem, helping with congestion
862	Build the Salem river crossing bridge
863	a 3rd bridge
864	New bridge
865	Build a new bridge from West Salem
866	Another bridge, divert thru traffic away from downtown
867	Expand or build another bridge.
868	3rd bridge,
869	Pine street bridge over McLain Island and connecting into River Bend road.
870	Build another bridge!
871	Build a third bridge crossing
872	Build another bridge over the Willamette River. And make it earthquake-resistant so that folks in West Salem will be able to cross the river after the earthquake.
873	another bridge
874	Another Bridge for transportation across the Willamette River
875	Build a 3rd bridge.
876	A new bridge
877	Build Salem River crossing bridge
878	Bridge.

	A
879	Obviously another bridge is needed. Imagine how the West community would be cut off in a disaster scenario. The bridge placed in a way to bypass the commercial zone on Wallace Rd. That way folks trying to simply commute wouldn't need to sit through all those lights on Wallace for no reason.
880	Build the 3rd bridge
881	Add another bridge!
882	Build the Salem River Crossing Bridge!!!
883	Build the salem river crossing bridge
884	Second bridge to West Salem
885	Build the Salem River Crossing. Asap.
886	Additional bridge crossing the Willamette River.
887	Build a second bridge from Salem into west for all the commuters from West Salem and Yamhill county
888	Build the Salem River crossing bridge
889	another bridge
890	3rd Bridge
891	Build another bridge to West Salem from Keizer
892	Build the Salem river crossing bridge
893	We most definitely need another bridge, heading to the parkway/Keizer. It would help people to turn off of Wallace Rd. sooner and cut congestion going onto the Center St. bridge.
894	Build another bridge
895	Build the "third" bridge.
896	Build the 3rd bridge
897	Another bridge.
898	Third bridge this way traffic doesn't go straight into downtown.
899	Build another bridge!
900	Build the Salem River crossing bridge!!
901	Build another bridge at about Pine Street.
902	Another bridge
903	A north salem bridge to the west side. A south salem bridge to hwy 22.
904	Build the Salem river crossing bridge.
905	We moved here 30+ years ago and the news on the front page was about a new bridge. BUILD THE BRIDGE! It will only get more expensive and disruptive the longer you wait!
906	Add a 3rd bridge at the end of the parkway, or somewhere else where 22 doesn't have to go threw downtown
907	Build a third bridge to allow additional routes across the Willamette River.
908	Build a new bridge either on pine st or extending Kuebler
909	Build the Salem crossing bridge! I also think a bridge where the ferry crossing is would be prudent too. We need more options-NOW!
910	Build a second bridge

	A
911	Another main thoroughfare needs to be created to bridge the two area. Ideally two would be created (one in south Salem to west and another closer to Keizer to west). With only one road in and out which also pours into downtown the issue will never improve. The population of West Salem is growing so much and the infrastructure of the line bridge is not enough to support it.
912	Build another bridge please.
913	Build another bridge option for vehicles
914	Build another bridge
915	Another bridge
916	Build another bridge to divert some of the traffic away from the congestion area.
917	There must be an additional bridge
918	We need another bridge. Congestion over the one bridge is bad, not to mention if an accident occurs.
919	Build the bridge north enough to avoid down town.
920	Build another river crossing
921	Build another bridge
922	AN additional bridge
923	It's time for the 3rd bridge.
924	Build another bridge please.
925	Bridge to west side further south
926	Another bridge
927	Build a third bridge!
928	We have to have another river crossing that it's NOT in the congested area. We need another way to get across the river that doesn't go through the heart of downtown.
929	Build a new bridge!
930	A new bridge!
931	Build the bridge. Enough studies already.
932	Another bridge or two
933	Third bridge
934	Build a 3rd bridge
935	A 3rd bridge
936	Build another bridge. Stop talking about it, stop sending out surveys, build it
937	A third and substantial vehicle bridge!
938	Another bridge
939	Build the Salem River Crossing Bridge
940	A bridge farther north or south. Why make us all drive downtown to cross?
941	A second bridge.
942	Build another bridge
943	What happened to all of the studies on extending Mission St. with a bridge to West Salem? The city of Salem spent a lot of time on that study in the 70s?
944	Build another bridge should be your number one priority.
945	A bridge where the ferry is
946	Build an additional bridge or greatly widen existing

	A
947	Build a second two way bridge so bypassing traffic can avoid downtown
948	traffic lanes
949	Another bridge to West Salem
950	Build a third bridge
951	Build a third bridge now.
952	Salem River Crossing Bridge, limit routes for traffic to access the current bridge
953	Absolutely build another bridge into West Salem.
954	Build another bridge
955	Build an additional bridge that connects west Salem to Salem center. The amount of traffic that uses the West Salem bridge is not suitable for the infrastructure of the bridge that is their presently. Areas of west Salem and beyond are growing exponentially and the traffic issue will only continue to worsen. Having very limited options to get across the river is no suitable for the amount of people that use this as a way to get to work, school, go shopping, or even to get to another city. Our options are very limited. We either have to go down to independence to cross at that bridge or towards McMinnville. We need more options
956	Build another bridge!
957	Pine St. bridge, widen Hawthorne Ave., change Market and Summer intersection.
958	A second bridge Another way to get across the river that is a kind drive away
959	Build another bridge!
960	New Bridge
961	Build the Salem River Crossing Bridge
962	Build a second bridge.
963	Build the Salem River Crossing bridge.
964	Another bridge over to West salem for cars in the Salem area
965	There should be a bridge on the North end of town that continues the Salem Parkway across the river to West salem, allowing traffic to never have to actually go downtown if only trying to get across the river.
966	The only solution is an additional bridge over the Willamette river.
967	3rd bridge
968	another bridge
969	Build the salem river crossing bridge.
970	Build another bridge..... (duh)
971	Secondary bridge?
972	Build another bridge
973	Build a third bridge. West Salem businesses are leaving because they cannot get goods and products easily back and forth to the I-5 corridor. Oregon Fruit and rumblings if Truitt Bros. Creates a void in the community of West Salem
974	Build an additional bridge at Pine St crossing into to West Salem to re-direct the significant traffic from the Parkway.
975	A third bridge as soon as possible would be nice.
976	Replace the planning committee. Build a bridge from the end of portland road to West Salem. You could have build 10 bridges in the time this idea has been kicked around at half the cost.. You're wasting our Tax Dollars! Dotards!

	A
977	New bridge!
978	another bridge. west salem to salem proper. A double decker where the current bridge is located? Both ways, east and westbound.
979	Another bridge, North of the other two.
980	Build another bridge connecting Salem parkway with Wallace road
981	Please build the Salem River crossing bridge.
982	Building a second bridge in West Salem to connect Salem it needs to be down Wallace road in t 3000 block to cross over the river to reduce traffic congestion at the first bridge
983	Hello my name is jess and live in north east of Salem . Five years ago i decided to look for a place here in Salem . I went to a few places west of Salem checking out the houses . I found a few houses that i really like but just thinking about going across the bridge discourage me totally . I ended buying a home on the north east of Salem . Even now whenever i need to go to west of Salem or downtown I rather just not go cause of the traffic . The answer and solution to downtown is another bridge on the north side of Salem . I realize it would be expensive but Salem need another one sooner or later . It would ease the traffic in the morning and afternoon . One bridge is not enough , Salem is growing so fast and we need to think ahead .
984	add another bridge.
985	Another bridgw
986	Build a new river crossing over the Willamette.
987	Build the bridge
988	Put a bridge two lanes going into town two lanes going out with mass transit trolley line in the center going from West Salem by Salem town to Lockhaven Road in Keizer.
989	Build another bridge - I lived in West Salem for 34 years and now live in South Salem. The bridge traffic on both sides was horrible.
990	Build another bridge that will take truck traffic headed for Highway 22 outside of the downtown. It is ridiculous that trucks containing hazardous waste go through our downtown instead of being a routed around.
991	We need another bridge from west Salem to Keizer
992	A third bridge connecting at Pine NE across to Wallace NW
993	Add a third bridge or somehow widen both bridges currently
994	Another bridge is needed
995	Build the bridge over the Willamette
996	Build another bridge
997	Build the Salem River crossing bridge, the "third bridge" now!!
998	Build a vehicle bridge over the river
999	- Third bridge - rework of Division and Commercial intersection - traffic lights on Front St to make it a more viable alternative
1000	Build a second bridge
1001	Actually fund the 3rd bridge. How did this not get put on the transportation bill? The design has been done for a long time until I see funding I won't believe this is happening anytime soon.
1002	Build the new bridge now as downtown congestion is only getting worse!
1003	2 bridges, 1 gapping riverbed rd nw to river road and salem parkway. 2nd from rosemont and Edgewater to Owen by river road south.

	A
1004	3RD BRIDGE
1005	build new bridge
1006	Build 2 more bridges for car/truck traffic. We need a long term growth plan. 20, 50, 75 years.
1007	Build a new bridge, preferably one that routes traffic around, rather than directly through downtown.
1008	Build another bridge over the river.
1009	Build a 3rd Bridge now. There is no reason semis who are just trying to get to I5 need to intertwine Salem roadways. A 3rd Bridge with a better access to I5 would be great. West Salem and Polk County are growing at such a rate that a 3rd Bridge is 10 or 15 years over due. And the traffic problem is only going to get worse!
1010	Build a bridge from Riverbend Road NW over the Willamette and connect near the Salem Parkway. Also build a bridge from Rosemont Ave NW over the Willamette and connect near 25th St/Hwy 22. This will relieve massive amounts of traffic in route to both Marion Bridge and Center St Bridge. This will also provide alternate routes in the event of a catastrophic earthquake or other disaster. A portion of the funding should come from the builders of all the multiple housing units continuing to flood Wallace Road as well as the many single housing units flooding West Salem. Another portion of the funding should be with a toll bridge and property tax.
1011	An alternate river crossing is the only solution that accommodates current traffic and population problems, let alone future growth. It also provides our city with a bridge up to current seismic codes and regulations so that emergency services aren't crippled during a natural disaster.
1012	Build a bridge to relieve the congestion nightmare.
1013	Another bridge
1014	Third bridge near Pine street, a fourth bridge off a Kuebler Blvd extension and a fifth bridge extended off Lockhaven Dr or Brooklake rd all to relieve congestion and route traffic away from downtown and west salem
1015	Build the third bridge to West Salem.
1016	Build a 3rd bridge.
1017	The the third bridge that has been in the works for over 40 years
1018	Another bridge.
1019	An additional bridge that connects West Salem into North Salem/Keizer area would alleviate much of the Wallace Road congestion. Many that travel South on Wallace then take the North bound ramp and head back North into Keizer and onto the Salem Parkway. This also adds a lot of congestion to that section of downtown. You can see the reverse of this through the evening hours when traffic backups on the Parkway from the afternoon commuters to West Salem, Dallas and beyond. I have the option of travelling down Doaks Ferry to Hwy 22, but don't due to the hazard of attempting a left turn when in the morning hours visibility could be an issue. So a light at the base of Hwy 22 could help, but I don't believe that many people would utilize that option as they would a more Northern route out of West Salem from Hwy 221.
1020	Build the third bridge in West Salem
1021	Build a new bridge!
1022	New bridge into West Salem, only place i dread going in Salem is anywhere downtown when there is traffic. I avoid going to downtown because of it.

	A
1023	Build another bridge! It is so difficult to get downtown because the bridge is always backed up and I can't get to the stores where I like to shop or to my eye doctor appointments or to my primary car physician or to my church. Please build another bridge!
1024	A 2nd bridge that you have been putting off for 20 years. The optimal place that you picked out many years ago from pine St over to the back side of West by beefbend road would be optimal because it gets all the commuters from the parkway to West without going downtown then out west in the hills where a majority live anyway When I moved here in 79 after you put in the 2nd bridge, Salem/keizer was around 80k. Now we are around 200k Olin the surrounding area with the same number of bridges.
1025	A third bridge to West Salem
1026	Build another bridge
1027	Build another bridge across the Willamette River with access further North
1028	A second bridge either going from the West Salem area towards commercial or further down to bypass downtown completely.
1029	Build a third bridge. Support legislatively funding or tolling said bridge. Support access management on Wallace Rd. Trust the traffic engineers for suggestions (contrary to popular belief, you need more than a drivers license to make traffic engineering decisions).
1030	We need another bridge, plain and simple!!!
1031	Another bridge perhaps? It is hard for this Midwesterner to comprehend how the Capitol City of this great state has only one way to go west out of Salem. This is a mystery to me.
1032	another bridge
1033	Build a 3rd bridge
1034	Build a bridge
1035	Build another bridge
1036	Salem needs another bridge across the Willamette. The backed up traffic is unbearable.
1037	Build the third bridge!
1038	Build a second bridge way north of downtown and bypasses all the congestion
1039	More bridges to West Salem!!!
1040	A third bridge.
1041	Build a bridge that goes over the congested areas so those of us that only want to go through those area to get elsewhere, can take that bridge. Save the surface area roads for those wanting to go to the congested areas. Start the bridge at Center and 17th and have it end just west of downtown West Salem.
1042	Build another bridge ASAP
1043	Build the Bridge Now
1044	Build another bridge!
1045	Another bridge to West Salem
1046	Build a new bridge.
1047	Build a third bridge. Too much traffic related to the river crossing is impacting ALL of downtown, not only at 8 and 5, but throughout the day.
1048	Build the Salem river crossing bridge!
1049	Redirect some of the money you're wasting on illegal aliens to building a second bridge.
1050	Build the bridge!

	A
1051	Build another bridge to West Salem. It's been needed for years. I won't even go over there unless I'm going to the coast. It is awful during rush hour.
1052	A secondary bridge to get from West Salem to South Salem that doesn't go through the middle of town to get to other Salem areas. It would also help if the on ramp areas had more time to merge or the highway traffic Especially since highway traffic doesn't pay attention and about runs over those trying to merge.
1053	Build another bridge, obviously.
1054	Build another bridge
1055	New bridge in West Salem
1056	To have a toll free 3rd bridge
1057	Making another bridge from south salem to west Salem without having to cross over two or three lanes to get to the other side.
1058	Build another bridge across the river
1059	Build another bridge. Most of the developable land is in West Salem. The only longterm solution will not be getting any cheaper. The delays of opponents only drive up the price of the inevitable solution.
1060	Build the Salem river crossing bridge.
1061	New bridge
1062	Build another bridge
1063	Build another bridge ASAP
1064	Please we need another bridge!
1065	More Bridges; with one in and one out no solution will help until there are multiple bridges. Should be one off pine as well as between independence and Salem with easier access and at wheat land ferry location.
1066	Build an additional bridge to bypass the traffic downtown.
1067	New river crossing , fix current bridges to be earthquake safe
1068	Build the Salem River Crossing Bridge! This is long overdue and a significant hazard to public safety for Salem and Rural Polk county.
1069	Adding a third bridge to get in and out of West Salem/Dallas etc.
1070	Build a bridge connecting Riverbend Road to Salem Parkway.
1071	Another bridge
1072	Respectfully, we need another bridge to avoid the bottleneck that is plugging up West Salem and Downtown
1073	A third bridge
1074	Build a bridge to the north of downtown to give another option for getting to West Salem.
1075	New bridge to pine street. Please!!!! We've needed one for 20+ years
1076	A third bridge.
1077	Third bridge over the Willamette
1078	A third bridge would make a significant difference to Wallace road traffic at all times of the day not just rush hour.
1079	Build a 3rd bridge
1080	Additional bridge
1081	3rd bridge that allows for an alternate route across the river when one bridge is blocked.

	A
1082	Build the Salem River Crossing Bridge!
1083	Build the Salem River Crossing Bridge
1084	Build another bridge
1085	Build 3rd bridge. Spend less doing it, current projections are way too high.
1086	Build a new bridge connecting West Salem to North Salem/Keizer.
1087	Build a third bridge that offers more direct access to I-5 north from West Salem
1088	need another bridge- everything gets clogged in downtown- so cars can't get across
1089	What we really need to fix the congestion problem in West Salem is to build a second bridge. There is far too much traffic that gets stuck on the single bridge in the morning and at night. This issue is only going to get worse as more and more people move to Oregon, and consequently, to West Salem.
1090	Add another bridge, or two!
1091	Build the Salem River Crossing bridge now!
1092	Additional vehicle Bridge option across the river that bypasses the downtown area.
1093	Stop stalling and making excuses, and build another bridge already!
1094	Build new bridge
1095	Just in the last twenty years, the school district has had to build a high school, a middle school, and two elementary schools, just to relieve overcrowding in West Salem. The City approved all of the new construction building permits that made that necessary, now the City needs to invest in the infrastructure to support the problem it created! Build the 3rd bridge now!
1096	NEW BRIDGE
1097	The need for a second bridge is in the here and now. We also need a major overhaul on the streets that the bridge feeds into. I live in South Salem and the drive into West Salem takes me 15 minutes in the morning because I'm going against traffic. My drive home can take up to 45 minutes on the very same streets. With West continuing to grow and houses and traffic continuing to worsen, the time is now before a emergency forces the change.
1098	Build a few bridges. Trying to get through town, coming from any direction is difficult during peak times. Or if there is any issues you'll be sitting for awhile. Build a bridge that goes from west salem straight to parkway. That would keep all the traffic out of downtown. Same with building a bridge out south going from kuebler to west salem. Downtown salem is not big enough for the amount of cars going through it. You are only putting a bandaid on traffic issues by putting up a street sign or a new signal, theres just too many cars. Wont even get on the subject of homeless all over downtown :(
1099	Building a bridge into west salem needs to be done. Having a secondary route that doesn't stem from downtown would relieve huge amounts of traffic.
1100	Build another bridge across the Willamette.
1101	Build another bridge
1102	Add another bridge, preferably branching off Salem Parkway then over to the east side of Wallace Marine Park then merge onto HWY 22.
1103	A second bridge is a "No Brainer" don't understand why so much back & forth time , money & effort has been wasted with no results & moving forward?

	A
1104	Of course, you already know that we need a 3rd bridge! You have been "researching" this 3rd bridge for over 50 years, and I no longer will live long enough to use it, even if you ever do complete it!
1105	1) A bridge that goes from North Salem/Keizer to West Salem 2) A bridge that goes from West Salem to South Salem (perhaps near Minto Brown) 3) An "express" type street that goes from north of downtown to south of downtown--could be like an overpass or tunnel that has no intersections from start to finish.
1106	NEW BRIDGE
1107	Build another bridge
1108	Build the Salem River crossing brdge
1109	New bridge into/out of West Salem
1110	Build a second bridge. Yes, I know it would technically be a third bridge, but I have only one way to get across the river... not two. Build another bridge and I will have a second option.
1111	Build another bridge
1112	Build the new West Salem bridge
1113	Build another bridge!!!
1114	Build the bridge
1115	build a bridge
1116	Build a third bridge.
1117	-build a second bridge!!
1118	Build an additional bridge
1119	Build the Salem River Crossing Bridge, we need the 3rd bridge!
1120	Build another bridge across the river! To clarify, for cars! not buses not trains not bicycles not people walkers!
1121	Build the approved third bridge.
1122	Build the Salem River crossing bridge
1123	An additional bridge
1124	Build a third bridge NOT near downtown. It's inevitable with the growth we are experiencing. And it doesn't just serve West Salem....it serves an entire region of smaller towns and seasonal traffic.
1125	Build a third bridge.
1126	Build another bridge.
1127	Build the Salem River Crossing Bridge!
1128	Most important, additional bridge over the willamette river
1129	Build the 3rd bridge!
1130	Another bridge or two (One north and one South)across the Willamette.
1131	Build another bridge!
1132	BUILD THE BRIDGE
1133	we need more bridges. one from lockhaven st, Keizer to Wallace rd, west salem. Another from river rd se to Independence HWY.
1134	We have needed a secondary bridge for years. West Salem has grown dramatically and the congestion is affecting downtown traffic on the east side. Very difficult to get to West Salem at almost anytime. Catastrophic if there is an accident on the bridge. We need an additional means to get to W. Salem.

	A
1135	A 3rd bridge, but not in the area proposed. We need a 3rd bridge south; beyond Minto Brown. Another bridge in North Salem will not relieve the congestion on Highway 22 in West Salem
1136	new bridge, sooner rather than later
1137	Build a 3rd river crossing bridge
1138	Build the bridge. PLEASE
1139	Build another bridge
1140	Build another damned bridge!!
1141	Build the third bridge!
1142	Prepare now for the future. Construct another bridge.
1143	Turn the Wheatland Ferry into a Bridge.
1144	Build a 3rd bridge.
1145	We need another bridge- one that is earthquake safe,
1146	Build a third bridge
1147	Build a second bridge
1148	Quit delaying, studying, the idea of another bridge and build one! Or put a bridge where the Wheatland ferry is!
1149	Build the bridge!
1150	Two new bridges. Even one would help.

	A
1151	<p>The Salem Beltline is a transportation plan that was recommended by the SATS Salem Area Transportation Coordinating Committee in 1979. The plan was developed for the SATS by COG i.e. the Council of Governments staff and consultants. The four jurisdictions are Marion County, Polk County, City of Salem, and City of Keizer. Salem’s representatives on the coordinating committee were Mayor Kent Aldrich, Leo Chaffin (V.P. of PGE), Chair, and Geoffrey James A.I.A. President of the Salem Planning Commission.</p> <p>A REGIONAL FACILITY</p> <p>The Beltline was planned as Regional facility, recognizing that traffic from Portland is headed towards the coast and needs a highway system that avoids having to drive through or near downtown Salem, which is already congested, and so regional traffic and semis should preferably be diverted around the urban area, because central Salem is already congested and over capacity, leading to traffic jams and slow rush hour traffic.</p> <p>The beltline or ring road is comprised of Cordon Road (in the east), Kuebler Boulevard (in the south) a northern connection that was planned to be Chemawa Rd., and a western link road from that to link up with Highway 22 west.</p> <p>3RD. & 4TH. BRIDGES</p> <p>The SATS Plan therefore anticipated a 3rd. Bridge Crossing, and the 1979 Plan showed it to be located at Chemawa Rd., i.e. near where Keizer Rapids Park was subsequently developed.</p> <p>The south component was to be an Kuebler Blvd. extension to the west, to connect to Independence Highway, and thence to Highway 22. There was some disagreement with this selected Chemawa location, which has since become a regional park and amphitheater.</p> <p>The south component was anticipated to be decades away because traffic counts on Kuebler Blvd. west would not justify a bridge at that time. But that was 40 years ago and before Amazon located 1M sq.ft. on Kuebler, and adjacent development is generating more traffic and hundreds of employees. (continued next comment)</p>

	A
1152	<p>THE BELTLINE PLAN</p> <p>Plans and reports of the original beltline plan can be requested from COG. However not all jurisdictions agreed about the northern and southern components. At the north component, there is a new proposal in 2017. Herb Shaw, retired ODOT engineer, is a member of the WSNA Land Use Committee and has proposed a Quinaby Road interchange at I-5, and a route following Clear Lake Rd. due west, a 3rd. Bridge Crossing at Lincoln, and then there would need to be a linking road southwest to Highway 22. That alignment has yet to be determined.</p> <p>CITY OF SALEM</p> <p>Currently, the Salem City Council is examining ways to reduce congestion at the existing two bridges in downtown Salem. There is potential for widening and strengthening both the Center Street and the Marion Street Bridges to 5 or 6 lanes. Re-configuring the ramps and bridge approaches at both east and west ends will keep traffic moving and reduce the congestion. The seismic strengthening is very important because otherwise West Salem would be cut off after the bridges fail during the 9.2 earthquake that is expected. ODOT has some \$80M funding to improve the Center Street Bridge. Marion Street Bridge needs a re-construction and there is currently no funding for that bridge replacement. The realistic plan seems to be to pursue seismic upgrades and bridge widening, with improved ramps at the existing two bridges. Many people support the 3rd. & 4th. Bridges if they are indeed (1) part of a regional beltline transportation plan, (2) do not divert more traffic into central Salem, and (3) are nationally and state funded, as they were contemplated to be under Secretary of Transportation Neil Goldschmidt, Senate Finance Chair Bob Packwood, and Senior Senator Mark Hatfield. The current administration, in 2018, is emphasizing billions for Infrastructure. However, Secretary of Transportation Elaine Chou, has explained that means a “public-private partnership”, which will be “funded by user fees, i.e. tolls”. So, we can envisage government adopting infrastructure plans and proposed bridge locations, but the construction and financing might be by the private sector, and the bridge and highway users will pay a toll to use these improvements, indefinitely. The City of Salem assumed that a toll would have to be levied on all 3 or 4 bridges.</p> <p>(continued next comment)</p>
1153	<p>THE SOLUTION</p> <p>The solution seems to be a Salem Solution for the two existing bridges, with ODOT design and funding, to increase capacity (lanes), strengthen seismically, and improve traffic flow by improved and reconfigured access ramps at both ends.</p> <p>NATIONAL FUNDING</p> <p>The Regional Beltline needs to be a national, i.e. federal and state project, to handle regional and cross state traffic. That may well be an example of the “public-private” partnership, and tolls are anticipated, but it will not be a direct burden on the average Salem resident or business.</p> <p>THE MAP</p> <p>The attached map of the proposed Salem Beltline is offered as a topic for elected officials to examine and discuss with the Oregon Delegation, so that federal FHA funding be assigned to implement this needed improvement.</p>

	A
1154	I am pleased to see the city working on solutions to the problem it is having with congestion in downtown Salem and West Salem. Specifically the bridges or lack thereof of enough bridges to accommodate the growing number of cars utilizing the roads. I grew up in Salem, moved away 20 years ago and recently moved back. Upon looking at homes my husband and I decided not to live in West Salem because of the traffic issues that have gotten exceedingly worse and will keep getting worse unless more bridges are built to accommodate the growing traffic issue. Can you tell I'm all in favor of bridges? Yes. West Salem would be a great place to live it if weren't for the lack of bridges to get there. I understand the problem of funding, but the truth is, we will need to fund this someday and it might as well be now. Thank you for taking the time and effort to create a task force that, hopefully, will find a logical solution to this ongoing problem.
1155	We desperately need another bridge. Traffic from the north headed for the coast have to funnel down to one lane to cross Marion St bridge. I figure a grade school kid could figure this one out. "New Bridge"
1156	Build the 3rd bridge. It's been in process for 20 years now.
1157	Build a bridge on the north side of the bridge.
1158	Build another bridge
1159	Build another bridge crossing. This is long overdue!
1160	Don't really see an alternative to adding another bridge, especially with additional building of new houses in my neighborhood
1161	Build the Salem river crossing bridge
1162	Build a bridge.
1163	If it has to be in the current project area, then a third bridge is a necessity at this point to try and bring relief not only to West Salem, but downtown Salem as well. Another reason a third bridge is needed is from my understanding, only 1 of the existing bridges will be able to be retrofitted for substantial earthquakes. As bad as traffic is now, if the Marion St bridge become unusable after a quake, it would be make a bad situation much worse. If we build a new third bridge that's built earthquake safe, we could all rest easier knowing West Salem would still be accessible without creating a traffic nightmare of having only the center street bridge for crossing. I work in Salem and my wife commutes to PDX for work. Every day that she has to work we have to go through downtown and come back the same way. I believe the proposed bridge I have seen is the best option, where a new bridge would come down near Pine st. This would allow people like us who are simply trying to get to I5 to go to work a way to avoid going downtown when we have no plans of shopping or dining in the area, but are adding to the traffic in the area as we have no other route option. This proposed bridge would allow us to quickly get to the parkway and out of town, thus reducing congestion for everyone else. The longer we wait to build a third bridge, the worse it will be for everyone. At some point the Marion St bridge will have to be replaced and having a third bridge to cross will make replacing it much easier and less of a hassle during construction. (continued next comment)

	A
1164	It should be replaced itself as its not earthquake safe and cannot be made safe. Citizens are at risk everyday they cross these bridge and having the third bridge built would reduce traffic flow across the unsafe Marion St bridge. Although its not in the project area, I believe a better solution that would not impact home owners near pine st, is to build another crossing into West Salem further north, just south of the Wheatland ferry, which would provide another way into West Salem without going downtown. The idea would be to connect to I5 via Brooklake Rd NE, which allows access to I5. I assume this is not feasible or cannot be done as its not within the Urban growth boundary for Keizer or Salem, or would cost to much with the farms in the area. Another issue is Wallace rd is only 2 lanes with many lights. Having all the traffic coming into West Salem routed through there is problematic, though im not sure what can be done to fix that at this point. While there is the exit that leads out onto Edgewater at Rosemont, its even less capable of handling a large flow of traffic. Wallace Rd needs to have more lanes to support the traffic coming off of the bridge, but it appears this cannot be done given how developed the area it at this point. As such, having a third bridge further North would seem to be the best solution so that traffic can be dispersed across both directions of the 221, Wallace Rd.
1165	New bridge for cars north of the congestion area so comuters from West Salem can bypass the downtown and West Salem congestion
1166	Build a bridge to connect the Parkway into 22 so truck traffic can bypass downtown
1167	Build another bridge ASAP!!
1168	add another bridge(s)
1169	Build the Salem River Crossing
1170	Add another bridge further north up the river
1171	Build the Salem river crossing bridge
1172	New bridge off of Salem parkway.
1173	Start construction of a third bridge.
1174	New bridge
1175	Build a third bridge.
1176	Build a Bridge
1177	Second bridge over Willamette River.
1178	Build a bridge
1179	A second and third bridges crossing Willamette River north and south of downtown with access to Interstate 5. Until you address the only access through downtown in all directions it will only get worse. Actually there is no way to change the downtown configuration. Without the bridges you could run a Highway 22 freeway through downtown to Interstate 5, but does that really make sense.
1180	Build another bridge north of the current two to lessen the traffic jam trying to go through downtown Sale.
1181	Third bridge, better mass transit
1182	Another bridge is desperately needed.
1183	Build another bridge but make it go around downtown, not through. Connecting around Zena Road and going into Keizer to connect to Chemawa would work. Alternately a bridge that would bring drivers south across the river and up Kuebler might also be a good idea.
1184	Build the third bridge!

	A
1185	Build the Salem River Crossing Bridge
1186	Build another bridge.
1187	I would like to see TWO bridges bike between Salem and West Salem. One would connect West Salem to the Salem Parkway and I-5 North. The second would connect West Salem to Mission St. and Route 22 leading to I-5 South.
1188	Remove cross-state freight traffic from downtown by building a bridge elsewhere and instituting high tolls downtown for freight trucks.
1189	Two new bridges, one for the McMinnville/North traffic and one for the Dallas/West traffic.
1190	Stop with the band aid approach. The only way to solve the congestion problems in Salem is to build another crossing over the Willamette River.
1191	Build another bridge
1192	Third bridge
1193	Build another bridge! If you look at the map it's an obvious choke point that can be relieved with another bridge.
1194	Build another bridge to West Salem!
1195	Build a double decker bridge for traffic from West Salem to downtown
1196	A third option (bridge) to crossing the river to/from Salem/West Salem.
1197	Another bridge over the Willamette river
1198	We need another way to get to Downtown or South Salem from West Salem. There needs to be a bridge from west to the Keizer area!!!!!!!
1199	We need more bridges!
1200	Another bridge
1201	We need another bridge that crosses into the west Salem area or around. But something that allows all traffic from I-5 to get across before they hit downtown
1202	building a third bridge
1203	Add another bridge at either either mission or center to help increase flow across the river
1204	Build another bridge or a ferry closer in.
1205	3rd bridge. Why do we force all traffic (including log trucks, gravel trucks, etc.) from Dallas or Independence or Willamina or the coast to go through downtown Salem? Portland has bypass roads; so do Eugene, Medford and Bend. But we direct all that traffic through downtown Salem and then complain about accidents and traffic congestion.
1206	Build the new bridge
1207	Two more bridges over the Willamette River.
1208	Build another bridge across the Willamette now
1209	Build another bridge from West Salem to Salem.
1210	We need another bridge going over the river from downtown to West Salem. The traffic and wait for regular residents is horrendous let alone the backup tp the downtown and surrounding area. The delay for emergency services is terrible. These first responders face life threatening delays for the ones they are there to assist. The traffic also causes businesses to lose out in the area as people avoid it due to backup during morning and afternoon hours. Lunch hour is also awful.
1211	Another bridge please!
1212	Build a third bridge that connects Wallace rd and salem Parkway

	A
1213	Unfortunately, it means buying up property to put bridge from Lockhaven across river with a bypass that avoids the current bridge areas entirely.
1214	Build another bridge for cars.
1215	As is the current situation in Salem, it is inherently illogical to funnel traffic that wants to get from 1 side of a city to another side through the city's downtown! In Portland I-5 and I-405 go around downtown. In Eugene, same story. Build the 3rd bridge so THROUGH traffic can get through without using at-grade city streets with their numerous signals that turn THROUGH trips into downtown trips. Whether it is getting from Hwy 22 westbound to Polk County or getting from north or southbound I-5 to Polk County, the only way is on congested surface streets -- that makes no sense! Recent Governor's Taskforce data shows the uber/lyft revolution has resulted in MORE trips. The best expectations of traffic prognosticators is that self-driving cars will result in more trips. The number of vehicles trying to get across the Willamette River will never decline. Build the bridge or downtown and nearby residential, commercial and industrial neighborhoods will be strangled with the result that downtown will wither and die and be replaced with new commercial development on the periphery of the Salem/Keizer area.
1216	There needs to be another bridge over the Willamette for travel from West Salem to access the Keizer area and I-5 northbound. We travel often to Portland and currently have to go through downtown to the parkway to get onto I-5.
1217	A third bridge
1218	Congestion relief ideas. 1. Construct Marine Dr from River Bend RD and connect it to Musgrave with a tight curve and turn lane off of the Marion ST bridge. That would get traffic off Wallace RD during PM congestion and save the ramp off the bridge. 2. Allow two left hand turn lanes at Center St/Liberty ST and connect back to Commercial ST at Division where the new Salem Police Department will be built. That will help with AM congestion. 3. Remove the traffic lights at Edgewater ST NW and Wallace RD and close the lane the connects Marion ST Bridge to Edgewater ST NW. 4. Remove the traffic light from the ramp off the Center ST Bridge to Front ST NE. 5. Time traffic lights to favor AM traffic and then to favor PM traffic on Center ST NE and Marion ST NE all the way from 12th ST to the two bridges. 6. The new bridge needs to start where the New Salem Police Station is going to be built and cross over both the Center ST and Marion ST bridges and land or Hwy 22 near Rosemont AVE NW. The business at 1960 Edgewater ST NW has been removed
1219	A 3rd bridge
1220	Build the third bridge to get trucks out of downtown and let thru traffic bypass the surface streets.
1221	I believe Salem needs another bridge, ideally away from downtown, in order to funnel traffic between the coast and the mountains.
1222	Build a new bridge in West salem.
1223	Another bridge
1224	Build a new bridge as an alternate to the current one that requires cars to funnel through downtown Salem to get across the river. This makes the evening rush hour a nightmare. Morning rush hour going in the opposite direction is bad, too.
1225	A third bridge
1226	A Third Bridge!!!! We are about 30 years behind schedule.
1227	A new bridge is needed. It has to be a large bridge, with at least 2 lanes in each direction plus a bicycle lane and pedestrian sidewalk.
1228	Build the Salem River crossing bridge.

	A
1229	3rd bridge over Willamette River because much of the traffic congestion is due to people coming from West Salem going to the I-5 to Portland.
1230	A new bridge
1231	Build another bridge that allows for I-5 commuters to bypass downtown.
1232	Build a third bridge
1233	Building a new bridge that connects to Salem Parkway for ease of access to Interstate 5.
1234	I suggest adding another bridge close to the Center Street and Marion Street bridges. Make it a bridge where the lane direction can be changed from into the city in the morning to out from the city in the afternoon/evening to accommodate rush hour traffic. I know this would be expensive, but you asked for ideas, not funding methods. :0)
1235	A 3rd vehicular bridge.
1236	Build a 3rd bridge to west Salem, in morning have it open to Salem and evening just the opposite way.. make it a toll bridge until its payed for
1237	Another bridge to the north.
1238	The only way to relieve congestion in the project area is to not put cars in the project area. There must be ways around if the downtown grid is not the destination. Put a bridge from 22 over the river and connect to the end of Kuebler/Viewcrest. Make Kuebler like the Beltline Hwy in Eugene. Build a 22 bypass inbetween Oak Knoll and the Cemetery that goes up and around to Zena Rd or there about, and another bridge that connects into North Keizer, maybe about Waconda Rd or so, with exits to River Rd and of course I-5. There, problem bypassed. Bloody expensive and lots of land to get Polk and Marion counties to usurp with eminent domain, but it would fix the problem.
1239	Another bridge Build it now
1240	A new bridge. Actually, now we need a couple of new bridges.
1241	Build a new bridge coming into front street where the old stars was.
1242	Build a third bridge
1243	Please build a another bridge.
1244	A 3rd bridge! West is growing drastically with no necessary infrastructure to support it.
1245	Another motor vehicle bridge!
1246	Add an additional bridge, but it needs to be in a different area than the center and Marion st. Bridges. Right now, all traffic wanting to cross the river in town MUST go through the one set of bridges, causing a single point of congestion.
1247	I think we all know that what is really needed are MORE BRIDGES! Or, perhaps a second deck on the existing bridges.
1248	Please build a second bridge! We desperately need another bridge!
1249	Build another bridge further north
1250	New bridge.
1251	second bridge
1252	Build another bridge or improve the one we have...it isn't going to get any better. Shame on Salem for ignoring the ongoing problem. Problem could have been solved years ago.
1253	Build another CAR bridge. We have more than enough walking bridges now.
1254	3rd bridge in keizer that bypasses downtown entirely.
1255	A bridge that is not in the middle of downtown would solve so much.
1256	Build a new bridge

	A
1257	Build another bridge.
1258	Build a bridge
1259	Adding two more bridges across the Willamette. One by extending the Parkway across the river and intersecting with Wallace Road, and one in Keizer - extend Lockhaven across the river to Wallace. You'd probably need some improvements to improve access from Wallace onto westbound Highway 22.
1260	Make another bridge
1261	Need a 3rd bridge
1262	Another bridge
1263	Build 2nd bridge to west Salem
1264	PLEASE add another bridge from West Salem to Keizer!
1265	Build the Salem River crossing bridge
1266	To put the money already spent to good use and build the bridge! We've spent so much money and yet the bridge is still a "tabled" item. Act on what we know the findings are telling you!
1267	Build the Salem River Crossing Bridge.
1268	Light rail transportation through downtown and surrounding areas. Better public transportation overall. Hire the Boring company to help bring in some sort of underground transportation. More bridges across the river.
1269	Build a bridge from keizer to West Salem
1270	Building a bridge or more lanes
1271	Build a bridge... for goodness sake. No city can funnel all traffic through the downtown shopping core and remain viable. I
1272	Build the bridge-please don't talk, argue, debate, rethink, consult and dither for another 50 years!
1273	More than 1 bridge into Salem
1274	We need another bridge across the Willamette River, period. There is no other solution to this traffic mess.
1275	Build an additional bridge across the Willamette.
1276	Build a 3rd bridge. Heck, even another ferry across the river would be worth the effort.

March 9, 2018

TO: Salem Congestion Relief Task Force

FROM: Robert Cortright, West Salem

SUBJECT: SURVEY RESPONSE: CONGESTION RELIEF SUGGESTIONS

Congestion Relief Task Force recommendations should implement and be consistent with the city's adopted Transportation System Plan

Salem's adopted Transportation System Plan (TSP) includes a number of specific actions that the city has already evaluated and approved for reducing congestion and improving mobility in downtown and West Salem. However, while these actions are part of the city's adopted plans, most of them have not been implemented and are not scheduled for implementation. The Task Force should give priority to implementing these actions:

- they are part of adopted plans and have already been reviewed and coordinated with ODOT and other regional partners, which should allow for quick implementation
- many are relative low cost actions that can be accomplished within existing budgets or with modest additional resources
- most are proven, highly-cost effective actions that provide a high rate of return in reducing congestion and improving mobility per dollar spent

In addition, the city's TSP includes policy direction requiring that (1) the TSP be used by the Task Force in developing recommendations, and (2) that priority should be given to transportation demand management (TDM) and transportation system management (TSM) improvements over roadway widening to address congestion.

Policy Support:

- Policy 1.1 of the city's TSP says that “The Salem Transportation System Plan shall be used as the legal basis and policy foundation for all City decision makers, advisory bodies, and citizens in issues related to transportation. The goals, objectives, policies, principles, maps and recommended projects shall be considered in all decision making processes that impact, or are impacted by, the transportation system as required by law.
- Policy 1.2 provides specific guidance and says: The Salem Transportation System Plan shall be used to: identify measures and programs that should be undertaken to increase mobility for all modes...
- Comprehensive Transportation Policy 13 regarding “System Efficiency requires that: “The implementation of transportation system and demand management measures, and provision for bicycle and pedestrian facilities shall be evaluated as a first choice for

accommodating travel demand and relieving congestion in a traffic corridor, before widening projects are constructed.

Projects and actions in the Salem Transportation System Plan (TSP) that should be prioritized for implementation

Transportation System Management (TSM) Actions

Traffic Signal Upgrades

TSM #1 : Develop updated signal timing plans for signals in the bridge influence area

Policy 1.1 of the TSM Element in the TSP says that the city shall employ traffic signal timing plans that maximize the efficiency of the system and say that traffic signals should be evaluated and retimed , as warranted at least every three years to maximize the operational performance of the system. (TSM Element, page 4-2)

Effectiveness: "Traffic signal improvements generally provide the greatest payoffs for reducing congestion on surface streets.... When [basic improvements] are combined with an advanced, computer based signal control system, traffic flow on arterials can be increased by up to 25 percent." (Salem TSP, TSM Element page 4-10)

TSM #2: Implement Real-Time System Management

Policy 4.1 of the TSM Element in the TSP says that the city "shall consider including funding for arterial surveillance and real-time management projects that will relieve or prevent arterial street congestion. These projects shall include, but not be limited to real-time arterial surveillance, motorist information techniques, and incident response and clearance programs." (TSM Element, page 4-3)

TSM #3: Implement Adaptive Signal Timing

"Deploy adaptive signal timing on selected signalized corridors in the region with the highest levels of congestion and the most fluctuation in volumes." Estimated cost \$1.4 million. (TSM Element, page 4-14)

TSM #4: Central Signal System Upgrade

Upgrade the central computer control to provide additional functionality including advanced signal control, camera control, automated incident response timing plans and arterial congestion mapping. Estimated cost is \$600,000. (TSM Element, page 4-13)

TSM #5 Transit Signal Priority* on Wallace Road and downtown

This project would install transit priority emitters and upgrade traffic signal controllers along selected routes. (TSM Element, p. 4-15) Also implement Policy 2.6 Transit Priority: The City shall work with the Salem Area Mass Transit District to implement the latest transit priority technology to facilitate transit service efficiency. (Transit Element, 9-3)

Emergency and Incident Response

TSM #6: Updated Incident Management Plan for West Salem Bridges

Provide traffic management and traveler information tools (cameras, advisory radio (HAR), moveable barriers, trans vehicles) and specific plan outlining roles, responsibilities and procedures for handling an emergency bridge closure. Estimated cost: \$1.1 million (Source: (TSM Element, p. 4-15), Salem-Keizer Metropolitan Area ITS Plan, August 2005, page 8)

TSM #7: Increased Incident Response Capability

Build on current ODOT incident response program to support incident management on state, county and city roadways. Equip incident response vehicles with GPS to enhance dispatch. Provide additional incident response vehicles and personnel. (TSM Element, p. 4-15)

TSM #8 Dynamic Routing of Emergency Vehicles

This project would automatically calculate the ideal route between two points based on real-time roadway congestion, construction and incident information. (TSM Element, p. 4-15)

Effectiveness: ODOT estimates that improved incident response reduces the duration of incidents and reduces resulting traffic congestion. Benefits are estimated as a 15% reducing in average incident duration and a 35% reduction in vehicle hours of incident delay. (Source: Salem-Keizer ITS Plan, August 2005, page 4)

TSM #9 Improve Union Street Rail Bridge for emergency vehicle use

Install automatic gates, bollards and signals to allow emergency vehicles (fire trucks and ambulances) rapid access to the Union Street Rail Bridge and pedestrian path event of a a bridge closure or other incident.

Transportation Option Actions

Policy Support

It has become increasingly evident that we can no longer afford—in a variety of ways—to “build our way” out of our transportation problems. As transportation funding becomes more scarce and the cost of constructing new facilities spirals upward, we must seek more creative solutions to meet our future transportation needs. We must make more efficient use of existing facilities and increase their overall capacity to move people and goods, not merely vehicles.

There are effective options to highway construction for relieving traffic congestion and meeting increased travel demand. TDM actions increase system efficiency by managing

and reducing automobile trip demand and maximizing the movement of people and goods, not just vehicles. Typical TDM strategies include ridesharing programs, vanpooling, buspooling, promoting alternative work schedules, travel-time shifting (out of the peak period), teleworking, and increasing bicycle, pedestrian, and transit use. (TDM Element, page 10-1, emphasis added)

TO #1 Restore state and city employee transit pass programs.

Until recently the state and city have provided free or reduced price transit passes to employees. These programs should be restored and expanded. Reducing the cost of transit passes. Work with major employers to provide free transit passes for commuters. (Salem TSP, 10-3)

TO #2 Develop a city Employee Incentive Program for use of alternative modes and to reduce peak hour travel.

Policy 5.1 calls for the city to serve as a leading example for other businesses and agencies by maximizing the use of alternative transportation modes among City employees through incentive programs. Policy 5.2 directs that “The city shall implement measures directed at City employees that will reduce peak hour demand on Salem’s street system. These measures should include the widespread institution of flexible work schedules, increased carpooling, vanpooling, telework and transit ridership. (TSM Element, p. 10-4)

TO #3 Work with the State of Oregon to reduce peak hour travel through flexible work schedules and increased use of alternative modes

Implement Policy 2.4 Encourage State Agencies to Reduce Peak Hour Travel Demand. “The City of Salem shall encourage the State of Oregon to implement, through its agencies, significant measures that will reduce peak hour travel demand on Salem’s street system. These measures should include the widespread institution of flexible work schedules, increased carpooling, vanpooling, teleworking and transit ridership.” (TDM Element, p 10-3)

Effectiveness; ODOT’s latest survey shows that about 1/3 of Oregonians would consider changing their commute if better transit service were available (42%) or better facilities and services for walking and biking were provided (31%). (Source: ODOT Transportation Needs and Issues Survey, December 2017)

Effectiveness; “... surveys conducted through the Regional TDM Program indicate that employees are most interested in both compressing work weeks and telecommuting options. Over 40 percent of the surveyed SOV employees indicated that if they had the option, they would work at home at least one day a week. Just

over 20 percent of those persons surveyed stated they would try compressed work weeks.” (Source: Willamette River Crossing Capacity Study, 2002)

TO #4 Work with Major Employers to Implement Trip Reduction Programs

Implement TSP Policy 2.2 to Increase Marketing to Employers. “The City shall support the regional TDM programs efforts to provide assistance to employers in designing and implementing trip reduction plans at their work sites. Trip reduction plans will include strategies to encourage employees to use alternative transportation modes and discourage them from commuting in single-occupant vehicles. Alternative work hours and teleworking will also be recommended as a way of reducing peak hour congestion.” (TDM Element, p. 10-3)

TO #5 Expand Employee paid parking

Implement Policy 3.1 which says that the city will encourage other federal, state regional and local government agencies to charge their employees for parking at their facilities in Central Salem and at other locations in the City that are on or near transit routes. (Parking Element, p. 11-5)

TO #6 Express Transit Service

Work with Cherriots to provide express bus service to and from outlying park-and-ride facilities and the central core area of Salem. (Transit Policy 2.4)

Alternate Modes Study Recommendations

In 2010, the city, ODOT and regional partners completed an Alternate Modes Study http://www.salemrivercrossing.org/wp-content/uploads/2014/02/AltModesPlan_VI_Final.pdf . The study outlines more than 40 recommendations for additional TSM and TDM measures that improve traffic operations, expand transportation options and reduce peak hour travel in downtown and West Salem. _ Only a few of these recommendations have been implemented. A number of promising actions should also be considered by the Task Force.

Bike Pedestrian

- Union Street Bridge/ Edgewater Connection (Recommendation 3E)
- Add Shared Use Paths, for example from Wallace Marine Park north (Rec. 3H)

Transit

- Provide direct transit service to Willamette University and Salem Hospital (Rec. 3S)
- Increase service on CARTS Routes (Recommendation 3U)

Parking Management

- Switch from Monthly to Daily Fee Parking (Recommendation 4M)
- Provide Parking Cash Outs to Employees using alternate modes (Recommendation 4Q)

Transportation Options

- Develop a Transportation Management Association (Recommendation 4A)
- Individualized Marketing Program for West Salem to Downtown (Recommendation 4D)

Survey Response:

1. My ideas for transportation congestion relief in the project area: are itemized above
2. My address zip code is: 97304
3. I work in Salem: no (I'm retired)
4. I own property in Salem: • yes
5. The street intersection closest to where I live is: Eola and Sunwood
6. In Salem, I get from one place to another by:
 - A. Car – Most of the time
 - B. Bicycle – Sometimes
 - C. Walking – Sometimes
 - D. Bus – Rarely

THE SALEM BELTLINE

The Salem Beltline is a transportation plan that was recommended by the SATS Salem Area Transportation Coordinating Committee in 1979. The plan was developed for the SATS by COG i.e. the Council of Governments staff and consultants. The four jurisdictions are Marion County, Polk County, City of Salem, and City of Keizer. Salem's representatives on the coordinating committee were Mayor Kent Aldrich, Leo Chaffin (V.P. of PGE), Chair, and Geoffrey James A.I.A. President of the Salem Planning Commission.

A REGIONAL FACILITY

The Beltline was planned as Regional facility, recognizing that traffic from Portland is headed towards the coast and needs a highway system that avoids having to drive through or near downtown Salem, which is already congested, and so regional traffic and semis should preferably be diverted around the urban area, because central Salem is already congested and over capacity, leading to traffic jams and slow rush hour traffic.

The beltline or ring road is comprised of Cordon Road (in the east), Kuebler Boulevard (in the south) a northern connection that was planned to be Chemawa Rd., and a western link road from that to link up with Highway 22 west.

3RD. & 4TH. BRIDGES

The SATS Plan therefore anticipated a 3rd. Bridge Crossing, and the 1979 Plan showed it to be located at Chemawa Rd., i.e. near where Keizer Rapids Park was subsequently developed.

The south component was to be an Kuebler Blvd. extension to the west, to connect to Independence Highway, and thence to Highway 22. There was some disagreement with this selected Chemawa location, which has since become a regional park and amphitheater.

The south component was anticipated to be decades away because traffic counts on Kuebler Blvd. west would not justify a bridge at that time. But that was 40 years ago and before Amazon located 1M sq.ft. on Kuebler, and adjacent development is generating more traffic and hundreds of employees.

THE BELTLINE PLAN

Plans and reports of the original beltline plan can be requested from COG. However not all jurisdictions agreed about the northern and southern components. At the north component, there is a new proposal in 2017. Herb Shaw, retired ODOT engineer, is a member of the WSNA Land Use Committee and has proposed a Quinaby Road interchange at I-5, and a route following Clear Lake Rd. due west, a 3rd. Bridge Crossing at Lincoln, and then there would need to be a linking road southwest to Highway 22. That alignment has yet to be determined.

CITY OF SALEM

SALEM BELTLINE

Currently, the Salem City Council is examining ways to reduce congestion at the existing two bridges in downtown Salem. There is potential for widening and strengthening both the Center Street and the Marion Street Bridges to 5 or 6 lanes. Re-configuring the ramps and bridge approaches at both east and west ends will keep traffic moving and reduce the congestion. The seismic strengthening is very important because otherwise West Salem would be cut off after the bridges fail during the 9.2 earthquake that is expected. ODOT has some \$80M funding to improve the Center Street Bridge. Marion Street Bridge needs a re-construction and there is currently no funding for that bridge replacement. The realistic plan seems to be to pursue seismic upgrades and bridge widening, with improved ramps at the existing two bridges. Many people support the 3rd. & 4th. Bridges if they are indeed (1) part of a regional beltline transportation plan, (2) do not divert more traffic into central Salem, and (3) are nationally and state funded, as they were contemplated to be under Secretary of Transportation Neil Goldschmidt, Senate Finance Chair Bob Packwood, and Senior Senator Mark Hatfield. The current administration, in 2018, is emphasizing billions for Infrastructure. However, Secretary of Transportation Elaine Chou, has explained that means a “public-private partnership”, which will be “funded by user fees, i.e. tolls”. So, we can envisage government adopting infrastructure plans and proposed bridge locations, but the construction and financing might be by the private sector, and the bridge and highway users will pay a toll to use these improvements, indefinitely. The City of Salem assumed that a toll would have to be levied on all 3 or 4 bridges.

THE SOLUTION

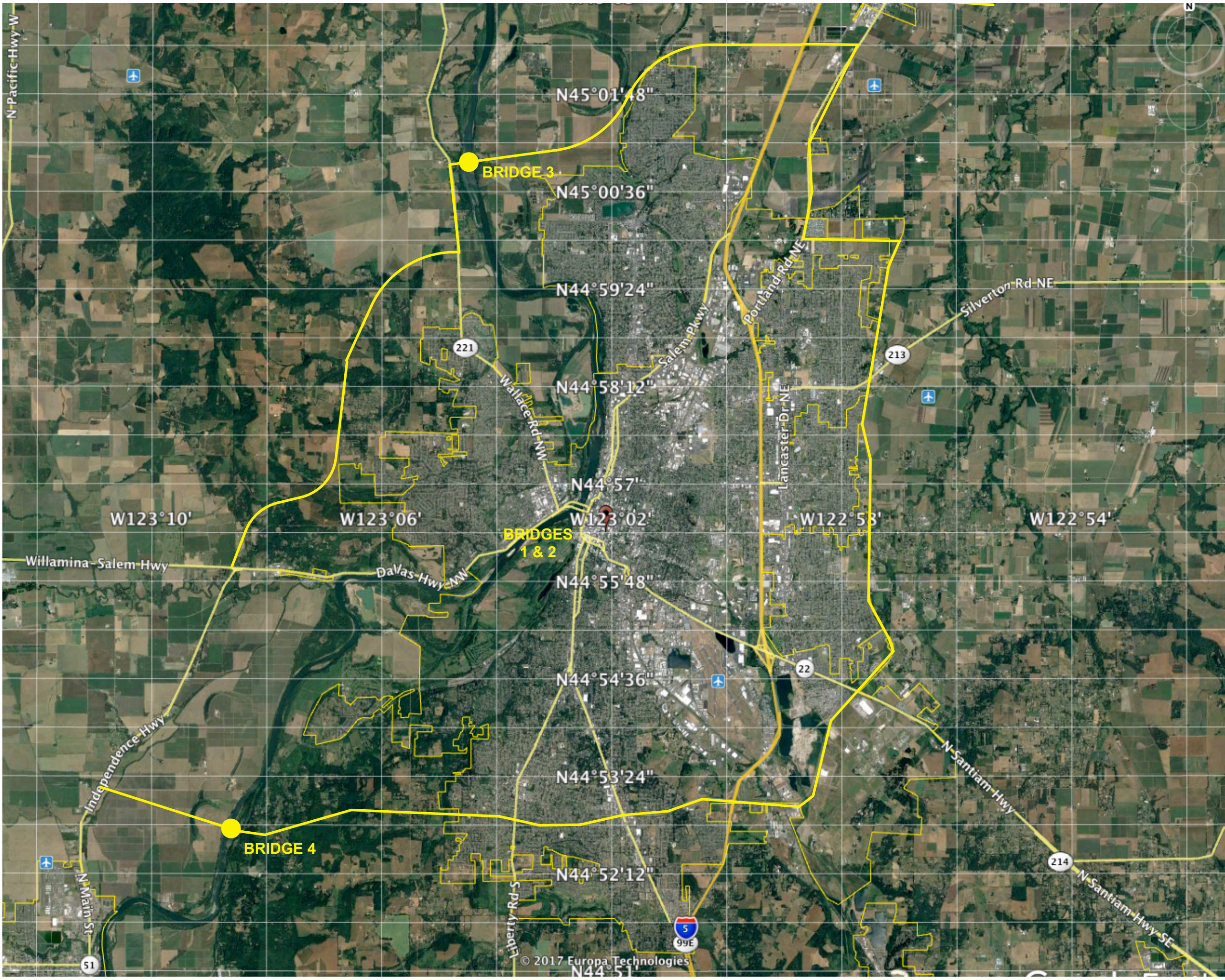
The solution seems to be a Salem Solution for the two existing bridges, with ODOT design and funding, to increase capacity (lanes), strengthen seismically, and improve traffic flow by improved and reconfigured ramps at both ends.

NATIONAL FUNDING

The Regional Beltline needs to be a national, i.e. federal and state project, to handle regional and cross state traffic. That may well be an example of the “public-private” partnership, and tolls are anticipated, but it will not be a direct burden on the average Salem resident or business.

THE MAP

The attached map of the proposed Salem Beltline is offered as a topic for elected officials to examine and discuss with the Oregon Delegation, so that federal FHA funding be assigned to implement this needed improvement.



SALEM BELTLINE

THE REGIONAL TRANSPORTATION PLAN BASED ON SATS SALEM AREA TRANSPORTATION STUDY 1979 ADOPTED BY THE SATS COORDINATING COMMITTEE. CHAIR LEO CHAFFIN OF PGE SATS MAP BY SATS COORDINATING COMMITTEE MEMBER GEOFFREY JAMES A.I.A. JURISDICTIONS: MARION COUNTY, POLK COUNTY, CITY OF SALEM, CITY OF KEIZER THE NORTHERN CROSSING LOCATION AT CHEMAWA RD. WAS NOT AGREED TO. MAP INCORPORATES A NORTHERN BRIDGE CROSSING ROUTE BY HERB SHAW, RETIRED ODOT ENGINEER REVISED: DECEMBER 2017 1979 FUNDING WAS TO BE 80% FEDERAL FHA FUNDING & 20% STATE ODOT.

03/16/2018

From: Herb Shaw
1930 Wallace Road NW, Salem 97304

Memo To: Mayor Bennett and his Traffic Congestion Committee:

Introduction to West Salem's Traffic Issues

The City of Salem has needed additional river crossings for decades and an enormous amount of money (some say over \$8 Million) has been spent on studies from which a prudent person might expect to have a logical resolve. The problem is, what should've been a methodical process based on a long-term vision supported with all the facts and good engineering judgment has instead become a political football resulting in everything but that.

The process used to create research studies can easily become the biggest contributing factor to incomplete studies and questionable results. I'm of course referring to the Request for Proposal (RFP) process whereby the agency submits a request for eligible engineering consulting firms to respond by preparing and submitting their individual proposals that must comply with parameters set forth in the agency's request. In other words, the proposal is only as good as the request will allow. The studies for the Third Bridge and the Second Street Undercrossing of Wallace Road were derived from such a RFP. Often, as appears to be the case for the Third Crossing, the RFP did not ask for the best solution to resolve congestion on Wallace Road and at the existing bridgeheads, but asked in effect how can we improve connections from OR 22 NW to the Salem Parkway NE and possibly make improvements on Wallace Road NW. It did not ask how regional and through-traffic could best be addressed to minimize congestion in our community. A huge difference! Instead of providing reasonable solutions, we paid for a proposal that would create a horrendous, unsubstantiated tax burden on everyone in Marion and Polk Counties, and not even solve the problem. The study didn't even address the need for a beltline system that would remove regional and through-traffic from our downtown grid, even when this option clearly rose to the top in previous studies.

Concerning the Second Street U'xing study, the RFP requested proposals for only an under-crossing. Suggestions by consultants to consider an overcrossing were rejected, in spite of the fact the overhead structure would be much cheaper to build, and exceedingly cheaper to maintain throughout its life-cycle.

Granted, the recovery from the 2009 economic downturn was not evident when the latest studies were conducted, but this is further proof that an update is necessary to address the major changes in average daily traffic (ADT) counts and changes in commerce. And to suggest changing directions from the existing proposals would require discarding all accumulated data is disingenuous and politically self-serving.

Changes in Traffic Conditions

We have a myriad of studies over the years that clearly point to a solution, but somehow we've never been able to glean those truths and combine them into a single document that would move us forward to a viable solution. The following is a list of some of the traffic concerns needing consideration:

- Updated origin/destination study (last study in 1971 or -72 Salem Bridge Study packet submitted to the public for input).
- Growth in wine industry and landscaping supply farms have heavily impacted OR 22 and OR 221 traffic conditions.
- Recent increases in interest to commute from Salem to Portland metro area.
- Significant increases in vehicle ADT's (+5% per year in the last two years).
- Traffic solutions increasingly point to a belt-line highway system that removes through-traffic and regional traffic from the downtown grid.

One item is glaringly absent from recent studies is the value and need of an updated origin/destination study. An updated origin/destination study is absolutely critical because of the incredible growth in the wine industry and the landscaping supply industry (Monrovia and others), continued growth in housing developments in West Salem, preferences to live in Polk County, and a significant growth in families moving from the Portland area to commute to their work place in the metro area. The current studies are based on irrelevant ADT counts, which would be a valuable tool if updated, but yet are limited because ADT's cannot reveal to us what the traffic movements are doing (how much is local residents, how much is tourism, how much is interstate commerce, how much is local commerce, how much are commutes to Portland and Eugene, etc.). Previous studies have clearly shown (even when recognizing the economic downturn of 2009) that through-traffic and regional traffic create a major impact to traffic congestion throughout the City, but especially on Center Street, Commercial Street, Liberty Street, Marion Street, Mission Street and Wallace Road. Simply stated, how much through-traffic would avoid our downtown area if given the opportunity. We cannot know until we have an updated origin/destination study. Neither can we continue the illogical thinking that all traffic must pass through our city in order to preserve our downtown businesses. This logic ignores the fact that people do avoid shopping in these congested areas, especially downtown when the streets are congested with high volumes of impatient through-traffic. Nothing short of a belt-line system will resolve our needs, regardless of how much money we throw at other options. If we cannot or will not understand this issue, we will spend an inordinate amount of money and never be satisfied with the results.

Salem Preferred Alternative (Third Bridge)

Most citizens are anxious to see our traffic issues addressed and many have allowed their emotions to override common sense, but few recognize the negative impacts this project will impose. The stated purpose of this project is to improve traffic conditions on OR 22 and OR 221 (Wallace Road), yet this proposal fails miserably, primarily because it does nothing to reduce regional and through-traffic that is force-fed through our city. The following is a summary of issues we must consider at this time:

- Project studies reveal the proposal will not accommodate all traffic demands.
- The draft Final Environmental Impact Statement (FEIS) is near completion, but changing the crossing alignment would not require discarding everything and starting over as supporters have alleged. One example is Section 2.3.1 Regional Measures Analysis of the draft FEIS states the area for assessing regional transportation performance measures “is broad and well beyond the direct influence area for the existing bridge and preferred alternative” (FEIS Page 2-3)
- Mobility Targets and Standards for State and local highways and streets are not in compliance now, some will remain in noncompliance, and new ones will be created with the Salem Preferred Alternative (FEIS Page 4-21).
- Access at Rosemont Interchange for eastbound (EB) traffic would remain, but the westbound (WB) off-ramp would be closed to provide a WB Marine Drive on-ramp to OR 22 (FEIS Page 5-4); with the WB off-ramp closed at Rosemont Interchange, access to Rosemont Avenue and Eola Drive from OR 22 would be redirected, utilizing Wallace Road, Edgewater Street and even Doaks Ferry Road.
- Wallace Road would continue to have seven intersections that would fail mobility standards and targets (FEIS Page 4-21).
- Although the Salem Preferred Alternative would provide slightly less congestion in the West Salem Central Business District than the No Build Alternative, it would still lead to concentrated traffic at the existing bridgeheads on either side of the river (FEIS Page 4-32).
- With the Salem Preferred Alternative, due to access control changes, out-of-direction travel is anticipated in the West Salem and North Salem areas (FEIS Page 4-29).
- Adversely impacts the Edgewater and Highland business districts, displacing many businesses.

- Places a high volume highway adjacent to Wallace Marine Park.
- Estimated cost in excess of \$400 Million to complete is excessive, unnecessary and inefficient.
- Funding sources are not secured, and only speculation suggests anytime soon.
- Questionable acceptance and approval of a huge bond measure that impacts every citizen in Marion and Polk Counties.
- Construction of the Preferred Alternative might begin in 10 years at best, but likely never.
- Resolution of the LUBA claim is still pending.
- The FEIS Section 4.6 Mitigation Measures includes a recommendation to change mobility standards to allow for more congestion. In other words, if our grandiose project cannot meet acceptable standards, just degrade the standards so we can make it comply. Why not! That seems to be our mode of operation for everything else.

The Salem Preferred Alternative (Third Bridge X'ing) obviously is not a solution, which isn't just an opinion but is supported by concerns identified in the studies. For example, the Salem River Crossing Final Technical Report Addendum, October 2016, by the Oregon Department of Transportation, states: "This (proposal) reflects the redistribution of traffic and the fact that even upstream and downstream improvements of the bridge crossings do not accommodate all traffic demand." Simply stated, we are being asked to support a huge tax increase and toll fees for a project that would not solve our traffic problems, but would simply move the pinch-point (bottle neck) to other locations within the city. We're going to feel pretty silly if we build this proposal and find out we haven't accomplished all that we expected.

The Salem Preferred Alternative includes a bridge approximately 1.5 miles in length, providing an OR 22 EB Off-ramp Bridge connection to Marine Drive. This section of new bridge is no small item as it continues eastward, crossing over Wallace Road in proximity of the intersection of Edgewater Street, merging with the proposed Second Street Crossing (approximate vicinity behind Les Schwab Tire Center, adjacent to Wallace Marine Park).

The City Council's Preferred Alternative only exacerbates the connection to Marine Drive by unwittingly creating a merge on the east end of OR 22 EB Off-ramp Bridge with the Second Street X'ing extension and Marine Drive, resulting in two scenarios that will further encroach into Wallace Marine Park:

1. A wider footprint for a left-lane merge of Second Street with Marine Drive that does not meet design standards, or
2. A wider footprint and a longer bridge ramp length (OR 22 EB off-ramp connection to proposed 3rd Bridge) for a fly-over of Second Street extension and merge with Marine Drive.

According to the draft project FEIS, this project would displace a significant number of businesses in the Edgewater, Wallace Road and Highland Districts.

The engineer's estimate to construct the Salem Preferred Alternative is over \$400 Million, but at present does not have a funding source. The Third Bridge project was not included in the Oregon HB2017 Transportation Bill, and is not included in the ODOT 2018 -2022 State Transportation Improvement Program (STIP), which is the only avenue for State and Federal funding for projects in Oregon. We have been told the earliest this project can be recognized for funding is on the 2022 – 2025 STIP, but it's not included yet because a designated funding source has not been established. It's inconceivable that the City could fund this project 100%.

In 2017, the City suggested it might take the lead on this project, and offered the following funding source combinations:

- Additional \$0.06/gal Polk/Marion County Gas Tax (to raise \$85 M)
- Polk/Marion County Vehicle Registration Fee increase of \$25.00/year (contributing \$85 M)
- Polk/Marion County Property Tax increase of \$0.37/\$1K, which would generate \$74.00 a year from a \$200,000 home (contributing \$30 M)
- \$1.50 per crossing Toll Fee on all three bridges (contributing \$175 M)

This proposal is estimated to generate \$375 Million for the City's portion, and the City expects the Federal Highway Administration (FHWA) portion to be \$40 Million, and the State portion to be \$5 Million. They also suggested the State legislature might provide an additional \$10 Million. If FHWA and the State do not kick in substantially more, I don't see Marion County, Polk County and Salem residents on the East side of the river passing a bond of this magnitude, thereby setting the project back indefinitely. Recently, supporters of this proposal have stated that 75% of Salem residents approve this project, and that the costs are merely a distraction. I suggest this is misleading because it's most likely 75% agree that something must be done, but I doubt if even 75% of West Salem would support the Salem Preferred Alternative.

So, what exactly is +\$400 Million expected to provide?

- Complete Marine Drive from Glen Creek Road on the South end, to River Bend Road on the North end, with a three-legged roundabout at River Bend Road.
- Construct cross-connecting streets from Marine Drive to Wallace Road with signals.
- Construct the river crossing with approach bridges and ramps beginning near Rosemont Avenue Interchange NW on OR 22 and ending with connections to Commercial and Liberty Streets NE near Pine Street NE in the Highland District.
- Eliminate the WB off-ramp at Rosemont Interchange (forcing more traffic onto Edgewater and Wallace Road) with no definite plan to replace it.
- An interchange connection to Eola Drive NW has been considered by ODOT, but nothing definite at this stage; this alignment is currently obstructed by several new businesses.
- Displaces a number of businesses in the Edgewater, Wallace Road and North Salem business districts.

According to a 2014 study comparing the "No Build Alternative" with the "Alternative 4D" (similar to Salem Preferred Alternative), travel times during peak-hour travel in 2031 would be:

- a) Reduced by 10.2 minutes from I-5 via Salem Parkway to River Bend Road on Wallace Road (20.3 min. for No Build Alt / 10.1 min. for Alt. D)
- b) Reduced by 8.3 minutes from Silverton Road at Lancaster Drive to River Bend Road (19.0 min. / 10.7 min.)
- c) Reduced by 3.9 minutes from Center Street at High Street to River Bend Road (10.8 min. / 7.0 min.)
- d) Reduced by 3.6 minutes from I-5 at Mission Street to River Bend Road (19.1 min. / 15.5 min.)
- e) Reduced by 3.3 minutes from South Commercial at Fairview Avenue to River Bend Road (15.7 min. / 12.4 min.).

It's reasonable to suggest the study model is already antiquated because ADT's have escalated since 2014, and delays exceeding 20 minutes are being experienced now. As a point of interest, the travel time from River Bend Road on Wallace Road NW to Fairview Avenue on Commercial Street SE with our church bus early every Sunday morning takes eight (8) minutes, but we're not experiencing high traffic volumes nor signal delays at that time of day. The point being, it is doubtful the Salem Preferred Alignments would improve the time interval for that route.

Marine Drive

Let us not forget that Marine Drive was included in the 2008 City Bond Measure. On the City Council Agenda Item 7(a), dated March 10, 2008, Peter Fernandez, P.E., Interim Public Works Director at the time, presented the case for supporting a referral for the November 2008 Streets and Bridges Bond Measure. The Table 2 Recommended Project List included an item on Page 11, "Congestion Relief Projects – Strategic Right-of-Way Purchases" that states the following: "Purchase future street and highway right-of-way in advance of new Willamette River bridge and associated street and ramp connections, in order to preserve from future development, once a preferred alternative alignment is approved by the Federal Highway Administration. Purchase future street right-of-way in order to

construct Marine Drive NW. Project funds can be used to construct Marine Drive NW with City Council approval.”

On Page 21 of the March 10, 2008 document, Agenda Item 7(a) titled Project Delivery included the statement: “Staff recommends that the \$98.6 million in projects be delivered over an eight-year schedule, beginning in 2009 and achieving substantial completion of all original projects by 2016.” The staff schedule at that time identified Marine Drive right-of-way (R/W) acquisition would begin July, 2011, with completion by December, 2014. This was approved by Council, but this promise is yet to be fulfilled.

In 2017, the City Public Works Department proposed acquisition of R/W and construction of a 2- to 3-block section of Marine Drive from Glen Creek Road NW to Cameo Street NW at an estimated cost of \$3.5 Million. The City Council referred to this short section with a 60’ R/W as a “showcase” for future development of Marine Drive, as well as future access to the new bridge. There are several concerns with this proposal:

- This proposal would provide virtually no immediate relief of congestion on Wallace Road and would remain irrelevant for many years.
- The immediate benefit to the public would be negligible, but the impacts to Pioneer Village and Wallace Marine Park would be substantial.
- As proposed, this section of roadway would very likely require reconstruction and widening before completion of a Third Crossing; unacceptable stewardship.
- This proposal is contrary to the promises made in the construction bond measure of 2008.
- It is irresponsible and disingenuous to implement this proposal at this stage of the project as it is highly unlikely this section would be incorporated into a bridge crossing, especially when the proper studies are completed.
- One agenda item in the Salem Preferred Alternative is to construct Marine Drive as an arterial, yet Wallace Road would continue to have seven intersections that would fail mobility standards and targets (FEIS Page 4-21).

The most logical decision for Marine Drive at this stage is to purchase R/W for a section from Fifth Avenue NW to Harritt Drive NW (all within the Urban Growth Boundary). Using the City’s cost estimates, \$1.64 Million would purchase R/W for this section, leaving \$2 Million to begin construction. Portions of the R/W alignment is already owned by the City, and developers have shown interest in providing R/W as they develop along the route. These estimates were initially projected to 2013 dollars, but may need further adjustments because of the delays in implementation, but it means we could begin immediately and thereby show good faith effort to comply with previous commitments.

There are many advantages to the construction of the Fifth Avenue – Harritt Drive section as follows:

- Residents on both sides of Wallace Road could access the West Salem Central Business District without entering the congestion on Wallace Road.
- Marine Drive should be used only as a collector street with two lanes (one in each direction), paved shoulders for bicycles, with curb and sidewalks.
- Marine Drive should not be developed into a truck route nor an arterial street, and would not be needed as such when through-traffic is removed from Wallace Road.
- Some have suggested the Fifth Avenue connection to Taybin Road and Cornucopia Street would be too congested, but city buses currently utilize Taybin Road and Cornucopia Street effectively and without incident.
- The City has suggested expenditures for the 2- to 3-block section is needed to count toward the City’s match for the bridge project, but that’s disingenuous because expenditures on any portion of Marine Drive is included in the proposed bridge package.
- Rumors that part of the \$3.66 Million might be used to construct an independent bike path are false; the suggested pathway proposal was intended to be funded with private donations and constructed with volunteer labor, after acquisition of R/W.

Second Street Crossing of Wallace Road

There definitely is a need to provide additional access across Wallace Road from the Edgewater/Second Street District to the west and the West Salem Central Business District to the east, as our two existing crossings with signalization are Glen Creek Road and Taggart Drive are inadequate. The Second Street Crossing is one attempt to help with this situation. As might be expected, the proposal is not well received because the RFP did not adequately address the issues (the RFP limited the consultant to address only an undercrossing with no other options allowed). Some of the issues needing consideration before construction of this crossing are as follows:

- The intent is to provide access to and from the West Salem Business District and the Edgewater/Second Street District, but the current design provides access control for EB traffic on Second Street and Marine Drive up to Glen Creek Road, resulting in out-of-direction traffic movements, as well as adding to projected congestion at the intersection at Glen Creek Road, and additional congestion at intersection of Glen Creek Road and Bartell Drive to access Les Schwab and other businesses in that vicinity.
- The crossing should primarily facilitate local traffic, thereby eliminating controlled access and providing access to businesses near each end the crossing facility.
- An at-grade crossing is popular with some members of the West Salem Business Association and the community. This proposal would require a signalized intersection, which does not meet ODOT design standards. This also would add to the congestion on Wallace Road because of the cross-walks. However, one needs only to review the new signals at Commercial and Union Streets NE (OR 99E) to realize standards can be ignored. Don't let the nonsense about traffic backups onto the bridge and insufficient sight distances at the Second Street Crossing confuse the issue of an at-grade crossing; the standards are in place to prevent intersections from being too close to other signalized intersections, which creates insufficient stacking room for vehicles between signals, as well as creating further delays of traffic on the mainline (Wallace Road).
- The City's RFP requested an undercrossing proposal only. Consider the following:
 - ◆ The underpass eliminates a portion of the dike created by the old railroad alignment, which would result in increased flooding risks to the district, as well as an increase in flood insurance premiums.
 - ◆ The cost to construct the undercrossing structures would approximately double that of an overcrossing because it requires two separate bridges (one to carry Wallace Road traffic and another to provide the underground boxed girder cells that also captures ground water that must be pumped out of the system).
 - ◆ The underpass would admittedly fill with water in the event of a 100-year flood, thereby disrupting connectivity.
 - ◆ When the pumps fail (and on occasion they will), the roadway would fill with water; this has already occurred at the underpass at the new Keizer Station.
 - ◆ The life-cycle maintenance costs are horrendous as compared to other alternatives, never getting better with time.
 - ◆ It appears the only advantage of an undercrossing is, it would provide a bicycle and ADA pedestrian crossing at this location; the overcrossing grades are too steep for ADA requirements.
- An overcrossing of Wallace Road would offer the following:
 - ◆ Construct mechanically stabilized earth (MSE) retaining walls in approach embankments to minimize footprint width (essentially the same footprint of the underpass).
 - ◆ Significant decrease in total bridge length because only an overhead bridge required.
 - ◆ Life-cycle maintenance costs significantly reduced with no long-term increase in maintenance costs.

- ◆ Would require a separate ADA pedestrian crossing (refer to Interim Alternates below, first bullet point).
- ◆ Would not be effected by flooding conditions (both natural and mechanical failures), thereby creating fewer disruptions to connectivity.
- ◆ Design-build is the preferred method of construction.

Both the overpass and underpass crossing concepts will impact access to properties on all four quadrants of Wallace Road-Second Street crossing for approximately 500 feet from either side of Wallace Road, but would require less out-of-direction travel if access control were not required.

Positive Steps Forward

I'm sorry that everything has seemed so doom 'n gloom to this point, but there are positive things that can begin immediately, others in the near future, and still others long-term that will actually address congestion issues.

Interim Alternatives

While we wait for our City officials to move on the big issues, there are many suggestions that can help reduce congestion in the near future; may not help a lot singly, but when combined can definitely help. With vehicle traffic exceeding capacity on Wallace Road, at-grade pedestrian and bicycle traffic crossings contribute significantly to commute delays. Consider the following:

- One proposal that was gaining traction early in 2017 would involve eliminating cross-walks on Wallace Road at the intersection of Edgewater Street:
 - ◆ Construct a low-cost bicycle/pedestrian bridge over Wallace Road, adjacent to existing OR 22 westbound (WB) bridge.
 - ◆ Involves connecting the walkway on the Center Street Bridge with the Greenway Path behind Westside Station Pub on Edgewater Street NW.
 - ◆ Improvements and widening of the existing path would make it more bicycle and pedestrian friendly.
 - ◆ Provides a safe bicycle and ADA path from Front Street SE to Rosemont Avenue NW without any interference from vehicle traffic.
 - ◆ Reduces delays for vehicles on Wallace Road.
 - ◆ Funding for this would not come from the \$3.66 Million for Marine Drive, but needs to be added to the statewide bicycle improvement program.
 - ◆ May require the City to also seek funding from State and Federal programs and grants.
- WB movements out of Roth's onto Wallace Road (between Burger King and US Bank) must be restricted to right-turns only, and can be corrected immediately:
 - ◆ Motorists making left-turn movements end up blocking the southbound (SB) left-turn lane at the Glen Creek signal. According to the FHWA Manual of Uniform Traffic Control Devices (MUTCD), this is an unlawful merge into the Wallace Road travel lanes, and impedes traffic in the left-turn lane for the signal. Motorists attempting this movement result in blocking the left-turn lane for the signal, which is much too short in duration, anyway.
 - ◆ This left-turn movement is unsafe and unnecessary because motorists entering or crossing Wallace Road should be using the signals at Glen Creek Road.
 - ◆ Motorists have been observed using this left-turn movement to cross the left-turn lane and both through-lanes on Wallace Road in order to make a right-turn onto Glen Creek Road, all the while disrupting traffic while depending on others to let them through.
- WB movements from Taybin Road onto Wallace Road must be restricted to right-turns only:
 - ◆ Left-turn movements onto Wallace Road are very dangerous and unnecessary because Glen Creek Road signals are safer and not that inconvenient.

- ◆ Typically, motorists making this left-turn movement end up breaking the law (according to the MUTCD) by using the center left-turn lane as a merge lane into the SB lanes. The “Left-turn Only” signs that were installed during 1999 construction of Wallace Road widening project must be reinstalled, maintained and enforced (the right-turn merge into the left-turn refuge lane is unsafe and therefore unlawful because using the driver’s right mirror and/or looking over your shoulder creates blind-spots).
- ◆ Those attempting the left-turn movement from Taybin Road onto Wallace Road delay fluid right-turn movements onto Wallace Road.
- ◆ This proposal is included in the Preferred Alternative (FEIM Page 4-29), so why wait?
- Purchase R/W for Marine Drive from 5th Avenue to Harritt Drive and begin construction on the south end. The original estimate for Marine Drive in 2008 was \$3.658 Million (03/10/2008 Council Meeting, Proposed Referral of November 2008 Obligation Bond Measure, Page 11, Congestion Relief Projects-Strategic Right-of-Way Purchases, cost adjusted for completion in 2013). Using the City’s estimates, \$1.64 Million would purchase R/W for this section, leaving \$2 Million to begin construction.
- Improve traffic signal timing on Wallace Road. This was also a recommendation in the FEIS (Page 4-33).
- Glen Creek Road and points north (i.e., west of Wallace Road) have limited access to the Edgewater/Second Street District. Consider the following:
 - ◆ Traffic currently must use Wallace Road, Cascade Drive and a few streets to the west, including Doaks Ferry Road.
 - ◆ When The Pointe at Glen Creek is completed (southwest quadrant of Glen Creek Road and Wallace Road), motorists will cut through to 9th Street (some are doing that now).
 - ◆ An extension of Murlark Avenue and/or Patterson Street to the north and connecting to Glen Creek Road is sorely needed:
 - This would reduce a significant volume of traffic on Glen Creek Road at Wallace Road intersection, if given the option.
 - Construct MSE retaining walls to maintain a narrow footprint that is economical, providing a long-term stable (seismic resistant) embankment, and reduces roadway surface icing.
 - A bridge viaduct is not recommended, although it also provides a narrow footprint, because of deck surface icing issues from having the bottom of the deck exposed to ambient temperatures.

City Bridge Option “A”

I propose construction of a new alignment beginning on the Salem Parkway NE at its merge with Commercial and Liberty Streets NE, and terminating at Brush College Road NW. Refer to attached Exhibit “1” and consider the following:

- Construct an approx. 2.3 mile alignment.
- Construct a 3-lane or 4-lane bridge and roadway with sidewalks/bike paths on both sides of the roadway behind safety barrier.
- Would not create any significant impacts or delays during construction as all major work is on a new alignment; construction delays at ramp connections at Commercial Street NE and Liberty Street NE could be minimized with needed closures occurring week-nights and temporary detours.
- Requires signalized intersection on Wallace Road at Brush College Road NW, and ramps at the Salem Parkway NE connections.
- If constructed with three lanes, would allow the possibility of switching from 2-lanes for EB morning traffic, and 2-lane WB evening traffic, or anytime during an emergency.
- Brush College Road connection is favored over River Bend Road because Brush College ADT’s are twice that of River Bend, and Brush College is a direct connection to Doaks Ferry Road and

points west, while River Bend Road to the west would create heavier traffic volumes through residential neighborhoods with no direct connections to destinations other than residential.

- Brush College Road also is a direct connection to Zena Road, OR 99W, OR 22 and points west.
- This alignment typically would not be impacted by rail traffic crossing Commercial and Liberty Streets NE.
- This option would provide immediate relief to Wallace Road congestion.
- Although the Salem Preferred Alternative will improve traffic movements on Wallace Road when compared to existing conditions, some intersections on Wallace Road will remain congested, primarily because regional through-traffic is still in the mix. Option “A” would be much more effective because it provides relief from regional traffic.
- No impacts to river traffic (pleasure crafts, the Willamette Queen Paddle Wheel, etc.).
- Would eliminate the need for the approx. 1.5 mile OR 22 EB Off-ramp Bridge connection to Marine Drive, and would not disrupt Rosemont Interchange nor destroy the Edgewater District.
- This is a perfect candidate for a Design-Build project.

City Bridge Option “B”

To improve connectivity between West Salem and the east side of the river, a fourth crossing is recommended to connect Wallace Road NW to Liberty and Commercial Streets NE and downtown destinations via proposed Hope Avenue NW and Columbia Street NE. This option is recommended only after constructing Option “A” because Option “A” is superior to Option “B” in achieving needed reduction of congestion on Wallace Road. Refer to Exhibit “1” and consider the following:

- Construct 2-lane roadways on east and west sides of the river.
- Construct 2-lane bridge with 12’ sidewalk/bike paths on both sides of the bridge deck for future expansion; consider designed connecting inserts in edge of deck to cantilever out for future sidewalk widening.
- Requires signalized intersection on Wallace Road at Hope Avenue NW.
- Requires signalized intersections on Liberty and Commercial Streets NE at Columbia Street NE.
- This alignment would not require major right-of-way (R/W) acquisition; potentially none on Columbia Street NE.
- Consider access control from Wallace Road NW to Commercial and Liberty Streets NE with a fly-over of Marine Drive NW, and Water and Front Streets NE.
- Allows widening and improving local streets on the alignment without major disruption of the communities, especially on Columbia Street NE.
- Most construction is on a new alignment and the only disruption of traffic would be at the intersection connections at Wallace Road NW, Commercial Street NE and Liberty Street NW.
- Disruptions at the above intersections would be significantly less than the Salem Preferred Alternative with closures limited to night shifts.
- Provides local access to both sides of river, thereby reducing congestion on Wallace Road, Marion Street and Center Street.
- Columbia Street NE alignment would not have impacts from rail traffic on Liberty Street, but Commercial Street NE could be affected when traffic is backed up at the train tracks; Columbia Street NE is the preferred alignment over Academy Street NE because it is further from the railroad crossing on Commercial Street NE and thereby provides more vehicle storage during train movements.
- No impacts to river traffic (pleasure crafts, the Willamette Queen Paddle Wheel, etc.).
- Would not require constructing a mile and a half long OR 22 EB Off-ramp Bridge, nor disrupt Rosemont Interchange.
- Construction candidate using the Design-Build method.

ODOT Regional Traffic Beltline

A beltline option is critical to resolving our traffic congestion throughout the City of Salem. As stated earlier, we cannot accept anything that will not address the primary need to remove through-traffic and regional traffic from our city traffic grid. This means ODOT and/or Marion and Polk Counties must step up to the plate and begin the process to get the project on the STIP by securing funding to construct a beltline highway to the north with a direct connection from OR 221 to I-5. A beltline to the south with a direct connection from OR 22 to I-5 is also needed, but has become much more complicated because of inaction in previous years and developments in that alignment options.

The northern beltline is possible and should be pursued immediately. It will, however, require buy-in from legislators, county commissioners and Salem-Keizer Area Transportation Study (SKATS, a federally mandated metropolitan planning organization) to make this a priority, but how is that much different from the position we find ourselves today.

Refer to Exhibit “2” and consider the following for a northern beltline:

- Construct a full interchange on I-5 where Quinaby County Road NE crosses over the freeway at MP 262.41 (between Keizer Station and Brooklake Road NE [truck stop] Interchanges).
- Widen existing Quinaby/Clear Lake County Road to the west.
- Purchase sufficient R/W to accommodate future 4-lane roadway.
- Construct a bridge crossing of River Road NE and Wheatland Ferry Road; wouldn't require interchanges at these two crossing for access to I-5 because of proximity of close-by interchanges, but may need an interchange for River Road NE for access to points west.
- Construct new alignment to the north and west of the City of Keizer, dropping to the south near Naples Street N, and turning back to the west to align with Zena Road NW at Lincoln.
- Implement controlled access the entire length so we don't end up with another mess like Kuebler Boulevard.
- Construct a 4-lane bridge across the Willamette River to provide for future needs.
- Connect to OR 221 at MP 14.98 with a signalized intersection in alignment with Zena County Road NW at the Lincoln Store.
- This new alignment is approximately 5.2 mile in length and should become part of the State Highway System, but at the very least a joint county project.
- Construction would have minimal impacts to traffic in the area due to mostly new alignment; construction on Quinaby/Clear Lake County Road could be limited to local access only.
- This route would provide access to OR 99W via existing Zena/Bethel County Road.
- This route also provides access to OR 22 via Zena/Bethel Road and Perrydale Road (Amity-Dallas Road); should also consider a by-pass at Perrydale to minimize disruption of that community.
- The biggest advantage for this option is that it provides a direct connection from I-5 to OR 22, thereby removing regional traffic from downtown Salem.
- The northern beltline would provide immediate relief of congestion on Wallace Road.
- Many have suggested a crossing at Wheatland Ferry and other options, but there are too many adversities that would increase costs with fewer benefits:
 - ◆ The width of the flood plain at Wheatland Ferry is approximately four miles, requiring an inordinate amount of roadway fill to build the roadway up out of the flood plain.
 - ◆ None of the other options provide a direct connection to OR 99W and OR 22.
- A prime candidate for construction using the Design-Build method.

Cascadia Subduction Zone Earthquakes

There has been concern for the Center Street and Marion Street Bridges relative to the projected Cascadia Subduction Zone earthquake, and it is imperative the City is prepared for this and any other potentially disruptive hazard by stockpiling supplies, materials, equipment and facilities in West Salem.

Preparedness is a topic that should stand on its own merit, and I trust there are not ulterior motives to promote the proposed ill-conceived Salem Alternative Third Bridge project.

It's also wise to ensure that everything used to promote an emergency response is factual and representative of the seismic issues facing us. Doom-and-gloom reports concerning seismic vulnerability of the existing river bridges are unfortunate and seriously misleading. It is a false narrative to suggest the Marion Street Bridge has a Condition Rating of "1", and Center Street Bridge a Condition Rating of "2":

- Condition Rating "2" identifies a "critical" condition whereby the bridge is inadequate to support any traffic and must be closed, or immediately temporarily-shored and repaired.
- Condition Rating "1" identifies a "critical" condition whereby the bridge is closed to all traffic and could be rehabilitated and reopened.
- Condition Rating "0" identifies a bridge that is closed and beyond repair.

You should note that neither bridge is or has been rated a "poor" condition, and neither bridge is in a condition resulting in absolute collapse in the event of an earthquake. Furthermore, condition ratings only address current conditions and do not address nor rate seismic vulnerability issues.

Admittedly, further confusion to the situation has been fueled by two reports issued by ODOT (3/1/2016 and 7/25/2017) stating the Marion Street Bridge had "limited" updates in the early 1980's, and is in "poor condition"; these reports do not reflect conditions found in ODOT's records. What the record does show is the bridge was constructed originally in 1953, received major widening and rehabilitation in the early 1980's, and has continually been maintained to Condition Ratings of 6's and 5's:

- Condition Rating 6 is a *Satisfactory* condition where the structural elements are sound with minor deterioration of non-critical elements.
- Condition Rating of 5 is a *Fair* condition where all primary structural elements are sound but may have minor section loss or deterioration in non-critical areas.
- These are not ratings that should generate concern as the majority of older bridges in the country fit into these two categories and are functioning satisfactorily.

It has been said that Marion Street Bridge cannot be seismically retrofitted, and this has merited reasonable concern because a 24-inch waterline for West Salem is located on this bridge. Presently this statement is correct, but I've been told ODOT engineers are looking into options that might in fact achieve the necessary seismic repairs. Furthermore, not only is this not the only waterline supplying West Salem, but there is a 24-inch waterline on the Center Street Bridge and a 36-inch waterline crossing under the river from Keizer that runs up River Bend Road. If these waterlines survive an earthquake, all of Salem will still be without water in the likelihood electricity will be disrupted and the pumps are inoperable.

Center Street Bridge is the site for the original river crossing, was replaced in 1953, and received major rehabilitation and widening in the early 1980's, which included all new construction (footings, substructure, superstructure and deck) of the continuous steel girder spans across the channel (the 2017 ODOT District 3 Bridge Condition Report incorrectly lists the steel spans as constructed in 1953). This too has been maintained to Condition Ratings of 6's and 5's and carries a 24-inch waterline into West Salem. The Center Street Bridge is currently on the ODOT STIP, is funded by the HB2017 Transportation Funding bill, and is scheduled to receive seismic upgrades. Presently, an RFP is being prepared for consulting engineering firms to submit design proposals for construction.

Seismic retrofit projects typically do all the work on the substructure and superstructure (under the bridge deck) and usually require taking one exterior travel lane at a time to provide access for delivering materials and support over the edge and under the deck. Lane closures can be restricted by the contract to prevent closures during peak traffic hours so as to ease congestion.

The current two bridges were included in the 2009 seismic vulnerability study of Oregon bridges titled "Mitigation Strategies to Reduce Major Mobility Risks." This study rated every bridge in the state and determined which are and which are not vulnerable to seismic damage. Four categories were established to target retrofit needs: Phase 1 being the most vulnerable, to Phase 4 being the least vulnerable, but

vulnerable to some degree, none-the-less. Center Street and Marion Street Bridges were placed in Phase 4 vulnerability status. This is in part the result of AASHTO Design Codes implemented from 1975 to 1990 requiring the design for seismic forces equaling 8% to 12% of the structure's weight, creating a moderate structure collapse potential. Both bridges received major structural upgrades in the early 1980's and as is, are considered a *Slight* Collapse Risk in the event of a Magnitude 8.3 Cascadia Subduction Zone (CSZ) earthquake in the northern region off the Oregon Coast. In addition, both bridges are considered a *Moderate* Collapse Risk in the event of a Magnitude 9 CSZ earthquake.

Conclusion

There are things that can be accomplished now to ease the congestion; we do not have to wait for these.

Option "A" is critical to the City's solution to our traffic congestion in West Salem. When combined with the northern beltline, this represents the most effective and timely solution to congestion issues throughout the City. Option "B" is also a consideration in addressing our urban traffic needs. These three proposals would redirect much of the traffic in West Salem away from the existing bridgeheads and improve conditions throughout the city.

Options "A" and "B" should clearly be the City's main concern and focal-point. The suggested beltline route needs the support of the City Council, but in reality should be a major concern for ODOT and our two-county Commissioners. The southern beltline is another concern, but sadly there's little interest at this time because our leaders have let it slip away and the costs to remedy continues to escalate.

Ward 8 Councilor Lewis has shared in a public meeting that he believes the City's portion of the + \$400 Million Third Crossing would likely approximate \$150 Million. Taking that amount into consideration for the City's obligation, it is more likely Options "A" and "B" combined could be constructed for less than that amount with an earlier completion date, especially if constructed by the Design-Build method.

Design-Build projects have historically proven to be more cost effective and timely when compared with the conventional Design-Bid-Build method, but only if the RFP's are written to allow the most benefit for the dollar. Some of the advantages of a Design-Build (D-B) project are:

- The engineering and contractor teams pool their knowledge and expertise to provide a design that typically results in fewer change orders, cost overruns, claims, etc.
- Designs meet all State and Federal standards.
- All designs are reviewed and approved prior to implementation.
- Designs at 30% completion have identified all alignments and geometry, bridges and roadway types, etc., allowing work to be divided into progressive design/construction packages (i.e., bridge foundations/ substructures, superstructures, decks, roadways, signals, electrical, landscaping, etc.), thereby resulting in a fluid, continuous process whereby construction is completed in stages all through the design process.
- Depending upon size of project, this process can shave years off the duration of the total project.
- All work is the D-B Team's risk. The only risk to the agency would be a change in site conditions that neither the agency nor the D-B Team could foresee.
- When coupled with early-finish incentives, proficient contractor/engineering consultant teams will provide necessary resources to complete early, thus encouraging the D-B Team to implement an accelerated schedule and not waste time.

We can do this! But it will never happen as long as we remain uninformed and fragmented in our resolve. Let's do this together! Let's use common sense, do the right thing, and get it done!

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Herb Shaw is a native Oregonian farm kid from Malheur County, a 19-year resident of Salem on Wallace Road NW (Ward 8), and a business owner on Edgewater Street NW (Ward 1) for four years. Herb has over 50 years experience in the highway, bridge and light rail construction and maintenance industries.

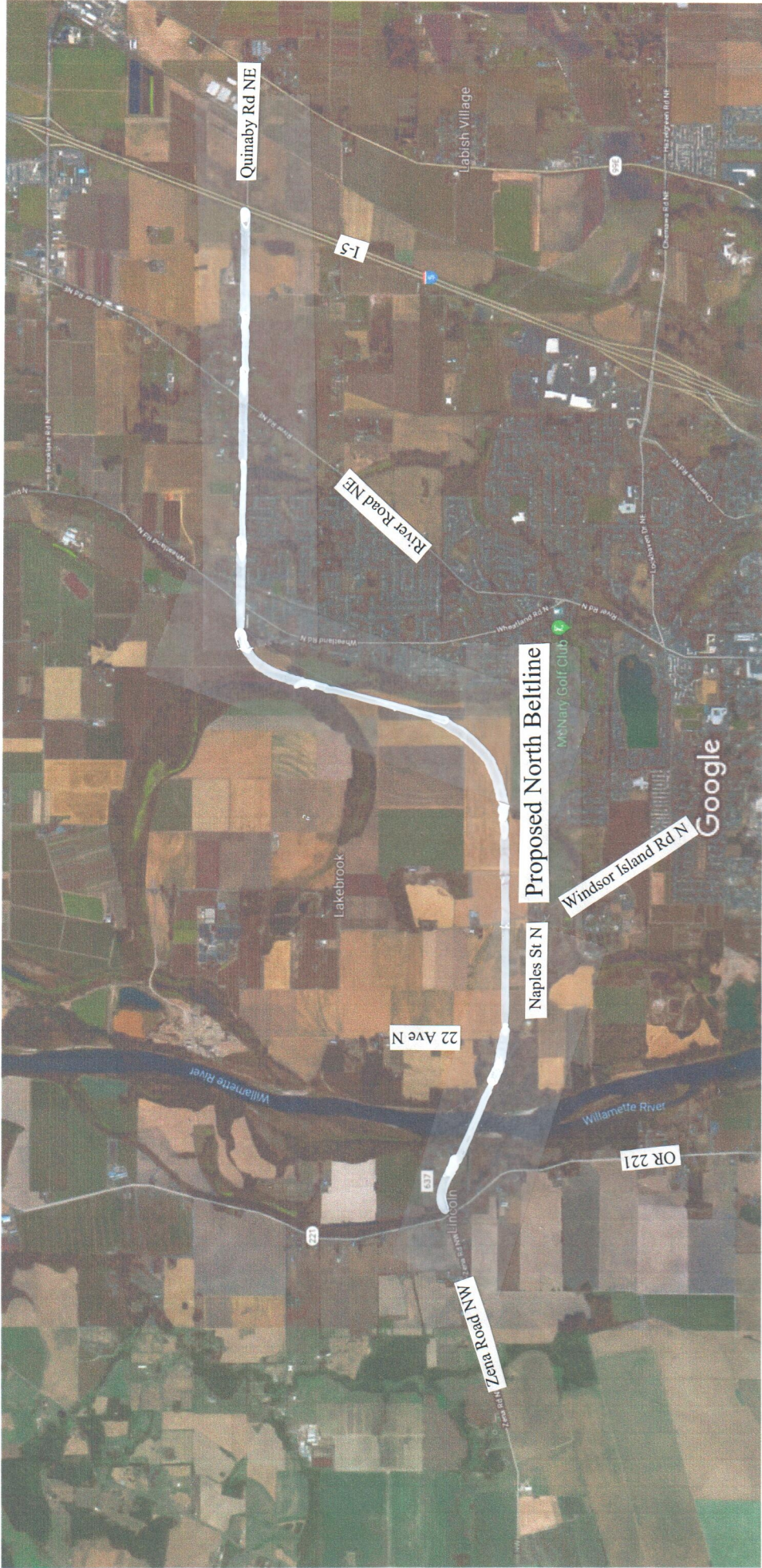
The Silver Bridge over the Ohio River between West Virginia and Ohio collapsed in 1967 as the result of insufficient bridge inspections and maintenance. As a result, Congress passed the Federal-aid Highway Act of 1968 requiring every state to establish a proper safety bridge inspection program and maintain a federal data base. ODOT began inspecting its bridges in 1971 with temporarily-appointed teams in each Region, and Herb was a member of the Region 5 team (La Grande). ODOT soon recognized the task was much more involved and demanding than expected, so in July, 1972, Herb was appointed by then Region Engineer Scott Coulter and Region Construction Engineer Chuck Fredrickson to conduct a pilot program in Region 5 to inspect all bridges at least every two year and maintain the data base for the 2,500 bridges on the state system in Eastern Oregon. In September, 1972, Region 1 (Portland) appointed Bart Bonney to assist in the pilot program and together they established the need in 1975 for full-time Regional Bridge Inspectors in each of the five State Regions. For a period of another eight years, Bart and Herb continued to develop the program to address Oregon's needs, as well as monitor local agency programs in every county in their Region. Bart and Herb also served on a team that provided annual training for new inspectors statewide.

Herb has 25 years of service as a Construction Project Manager: 10 years with ODOT in the Ontario Construction Office, retiring in 1995, and 15 years with David Evans & Associates, Inc. (DEA) in the Salem Office. Herb was an Associate with DEA and was hired to establish a Construction Unit for the consulting firm that has become recognized nationwide as a premier team.

With ODOT and DEA, Herb was routinely involved in the design process whereby he reviewed all types of designs for constructability and feasibility (one assignment with DEA was to review feasibility details for building-foundation rehab near ground zero in New York City following 9/11/01 terror attacks). In his career, Herb is credited with the construction management for 74 bridges on city, county, state and interstate systems in all five regions in Oregon, many of which are considered signature bridges.

During his tenure with DEA, Herb was contracted to Bechtel Infrastructure to serve as a Construction Engineer to calculate quantities, order materials and manage a carpentry crew during construction of the Airport MAX light-rail bridge over I-84 in Portland, as well as assist with the I-205 Fly-over Bridge. Herb was the QA/QC Manager on the design-build team for the light-rail project 10-C on Interstate Avenue in North Portland for Tri-Met (work included approx. 4,000 feet long double-track bridge, approx. one mile of at-grade tracks, connecting roads and parking lots, train stations at Delta Park and Expo Center, and train power-supply facilities on site); the project was completed a full year ahead of schedule and under budget, earning all progress bonuses and incentives, saving Tri-Met millions of dollars.

After retiring from DEA in February, 2011, Herb established a construction consulting business in March, 2011, whereby he has been contracted to insurance companies on claim settlements, and contracted to City of Salem as Construction Project Manager and inspector on the Mill Creek (Cottage St.) Bridge foundation stabilization project, and construction inspector for the Pringle Creek (Commercial St) Bridge/Utility/Roadway/Paving/Parks project.



Imagery ©2018 Google, Map data ©2018 Google 2000 ft

EXHIBIT "2"

# Bridge Crossing Options "A" and "B"



EXHIBIT "1"

Imagery ©2018 Google, Map data ©2018 Google 500 ft