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AT YOUR SERVICE

Compiled Comments to the *Share Your Ideas* Questionnaire

From February 24 to March 10, 2018, the City of Salem distributed an online and hard copy questionnaire to residents asking for their ideas to relieve traffic congestion in the project area. The following compilation of comments, edited for clarity, provides detailed information about the suggested ideas. For a full list of the verbatim comments, contact Judy Postier at jpostier@cityofsalem.net. This document is a compilation of public comments and reflects the tone and style of the participants. Variations in street names and directional descriptions are common and do not reflect the City of Salem style standards.

TRAFFIC LANES

General Comments

1. Build more left-turn lanes and right-turn lanes.
2. Discourage left turns except at traffic lights.
3. Change more one-way streets to two-way streets downtown.
4. Make turn outs for bus stops so that traffic is not impeded.
5. Make left turns during peak hours illegal and make the lights blink.
6. Eliminate merge lanes.
7. Narrow traffic lanes to slow traffic.
8. Increase the number of lanes going north to south and east to west through Salem.

Bridge Lanes

1. Increase capacity of the bridges by widening bridges or adding a second tier to bridges.
2. Convert bike lanes to travel lanes on bridges.
3. Add more lanes to move traffic off the bridges.
4. Implement reversible travel lanes.
5. Make both bridges dual direction. Change the number of lanes to accommodate peak hours.
6. Create fly-overs that funnel traffic into the proper bridge exit lanes.
7. Do not allow any lane changes on the bridges. Have designated lanes for specific destinations that must be chosen before a vehicle enters the bridge.
8. Add back the lanes to Front St. heading south.
9. Develop an updated incident response plan to clear crashes and accidents quickly.

Center Street Bridge

1. Allow a free right turn from Center to Front.
2. Expand exit to Front Street to two lanes; do the same on southbound side to Commercial Street.
3. Narrow northbound Front Street to one lane before the bridge.
4. Make the off-ramp to Front Street a merge lane, rather than a traffic signal.
5. 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 and Division to connect to Commercial Street northbound).
6. Add a couple of westbound lanes for express access to Edgewater.

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7. Extend low barriers on the 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.
8. Allow traffic to turn right from Edgewater onto the bridge on the red light at anytime except 6 a.m. to 9 a.m. Monday – Friday.

Marion Street Bridge

1. Block all lane changes until after Wallace Road, requiring drivers to select the proper lane before entering the bridge.
2. Designate the left two lanes for feeding onto Highway 22, and right two lanes for west Salem.
3. Do not allow traffic from Front Street south to cross three lanes of traffic onto exit for Wallace Rd.

Streets

1. Parking Downtown
   a. Build more parking downtown so traffic doesn't back up from people looking for a place to park.
   b. Eliminate double parking downtown by vehicles off-loading goods which blocks traffic lanes at peak times. Have them use the alleys behind the businesses.

2. Commercial Street
   a. Provide a free right-turn lane to enter the Marion Street bridge.
   b. After a certain point, make it illegal to switch from left lane to right lane (to turn to get onto bridge).
   c. Have three southbound lanes turn right on to Marion Street Bridge.
   d. South Commercial/Liberty is vastly under capacity. Look at adding a third lane in each direction between City Hall and Madrona.
   e. Change markings for southbound right turns on Commercial at base of Marion Street bridge. Right-most lane should only turn into first lane on bridge, allow combined southbound through/right lane to turn into next two lanes on bridge.

3. Center Street: Allow two left-turn lanes at Center St/Liberty St. and connect back to Commercial at Division where the new Salem Police Department will be built.

4. Union Street: Allow cars heading east on Union to cross Commercial (change current bike lane to bike/car share lane).

5. Marion Street
   a. At High and Marion, create a dedicated right from southbound to westbound; allow free flow during peak hours.
   b. Make the far right lane of Marion Street a right turn only at each downtown intersection. Eliminate problem of people using the far right lane to bypass traffic in the through lanes.
   c. 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 Street.
   d. Reduce the number of left-turn lanes from Church St. to Marion St. to only one so traffic flows better on Marion Street.
   e. 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.
   f. Build more sky bridge connections crossing over Marion Street, so that cars are not hampered by people using the crosswalks and stalling traffic turning left off of Marion.

6. Highway 22/Wallace/Edgewater
   a. 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.
   b. Highway 22 traffic not getting off at Rosemont and heading toward Dallas should route to Chemeketa onto Front to enter the Marion St. Bridge from the south-most lane.
   c. Wallace:
       i. Add right-turn lanes at intersections.
       ii. Install median barrier in the center of Wallace Rd from Hope Ave to Edgewater St. and allow turns only at lights.
       iii. Make six lanes wide from Harritt Dr. to Edgewater.
       iv. Widen Wallace Rd and extend widened area north of Brush College Rd.

   d. Revamp interchanges off Highway 22 at Rosemont, Wallace Road or even a new one at Eola.
   e. Widen the westbound Rosemount exit on Highway 22.

7. Other Streets
   a. Close the lane next to Salem First Baptist on Marion Street.
   b. Fix the dangerous crossing from Glen Creek to Parkway to Cascade.
   c. Do not allow turning off and on Mission Street during high traffic time.
   d. Make State Street one-way going east.
   e. Mission Street cannot handle the amount of traffic that is being pushed on to it.

TRAFFIC SIGNALS AND INTERSECTIONS

General

1. Improve timing and use road sensors.
2. Time crosswalks independent of traffic signals.
3. Pedestrian crossing:
   a. Make two light cycles without allowing for pedestrian crossing.
   b. Time lights for walkers and cyclists instead of drivers.
   c. Remove pedestrian crossings that impede traffic.
4. Create roundabouts

Traveler information (signage)
1. Install traffic advisory signs on I-5 and Highway 22 to warn people of traffic congestion.
2. Improve signage and lane markings on the bridges to/from west Salem, to get drivers to slow down and be aware of what is ahead.
3. Improve signage to let people know of alternate routes through town.
4. Install traffic information signs at entrance of bridges to inform drivers of issues and time of anticipated delay.

East Salem

1. Commercial Street:
   a. Reduce the number of lights.
   b. Make longer green lights during peak hours.

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      c.   Install an advance-timed near-side traffic signal for southbound Commercial St. at Division.
2. Improve east-west light timing between Capitol and High.
3. Front Street:
      a.   Install a grade-separated pedestrian crossing.
      b.   Front at Court: Close the north pedestrian crossing.
      c.   Reconsider an underpass pedestrian crossing to Riverfront park to allow continuous southbound flow on Front Street.
      d.   Reduce the number of traffic lights.
      e.   Remove the traffic light from the ramp off the Center Bridge to Front Street NE.
4. Union Street: Remove most recently added light.
5. Intersection of Center and Liberty: To improve bridge flow, remove pedestrian crosswalk on north leg, or eliminate dual left-turn option from the second lane, or institute part-time turn restrictions for the second lane during peak times.
6. Intersection of Liberty and Trade: Remove pedestrian crosswalk on the west leg where dual left-turn lanes are.
7. Intersection of Liberty and Division: Separate northbound traffic, let straight northbound traffic flow as is, but stop the northbound left-turn traffic.
8. High Street: Install a longer right-turn lane on southbound High Street where Fairgrounds Rd peels off to Division at Boon's Treasury. (sic)

West Salem

1. Wallace Street NW
      a.   Create a 2nd Street crossing at Wallace.
      b.   Create a pedestrian crossing of Wallace Road from 2nd Street to the Union Street Bridge rail path.
      c.   Eliminate crosswalks on Wallace Road at the intersection of Edgewater Street and construct a low-cost bicycle/pedestrian bridge over Wallace Road, adjacent to existing OR 22 westbound bridge.
      d.   Improve light timing to move traffic.
      e.   Close the entrance to Dutch Bros on Wallace Road.
      f.   Convert Wallace and Glen Creek intersection into a roundabout.
      g.   Remove the traffic lights at Edgewater St. NW and Wallace Rd. and close the lane that connects Marion St. Bridge to Edgewater St. NW.
      h.   Westbound movements out of Roth's onto Wallace Road (between Burger King and US Bank) must be restricted to right-turns only.
      i.   Westbound movements from Taybin Road onto Wallace Road must be restricted to right-turns only.
      j.   Add right-turn lanes at intersections.
2. Orchard Heights and Wallace intersection: Improve and fix timing of lights.
3. Orchard Heights and Glen Creek intersection: Make "no turn on a red light."

BYPASS/ALTERNATE ROUTES/ON-OFF RAMPS

General

1. Build a new bridge.
2. Improve signage.
3. Reconfigure bridge access.
4. Build the Salem Beltline.
5. Union Street Bridge: Upgrade for vehicles. Use all the time, or some of the time for cars, or use for trolley service (see Transportation Demand Management below)

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6. Create alternate routes for through traffic. For example, route traffic from coast or 99 to south Commercial, north Parkway, or ultimately, I-5.
7. Add "back-of-queue detectors" for ramps off bridge to both Front Street ramps, allowing bridge through-traffic to downtown to better use all lanes on bridge.
8. Conduct seismic upgrades to bridges.

West Salem

1. Open Musgrave to vehicles; allow vehicles to go through the park.
2. Build Marine Drive (from 5th Avenue to Harritt Drive).
3. Connect all streets west of Wallace Road.
4. Extend Murlark Avenue and/or Patterson Street to the north and connect to Glen Creek Road.
5. Create bypass from Edgewater in south to north of Riverbend Rd.
6. Close Edgewater at Wallace. Edgewater St. should only be accessible via the Rosemont Highway 22 exit. The light at Wallace and Edgewater stops the flow of traffic going east over the bridge and in turn, backs up Wallace.
1. Revise "back of queue detector" for Rosemont ramp to ensure no queues on Highway 22 westbound.

East Salem

1. Turn Front Street north of the bridges into a bypass road that routes traffic under the bridges.

Center Street Bridge

1. Build a free-flow ramp from the Center Street Bridge to northbound Front Street.
2. Reconfigure the off-ramp from Center St. bridge to eliminate the traffic light at Front St.
3. Add a second lane to the bridge ramp at Front Street.
4. Construct a ramp all the way to Liberty.

Marion Street Bridge

1. 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.
2. Put an off-ramp from the Marion Street Bridge to Musgrave Ave then extend Musgrave until it intersects with Wallace Rd in the area of Brush College Road.
3. Add an on-ramp to 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 Road.
4. Close the High St. exit of the Parkade (make it enter-only) at Marion and High St, but keep the right turn-only lane.
5. Ramp one lane Marion St. over Liberty and Commercial for each half of bridge with median barrier starting at top of ramp with two lanes through and two to Wallace Rd. (sic)
6. Provide an off-ramp from the Marion Street Bridge to a new road along the river and tie it in at River Bend.
7. Use the SE corner of the Marion Square Park to put a west Salem only on-ramp with single dedicated lane into west Salem.
8. Divert people going to Wallace Road from Front Street around Marion Square Park. Then they won't tie up the bridge when they cross over it.
9. If you are going to west Salem, enter the bridge from Marion Street. If you are traveling down Highway 22, enter the bridge from Front Street.

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10. Split Salem Parkway so half can go on 99E and then half can go across the river and merge onto Wallace Rd NW.

TRANSPORTATION DEMAND MANAGEMENT

These ideas are geared toward reducing the number of vehicles traveling on congested roads.

Transit Service

1. Streamline transit services (back and forth to pick and drop off areas, and park and rides).
2. Provide a shuttle from the Park and Ride at Brush College.
3. Create a downtown circulator.
4. Provide a free shuttle across the bridges from parking areas.
5. Designate dedicated lanes for public transit on the bridges.
6. Schedule express buses every 30 minutes from Roth's or Safeway in west Salem to/from the downtown bus station.
7. Improve schedules:
   a. Add weekend service.
   b. Increase access in west Salem; provide services to the Capitol Mall by 7:30 am.
   c. Provide more frequent service during peak hours.
   d. Implement a fifteen-minute rotation (especially on the "key study corridors"), have more direct transit routes, and clean up the downtown transit center.
   e. Provide services seven days a week, every 15-30 minutes, 6 a.m. – 10 p.m.
8. 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. Provide transit employees an incentive/commission to find advertisers.
9. Add more benches to bus stops to make waiting for the bus a better experience.
10. Provide a transit parking area in west Salem and have bus service to large employers approximately every 15 minutes. Make the rides free or have some incentive to use it.
11. Improve efficiency of Cherriots.
12. Other public transportation suggestions:
    a. Augment public transit service by adding Uber and Lyft.
    b. Reroute the trains.
    c. Add a trolley to the Union Street Bridge to ferry foot traffic across the bridge.
    d. Create a free streetcar district downtown with a large parking structure outside of downtown.
    e. Install a ferry for autos and/or shuttles for state and hospital employees.
    f. Build a pontoon bridge.
    g. Prepare mass transit to adapt and leverage self-driving vehicles, allowing for community-owned and operated self-driving mass transit options that provide door-to-door service for subscribers.
    h. Negotiate with the school district for more school buses to reduce parent traffic to and from schools.
    i. Provide better Amtrak service options to/from Portland.

Employer-Based Strategies

1. Encourage employers to allow employees to work from home.
2. Implement staggered work hours to reduce peak hours of traffic, especially for State employees.
3. Expand flexible work hours.
4. Have businesses stagger business days.
5. Reinstitute a strong Commute Trip Reduction program for all state agencies and large

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employers in Salem; this should include state funding for bus passes and incentives not to drive
6. Provide paid van shuttles for state workers.
7. Require state and city governments to supply free bus rides from west Salem to government offices.
8. 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.

Incentives to Change Travel Behavior

1. Incentivize park-and-walk option via Wallace Marine Park.
2. Implement carpool lanes.
3. Charge tolls on the bridges. Investigate congestion pricing; what would be the impact of a $1 toll placed on eastbound traffic during the morning rush hour? What about a $2 toll?
4. Increase the gas tax.
5. Create and air public service announcements that encourage (and provide some sort of bonus or incentive) for one-vehicle households, with two vehicles as a maximum.
6. Implement incentives for people to bike, ride-share, or take the bus.
7. Offer incentives to employers to stagger employee shifts to avoid peak travel times.
8. Provide a tax credit to businesses that allow their employees to work from home and/or work a shift other than at peak hours.
9. Develop a rewards program app for those using public transportation into and out of the downtown core. Build up points per ride and turn in for discounts/free items at participating local restaurants or businesses.
10. Manage demand for drive-alone trips.
11. Use Trip Choice to match riders and drivers to reduce the number of cars coming into downtown.

Future Development

1. Stop building apartments in west Salem.
2. Do not grant any additional building permits in west Salem and the surrounding area.
3. Put a stop to all building of multi-family housing along the north east side of Wallace Rd.
4. Raise permit fees on all new residential buildings in west Salem by $20K to discourage building and raise funds for transportation improvements.
5. Increase Systems Development Charges for housing in west Salem to levels that discourage new construction.
6. Re-zone, create tax incentives, etc., to encourage more business in west Salem to prevent the need to drive across the bridge for services; such as improve west Salem library, open fire and police substation, zone for increased retail (Bimart, Fred Meyer). Also, avoid concentrating large multi-family developments on Wallace Rd. NW.
7. Don't allow a 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.
8. 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.
9. Build more affordable housing downtown so people could walk or take the bus to work.
10. Require extensive parking review, management, and solution before moving forward with new residential and commercial building and development.
11. Stop urban sprawl and embrace true mixed land-use development.
12. Use empty lots and city-owned properties along bus stops for affordable housing developments. Working class people are traveling long distances to jobs because of lack of housing within the city. Transit-oriented development and affordable housing need more emphasis.
13. Work with the transit district when reviewing new development to make it convenient to take the bus from home to work.

Pedestrians/Bicyclists

1. Continue to improve amenities, safe routes and infrastructure for bicycle travel downtown and elsewhere in Salem.
2. Construct a low-cost bicycle/pedestrian bridge over Wallace Road, adjacent to existing OR 22 westbound bridge.
3. 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 Union Street Bridge.
4. Have a bike commuter parking lot in Wallace Park and implement bike rental stations like in Portland.
5. Build pedestrian over/under crossings for critical intersections:
   a. Create a crossing of Wallace Road from 2nd Street to the Union Street Bridge rail path for people who want to walk and bike.
   b. Create an overpass for pedestrians crossing Front St.
6. Have free or low-cost bicycle hubs, similar to BikeTown.
7. Create a biking incentive program.
8. Implement a fully protected bicycle infrastructure program and a bicycle/pedestrian encouragement program. Provide bicycle safety classes for adults and incorporate bicycle and pedestrian safety into driver's education classes.
9. Close some downtown streets to vehicles and make them pedestrian-only.
10. Make Court Street a pedestrian mall.
11. Study the option of a pedestrian and bicycle esplanade along the Willamette River to create an attractive option for cycling and walking to downtown.
12. Revise bicycle-crossing markings at Edgewater intersections with Highway 22 on-ramp and with Wallace Road to better mark bicycle path (green stripe).
13. Increase the number of lockable bike boxes within the downtown commuter area.

Parking

1. Implement part-time parking restrictions.
2. Ban parking downtown for system workers.
3. Add park and ride lots, such as on N. Wallace Rd. and Highway 22.
4. Create a park and ride option with a secure location to leave bicycles overnight.
5. Charge for parking downtown.
6. Tax parking lots at employers.
7. Increase cost of parking at state offices.
8. Implement metered parking downtown.

Other

1. Increase traffic enforcement downtown to make the area more bike and pedestrian friendly.
2. Improve radio coverage of what the problem is and how/when it is better (Wallace Road).
3. Boost the vehicle registration fee.
4. Change the speed limit in Salem to 30 or 35 miles per hour.
5. Get the homeless camps out of down town and off the bridge ramps.
6. 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.
7. Increase quality of all east Salem schools above that of west Salem schools to encourage families not to live in west Salem.

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8. Encourage people to buy homes on the side of the river where their job is located.
9. Encourage informal ride share. For instance, provide 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 New York City and San Francisco.
10. Limit the number of cars allowed into an area at a time; institute fees for overuse of an area.