



CITY OF SALEM
Written Testimony
City Council

555 Liberty St SE
Salem, OR 97301

Monday, November 26, 2018

6:00 PM

Council Chambers

5. a. [18-531](#) Motion from Councilor Jim Lewis concerning the Salem River Crossing

Ward(s): All Wards

Councilor(s): All Councilors

Neighborhood(s): All Neighborhoods

Attachments: [Letter received from City of Independence](#)

[Legal Memorandum Re: UGB Decision](#)

[Written Testimony 1](#)

Add - Written Testimony.

Amy Johnson

From: Marin Arreola <advancedecon@aol.com>
Sent: Monday, November 26, 2018 1:31 PM
To: citycouncil
Subject: 3rd Bridge Support - Urgent

Hi All,

As our economy continues to grow we definitely need a 3rd bridge to allow our economy to expand and create greater economic opportunities for our community members.

Thank you,

Marin Arreola III, Principal/Owner
Advanced Economic Solutions Inc.
161 High St. SE Ste. 234
Salem, Oregon 97301
Phone: 503-999-5022

Amy Johnson

From: Willamette Association of Realtors <realtors@waor.org>
Sent: Monday, November 26, 2018 1:10 PM
To: CityRecorder
Subject: Salem River Crossing
Attachments: Salem River Crossing.pdf

Hello,

Please accept this statement form Willamette Association of REALTORS® concerning the Salem River Crossing.

Thank you

Jillyan Rogers

Executive Officer

Willamette Association of REALTORS®

541-924-9267

645 Waverly Drive SE #212

Albany, OR 97322

realtors@waor.org

waor.org

WILLAMETTE

Association of REALTORS®

November 26, 2018

To: Salem City Council

From: Janel Hoffman, 2018 President
Willamette Association of REALTORS®

Re: Motion to Respond to LUBA regarding the Salem River Crossing

On behalf of the over 500 members of the Willamette Association of REALTORS® serving Benton and Linn Counties, we respectfully ask for your support of the motion to respond to the issues raised in the Land Use Board of Appeals remand of the City's UGB expansion decision concerning the Salem River Crossing. As neighbors of Polk and Marion Counties, we understand the regional impact of the Salem River Crossing and we appreciate any efforts you can take to relieve the congested transportation system across the Willamette River. Thank you for the consideration of our comments.



Janel Hoffmann, 2018 President

Amy Johnson

From: Carmen Babb <carmen.babb@fairwaymc.com>
Sent: Monday, November 26, 2018 1:08 PM
To: citycouncil
Subject: Salem River Crossing

Hello,

I understand the City Council is meeting tonight and, while I'm regrettably unable to attend, I would like to express my desire for the Council to objectively listen to what the majority of the city is asking for. I was born and raised in Salem and I come from a family of successful entrepreneurs who have all chosen to build their businesses in Salem. The topic of "the third bridge" has been a frustrating one for many years. The true desire of the city, and the best interest of our economy, just doesn't feel like it's being given enough weight.

When I lived in South Salem for the first twenty-eight years of my life, the bridge impacted me regularly. An issue on Wallace Road, or on the highway, would back traffic up into downtown, leaving an impact that stretched into the South, East, and North. I've spent the last thirteen years living in West Salem, and the changes are upsetting. I spent a lot of money on my home. I pay a lot of money in taxes. And I am not heard. The traffic continues to worsen, rapidly. New construction continues to be approved and huge apartment projects bring in floods of additional drivers.

Riding a bike or taking the bus is not an option for me and for many others. My husband commutes to Woodburn. He works a four day week to cut down on his commuting. I work from home in order to cut down on my driving. But we are a family. We have two children, school transportation, doctor appointments, sports all over town, and we cannot just stop driving to cut down on the problem. That's not a reasonable solution and the Council should really make an effort to hear the citizens of Salem and how they feel about it. Just simply mention "another bridge" to a "Salemite" and you'll get eye rolls and remarks about how the City has dragged their feet for thirty plus years on the issue. Why? Why are we not being heard?

A solution is necessary. More of the same will not work. I plead with you to please consider the Salem River Crossing project an important and time sensitive matter. If the City Council does not hear what the majority of the people are asking for, then we have a broken system in Salem. The Salem River Crossing project is addressing SERIOUS safety issues, long term economic concerns, and overall infrastructure failures. Please consider this project carefully and don't brush aside those of us with opinions that may vary from your own. The job of the City Council is to full represent the entire city, particularly the majority.

Thank you so much for your consideration.

All the best,

Carmen Babb
1726 Olympia Avenue NW
Salem, OR 97304
(503) 551-9690

ALERT: Email and banking fraud are serious issues in today's society. Please call your title company at their public phone number and verify their wire transfer instructions verbally prior to wiring any funds in order to avoid email interception with fraudulent wire instructions.



Carmen Babb

Sr. Loan Officer
NMLS ID 419088

525 Taggart Dr NW, Suite C150
Salem, OR 97304
Cell 503.551.9690

carmen.babb@fairwaymc.com
www.carmenapproves.com



Andrea Robbins

Loan Officer Assistant
NMLS ID 1684948

525 Taggart Dr NW, Suite C150
Salem, OR 97304
Phone 503.744.7497

andrea.robbins@fairwaymc.com



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OR License Number 1684948 WA License Number MLO-1684948



Amy Johnson

From: Norm Baxter <nwbaxter11249@gmail.com>
Sent: Monday, November 26, 2018 1:28 PM
To: CityRecorder
Subject: Comment on Agenda Item 5 a. of 11/26/2018
Attachments: Bridge comments to City Council 112118.docx

Attached is a written comment on this agenda item. Please make sure that Council Members have an opportunity to see this. Thank you!

--

Norman W. Baxter
nwbaxter11249@gmail.com

"If your trade is with the Celestial Empire, then some small counting house on the coast, in some Salem harbor, will be fixture enough."

My name is Norm Baxter, and I reside at 980 Lefor DR NW, Ward 8, Salem, OR 97304. This comment pertains to Agenda Item 5 a. of the Salem City Council Agenda of 11/26/2018.

To Members of the City Council:

First, I would like to thank the council for their sensible work to ease traffic congestion on the bridges linking Salem. Your work will have positive results for everyone traveling over those bridges. That work has also shown that we have not exhausted the practical and affordable solutions to our traffic problems.

Some residents of West Salem believe that we must move ahead with the so called “preferred alternative” and build another bridge across the Willamette. That badly flawed proposal would destroy a portion of the largest park in West Salem, close the Rosemont exit, and destroy numerous homes and businesses. It will cost hundreds of millions and possibly as much as a billion dollars. That debt will be paid for with the collection of tolls on all three bridges, a gas tax, and higher vehicle registration fees. Two of those bridges have already been paid for once with taxpayer money. According to ODOT engineers, all that destruction and expense would lead to a structure that would not materially reduce traffic congestion. These are facts. It is time for the Council to disregard the gullible and willfully ignorant who, despite all evidence to the contrary, believe that this ridiculous project will get them to their evening dinner table five minutes early. It is time to abandon this flawed project once and for all. It is a waste of the council’s time and taxpayers’ money.

Eventually, another bridge may be needed. When that time comes, let’s build one that will actually reduce traffic congestion and can be supported by and benefit ALL the residents of Salem as well as Marion and Polk Counties.

Respectfully,

Norman W. Baxter

Final Meeting Minutes – WSNA – 2018-05-21

Jim Allhiser called the meeting to order at 7PM. 47 members signed the roster. EM Easterly moves to approve minutes – second by Craig Evans. Vote unanimous approval.

Reports:

Salem Police – Officer Susan Slivkoff

Coffee with a Cop – Thursday May 24th, 8:30am – 10am, 205 Church ST SE – Starbucks

<http://crimereports.com/> A website to track crime, used by Salem PD.

1 house burglary via garage door entry. Several car break-ins; unlocked or smash-and-grab. A lot of suspicious activity calls, loitering. We do want to know about those so we can attempt to investigate. It is always helpful if you have surveillance cameras around your property, and if you're willing to share.

City Councilor Jim Lewis –

Union Gospel Mission move was approved 9 – 0 by the city council.

A “compromise” vote on the Loan Oak Reimbursement District passed 5 – 4.

Improvements in affordable housing on Portland Road, including pedestrian access, and improvements to CTEC. These are the benefits of the urban renewal area.

The budget committee unanimously approved the budget, which included funding to fully staff and operate the Orchard Heights fire station, 11, starting January 1st.

System Development Charges – workgroup and discussion still ongoing. Come join us with your ideas. They'd like to have something by the end of the summer, but it has been slow work.

Next city council meeting Tuesday the 29th.

City Councilor Cara Kaser –

Budget will be before the council in June. The council can adjust areas of the budget 10%.

The biggest change is aligning the budget with strategic service areas. This year (2019 budget year) is probably the last year that we will have the working capital to support the budget as-is. There won't be enough to continue without additional revenue sources for 2020. One of the biggest parts will be communities communicating about “what services do you want, and what will you pay for them?”

Homelessness Solutions Task Force – June 13th – Council Chambers – all public comment on the solutions the task force has proposed. Things like toilets downtown, a secure storage locker facility, “211” card updates, and more.

Congestion Relief Task Force- 7AM on Fridays. Last Friday we were presented with a range of options, lots of small pieces that should be considered in “systems” or “collections.” Current challenge: What really can we do in a 2 year period? The next meeting is an opportunity to really drill into those solutions.

Land Use – Wes Hill

We've been working out kinks on the facebook collaboration, moving forward. We've had some deliberations and discussions, seems positive. Interactive training on the 24th of May that Jim, Chris, Tyson, and Wes will participate in. It is still, as it always has been, a goal of the Land Use committee to provide comments on all land use actions to have standing in case future actions or positions are warranted. Jim reports numbers on engagement from facebook page (views, comments, people reached, etc).

Traffic & Infrastructure – Nick Fortey

Asking to clear the pedestrian crossing signage from foliage near Rosemont exit. Site distance issue near Annette's. Will work to get vegetation clear, but anything beyond that will take some cooperation and coordination with local business owners. Lastly, take care around Orchard Heights and its crossroads while the sidewalks and curbs are improved previous to resurfacing.

Question – “any updates to the Safe Routes to Schools”? None at this time.

Difference Makers – DeWayne Hilty

Will delay until next month as our recipient was unable to make this meeting.

Disaster Preparedness – Mike Evans

Unprepared documentary. Visit the OPB website and try out the “aftershock” tool. Good preparedness information.

#1 priority would be to clear a path to the hospital of debris on the east side. There isn't a #1 priority for the West Side that is similar. Panelists were the engineers that prepared the documentary.

Sent a letter on the 3rd to city council and city budget committee, and forwarded to Greg Walsh, to collaborate with the city when updating the Salem Emergency Management Plan (SEMP). Greg provided a response. Mike will provide a copy for the minutes. On the 14th, Greg met with the Disaster Preparedness committee. Greg shared that the fire chief may not solicit public input, but there may be a requirement to do so, so there is some concern there. Also, there is plenty of concern about the bridges. The meeting concluded with some agreement that the SEMP should include realistic recovery and restoration plans and estimates regarding the bridges.

Steve Anderson – Make sure to ask about the state monies for emergency response equipment that the city can apply for.

Member – how about the rest of the bridges like Mill Creek and Pringle Creek? Are those included in the SEMP?

WSBA – Not Present

Transit – Mischa O'Reilly (Cherriots)

Safety messaging about walking and biking – every intersection is a crosswalk in Oregon. A fun campaign, borrowed from Metro, will help with public awareness. Feel free to grab a sign.

Parks – Gary Deming (read by Jim Allhiser in Gary's absence)

Discussion among city staff about volunteer based trail service versus inmates completing that service.

Edgewater – Jessica Preis

May 27th – 3PM, 200 Glen Creek Rd. NW (gravel lot near the R/R Bridge) – Walking Cruise of Wallace Marine Park

June 16th – Super Saturday – 10:30am to 1pm – 925 Gerth ST NW (Boys & Girls Club)

Thursday Farmer's Market – 10am to 2pm for 13 weeks. July through September. Edgewater, between Kingwood and Gerth. Lisa Sherman is the market director. You can share ideas and voice concerns to her – lisas@salemsaturdaymarket.com or 503-585-8264.

4 areas of information dissemination - Community Board in West Salem Park, Information tables in West Salem City Hall, Urban Grange, West Salem Boys & Girls Club.

Watershed – E.M. Easterly

Glenn-Gibson Watershed Council

May 5th – friends of trees – mulch native plants in Eola Ridge park.

A project is being developed just east of there, downstream (Turnage Brook). It will involve removing invasive non-native species of vegetation, and planting native, non-invasive species.

The GGWC and Rickreall WC were awarded an OWEB collaboration grant to fund deeper cooperation and collaboration between the two councils.

This summer the council is planning to visit the Woodmansee Park riparian restoration project. Lessons learned from the Goldcrest Brook erosion may be applied to erosion areas or future projects in Glenn Gibson Watershed. Guests are always welcome.

Old Business –

2nd St & Wallace short-update from Tyson Pruett

3 options, under, over, or at-grade level. Over and under, of course, are much more expensive. Are there any ways to do an underpass or overpass at minimum cost? There is much discussion and interest, and much planning remains to be done. Overpass and underpass options become more expensive when adding pedestrian options.

Question, is there any talk or discussion about urban renewal and moving it farther into the business district for revitalization?

There was a little bit of discussion, but that wasn't the focus of the meeting.

Question, what are the outreach requirements for the urban renewal board?

I am not certain. I haven't been on that board for 7 or 8 years.

New Business –

EM Easterly gives public thanks to Jim Lewis, and his campaign team. His team was out cleaning up the signs immediately. EM asks that all neighbors review and comply with the Salem Revised Code regarding sign placement and duration of display.

The WSNA plans on rescheduling the July meeting. A specific date has not been identified yet. Discussion will follow at the June meeting.

Presentation – Daniel Fricke – Sr. Transportation Planner, Region 2, ODOT – Discussion.

I will attach the presentation to the minutes as an appendix.

Question – will it improve traffic on Wallace Road? At some intersections, maybe. At others, probably not. Concessions were considered when changing from Alternative 4D to the city-council proposed "Salem Alternative." Mobility was not one of the primary goals, and a tradeoff by changing the Hwy 22 connector into a grade-level on Marine Drive versus an elevated freeway-type, was made by the city. That is; a reduced project footprint has a tradeoff of not meeting mobility standards.

If mobility is not a goal, what are the success criteria? Multi-modal mobility for transit and freight, and safety improvements (weaving). The other would be system redundancy – that is, providing another way to get across the river.

There were analyses that showed improvements in the traffic? Traffic Volume at Commercial and Mission is reaching 2.0 in the draft EIS, a lower number in the technical report of the Final EIS, with No-Build. Building the bridge would move that traffic volume elsewhere. When Commercial & Mission continue to degrade and reach a 2.0 volume to capacity rating, all surrounding intersections within that entire system have a high percentage chance of also being over 1.0 volume to capacity; also known as complete gridlock.

Can you describe changes of traffic volumes, no-build versus “preferred alternative?” New Beckett St, Hope, Glen Creek, Brush College, Orchard Heights, and Riverbend AM peak would be slightly worse than no-build. Hope, Orchard Heights, Taggart, New Beckett St PM peak would be slightly better than no-build. On the east side some intersections near pine, hickory, liberty, and commercial would perform worse than no build. Clearly, as a bridge doesn’t land there today, building a bridge would put traffic there. Again, meeting mobility standards was not a primary goal of the “preferred alternative.” Alternative 4D, as proposed, did more to alleviate congestion and improve mobility as compared to the city-adjusted “preferred alternative.”

Question about having to refund money if no action is taken? Earmarks obtained by city in 2004 and 2005 of federal money, and SKATS budget, and ODOT funds. Who would have to pay it back? That’s a discussion that would have to happen. It hasn’t happened yet. It is an extraordinary set of conditions that would result in paying that back. That is, ODOT would be surprised that some action isn’t taken by the deadline. It is the presenter’s opinion that it would be foolish to waste the monies and efforts that have gone into the SRC, and risk figuring out how to pay back the federal monies when city budgets are already distressed. Jaffe speculates that money would come out of a future funds budget (cancel a future project), from the MPO (SKATS). That is only speculative and not confirmed.

Is the design as currently proposed a cascadia-event withstanding structure? It has not been designed to that level of specificity yet, but when it is, it most certainly will be designed to that standard, or beyond.

Can you discuss the Rosemont exit? The preferred alternative, ODOT’s opinion is that the Rosemont offramp would need to be closed as there would not be sufficient “weave” distance. ODOT would be committed to finding and planning the best way to connect HWY22 to the hills of West Salem whether at Eola, Doaks Ferry, or something else that hasn’t been studied yet.

Can you say more about the trigger to having to “repay”? If no record of decision is finalized by the FHWA by September 31st, 2019, we will have to figure out how to repay. If the FWHA records a decision of “no-build” it is not known what would need to be repaid at this time.

Any action on the “4F” determination or the de-minimus finidngs? The city will need to respond to the letters.

Updated noise study and updated noise technical report / technical review – do we have that available? It would be part of the Final EIS.

Environmental Justice Report? The report is finalizing, and would go out to the public with the Final EIS.

When are updates and revisions to the Regional Transportation Systems Plan supposed to happen? Before the Final EIS, After? We’re working on those right now. We do have to wait for a Final EIS, but we can have all of the work and amendments ready to go, to present to the OTC.

The meeting concluded at 8:30 PM.

Respectfully submitted – Chris Wilhelm – WSNA Secretary

Amy Johnson

From: Linda Bierly <bierlyskl@gmail.com>
Sent: Friday, November 23, 2018 8:45 AM
To: citycouncil
Subject: Please reject Councilor Lewis's motion on Nov 26
Attachments: west-salem-neighborhood-association-minutes-2018-05-21.pdf

Hon. Mayor Bennett and Councilors,
Ward 8 City Councilor Lewis said at the West Salem Neighborhood Association (WSNA) meeting of November 19 that he intends to offer a Councilor's motion at the November 26 City Council meeting to direct City of Salem staff to address the LUBA remand of the "Preferred Alternative" or as it is known in West Salem, the 3rd bridge.

I ask that you reject this attempt to revive this proposal. I also ask that you take action to permanently defeat this version of the River Crossing.

Payment for the "Preferred Alternative" will require raising property and gasoline taxes and tolling on all the bridges. This type of project encourages sprawl and the need to extend urban services outward to properties that do not bring in enough revenue in taxes to pay for these services. Diminishing revenue for rising costs is not prudent fiscal policy. This at a time when the City Manager is urging caution due to financial constraints.

If constructed, the "Preferred Alternative" will have devastating impacts on homes, businesses and neighborhoods in West Salem and in the Highland Neighborhood. It will have severe impacts on Wallace Marine Park and the Union Street Railroad Bridge. It will have severe environmental impacts, particularly for the Willamette River floodplain and gallery forest.

Mr. Daniel Fricke, Sr. Transportation Planner, Region 2, ODOT spoke at the May 21, 2018 WSNA meeting and explained that the "Preferred Alternative" does nothing to relieve congestion and in some places will create congestion worse than the "No Build Alternative". He further stated that the "Preferred Alternative" was never intended to address congestion. I have attached the minutes of that meeting to verify his comments. Mr. Fricke's presentation is under New Business in the minutes of the May 21, 2018 meeting.

I ask that you spare taxpayers, the City of Salem budget, West Salem livability, the Highland Neighborhood and the Willamette River Greenway the impacts of this proposal.

Vote "NO" on Councilor Lewis's motion.

Please take action to permanently defeat this project.

Thank you,
Linda Bierly
2308 Ptarmigan St. NW
Salem, Oregon 97304

Amy Johnson

From: Joel Blount <joel@kmwm.com>
Sent: Monday, November 26, 2018 1:14 PM
To: citycouncil
Subject: 3rd Bridge Crossing - YES

Dear City Council Members,

I am writing to urge the Salem City Council to do everything necessary and possible to move a 3rd Salem Bridge (Willamette River Crossing) forward. It is my understanding from polling, that the majority of citizens support the 3rd bridge as I do.

If we experience the Cascadia Subduction Zone earthquake in our lifetimes, our current Willamette River bridges may not hold. The new bridge will have the highest building code standards to ensure that we have this absolutely critical infrastructure in place for our communities.

Thank you,

Joel K. Blount

Investment Advisor Representative
Portfolio Manager – *KMB Model Portfolios*
Partner

“The key to financial security – individual or societal – doesn’t lie in counting on things to work in good times or on average.

Rather, it consists of figuring out what can go wrong in bad times, and of only doing things that will prove survivable even if they materialize”

- Howard Marks

Keudell/Morrison Wealth Management

235 Front Street SE, Suite 300
Salem, OR 97301

(p) 971-209-4512 or toll free 866-418-0625

(f) 971-209-4501

www.keudellmorrisonwm.com

Amy Johnson

From: Kevin Boyles <kevin@sassyonion.com>
Sent: Monday, November 26, 2018 1:25 PM
To: citycouncil
Subject: Salem River Crossing

Dear Council Members,

As a business owner in Salem I am excited about the opportunities that a 3rd bridge would bring to our community and our economy. Over the last twenty years of living, working, and volunteering in Salem I have enjoyed watching and participating in our growth. With that said, I believe a third bridge is vital to keep that momentum going and continue to be a desirable location for both residents and businesses.

There is a motion on tonight's City Council Meeting Agenda concerning the Salem River Crossing. I encourage you as a resident, business owner, and voting constituent to vote in support of this motion. Thank you for your time and consideration in this matter.

In His Love

Kevin Boyles
Sassy Onion, Inc
Cafe Today North LLC
503-428-6083
Kevin@SassyOnion.com

Amy Johnson

From: Gordon Brouse <gbrouse@salemagency.com>
Sent: Monday, November 26, 2018 1:00 PM
To: citycouncil
Subject: Salem River Crossing

Please support the motion to advance the discussion regarding an additional bridge over the Willamette River in the City. It is long overdue.

There are lots of citizens that simply avoid going downtown or to West Salem due to the constant traffic backups, I being one of them.

Thank you,

Gordon Brouse

Salem Insurance Agency, Inc.
Central Insurance Group, LLC
503-585-8001

Amy Johnson

From: Callie Luth <callieluth@gmail.com>
Sent: Wednesday, November 21, 2018 4:12 PM
To: citycouncil
Subject: We need a bridge for goodness sake

Categories: Follow-up

After 50 years and millions of dollars spent considering a bridge, West Salem residents and others are tired of it and want a BRIDGE. Enough already. No more excuses.

While I personally think it is a regional issue, not city, and the bridge should be further north so traffic can go around West Salem instead of through it...that's not an option. The option at the moment is the Salem River Crossing. 13 years and \$8 million to date. DO IT ALREADY!!!

The bridge has been a joke in Salem for years, but we're not laughing. If it doesn't happen, don't be surprised when we vote to separate from Salem. We have a lot of wonderful people that ARE able and willing to help West Salem.

Callie Luth

Amy Johnson

From: Melody Campbell <melody.campbell@n2pub.com>
Sent: Monday, November 26, 2018 1:59 PM
To: citycouncil
Subject: Support the Third Bridge

I am in favor of supporting Councilor Jim Lewis' motion to move the process forward for another bridge to and from West Salem.

I have lived on both sides of the bridge and it's a nightmare when one of the bridges is locked up for any reason including early morning and end of day work traffic.

This is a solution that will benefit the whole community.

Melody Campbell |

[N2 Publishing](#) | melody.campbell@n2pub.com | [971.563.2007](tel:971.563.2007)

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Amy Johnson

From: STEVEN G JOHNSTON <sgjmj@comcast.net>
Sent: Monday, November 26, 2018 2:15 PM
To: citycouncil
Subject: vote yes for the 3rd bridge

Hello,

I am writing you to urge the council to vote yes to building a third bridge crossing the Willamette River.

My family and I have lived in West Salem for more than 20 years. The traffic situation is becoming untenable and the situation must be addressed immediately! The time for study has passed and now we must act!

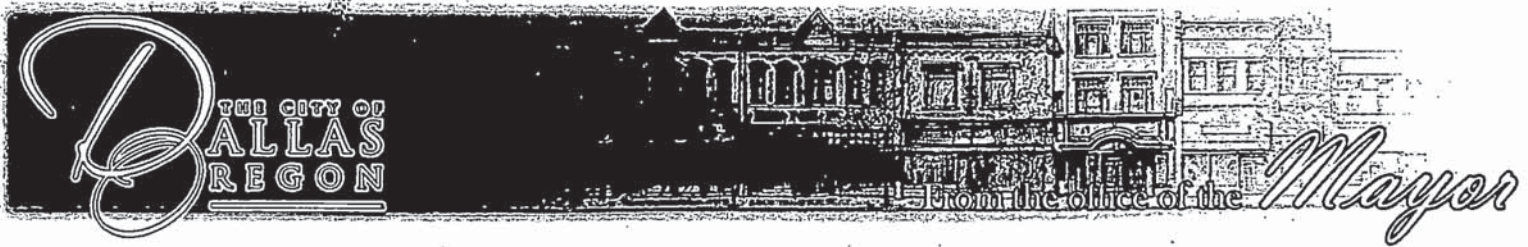
Vote yes to build the bridge!

Sincerely,

Steven G Johnston

1870 Whitcomb Ct NW

Salem, OR 97304



November 20, 2018

Chuck Bennett
Mayor of Salem
555 Liberty St SE
Salem, OR 97301

Dear Mayor Bennett,

Chuck

At the unanimous direction of the Dallas City Council, I am writing to express once again our strong endorsement for the concept and planning for the Salem River Crossing, commonly known as the "Third Bridge."

A Third Bridge represents a vital link for the future of our fast-growing community of Dallas. The traffic snarls on the two, already obsolete bridges greatly constrain our access to downtown Salem, Interstate 5 and Portland's International Airport. This increasingly vexing situation – aging bridges as choke points - is painfully a long-term threat to our prosperity and livability.

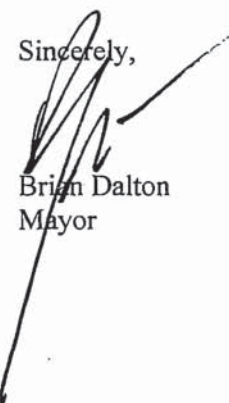
In 50 years, Dallas is expected to double in size to more than 33,000 – I forecast it will be sooner. How will our goods get to market? How will our ambulances weave their way through miles-long traffic jams to Salem Hospital? Etcetera.

We understand that a motion may come before you soon to continue with the planning process for the Third Bridge. We ardently hope for its success.

There is a certain irony involved. I am the great-great grandson of Alexander Spong, who, starting in 1853 along with his family, operated a commercial ferry from Spong's Landing north of Salem to Polk County until they were put out of business by the construction of Salem's first bridges. So, I genetically love ferries, but there is a limit.

I would be glad to answer your questions.

Sincerely,


Brian Dalton
Mayor



City of Keizer

Phone: (503) 390-3700 • Fax: (503) 393-9437
930 Chemawa Rd. N.E. • P.O. Box 21000 • Keizer, OR 97307-1000

November 21, 2018

Mayor Chuck Bennett
City of Salem
555 Liberty St SE, Room 220
Salem, OR 97301

Re: Salem River Crossing and Environmental Impact Statement (EIS)

Dear Mayor Bennett:

The Salem-Keizer Area Transportation Study (SKATS) Policy Committee sent a letter to the Salem City Council dated November 13, 2018 requesting the Salem City Council to undertake required actions to respond to the Land Use Board of Appeals remand and support the completion of the Final Environmental Impact Statement for the Salem River Crossing.

At the November 19, 2018 Keizer City Council meeting, the Council adopted a Resolution concurring with the SKATS Policy Committee letter and requesting that Salem undertake these actions. I have attached a copy of the Resolution, as well as the November 13 SKATS Policy Committee letter and attachments.

Please contact me if you have any questions. Thank you.

Sincerely,

Cathy Clark,
City of Keizer Mayor

1 CITY COUNCIL, CITY OF KEIZER, STATE OF OREGON

2
3 Resolution R2018- 2925

4
5 CONCURRING WITH SALEM-KEIZER AREA TRANSPORTATION
6 STUDY (SKATS) POLICY COMMITTEE REQUESTING THE CITY
7 OF SALEM TO UNDERTAKE THE REQUIRED ACTIONS FOR THE
8 SALEM RIVER CROSSING
9

10 WHEREAS, the City of Salem and other local partners adopted an urban growth
11 boundary amendment to accommodate the future alignment of the preferred alternative for the
12 Salem River Crossing;

13 WHEREAS, the City of Keizer was one of the other local partners that adopted the urban
14 growth boundary amendment by Ordinance No. 2016-763;

15 WHEREAS, the City of Salem's adopted amendment was appealed to the Land
16 Use Board of Appeals (LUBA) which was remanded back to the City of Salem;

17 WHEREAS, the City of Salem has not acted on resolving the remand issues to
18 date or completed the draft Final Environmental Impact Statement;

19 WHEREAS, Salem-Keizer Area Transportation Study (SKATS) Policy
20 Committee has forwarded a letter to the City of Salem requesting that the City of Salem
21 undertake the required actions to respond to the LUBA remand and complete the Final
22 Environmental Impact Statement;

23 WHEREAS, the City of Keizer concurs with the request by SKATS;

24 NOW, THEREFORE,
25

1 BE IT RESOLVED by the City Council of the City of Keizer concurs with
2 SKATS and requests that the City of Salem undertake the required actions to respond to
3 the Land Use Board of Appeals remand and complete the Final Environmental Impact
4 Statement for the Salem River Crossing.

5 BE IT FURTHER RESOLVED that this Resolution shall take effect immediately
6 upon the date of its passage.

7 PASSED this 19th day of November, 2018.

8

9 SIGNED this 19th day of November, 2018.

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14

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16

17

Cathy Clark

Mayor

Amy Dy

City Recorder

COPY

SKATS

SALEM-KEIZER AREA TRANSPORTATION STUDY



100 High St. SE, Suite 200 Salem, OR 97301 Phone (503) 588-8177 FAX (503) 588-6094

November 13, 2018

Salem City Council
555 Liberty St SE RM 220
Salem OR 97301

Re: Salem River Crossing and Environmental Impact Statement (EIS)

With this letter, the Salem-Keizer Area Transportation Study (SKATS) Policy Committee respectfully requests that the Salem City Council undertake the required actions to respond to the Land Use Board of Appeals (LUBA) remand and support the completion of the Final Environmental Impact Statement (FEIS) for the Salem River Crossing.

SKATS is the designated Metropolitan Planning Organization (MPO) for the Salem-Keizer area. An MPO is a federally mandated body for any urban area over 50,000 in population. MPOs are responsible for regional transportation planning that is continuing, cooperative, and comprehensive. The SKATS MPO is directed by a Policy Committee composed of elected representatives from the cities of Keizer, Salem, and Turner; Marion and Polk Counties; the Salem Area Mass Transit District; the Salem-Keizer School District; and a manager from the Oregon Department of Transportation's (ODOT) Region 2 office.

The SKATS Policy Committee and staff have been extensively involved throughout the Salem River Crossing Study and Environmental Impact Statement (EIS) process. Over the last 12 years, the Policy Committee has had numerous updates about the Salem River Crossing study. SKATS provided about half the funds used for the study. Five elected officials of the Policy Committee are also members of the Salem River Crossing study's Oversight Team.

This project has a long history that spans over a decade. Because SKATS has been involved since the outset, this letter begins with a history and milestones of the Salem

River Crossing Study and the EIS, and the SKATS Policy Committee's interest in seeing it completed.

Previous Willamette River Crossing Studies by SKATS.

SKATS has been the leading body for examining issues related to crossing the Willamette River in the Salem-Keizer area with studies completed by SKATS and its predecessors in the 1970s, 1980s, 1990s, and 2000s. In 1997-98, SKATS led the *Bridgehead Engineering Study*; and several projects from the study's recommendations have been constructed. The *Willamette River Crossing Capacity Study (1999)* and the *General Corridor Evaluation (2002)* evaluated 16 potential river crossing corridors from north of Keizer to south of Salem. Those two reports concluded that among those 16 corridors, the Tryon/Pine corridor best met the goals for reducing traffic congestion with the least negative impacts and should be studied in greater detail as part of an EIS.

History of the Salem River Crossing Study and EIS

The Salem River Crossing Study began in 2006 with funding agreements between the Oregon Department of Transportation (ODOT) and both the city of Salem and SKATS. Because a new bridge would have wide-ranging impacts for the Mid-Willamette Valley region, an Oversight Team was created that included key local jurisdictions and districts: City of Salem, City of Keizer, Polk County, Marion County, the Salem-Keizer Transit District, and ODOT. The Oregon Division of the Federal Highway Administration (FHWA) participated as a non-voting member. The city of Salem's representative on the Oversight Team began with Councilor Dan Clem, who was later succeeded by Councilor Jim Lewis.

Between 2006 and 2014, the Oversight Team met multiple times each year to guide the work of ODOT and local staff and the project consultants; define the purpose and need of the project; examine (and narrow) a wide range of alternatives; review traffic forecasts and impacts; discuss options for how roads should function; review bridge types; discuss potential funding options with affected local jurisdictions, stakeholders, and the community; and oversee many other aspects of the project during development of the EIS. A project management team (PMT) composed of staff from the city of Salem (Julie Warncke), ODOT (Dan Fricke), Polk County (Austin McGuigan), and SKATS (Mike Jaffe) collaborated on the EIS and coordinated the work of the consultant team. SKATS staff provided the numerous travel model forecasts used in the traffic analysis and was involved in many other aspects such as public outreach, document reviews, and numerous public and project meetings.

Before developing the alternatives evaluated in the draft EIS, in 2006 the PMT and consultant initially analyzed 17 crossing concepts (along 10 potential alignments) for a new river crossing between the existing bridges and Tryon Avenue (Salem Parkway),

Including several concepts for either widening and/or reconfiguring the existing Center Street and Marion Street Bridges. Over 400 people attended and submitted comments during Open Houses in 2007. A Stakeholder Task Force met over 20 times between 2006 and 2008; and in September 2008, the Task Force narrowed the alternatives to three corridors: the existing bridges corridor, a Hope Street to Tryon Street corridor, and a Hope Street to Pine/Hickory Street corridor.

The draft Environmental Impact Statement (DEIS) evaluated a total of eight build alternatives in those three corridors plus a no-build alternative. After extensive analysis, the DEIS (700+ pages) was published in April 2012. Two well-attended Open House events in May 2012 and an online questionnaire were used to gather public comments. After three more meetings of the Stakeholder Task Force – including consideration of public comments and a joint Oversight Team/Task Force meeting – in August 2012, the Task Force voted to advance Alternative 1 (No-Build), 2A, 4A, and 4D as the top four alternatives.

In August 2012, the Oversight Team selected Alternative 4D as a preliminary recommendation of the Locally Preferred Alternative (LPA) and requested additional feedback from individual jurisdictions and the public. Between 2012 and 2013, Salem City Council had a combination of 12 work sessions, public hearings, or project updates about the project. In June 2013, Salem City Council rejected Alternative 4D and endorsed the “Salem Alternative,” which was presented to the Oversight Team in August 2013.

Based on that input from Salem and direction by the Oversight Team, the project team designed a new LPA to align with all the major elements of the Salem Alternative, including reducing the number of lanes on the bridge span from six to four; changing the approaches on both the east and west ends of the proposed bridge from elevated ramps (as proposed in Alternative 4D) to surface street connections; changing the north-south connection in west Salem from an elevated roadway to an at-grade road (Marine Drive in the Salem Transportation System Plan); and developing additional bicycle and pedestrian facilities as part of the project. In February 2014, the Oversight Team unanimously recommended to advance the LPA based on the Salem Alternative as the preferred alternative for the Final Environmental Impact Statement (FEIS). Because the Salem Alternative wasn't specifically included as one of the alternatives in the 2012 DEIS, additional public outreach (mailers to 5000 addresses in the study area and an Open House) occurred in May and June of 2014 to get community responses to the new LPA.

With the choice of the LPA for the FEIS selected by the Oversight Team and the local governments, the next step was to adopt the LPA into the local land use and transportation plans including adoption into the Polk County and city of Salem

Transportation System Plans. It would also require exceptions to Statewide Planning Goals or an Urban Growth Boundary expansion.

On October 12, 2016, there was a Joint Public Hearing of the various decision-making bodies (city of Salem, city of Keizer, Marion County, Polk County, and their corresponding Planning Commissions) for the proposed land use actions needed to accommodate the revised footprint including expanding the Urban Growth Boundary, City of Salem TSP amendments, and taking an exception to Statewide Planning Goal 15 (Willamette River Greenway). City of Salem passed Ordinance 14-16 on December 5, 2016 to approve these actions.

As you know, Salem's ordinance was appealed to the state Land Use Board of Appeals (LUBA). In its final order of 8/9/17, LUBA denied the majority of the petitioners' assignments of error except for three relatively minor issues that could be corrected by the city: adjustment of population forecasts, the zoning for the land to be added to the UGB, and making findings addressing the Willamette River Greenway Policies 2 and 6. To date, the Salem City Council has taken no action to address the LUBA remand.

In early 2018, the Salem City Council formed a Congestion Relief Task Force and retained a consultant to evaluate potential infrastructure improvements to reduce congestion on the bridges and connecting streets in downtown Salem and West Salem. The study examined every feasible idea from previous studies or newly submitted by the community but concluded that "no single project at a specific location significantly reduced congestion" on the two bridges. Ideas were then grouped into solution packages. The final report found that the costlier, long-term infrastructure options in these solution packages for widening the existing bridges – which were evaluated but not recommended by the Task Force -- would have "benefits that may not be long lived." Instead, the final report's recommendation of 14 short-term projects and programs (signage, minor infrastructure and operational projects, and travel demand management) will have a limited (and unquantified) result for solving congestion on, and around, the two bridges.

Since 2006, the Salem River Crossing Study and work on the EIS has cost over \$8 million (including \$3.9 million from SKATS). Thousands of hours of have been put in by city of Salem, ODOT, and MPO staff and the elected officials on the Oversight Team. The public has been extensively involved during the entire process.

An ODOT memorandum of October 30, 2018 (*attached*) outlines the remaining tasks to complete the FEIS and for FHWA to issue a record of decision (ROD). As noted, the ROD could be issued for the preferred alternative, but only if the land use and LUBA remand issues are resolved by the city of Salem. The other option would be that FHWA issue a ROD for the No-build alternative. FHWA's deadline to complete the FEIS and

ROD was extended to September 30, 2019. After that time, ODOT and SKATS may be required to payback all or a portion of the federal funds expended on the project; both ODOT and SKATS are strongly opposed to being in a position requiring us to payback any federal funds.

Past and Future SKATS Support of Improvements to the Existing Bridges River Crossing Area

SKATS shares the city's goal of identifying and funding projects and programs that reduce congestion on the existing bridge and extend its useful life and resiliency. Over the last 20 years, SKATS has provided a portion of its discretionary federal funds (matched with local funds and state funds) for multimodal programs and improvements to the reduce congestion on the existing bridges and connecting system including these projects:

- Improvements at the Center Street Bridge ramp exits to northbound and southbound Front Street (projects from the *Bridgehead Engineering Study*)
- Wallace Road @ Glen Creek Road intersection widening
- Multi-use path in Wallace Marine Park that connects to the Union Street Bicycle and Pedestrian Bridge
- New traffic signal and bike/pedestrian crossing at the Commercial Street and Union Street intersection.
- \$2.3 million for the Union Street NE (Commercial Street to 12th Street) *Family Friendly Bikeway* (construction in 2020)
- Annual funding (about \$500,000/year) for the Regional Traffic Signal Control System operated by city of Salem staff
- Approximately \$20 million in bus replacements, bus shelters, transit centers, and smart technology systems
- Regional Travel Options Program to promote/assist with ridesharing, vanpools, and other travel demand management (\$250,000/year from SKATS plus additional ODOT and Cherriots' funds).
- Center Street Bridge Seismic Retrofit Study: \$179,460 from SKATS plus match from Salem/ODOT
- SKATS advocated for the Center Street Seismic Retrofit - \$60 million was provided in *Keep Oregon Moving* (HB2017)

These projects have helped reduce or will reduce, either directly or indirectly, traffic congestion on the bridges as well as provide alternative options to using a vehicle for crossing the river. However, they have not been enough to significantly solve the traffic congestions problems that exist on the bridges today or the worse congestion forecast for the future.

Position of the SKATS Policy Committee

As noted above, we are rapidly approaching the end of our time limit for completing the FEIS for a new Salem bridge, and the process has been suspended until Salem finishes addressing the land use remand from LUBA.

It seems to be the right time, perhaps the last time, to ask the city to move the FEIS process onward in view of current and ongoing realities, such as;

1. Latest traffic volume numbers over the two Salem bridges are the highest ever and rising. In 2017, 72% of all weekday (Monday-Friday) traffic counts exceeded 100,000 vehicles per day! Population in the region is continuing to grow, and traffic demand on the bridges will increase.
2. As noted, the 2018 Congestion Relief study conducted by Salem showed no substantial congestion enhancements would occur from that study's short-term or long-term recommendations. After a decade of study, the LPA based on the Salem Alternative was selected as the best option available for substantially reducing congestion on the existing bridges and improving mobility for people and freight across the river.
3. There may not be any long-term answers to seismic threats that our current bridges can address. By next year we'll have a better understanding whether a seismic upgrade is feasible for the Center Street Bridge and approaches. Due to its design and age, the Marion Street Bridge is not being considered for any seismic upgrades. As noted in the DEIS, mitigation for seismic hazards using modern standards would be part of the structural design of the LPA's new bridge and structures.
4. We continue to see accidents or events at the bridge (such as the overturned hay truck on October 19th of this year) in which the traffic flow of goods and services is halted, not to mention the mobility needs of our residents. These blockages impact emergency services, traffic, and access since there is no nearby vehicle bridge to function as emergency response routes. We need an alternative crossing for the region to better ensure the provision of emergency services; and in the case of a Cascadia earthquake event, to be better prepared for a potential catastrophic failure of the existing bridges.

Completion of the Final EIS and a Record of Decision is only a first step in the process. It gives us permission from FHWA to take the next steps. Construction of a new bridge and other parts of the LPA will take many years and potentially be done in several phases, as demonstrated by other major regional projects like the Newberg-Dundee bypass. There will be future opportunities for the elected officials in the region to decide on funding and phasing for the actual construction of the LPA's new bridge and other

infrastructure. Abandoning the process now sets back our region for many years (or decades) to come.

Please don't let our region suffer from an inadequate and congested transportation system for generations. Please keep the process moving before time to complete the FEIS runs out.

Respectfully yours,

A handwritten signature in cursive script that reads "Cathy Clark".

Cathy Clark
Chair, Salem-Keizer Area Transportation Study (SKATS)

CC:lm

Attachment

h:/transport/Policy Committee/2018/Nov Spc Mtg/SKATS ltr 11 13 18.docx



Oregon

Kate Brown, Governor

Department of Transportation

Region 2 Headquarters

455 Airport Road SE Building B

Salem, Oregon 97301-5395

Telephone (503) 986-2600

Fax (503) 986-2630

MEMORANDUM

DATE: October 30, 2018

TO: SKATS Policy Committee

FROM: Dan Fricke, Senior Transportation Planner

SUBJECT: Salem River Crossing – Remaining Tasks to Complete the Environmental Impact Statement

At your October 23 meeting, the Policy Committee had an extended discussion about the Salem River Crossing and how to characterize the project in the update of the Regional Transportation Plan currently in preparation. To inform that and future discussions, you asked that I provide a summary of the remaining tasks to complete the Final Environmental Impact Statement (FEIS) and issue a record of decision (ROD). The following describes those remaining steps and additional information required to complete each.

- Project staff and the consultant team are working to complete drafting the FEIS document based on the preferred alternative identified by the Project Oversight Team. Drafting the document should be completed early next year.
- The City of Salem and other local partners adopted an urban growth boundary amendment to accommodate the future alignment of the preferred alternative. Project opponents appealed the City of Salem's adoption to the Land Use Board of Appeals (LUBA) which subsequently remanded the decision back to the city based on three technical issues. The city has not acted on resolving the remand issues to date. ODOT's State Agency Coordination agreement and administrative rule require, at OAR 731-015-0075(3):

"The Department shall rely on affected cities and counties to make all necessary land use decisions necessary to achieve compliance with the statewide planning goals and compatibility with local comprehensive plans after completion of the Draft Environmental Impact Statement or Environmental Assessment and before completion of the Final Environmental Impact Statement or Revised Environmental Assessment. These shall include adoption of general and specific plan provisions necessary to address applicable statewide planning goals."

Based on this, ODOT is not in a position to publish the FEIS and recommend adoption of the ROD for the preferred alternative to the Federal Highway Administration (FHWA) until the remand issues are resolved.

- FHWA has issued a preliminary “de minimis” finding for impacts from the project to Wallace Marine Park. This requires approval by the City of Salem as the park operator, documenting their concurrence as the “Official With Jurisdiction.” To date, the city has not provided that concurrence to ODOT and FHWA. This is necessary to complete compliance with the requirements of Section 4f of the 1965 Highway Act. While lack of concurrence would not stop the project, it would result in an adverse impact finding that would require extensive (and expensive) revision to the FEIS and 4f report – which we do not have the time or budget to complete.
- FHWA has extended the deadline to complete the FEIS and ROD to September 30, 2019. After that time, we may be required to payback all or a portion of the federal funds expended on the project. This would be a substantial financial impact on ODOT and SKATS – the agencies that have provided the majority of federal funds for the project.

To complete the process, FHWA must issue a ROD. The ROD could be issued for the preferred alternative, but only if the land use and LUBA remand issues are resolved by the City of Salem. The other option would be that FHWA issues a ROD for the No-build alternative. As I have stated on previous occasions to the Policy Committee, it would take an extraordinary set of circumstances for ODOT to put our partners in a position to have to payback any federal funds. Therefore, we will continue to work with our local partners and FHWA to reach a decision and issue a ROD prior to our September 2019 deadline.

Please let me know if you need additional information.

DLF:

cc: Sonny Chickering
Lisa Nell
Terry Cole
Sean O’Day
Mike Jaffe

24014	Site Name:	Salem Bridges (24-014)		Region:	2	Vehicle Type:	Vehicles	County:					
30	Mile Point:	25.90		Start Date:	1/1/2017	Lane / Direction / Flow:	Combined						
ADT:	95036	Avg Weekdays (Mon - Thu): 99841		Avg Day:	94960								
Max Hour:	8967	Day:	Fri	Date:	4/21/2017	Hour:	17						
Max Day:	113119	Day:	Fri	Date:	6/2/2017								
Sunday		Monday		Tuesday		Wednesday		Thursday		Friday		Saturday	
Date	Value	Date	Value	Date	Value	Date	Value	Date	Value	Date	Value	Date	Value
1/1	53442	1/2	58108	1/3	90091	1/4	89476	1/5	95908	1/6	101441	1/7	32643
1/8	26923	1/9	87961	1/10	95021	1/11	56086	1/12	90305	1/13	97447	1/14	77748
1/15	63712	1/16	84216	1/17	90349	1/18	95765	1/19	98509	1/20	101321	1/21	80084
1/22	64014	1/23	94946	1/24	97344	1/25	98787	1/26	100298	1/27	102330	1/28	83728
1/29	66697	1/30	94499	1/31	98207	2/1	100070	2/2	97954	2/3	95561	2/4	80788
2/5	59664	2/6	93568	2/7	96909	2/8	97402	2/9	99741	2/10	106079	2/11	89512
2/12	72043	2/13	99919	2/14	101091	2/15	97524	2/16	97831	2/17	107517	2/18	86493
2/19	68452	2/20	86792	2/21	99234	2/22	99833	2/23	102650	2/24	105480	2/25	90428
2/26	68218	2/27	96810	2/28	101120	3/1	103491	3/2	101540	3/3	106504	3/4	87076
3/5	72283	3/6	84054	3/7	98435	3/8	100216	3/9	101616	3/10	109168	3/11	86388
3/12	75498	3/13	96424	3/14	99542	3/15	101664	3/16	106491	3/17	106991	3/18	86085
3/19	77015	3/20	97567	3/21	101349	3/22	101278	3/23	103289	3/24	102770	3/25	84624
3/26	67016	3/27	92315	3/28	95107	3/29	95626	3/30	99408	3/31	106482	4/1	85013
4/2	77981	4/3	102342	4/4	103622	4/5	105371	4/6	105115	4/7	104644	4/8	90875
4/9	73960	4/10	100843	4/11	102978	4/12	103106	4/13	105669	4/14	111476	4/15	93951
4/16	72339	4/17	99480	4/18	103963	4/19	102751	4/20	105930	4/21	112878	4/22	90312
4/23	71920	4/24	97932	4/25	100363	4/26	102084	4/27	104907	4/28	111268	4/29	92364
4/30	77577	5/1	101061	5/2	103255	5/3	107330	5/4	107937	5/5	110950	5/6	91006
5/7	78276	5/8	103161	5/9	106231	5/10	107446	5/11	103130	5/12	110185	5/13	93588
5/14	80759	5/15	100393	5/16	102089	5/17	103736	5/18	105861	5/19	112005	5/20	95426
5/21	82053	5/22	103571	5/23	104563	5/24	105622	5/25	107989	5/26	110259	5/27	88933
5/28	77673	5/29	74034	5/30	103176	5/31	104990	6/1	108257	6/2	113119	6/3	92997
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6/11	76280	6/12	101129	6/13	103169	6/14	105001	6/15	104937	6/16	110701	6/17	88010
6/18	82002	6/19	100906	6/20	103343	6/21	104202	6/22	105395	6/23	109778	6/24	92530
6/25	79401	6/26	101379	6/27	102328	6/28	103815	6/29	105643	6/30	109988	7/1	89291
7/2	76287	7/3	97240	7/4	71103	7/5	104047	7/6	104879	7/7	109223	7/8	90692
7/9	78901	7/10	103103	7/11	104849	7/12	106316	7/13	105619	7/14	110412	7/15	91625
7/16	78415	7/17	102181	7/18	-	7/19	105382	7/20	105403	7/21	109084	7/22	89441
7/23	79046	7/24	101015	7/25	103948	7/26	105779	7/27	105924	7/28	108190	7/29	89609
7/30	78774	7/31	103915	8/1	107024	8/2	106244	8/3	105284	8/4	111227	8/5	93481
8/6	80955	8/7	102896	8/8	103070	8/9	104701	8/10	105550	8/11	107991	8/12	90091
8/13	76037	8/14	102129	8/15	106619	8/16	107301	8/17	105101	8/18	101670	8/19	80005
8/20	74323	8/21	67213	8/22	104755	8/23	106874	8/24	108113	8/25	111743	8/26	93887
8/27	78454	8/28	102190	8/29	103594	8/30	105242	8/31	109195	9/1	111245	9/2	88393
9/3	78753	9/4	74876	9/5	104768	9/6	102987	9/7	103428	9/8	110427	9/9	91273
9/10	76981	9/11	101046	9/12	102512	9/13	104198	9/14	105840	9/15	110516	9/16	90719
9/17	75445	9/18	98189	9/19	100801	9/20	101794	9/21	103324	9/22	109465	9/23	91302
9/24	76534	9/25	100383	9/26	102815	9/27	103941	9/28	105946	9/29	110080	9/30	88616
10/1	75707	10/2	100384	10/3	103399	10/4	105047	10/5	106095	10/6	109988	10/7	90486
10/8	75410	10/9	101015	10/10	102529	10/11	103028	10/12	103222	10/13	107841	10/14	89690
10/15	76044	10/16	100655	10/17	101926	10/18	102049	10/19	100904	10/20	107606	10/21	82305
10/22	69024	10/23	99426	10/24	101122	10/25	103451	10/26	103591	10/27	109608	10/28	89016
10/29	72168	10/30	99353	10/31	102610	11/1	102372	11/2	102188	11/3	107783	11/4	84512
11/5	71094	11/6	98476	11/7	100066	11/8	99041	11/9	102433	11/10	100137	11/11	84222
11/12	70214	11/13	95659	11/14	99802	11/15	99209	11/16	102497	11/17	107519	11/18	85206
11/19	71214	11/20	98474	11/21	101316	11/22	99850	11/23	64566	11/24	82298	11/25	73328
11/26	66428	11/27	97417	11/28	98120	11/29	101460	11/30	100721	12/1	108866	12/2	84011
12/3	71188	12/4	98277	12/5	101548	12/6	101982	12/7	102247	12/8	106101	12/9	87745
12/10	72456	12/11	98120	12/12	99940	12/13	100642	12/14	102438	12/15	105193	12/16	84723
12/17	71363	12/18	96598	12/19	95988	12/20	100416	12/21	98764	12/22	99878	12/23	79976
12/24	64628	12/25	52209	12/26	81744	12/27	88403	12/28	89755	12/29	92627	12/30	76827
12/31	63626												
Avg:	72516	Avg:	95199	Avg:	100313	Avg:	101405	Avg:	102448	Avg:	106820	Avg:	86551

Amy Johnson

From: Rich Clausen <rich@tkflooring.com>
Sent: Monday, November 26, 2018 2:31 PM
To: citycouncil
Subject: Salem River Crossing LUBA Responses

Salem City Council,

My name is Rich Clausen. I am a business owner in Salem and own property near the airport off of McGilchrist.

Transportation in a community is one of the chief concerns that should be considered by any governing body. As the City Council, this body has the responsibility to look to the future of our community regarding transportation as it stands now and as it will be needed in the future. With Oregon's land use laws it is a given that our urban core areas will be developed more densely as time continues. More density means the future holds more people in our urban center and more need for transportation options.

As our transportation needs increase, our current system of one crossing each direction over the river is at risk of being overwhelmed in the near future. This is especially true when we consider that a large portion of our urban growth boundary is located west of the Willamette River. I personally believe it is imperative that our community at least has the option in the future for a second vehicular crossing over the Willamette.

Please approve Councilor Lewis's proposal on tonight's agenda to help move this process forward with LUBA.

Thanks for your consideration.

Rich



Rich Clausen

VP / Secretary
Thomas Kay Flooring
Rich@TKFlooring.com
503-581-8378

Amy Johnson

From: David Brown <dbrown13@farmersagent.com>
Sent: Monday, November 26, 2018 1:48 PM
To: citycouncil
Subject: ***IN FAVOR of the 3rd Bridge***

Dear Salem City Council-

I am a proponent of the 3rd bridge being constructed across the Willamette River here in Salem.

Reasons for my position:

1) Ingress/Egress from W. Salem to Salem, Salem to W. Salem
-A smooth route encourages more commerce and accessibility to do so.
-Secondarily, traffic congestion due to auto accidents or "rush hour" would be decreased immensely.

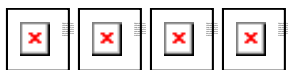
2) Consumers of businesses and even home buyers base decisions on "the bridge issue". Creating another travel option encourages business.

The 3rd Bridge proposal has been in the works for many years. It's safe to say that other Riverfront projects have been proposed, approved and completed after the 3rd Bridge idea.

For being the capital city of Oregon, we need to act and look like a capital city. Bridges "bridge" relationships, commerce and communities. IT'S A BIG WIN FOR SALEM!

Respectfully,
David Brown





Amy Johnson

From: Clay Derochie <clay.derochie@gmail.com>
Sent: Friday, November 23, 2018 4:10 PM
To: citycouncil
Subject: Motion to respond to the Land Use Board of Appeals

I am a West Salem resident and own property at 2650 Coranado CT NW, Salem Oregon.

I want you to support the motion by Jim that the Salem City Council respond to the Land Use Board of Appeals.

We have already spent more than 8 million dollars on this process that have been wasted by the Council's inaction.

Clayton L Derochie

Amy Johnson

From: Joy Dickinson <Joy@dickinsondevelopmentconsulting.com>
Sent: Monday, November 26, 2018 12:49 PM
To: citycouncil
Subject: Salem River Crossing - please move the process forward!

In regard to the Salem River Crossing motion being discussed tonight, please support this motion and move the process forward.

Ultimately, the decision on the bridge needs to be made by the citizens and denying this process from moving forward is not in the best interests of Salem.

Thank you,
Joy Dickinson
West Salem Resident and Small Business Owner

Joy A. Dickinson
Call/text: 650-201-1985
Joy@DickinsonDevelopmentConsulting.com

www.DickinsonDevelopmentConsulting.com
Better nonprofits, better world.

Amy Johnson

From: AnneMarie DuFault <annemari@dpcpas.com>
Sent: Monday, November 26, 2018 1:50 PM
To: citycouncil
Subject: Third bridge discussion/Respond to the State!

Dear City Councilors,

I am not a resident of West Salem but support the additional bridge whole heartily . Please listen to the majority of your constituents and support Councilor Jim Lewis's request to have city staff respond to questions posed by the State of Oregon for over a year now.

Regards,

AnneMarie DuFault
1275 Madrona Ave S
Salem. Oregon 97302



AnneMarie DuFault
Chief Operations Officer

447 State Street • Salem, OR 97301
Tel: (503) 362-9152 • Fax: (503) 362-9186

Email: annemari@dpcpas.com

Amy Johnson

From: Dave Dunn <dave.dunn@wvco.com>
Sent: Monday, November 26, 2018 12:56 PM
To: citycouncil
Subject: Thrid river cossing bridge

Dear City Council, please vote in favor for moving ahead with a third bridge crossing over the river in Salem.
Thank You, Dave Dunn Willamette Valley Fruit Company.

Dave

Amy Johnson

From: Carol Durrant <cdurrant@wvi.com>
Sent: Sunday, November 25, 2018 8:39 PM
To: citycouncil
Subject: Salem bridge needed

I would like to express my support for the desperate need of a 3rd bridge in Salem. I am a school bus driver in Marion county and also live in Marion county. Both on my job and personal life every time I go over the bridge from Salem to anywhere on the west side of the river, I pray that there will not be an accident so that I can get back across in time for my afternoon route or other personal time deadlines. Salem is in desperate need of another bridge. Having to go clear to Independence when the bridge is closed for accidents is totally unreasonable, yet the closest option. PLEASE City Council members, do not let this bridge Project stop. We need to move forward with it now. This community needs the 3rd bridge in Salem to go forward and happen.

Thank you,
Carol Durrant
Stayton Oregon

Sent from my iPhone

Amy Johnson

From: E Easterly <emeasterly@comcast.net>
Sent: Monday, November 26, 2018 11:25 AM
To: citycouncil
Subject: Agenda Item 5.a

November 26, 2018

Mayor Bennett and Salem City Council members:

I understand much of the testimony to night is for or against the “bridge”. However, Councilor Lewis's motion raises a deeper issue. The rule of law is the foundation of our political system and we the residents of Salem, are obliged to follow the law or change it.

Our community must faithfully and accurately implement and comply with democratically adopted local, state and federal laws.

I am asking you, our elected members of the Salem City Council, to join me publicly in this view. I request that you demonstrate your commitment to budget the funds necessary to eliminate the legal contradictions stemming from conflicts between the wording of the Salem Area Comprehensive Plan and the Salem Revised Code. I also ask that you seriously consider Councilor Lewis's motion.

Currently the bridge project is mired in legal limbo because you, the council, have not acted on the Land Use Board of Appeals remand to the City. That is well within your prerogative. But as one of the LUBA appellants I request that you demonstrate your willingness and commitment to abide by the rule of law by actually addressing the remand issues. I joined the LUBA appeal because the December 2016 Salem Council decision failed to comply with Oregon Land Use legal requirements. The LUBA decision affirmed my view.

The LUBA decision exemplifies my point; the 2016 Salem Council decision was inconsistent with the rule of law. You can act tonight by allocating monies to repair the flaws contained in that 2016 decision. You can budget funds to reconcile past Council decisions and the multiple legal contradictions that exist in the Salem Revised Code.

Such moves will not build a bridge. Nor in my opinion will addressing the remand actually facilitate placing a third bridge at the current proposed crossing site. But addressing the remand will confirm that the current Salem City Council believes in the rule of law.

By focusing on the bridge but sidestepping the bedrock bridge issues¹ the Council is avoiding its oversight responsibilities. Addressing the remand will demonstrate this Council's commitment to support and endorse the rule of law.

Again, I ask you to fund the reconciliation of the Salem Area Comprehensive Plan and the Salem Revised Code.

E.M. Easterly

775 Fir Gardens St NW

Salem, OR 97304

503-363-6221

emeasterly@comcast.net

1 Does the Preferred Alternative site and bridge size address current and future congestion problems?

Are Salem and regional residents prepared to contribute dollars and cents towards solving these congestion problems?

Why should regional residents who seldom use these bridges agree to fund even a small portion of this half a billion plus community transportation infrastructure project?

What makes the roughly 1/6 of the Salem population believe they deserve federal priority for a project that in not even on the Cascadia event planning list?

Will the Final Environment Impact Statement meet federal requirements?

Asked another way, what strategy will translate the impassioned Salem Bridge Solutions view into an achievable community goal?

Amy Johnson

From: Chad Elliott <chad.j.elliott@gmail.com>
Sent: Monday, November 26, 2018 12:00 PM
To: citycouncil
Subject: Support for another bridge location.

Please consider this my support to continue the discussion for the additional bridge. Even though I live out south, the current traffic affects downtown to the point it is hard to get they town. Getting some traffic to west salem further north will benefit all of salem. Thank you. Please respond to the states questions and work together. Thank you.

Amy Johnson

From: Brittney Eshuis <saalem@getsimplebox.com>
Sent: Monday, November 26, 2018 12:50 PM
To: citycouncil
Subject: Tonight's Meeting - Salem River Crossing

I am writing to you to encourage the council members to vote in favor of the third bridge and to let the citizen's of Salem have their voice heard on this issue. Please vote in support of the following motion: **I move that City Council direct staff to prepare an ordinance and all other necessary land use actions to respond to the issues raised in LUBA's remand of the City's UGB expansion decision concerning the Salem River Crossing. The ordinance and other actions shall be presented for City Council's consideration prior to June 2019.**

Thanks,
Brittney

Amy Johnson

From: Ken Evans <kenneth.evans@comcast.net>
Sent: Monday, November 26, 2018 1:08 PM
To: citycouncil
Subject: Support moving forward with Third Bridge now 🖱

Dear Councilors,

I urge your unanimous SUPPORT today to move forward with the process to build a THIRD BRIDGE, ASAP. This step today though small is a culmination of over a decade of work by thousands of people around the Salem Metro area and beyond. It is a critical infrastructure project and public safety issue all rolled into one.

Again, I urge a YES vote today. Thanks 🖱 🖱

Ken Evans

Sent from my iPhone

Amy Johnson

From: Michael Graineey <Michael.Graineey@comcast.net>
Sent: Monday, November 26, 2018 2:29 PM
To: citycouncil
Cc: communications@salemchamber.org; nick@salemchamber.org
Subject: Salem River Crossing

Ladies and gentlemen,

This email is to support the motion which I understand will be offered at tonight's Salem City Council meeting regarding the proposed Salem River Crossing Bridge. I do not live or work in West Salem. I live in South Salem. However, I travel to West Salem on business and I have seen the congestion that occurs in West Salem which occurs not just during rush hour. I live in South Salem and I drive downtown frequently in rush hour. I frequently see the gridlock in downtown Salem caused by backups of those waiting to drive on the bridge from the direct feeder streets, Front Street, Marion Street and Commercial Street. However, the gridlock on these streets also causes difficulty on other streets throughout the downtown area, as cars wait on those other streets to enter the direct feeder streets to access the bridge. The congestion is causing difficulty to stores and other traffic throughout the downtown area. While the Salem River Crossing project may require further design changes to address concerns which have been raised, I think it is undeniable that Salem needs another bridge across the Willamette River. I urge you to support this motion to keep work on the bridge alive.

Thank you for considering my comments.

Mike Graineey

Mike Graineey, Principal
Michael W. Graineey, Consulting LLC
Renewable Energy/CleanTech Finance and Development
630 Leffelle Street SE, Salem, OR 97302
Phone: +1-503-364-9505
Email: michael.graineey@comcast.net

Amy Johnson

From: Elliot Groeneveld <Elliot@wrgncpas.com>
Sent: Monday, November 26, 2018 11:16 AM
To: citycouncil
Subject: Needed new bridge to West Salem

For the record I support the new bridge. I hope you all keep the planning and process alive by voting to answer the states questions and keep the process moving forward.

For our kids and our kids' kids.

Elliot

Elliot P Groeneveld, CPA/Partner
503-378-1120 office
503-378-7644 fax
elliot@wrgncpas.com

WRGN, LLC
Marion Development Co., LLC
PO Box 126, Salem, OR 97308
805 Liberty ST NE, Suite 1, Salem, OR 97301 (CPA Office)

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Amy Johnson

From: noreply@cityofsalem.net on behalf of tim.hay@outlook.com
Sent: Sunday, November 25, 2018 12:13 PM
To: citycouncil
Subject: Contact City Council
Attachments: SalemCityCouncil(11-25-18).docx

Your Name	Tim A Hay
Your Email	tim.hay@outlook.com
Your Phone	5033717121
Street	1840 Westchester Ct. NW
City	SALEM
State	OR
Zip	97304
Message	Hello again City Council I am re-sending my previous message as an attachment. It is much easier to read with the bullets. Sorry for any confusion. Best regards, Tim Hay

This email was generated by the dynamic web forms contact us form on 11/25/2018.

Dear Salem City Council

Please use this letter as my support for item 5.a on the November 26th Agenda. Salem is way overdue for another river crossing. This debate has been going on for several years now and over \$8 million has been invested so far. Most of this money has come from the federal government through grants and it is my understanding that if the city chooses not to move forward, Salem could be liable for repaying that money back to the federal government. Salem is facing a \$6 million-dollar deficit and cannot afford another \$8 million on top of that. Please address the LUBA issues to keep the project on track. We need another crossing for the following reasons:

- Another 100,000 people are expected to move into the Salem area in the next 10 years. Recent census polls shows Marion and Polk counties as the top 7th and 8th growing counties in Oregon.
- It will take 10 years to complete the Salem Alternative.
- Killing this project will set us back another 25 years and Salem will be in more gridlock.
- The preferred alternative has been studied by experts, vetted out and was determined to be the most suitable location for another crossing.
- The bridge location was also proposed back in the 1970's as part of the Interstate 305 project. Wouldn't it have been nice if they built the bridge back in the 70's. It would have cost less and had less of an impact in the area (it was mostly undeveloped then).
- There are 3 highways that converge on to the current crossing and must navigate through downtown Salem. It's a bottle neck and traffic must cross each other at Commercial and Division.
- Continued growth of large apartments and other developments has been allowed to occur in West Salem with no consideration on traffic impacts.
- Over 90,000 cars cross the bridges daily, that's more than Interstate 5 through Salem. Wouldn't it be nice to move some of the traffic from having to go through downtown.
- The two bridges and roads that lead to them are at or over capacity.
- The Salem Congestion Relief Task force determined there were no alternative ways that would be a long term, permanent solution to the current congestion.
- The traffic is still going to continue to grow in Salem and the mid-valley.
- This is a regional crossing issue.
- It is a key component to Marine Drive efficiency
- This is not a rush hour issue, congestion occurs throughout the day and on weekends.
- The longer you wait, the more it will cost.
- There is only one Hospital in Salem and one crossing to get there from the west side.
- There are no alternatives like what Lancaster Drive has (45th, Fisher Rd, Hawthorne, I-5)
- The quality of life has been impacted by the increased congestion on both sides of the river.
- Voting No will further alienate and divide West Salem from the rest of the city.

I know some of you are against the crossing. I want to ask the question, why? I have heard the concerns about the cost. There is federal and state money available to build this crossing. President Trump has introduced a budget package that involves building new infrastructure in the U.S. We should

be working on trying to secure some of that funding. Salem had no problem passing a \$600 million school bond, how is this any different?

Several years ago, the City Council was against building a convention center, it took new leadership to finally build that convention center and it has been profitable since day one. I hate to think that the city council may be perceived as not looking out for the community needs by not improving the infrastructure in this town, when it is needed and through recent surveys, the public supports? Please support Councilor Lewis in voting yes to allow the City to address the LUBA issues regarding the Salem River Crossing Project.

Best regards,

Tim Hay

Amy Johnson

From: heywoodks <heywoodks@yahoo.com>
Sent: Thursday, November 22, 2018 3:55 PM
To: citycouncil
Subject: 3rd Salem bridge

It is time to move forward. Find a proposal to pay for it and let's move forward.
Karen Heywood
1975 Church St NE
Salem

Sent from my T-Mobile 4G LTE Device

Amy Johnson

From: Brian Hines <brianhines1@gmail.com>
Sent: Sunday, November 25, 2018 6:58 PM
To: citycouncil
Cc: CityRecorder
Subject: Vote No on Jim Lewis' motion

Dear Mayor and City Councilors,

I urge you to vote No on Councilor Lewis' motion at the November 26 City Council meeting to move ahead with the Salem River Crossing project by addressing the concerns raised by the Land Use Board of Appeals.

My opposition to this project is both longstanding and well-informed. As noted in a blog post I wrote tonight about Lewis' motion, the Salem River Crossing project deserves to be called a Billion Dollar Boondoggle, since there are much less expensive and more rapidly implemented ways of reducing rush-hour congestion in the downtown area.

Here's a link to the blog post, "Jim Lewis dreams the impossible Third Bridge dream," along with an excerpt.

<https://hinessight.blogs.com/salempoliticalsnark/2018/11/jim-lewis-dreams-the-impossible-third-bridge-dream.html>

I like to call it the Billion Dollar Boondoggle, because there is no evidence that it would do much, if anything, to reduce rush-hour congestion, and local residents would be asked to foot most of the bill for the bridge through tolls on both the new bridge and the two existing bridges, a gas tax, and higher vehicle registration fees.

Brian Hines
10371 Lake Drive SE
Salem, OR 97306

Brian Hines
Salem, Oregon USA
brianhines1@gmail.com
<https://www.facebook.com/OregonBrian>
<https://www.facebook.com/StrangeUpSalem>
<https://www.facebook.com/SalemPoliticalSnark/>
<http://twitter.com/oregonbrian>
www.hinesblog.com (blog)
www.churchofthechurchless.com (other blog)
www.salempoliticalsnark.com (other other blog)

Amy Johnson

From: Shirley Hoekstre <shirleyhoekstre1@gmail.com>
Sent: Friday, November 23, 2018 12:43 PM
To: citycouncil
Subject: November 26th council meeting

I am sending this e-mail to voice my approval of the City Councilors voting "YES" to respond to LUBA. I have been a resident of this area for 56 years and for the past 35 we have been discussing a 3rd bridge. There have been numerous locations talked about over the years and as typical there is always some opposition to every location. This particular crossing has been studied and worked on for the past 13 years. ODOT and the FHWA have spent countless hours putting together this option. It was approved by a the previous council and if not for the appeal to LUBA we would already have been moving forward. The folks that did the appeal proclaim to know more than the professionals that do these plans every day for a profession. I am so tired of 15% of the our city's population deciding what is best for the other 85% and was appalled to hear that 8 council members and the mayor could kill this bridge that is a regional matter and is so needed. It has really become a safety concern on so many levels. There are several assisted living and memory care facilities in Dallas, Monmouth, Independence and West Salem. With these facilities come the need for an ambulance to be able to respond quickly and get them to the Salem hospital. Seconds count in many situations and having the traffic backed up is going to cause a death. It's just a matter of time. If we get the big earthquake, as predicated , there will very limited ways for people to get to the Salem Hospital.

If we do not respond to LUBA and ODOT does a "No Build" as a record of decision it will be 20 plus years before we will ever get a 3rd river crossing. This is NOT acceptable and is too large of an issue to left with the City Council to decide on. If this is truly a bad location and there are issues they will come out in the process. We need to trust the professionals to do their job and not make this a political issue.

Sincerely,
Shirley

Amy Johnson

From: Dave Holt <daveaholt@msn.com>
Sent: Saturday, November 24, 2018 10:00 AM
To: citycouncil
Subject: 3rd bridge concerns

Hello,

I am a resident of West Salem. I want to urge the city council to carefully consider the environmental impacts of a 3rd bridge. I work in Keizer and must commute to and from West Salem 5 days a week. As I have commuted across the bridges for about 25 years, I have given a lot of thought to a 3rd bridge. Considering all those who commute to and from Dallas, Independence, Monmouth and the surrounding areas, along with West Salem residents, and those north of West Salem, that represents a multitude of people requiring jobs beyond the jobs available in Salem. This makes the commute absolutely necessary. And if you think of all those cars sitting still, and stopping and starting, instead of traveling at posted speed limits during peak traffic hours each day, the amount of emissions is much higher than it should be. Therefore the impact to the environment is much higher than necessary. Another environmental consideration, is the extra fuel purchased while those vehicles are sitting idle and starting and stopping. A 3rd bridge would lessen automobile emissions, and fuel consumption, therefore lessening the negative impact on the environment. Please consider working toward a 3rd bridge and helping our beautiful environment.

Thank you for your consideration,
Dave Holt

Amy Johnson

From: jtbkay@gmail.com
Sent: Monday, November 26, 2018 1:14 PM
To: citycouncil
Subject: Salem River Crossing

Dear City Council,

I unequivocally encourage you to support the motion raised by Councilor Lewis concerning the Salem River Crossing. There has been significant investment of time and energy, throughout decades towards realizing this communal goal.

Joshua Kay

First Commercial Real Estate Services, LLC

3550 Liberty Road South, Suite 290 | Salem, OR 97302

Phone: (503) 364-7400

www.FirstCommercialOregon.com

Broker, Licensed in the State of Oregon

Amy Johnson

From: Jennifer Martin <jennifer@mid-valleycre.com>
Sent: Monday, November 26, 2018 1:03 PM
To: citycouncil
Subject: Support 3rd Bridge Motion

Respected and esteemed Councilors,

As a ward 7 resident, and Salem business owner, I urge you to vote in support of the motion to direct city staff to act on the resolving the remand issues in the LUBA appeal outlined by Dan Fricke to the SKATS Policy Committee. Our legislative bodies can only make informed decisions when they have all of the information, and it is imperative that this process be allowed to continue to ensure that WE have done the right thing – to ensure that we are thoroughly investigating all options to improve our transportation infrastructure.

At this point in time, many complain about the livability of downtown and the massive amounts of traffic moving THROUGH downtown, not TO downtown. If we could develop alternative vehicular traffic patterns to move goods and services across the river without having to traverse downtown, livability of that area would improve tremendously and I think it would enhance and open up the viability of alternative transportation options. As a commercial real estate broker who specializes on business location and relocation, I feel that our community would be enhanced with traffic calming in the core that would result from an alternative option. However, without allowing this process to move forward, and to complete the process, we won't be able to make an informed decision.

I think you would all agree that tonight is NOT the time to decide on if we will support a third bridge, but tonight IS the time to allow this process to move forward to ensure we are obtaining all the necessary information to make a well-informed decision when the time comes to decide on a third bridge.

Jennifer Martin, CCIM

A licensed Principal Broker in Oregon



340 Vista Ave SE, #150
PO Box 3001, Salem, OR 97302
503.339.7400
www.mid-valleycre.com

Amy Johnson

From: Geoffrey James A.I.A. <gjamesarchitect@gmail.com>
Sent: Saturday, November 24, 2018 2:07 PM
To: citycouncil
Subject: Council Agenda Item 5a. THE THIRD BRIDGE
Attachments: THIRD BRIDGE 11-26-2018.pdf; SALEM BELTLINE.pdf

Mayor & City Council:

Please add the attached letter and the attached map to the Council materials.

Thank You.

Geoffrey James
Geoffrey James A.I.A. Architect
gjamesarchitect@gmail.com
503-931-4120
gjamesarchitect.com



Mayor and City Council
City of Salem

THIRD & FOURTH BRIDGES
Council Agenda Item 5a. 18-551
Date: November 26, 2018

Dear Mayor & Council:

I support the Third Bridge.
I support the Fourth Bridge.

COMPREHENSIVE REGIONAL PLANNING

As President of the Salem Planning Commission I represented the City of Salem on SATS, i.e. the Salem Area Transportation Study Coordinating Committee.

We received federal funds for a proposed I-405 interstate freeway loop through Salem. Instead we requested that we plan, design, and construct arterials like Kuebler Boulevard and Salem Parkway with that funding.

FEDERAL FUNDING

The Congressional Delegation were supportive, and so the Committee also planned for 3rd. & 4th. Bridges over the Willamette River. Senator Hatfield was Senior Senator, Senator Packwood was Chair of the Senate Finance Committee. Portland Mayor Neil Goldschmidt was appointed Secretary of Transportation. Federal funding was anticipated to be 80% because these are regional transportation facilities.

BELTLINE

The SATS Plan was for a Salem Beltline or perimeter bypass, comprised of a Cordon Road on the east, a Kuebler Boulevard on the south, Chemawa Road was the planned alignment at the north and the location for a 3rd. Bridge. However, Keizer objected to that, and the Beltline and the 3rd. Bridge were shelved for a few more decades.

A THIRD BRIDGE

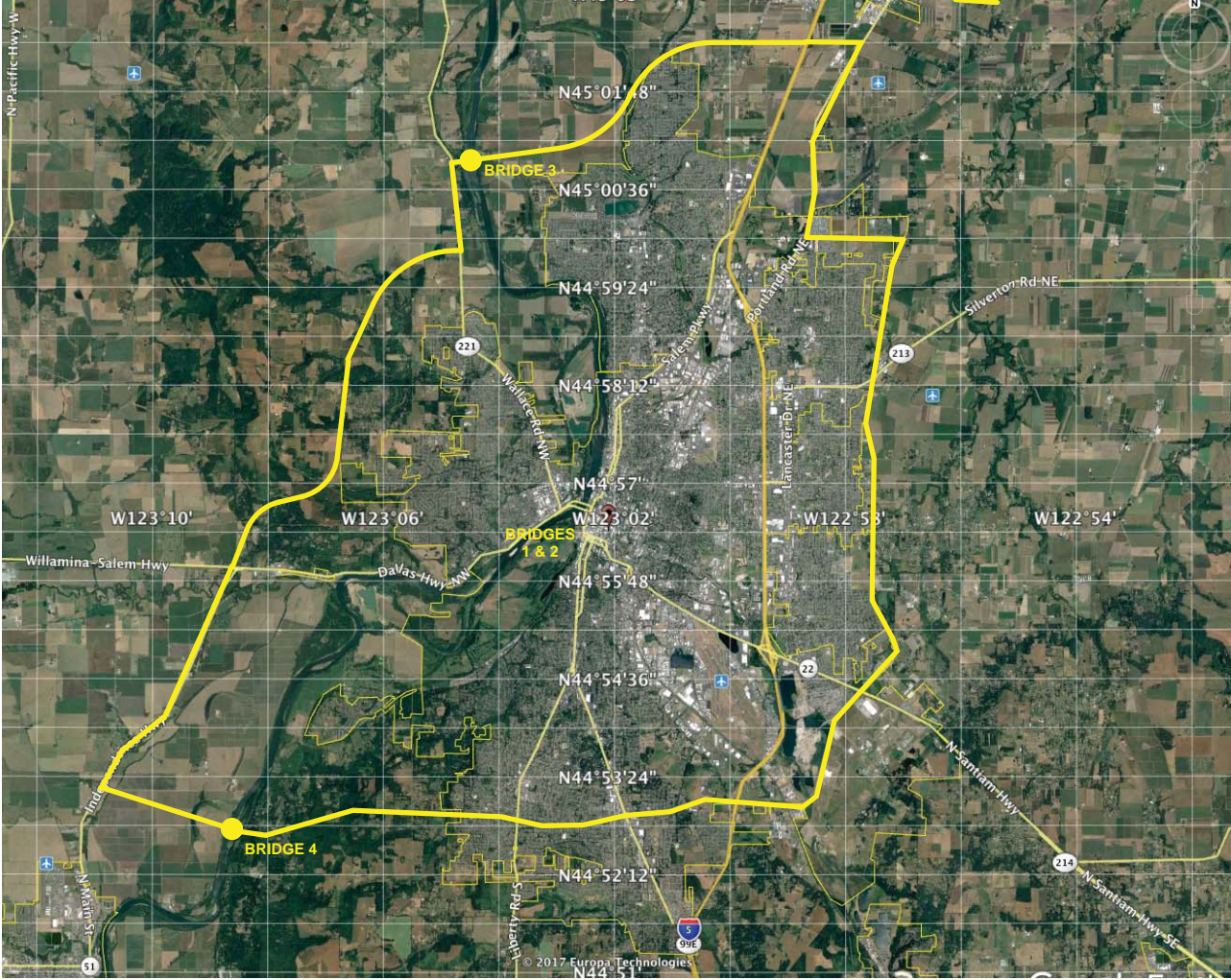
Because the current idea for a 3rd Bridge is the “Salem River Crossing”, that would funnel “Portland To Coast” traffic directly to Wallace Road, that is already congested, plus there is no federal funding, therefore the people of Salem, through their representatives, have made it very clear that they cannot and will not pay 1/3 billion dollars, to save a few minutes, or pay tolls each way. Therefore, it is time to recognize, once again that this is a regional, state, and federal transportation element, with some limited local contribution or share.

RECOMMENDATION

It is time to revive the SATS Beltline Plan, maybe with the northern bridge located at Lincoln or Wheatland. A 4th. Bridge, at Kuebler, is indeed decades away, because of difficult topography and lower traffic counts. However, the 3rd. Bridge project still makes sense, if regionally funded. The Salem Beltline Plan (attached) should be an element of our Salem Area Comprehensive Plan.

Sincerely,

Geoffrey James A.I.A.



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.

Amy Johnson

From: Natalie Jasinski <nataliejasinski@gmail.com>
Sent: Monday, November 26, 2018 12:57 PM
To: citycouncil
Cc: Sally Cook
Subject: in favor of bridge

Hello Folks,

I just wanted to reach out and share that I am in favor of an additional bridge into west Salem. Unfortunately, I won't be able to attend tonight's meeting.

Salem is experiencing a great energy shift seeing many families and young professionals invest in our community. In order to continue the growth and watch our city continue to grow and blossom, we need to continue to look forward and ensure that Salem will be able to grow in all directions.

Thank you for your time and commitment to our community.

Best,

Natalie Jasinski (ward 7)

<https://nataliejasinski.myrandf.com>

nataliejasinski@gmail.com

904-238-9071

Amy Johnson

From: jason@lewismediagroup.net
Sent: Monday, November 26, 2018 1:23 PM
To: citycouncil
Subject: Salem River Crossing

A 3rd bridge in Salem Oregon is long overdue. I urge the city council to direct staff to prepare an ordinance and all other necessary land use actions to respond to the issues raised in LUBA's remand of the City's Urban Growth Boundary expansion decision concerning the Salem River Crossing.

Respectfully,
Jason Lewis



503.602.9074

lewismediagroup.net

Amy Johnson

From: STEVEN G JOHNSTON <sgjmj@comcast.net>
Sent: Monday, November 26, 2018 2:15 PM
To: citycouncil
Subject: vote yes for the 3rd bridge

Hello,

I am writing you to urge the council to vote yes to building a third bridge crossing the Willamette River.

My family and I have lived in West Salem for more than 20 years. The traffic situation is becoming untenable and the situation must be addressed immediately! The time for study has passed and now we must act!

Vote yes to build the bridge!

Sincerely,

Steven G Johnston

1870 Whitcomb Ct NW

Salem, OR 97304

Amy Johnson

From: Michael Junge <mjunge@carlsonveit.com>
Sent: Monday, November 26, 2018 1:41 PM
To: Matthew Ausec; Steve McCoid
Cc: citycouncil
Subject: Please support the Salem River Crossing

Councilmen McCoid & Ausec,

I understand there is a motion this evening before the Council regarding moving forward with the next steps for a third bridge. As a business owner in Ward 5 and a resident of Ward 4, I strongly encourage you both, as well as all of the Council, to support this motion. As one of the many residents that traverses the length of our city every day for the past 20+ years, I have noticed a remarkable difference in the flow of traffic and accessibility to some areas of the City. The simple change to the intersection at Union Street & Commercial St has had a significant negative impacted on the Southbound traffic during the evening commute and I foresee this getting worse as the streets around the new police department get re-worked. It is remarkable to even talk in terms of "commute" in our relatively small community.

Thank you.

Michael W. Junge

AIA, CSI



P.503.390.0281 C.971.218.2189

Amy Johnson

From: Spencer Karel <spencer@spencerkarellaw.com>
Sent: Monday, November 26, 2018 1:04 PM
To: citycouncil
Subject: Please continue efforts for the third bridge

I support the process of the third bridge. Please pass the process along to LUBA for rezoning. I live in Ward 1.

Regards,

Spencer Karel, JD, MBA

Spencer Karel Law, LLC

McNary Field

3300 25th St SE

Suite 205

Salem, OR 97302

www.SpencerKarellaw.com

(541) 904-0429

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Amy Johnson

From: Larry Keudell <larry@kmwm.com>
Sent: Monday, November 26, 2018 1:56 PM
To: citycouncil
Subject: Salem River Crossing

Council members

It is pretty simple.... Salem needs a 3rd bridge to continue the vibrant growth this city has recently experienced. If this city needs to continue to gather more "revenue sources" to maintain the services that we all want to provide, The City Must Attract More Businesses that pay taxes. With the traffic congestion currently building daily in this city, no new businesses will be attracted to Salem. We Need a Third Bridge!

Thank you

Larry K. Keudell, CFP®

Senior Partner

(971) 209-4510

Larry@kmwm.com

Keudell/Morrison Wealth Management

235 Front Street, Suite 300

Salem, Oregon 97301

Please visit our website at www.keudellmorrisonwm.com

Amy Johnson

From: jennifer@lewismediagroup.net
Sent: Monday, November 26, 2018 1:20 PM
To: citycouncil
Subject: Tonight's Meeting RE: Salem River Crossing

Good afternoon,

My name is Jennifer Lewis, and I work in Downtown Salem. The Salem River Crossing would be an incredible asset to me, my fellow coworkers, and the city as a whole. The following statement is one of importance regarding tonight's meeting. Please consider this as my endorsement of the Salem River Crossing. Thank you for your time.

I move that City Council direct staff to prepare an ordinance and all other necessary land use actions to respond to the issues raised in LUBA's remand of the City's UGB expansion decision concerning the Salem River Crossing. The ordinance and other actions shall be presented for City Council's consideration prior to June 2019.

Kind regards,

Jennifer Lewis
Web Developer
503.602.9074
LewisMediaGroup.net



Amy Johnson

From: christopher luth <christopherluth@gmail.com>
Sent: Wednesday, November 21, 2018 9:36 PM
To: citycouncil
Subject: WE NEED THIS BRIDGE!

After 50 years and millions of dollars spent considering a bridge, Salem residents and many others are tired of all this talk and want our BRIDGE.

Give the people their voices to decide. So much money has been spent, how can you vote against such an opportunity and waste everything that has already been done?

The bridge has been the joke in Salem long enough and we're not laughing anymore. Let's use some common sense here and vote Yes to move the third bridge process forward.

Chris Luth

Sent from my Verizon, Samsung Galaxy smartphone

Amy Johnson

From: CHRIS BECKI LUTH <cbccluth@msn.com>
Sent: Wednesday, November 21, 2018 3:58 PM
To: citycouncil
Subject: It's just a bridge for crying out loud, lots of cities do it

Categories: Follow-up

After 50 years and millions of dollars spent considering a bridge, West Salem residents and others are tired of it and want a BRIDGE. Enough already. No more excuses.

While I personally think it is a regional issue, not city, and the bridge should be further north so traffic can go around West Salem instead of through it...that's not an option. The option at the moment is the Salem River Crossing. 13 years and \$8 million to date. DO IT ALREADY!!!

The bridge has been a joke in Salem for years, but we're not laughing. If it doesn't happen, don't be surprised when we vote to separate from Salem. We have a lot of wonderful people that ARE able and willing to help West Salem.

Becki Luth

Sent from my Verizon, Samsung Galaxy smartphone

Amy Johnson

From: armorrecords@juno.com
Sent: Monday, November 26, 2018 2:33 PM
To: citycouncil
Subject: River Crossing (3rd Bridge)

Please vote in favor of the 3rd bridge
Thank you
Richard Lynch

Judge Judy Steps Down After 23 Years Over This Controversy [glance-hality.com](http://thirdpartyoffers.juno.com/TGL3141/5bfc74c4a4bef74c417f2st03duc)
<http://thirdpartyoffers.juno.com/TGL3141/5bfc74c4a4bef74c417f2st03duc>

Amy Johnson

From: John Maire <jgmair@gmail.com>
Sent: Thursday, November 22, 2018 11:10 PM
To: citycouncil
Subject: 3rd bridge

We are fringe users of your bridge but suffer every time we drive through Salem enroute to the coast or spirit mountain from our home in canby...we also visit friends in Salem often and have noticed the horrible congestion. This will only get worse as your population and that of the valley increase in density. If the idea is to force more bicycles or additional mass transit it is doomed to failure. Instead people and new business will avoid your city...cars are here to stay for the foreseeable future. Perhaps not internal combustion but electrics or hydrogen power. Please don't delay this any further. This bridge should have been built 10 years ago...thank you for your consideration..John maire, canby oregon

Amy Johnson

From: Julia McClatchie <prepress@abcprinterssalem.com>
Sent: Monday, November 26, 2018 1:14 PM
To: citycouncil
Subject: We need a 3rd bridge

We have had employees who have spent an hour or more of their day just getting back and forth across that bridge They only lived about 5 miles from work and it is too far to walk, that is crazy to deal with that much traffic, going downtown after work is impossible with all the traffic backing up because people are trying to cross the bridge. We need a 3rd bridge please move forward on this process. Salem needs this.

--

Julia McClatchie
ABC Printers Inc
503-581-1181

All proofs must have an email approval (please do not phone in approval)
Double check all information and make sure it is correct, we do our best but you are responsible to make sure information is correct.

Amy Johnson

From: Lisa McCormick <lmccormick@ccmlending.com>
Sent: Monday, November 26, 2018 12:46 PM
To: citycouncil
Subject: BRIDGE

As a City of Salem business; a member of the Salem Chamber of Commerce; a member of MVAR; and a person who lives in West Salem, I support the motion which will be presented to the council this evening.

I move that City Council direct staff to prepare an ordinance and all other necessary land use actions to respond to the issues raised in LUBA's remand of the City's UGB expansion decision concerning the Salem River Crossing. The ordinance and other actions shall be presented for City Council's consideration prior to June 2019.



Lisa McCormick

Senior Mortgage Loan Originator

NMLS # 109599

Salem Branch: 280 Liberty Street SE, #100
Salem, OR 97301

Lake Oswego Branch: 4823 Meadows Rd., #129
Lake Oswego, OR 97035

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Amy Johnson

From: Sandra Muncy <sjmuncy7@gmail.com>
Sent: Monday, November 26, 2018 1:06 PM
To: citycouncil
Subject: Third Bridge

I am in FAVOR of the bridge moving forward. Please do all you can in making this very important move in the right direction for our community!

Sandra Muncy
2444 Percheron CT SE
Salem, OR 97317

Amy Johnson

From: Eric Nelson <Eric.Nelson@bbsihq.com>
Sent: Monday, November 26, 2018 12:54 PM
To: citycouncil
Subject: 3RD Bridge

Members or the City Council

I urge you to strongly consider moving forward with all plans necessary for Salem's 3rd Bridge. I partner directly with nearly 100 small business owners in the regional Salem area for business and human resource consulting and a consistent concern raised by these owners is the flow of trade and human capital within the city. Based on expected growth rates and new business creation lacking a clear solution for infrastructure will result in a direct loss in financial stability to many small and medium business owners who will then relocate their businesses elsewhere.

I appreciate your support in moving Salem forward.

Eric W Nelson
Area Director – Willamette Valley
503.887.4414 Cell

www.barrettbusiness.com



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Amy Johnson

From: Maria Palacio <mpalacio1030@gmail.com>
Sent: Monday, November 26, 2018 12:51 PM
To: citycouncil
Subject: Third Bridge for Salem

With due respect to all City council I ask that you unanimously vote on support of the Third Bridge. We the residents of West Salem and residents that are greatly delay on their way home due to traffic on a daily basis, will be thankful for your positive decision on this regard. Let us move now and not wait for an act of nature to make us regret our inaction.

Respectfully,
Maria L Palacio

Amy Johnson

From: Arlene Pate <aapate@mac.com>
Sent: Wednesday, November 21, 2018 8:34 PM
To: citycouncil
Subject: bridge

Councilors,

We are not in favor of moving ahead on the current bridge proposal. Considering that the plan sites the bridge in an inappropriate area related to seismic issues, that it funnels traffic into an already congested area, the certainty that it will be funded (along with the 2 other bridges) by tolls, which we were told by state planners years ago, we do not support this proposal. Additionally, we feel that traffic flow issues could offer significant relief at far less cost. We support a serious effort toward addressing traffic flow, even addressing the Marine Drive proposal, which might disrupt some sites in West Salem, but would bring serious improvement by giving vehicles heading out Wallace Road beyond Orchard Heights Rd. a way to bypass the clog of vehicles heading to "downtown West Salem".

Those advocating for the bridge do not consider or acknowledge the issues of cost or other issues. They make it sound like a wonderful gift that we might receive, paid for by somebody else.

Please do not vote to move ahead on this proposal.

James and Arlene Pate
1777 Westhaven Av. NW

Amy Johnson

From: Richard Pine <rpine@opineco.com>
Sent: Monday, November 26, 2018 12:58 PM
To: citycouncil
Subject: Motion from Councilor Jim Lewis concerning the Salem River Crossing

I urge your vote in favor of this resolution. This issue has been talked about for decades. We should have acted long ago.

It does not serve our current city well to waste the effort and expense already put into the current Salem River Crossing plan. It does not serve the future of our city well to stop the process now, force the process to restart in the future, and pay even higher prices for the bridge.

Please vote yes on Councilor Lewis' resolution.

Richard Pine
1630 Summer St SE, Salem, OR 97302

Amy Johnson

From: Judy Pratt <prattjude@aol.com>
Sent: Monday, November 26, 2018 12:53 PM
To: citycouncil
Subject: 3rd bridge

Yes, please move forward with the matter of building a 3rd bridge to the West side of Salem; so badly needed.

Alleluia for the Lord, God Almighty, reigns.

Amy Johnson

From: Rian Rasubala <rianrasubala@gmail.com>
Sent: Monday, November 26, 2018 1:02 PM
To: citycouncil
Subject: Please Support a 3rd Bridge

Dear City Council,

My name is Rian Rasubala, and as a Salem citizen living in Ward 3, I urge you to support Jim Lewis' motion tonight in support of a 3rd Bridge.

As a native Salemite, I am so excited about the growth that Salem has been experiencing over the past 5 years, and I thank you for the role you have played in its growth. However, with that growth comes challenges such as transportation. I am not a West Salem resident, nor do I travel to West Salem very often, but I experience the frustration of traffic congestion around the bridge every day when I get off work. I feel for my West Salem friends who have to travel across the river every day, and God forbid there be an accident on the bridge which slows traffic considerably. For the most part, I avoid West Salem as much as possible because of traffic. This is not the view of West Salem I want to have, nor is it how I want anyone else to think of West Salem.

I believe the 3rd bridge isn't just a *West Salem* issue, it's a *Salem* issue.

Please invest in the future of Salem by supporting a 3rd bridge.

-Rian Rasubala

COPY

SKATS

SALEM-KEIZER AREA TRANSPORTATION STUDY

100 High St. SE, Suite 200 Salem, OR 97301 Phone (503) 588-6177 FAX (503) 588-6094

November 13, 2018

Salem City Council
555 Liberty St SE RM 220
Salem OR 97301

Re: Salem River Crossing and Environmental Impact Statement (EIS)

With this letter, the Salem-Keizer Area Transportation Study (SKATS) Policy Committee respectfully requests that the Salem City Council undertake the required actions to respond to the Land Use Board of Appeals (LUBA) remand and support the completion of the Final Environmental Impact Statement (FEIS) for the Salem River Crossing.

SKATS is the designated Metropolitan Planning Organization (MPO) for the Salem-Keizer area. An MPO is a federally mandated body for any urban area over 50,000 in population. MPOs are responsible for regional transportation planning that is continuing, cooperative, and comprehensive. The SKATS MPO is directed by a Policy Committee composed of elected representatives from the cities of Keizer, Salem, and Turner; Marion and Polk Counties; the Salem Area Mass Transit District; the Salem-Keizer School District; and a manager from the Oregon Department of Transportation's (ODOT) Region 2 office.

The SKATS Policy Committee and staff have been extensively involved throughout the Salem River Crossing Study and Environmental Impact Statement (EIS) process. Over the last 12 years, the Policy Committee has had numerous updates about the Salem River Crossing study. SKATS provided about half the funds used for the study. Five elected officials of the Policy Committee are also members of the Salem River Crossing study's Oversight Team.

This project has a long history that spans over a decade. Because SKATS has been involved since the outset, this letter begins with a history and milestones of the Salem

River Crossing Study and the EIS, and the SKATS Policy Committee's interest in seeing it completed.

Previous Willamette River Crossing Studies by SKATS.

SKATS has been the leading body for examining issues related to crossing the Willamette River in the Salem-Keizer area with studies completed by SKATS and its predecessors in the 1970s, 1980s, 1990s, and 2000s. In 1997-98, SKATS led the *Bridgehead Engineering Study*; and several projects from the study's recommendations have been constructed. The *Willamette River Crossing Capacity Study (1999)* and the *General Corridor Evaluation (2002)* evaluated 16 potential river crossing corridors from north of Keizer to south of Salem. Those two reports concluded that among those 16 corridors, the Tryon/Pine corridor best met the goals for reducing traffic congestion with the least negative impacts and should be studied in greater detail as part of an EIS.

History of the Salem River Crossing Study and EIS

The Salem River Crossing Study began in 2006 with funding agreements between the Oregon Department of Transportation (ODOT) and both the city of Salem and SKATS. Because a new bridge would have wide-ranging impacts for the Mid-Willamette Valley region, an Oversight Team was created that included key local jurisdictions and districts: City of Salem, City of Keizer, Polk County, Marion County, the Salem-Keizer Transit District, and ODOT. The Oregon Division of the Federal Highway Administration (FHWA) participated as a non-voting member. The city of Salem's representative on the Oversight Team began with Councilor Dan Clem, who was later succeeded by Councilor Jim Lewis.

Between 2006 and 2014, the Oversight Team met multiple times each year to guide the work of ODOT and local staff and the project consultants; define the purpose and need of the project; examine (and narrow) a wide range of alternatives; review traffic forecasts and impacts; discuss options for how roads should function; review bridge types; discuss potential funding options with affected local jurisdictions, stakeholders, and the community; and oversee many other aspects of the project during development of the EIS. A project management team (PMT) composed of staff from the city of Salem (Julie Warncke), ODOT (Dan Fricke), Polk County (Austin McGuigan), and SKATS (Mike Jaffe) collaborated on the EIS and coordinated the work of the consultant team. SKATS staff provided the numerous travel model forecasts used in the traffic analysis and was involved in many other aspects such as public outreach, document reviews, and numerous public and project meetings.

Before developing the alternatives evaluated in the draft EIS, in 2006 the PMT and consultant initially analyzed 17 crossing concepts (along 10 potential alignments) for a new river crossing between the existing bridges and Tryon Avenue (Salem Parkway),

including several concepts for either widening and/or reconfiguring the existing Center Street and Marion Street Bridges. Over 400 people attended and submitted comments during Open Houses in 2007. A Stakeholder Task Force met over 20 times between 2006 and 2008; and in September 2008, the Task Force narrowed the alternatives to three corridors: the existing bridges corridor, a Hope Street to Tryon Street corridor, and a Hope Street to Pine/Hickory Street corridor.

The draft Environmental Impact Statement (DEIS) evaluated a total of eight build alternatives in those three corridors plus a no-build alternative. After extensive analysis, the DEIS (700+ pages) was published in April 2012. Two well-attended Open House events in May 2012 and an online questionnaire were used to gather public comments. After three more meetings of the Stakeholder Task Force – including consideration of public comments and a joint Oversight Team/Task Force meeting – in August 2012, the Task Force voted to advance Alternative 1 (No-Build), 2A, 4A, and 4D as the top four alternatives.

In August 2012, the Oversight Team selected Alternative 4D as a preliminary recommendation of the Locally Preferred Alternative (LPA) and requested additional feedback from individual jurisdictions and the public. Between 2012 and 2013, Salem City Council had a combination of 12 work sessions, public hearings, or project updates about the project. In June 2013, Salem City Council rejected Alternative 4D and endorsed the "Salem Alternative," which was presented to the Oversight Team in August 2013.

Based on that input from Salem and direction by the Oversight Team, the project team designed a new LPA to align with all the major elements of the Salem Alternative, including reducing the number of lanes on the bridge span from six to four; changing the approaches on both the east and west ends of the proposed bridge from elevated ramps (as proposed in Alternative 4D) to surface street connections; changing the north-south connection in west Salem from an elevated roadway to an at-grade road (Marine Drive in the Salem Transportation System Plan); and developing additional bicycle and pedestrian facilities as part of the project. In February 2014, the Oversight Team unanimously recommended to advance the LPA based on the Salem Alternative as the preferred alternative for the Final Environmental Impact Statement (FEIS). Because the Salem Alternative wasn't specifically included as one of the alternatives in the 2012 DEIS, additional public outreach (mailers to 5000 addresses in the study area and an Open House) occurred in May and June of 2014 to get community responses to the new LPA.

With the choice of the LPA for the FEIS selected by the Oversight Team and the local governments, the next step was to adopt the LPA into the local land use and transportation plans including adoption into the Polk County and city of Salem

Transportation System Plans. It would also require exceptions to Statewide Planning Goals or an Urban Growth Boundary expansion.

On October 12, 2016, there was a Joint Public Hearing of the various decision-making bodies (city of Salem, city of Keizer, Marion County, Polk County, and their corresponding Planning Commissions) for the proposed land use actions needed to accommodate the revised footprint including expanding the Urban Growth Boundary, City of Salem TSP amendments, and taking an exception to Statewide Planning Goal 15 (Willamette River Greenway). City of Salem passed Ordinance 14-16 on December 5, 2016 to approve these actions.

As you know, Salem's ordinance was appealed to the state Land Use Board of Appeals (LUBA). In its final order of 8/9/17, LUBA denied the majority of the petitioners' assignments of error except for three relatively minor issues that could be corrected by the city: adjustment of population forecasts, the zoning for the land to be added to the UGB, and making findings addressing the Willamette River Greenway Policies 2 and 6. To date, the Salem City Council has taken no action to address the LUBA remand.

In early 2018, the Salem City Council formed a Congestion Relief Task Force and retained a consultant to evaluate potential infrastructure improvements to reduce congestion on the bridges and connecting streets in downtown Salem and West Salem. The study examined every feasible idea from previous studies or newly submitted by the community but concluded that "no single project at a specific location significantly reduced congestion" on the two bridges. Ideas were then grouped into solution packages. The final report found that the costlier, long-term infrastructure options in these solution packages for widening the existing bridges – which were evaluated but not recommended by the Task Force -- would have "benefits that may not be long lived." Instead, the final report's recommendation of 14 short-term projects and programs (signage, minor infrastructure and operational projects, and travel demand management) will have a limited (and unquantified) result for solving congestion on, and around, the two bridges.

Since 2006, the Salem River Crossing Study and work on the EIS has cost over \$8 million (including \$3.9 million from SKATS). Thousands of hours have been put in by city of Salem, ODOT, and MPO staff and the elected officials on the Oversight Team. The public has been extensively involved during the entire process.

An ODOT memorandum of October 30, 2018 (*attached*) outlines the remaining tasks to complete the FEIS and for FHWA to issue a record of decision (ROD). As noted, the ROD could be issued for the preferred alternative, but only if the land use and LUBA remand issues are resolved by the city of Salem. The other option would be that FHWA issue a ROD for the No-build alternative. FHWA's deadline to complete the FEIS and

ROD was extended to September 30, 2019. After that time, ODOT and SKATS may be required to payback all or a portion of the federal funds expended on the project; both ODOT and SKATS are strongly opposed to being in a position requiring us to payback any federal funds.

Past and Future SKATS Support of Improvements to the Existing Bridges River Crossing Area

SKATS shares the city's goal of identifying and funding projects and programs that reduce congestion on the existing bridge and extend its useful life and resiliency. Over the last 20 years, SKATS has provided a portion of its discretionary federal funds (matched with local funds and state funds) for multimodal programs and improvements to the reduce congestion on the existing bridges and connecting system including these projects:

- Improvements at the Center Street Bridge ramp exits to northbound and southbound Front Street (projects from the *Bridgehead Engineering Study*)
- Wallace Road @ Glen Creek Road intersection widening
- Multi-use path in Wallace Marine Park that connects to the Union Street Bicycle and Pedestrian Bridge
- New traffic signal and bike/pedestrian crossing at the Commercial Street and Union Street intersection.
- \$2.3 million for the Union Street NE (Commercial Street to 12th Street) *Family Friendly Bikeway* (construction in 2020)
- Annual funding (about \$500,000/year) for the Regional Traffic Signal Control System operated by city of Salem staff
- Approximately \$20 million in bus replacements, bus shelters, transit centers, and smart technology systems
- Regional Travel Options Program to promote/assist with ridesharing, vanpools, and other travel demand management (\$250,000/year from SKATS plus additional ODOT and Cherriots' funds).
- Center Street Bridge Seismic Retrofit Study: \$179,460 from SKATS plus match from Salem/ODOT
- SKATS advocated for the Center Street Seismic Retrofit - \$60 million was provided in *Keep Oregon Moving* (HB2017)

These projects have helped reduce or will reduce, either directly or indirectly, traffic congestion on the bridges as well as provide alternative options to using a vehicle for crossing the river. However, they have not been enough to significantly solve the traffic congestions problems that exist on the bridges today or the worse congestion forecast for the future.

Position of the SKATS Policy Committee

As noted above, we are rapidly approaching the end of our time limit for completing the FEIS for a new Salem bridge, and the process has been suspended until Salem finishes addressing the land use remand from LUBA.

It seems to be the right time, perhaps the last time, to ask the city to move the FEIS process onward in view of current and ongoing realities, such as;

1. Latest traffic volume numbers over the two Salem bridges are the highest ever and rising. In 2017, 72% of all weekday (Monday-Friday) traffic counts exceeded 100,000 vehicles per day! Population in the region is continuing to grow, and traffic demand on the bridges will increase.
2. As noted, the 2018 Congestion Relief study conducted by Salem showed no substantial congestion enhancements would occur from that study's short-term or long-term recommendations. After a decade of study, the LPA based on the Salem Alternative was selected as the best option available for substantially reducing congestion on the existing bridges and improving mobility for people and freight across the river.
3. There may not be any long-term answers to seismic threats that our current bridges can address. By next year we'll have a better understanding whether a seismic upgrade is feasible for the Center Street Bridge and approaches. Due to its design and age, the Marion Street Bridge is not being considered for any seismic upgrades. As noted in the DEIS, mitigation for seismic hazards using modern standards would be part of the structural design of the LPA's new bridge and structures.
4. We continue to see accidents or events at the bridge (such as the overturned hay truck on October 19th of this year) in which the traffic flow of goods and services is halted, not to mention the mobility needs of our residents. These blockages impact emergency services, traffic, and access since there is no nearby vehicle bridge to function as emergency response routes. We need an alternative crossing for the region to better ensure the provision of emergency services; and in the case of a Cascadia earthquake event, to be better prepared for a potential catastrophic failure of the existing bridges.

Completion of the Final EIS and a Record of Decision is only a first step in the process. It gives us permission from FHWA to take the next steps. Construction of a new bridge and other parts of the LPA will take many years and potentially be done in several phases, as demonstrated by other major regional projects like the Newberg-Dundee bypass. There will be future opportunities for the elected officials in the region to decide on funding and phasing for the actual construction of the LPA's new bridge and other

infrastructure. Abandoning the process now sets back our region for many years (or decades) to come.

Please don't let our region suffer from an inadequate and congested transportation system for generations. Please keep the process moving before time to complete the FEIS runs out.

Respectfully yours,

A handwritten signature in cursive script that reads "Cathy Clark".

Cathy Clark
Chair, Salem-Keizer Area Transportation Study (SKATS)

CC:lm

Attachment

<h:/transport/Policy Committee/2018/Nov Spc Mtg/SKATS ltr 11 13 18.docx>



Oregon

Kate Brown, Governor

Department of Transportation

Region 2 Headquarters

455 Airport Road SE Building B

Salem, Oregon 97301-5395

Telephone (503) 986-2600

Fax (503) 986-2630

MEMORANDUM

DATE: October 30, 2018

TO: SKATS Policy Committee

FROM: Dan Fricke, Senior Transportation Planner

SUBJECT: Salem River Crossing – Remaining Tasks to Complete the Environmental Impact Statement

At your October 23 meeting, the Policy Committee had an extended discussion about the Salem River Crossing and how to characterize the project in the update of the Regional Transportation Plan currently in preparation. To inform that and future discussions, you asked that I provide a summary of the remaining tasks to complete the Final Environmental Impact Statement (FEIS) and issue a record of decision (ROD). The following describes those remaining steps and additional information required to complete each.

- Project staff and the consultant team are working to complete drafting the FEIS document based on the preferred alternative identified by the Project Oversight Team. Drafting the document should be completed early next year.
- The City of Salem and other local partners adopted an urban growth boundary amendment to accommodate the future alignment of the preferred alternative. Project opponents appealed the City of Salem's adoption to the Land Use Board of Appeals (LUBA) which subsequently remanded the decision back to the city based on three technical issues. The city has not acted on resolving the remand issues to date. ODOT's State Agency Coordination agreement and administrative rule require, at OAR 731-015-0075(3):

"The Department shall rely on affected cities and counties to make all necessary land use decisions necessary to achieve compliance with the statewide planning goals and compatibility with local comprehensive plans after completion of the Draft Environmental Impact Statement or Environmental Assessment and before completion of the Final Environmental Impact Statement or Revised Environmental Assessment. These shall include adoption of general and specific plan provisions necessary to address applicable statewide planning goals."

Based on this, ODOT is not in a position to publish the FEIS and recommend adoption of the ROD for the preferred alternative to the Federal Highway Administration (FHWA) until the remand issues are resolved.

- FHWA has issued a preliminary “de minimis” finding for impacts from the project to Wallace Marine Park. This requires approval by the City of Salem as the park operator, documenting their concurrence as the “Official With Jurisdiction.” To date, the city has not provided that concurrence to ODOT and FHWA. This is necessary to complete compliance with the requirements of Section 4f of the 1965 Highway Act. While lack of concurrence would not stop the project, it would result in an adverse impact finding that would require extensive (and expensive) revision to the FEIS and 4f report – which we do not have the time or budget to complete.
- FHWA has extended the deadline to complete the FEIS and ROD to September 30, 2019. After that time, we may be required to payback all or a portion of the federal funds expended on the project. This would be a substantial financial impact on ODOT and SKATS – the agencies that have provided the majority of federal funds for the project.

To complete the process, FHWA must issue a ROD. The ROD could be issued for the preferred alternative, but only if the land use and LUBA remand issues are resolved by the City of Salem. The other option would be that FHWA issues a ROD for the No-build alternative. As I have stated on previous occasions to the Policy Committee, it would take an extraordinary set of circumstances for ODOT to put our partners in a position to have to payback any federal funds. Therefore, we will continue to work with our local partners and FHWA to reach a decision and issue a ROD prior to our September 2019 deadline.

Please let me know if you need additional information.

DLF:

cc: Sonny Chickering
Lisa Nell
Terry Cole
Sean O'Day
Mike Jaffe

24014	Site Name:	Salem Bridges (24-014)		Region:	2		Vehicle Type:	Vehicles		County:			
30	Mile Point:	25.90		Start Date:	1/1/2017		Lane / Direction / Flow:	Combined					
ADT:	95036	Avg Weekdays (Mon - Thu): 99841		Avg Day:	94960								
Max Hour:	8967	Day:	Fri		Date:	4/21/2017		Hour:	17				
Max Day:	113119	Day:	Fri		Date:	6/2/2017							
Sunday		Monday		Tuesday		Wednesday		Thursday		Friday		Saturday	
Date	Value	Date	Value	Date	Value	Date	Value	Date	Value	Date	Value	Date	Value
1/1	53442	1/2	58108	1/3	90091	1/4	89476	1/5	95908	1/6	101441	1/7	32643
1/8	26923	1/9	87961	1/10	95021	1/11	56086	1/12	90305	1/13	97447	1/14	77748
1/15	63712	1/16	84216	1/17	90349	1/18	95765	1/19	98509	1/20	101321	1/21	80084
1/22	64014	1/23	94946	1/24	97344	1/25	98787	1/26	100298	1/27	102330	1/28	83728
1/29	66697	1/30	94499	1/31	98207	2/1	100070	2/2	97954	2/3	95561	2/4	80788
2/5	59664	2/6	93568	2/7	96909	2/8	97402	2/9	99741	2/10	106079	2/11	89512
2/12	72043	2/13	99919	2/14	101091	2/15	97524	2/16	97831	2/17	107517	2/18	86493
2/19	68452	2/20	86792	2/21	99234	2/22	99833	2/23	102650	2/24	105480	2/25	90428
2/26	68218	2/27	96810	2/28	101120	3/1	103491	3/2	101540	3/3	106504	3/4	87076
3/5	72283	3/6	84054	3/7	98435	3/8	100216	3/9	101616	3/10	109168	3/11	86388
3/12	75498	3/13	96424	3/14	99542	3/15	101664	3/16	106491	3/17	106991	3/18	86085
3/19	77015	3/20	97567	3/21	101349	3/22	101278	3/23	103289	3/24	102770	3/25	84624
3/26	67016	3/27	92315	3/28	95107	3/29	95626	3/30	99408	3/31	106482	4/1	85013
4/2	77981	4/3	102342	4/4	103622	4/5	105371	4/6	105115	4/7	104644	4/8	90875
4/9	73960	4/10	100843	4/11	102978	4/12	103106	4/13	105669	4/14	111476	4/15	93951
4/16	72339	4/17	99480	4/18	103963	4/19	102751	4/20	105930	4/21	112878	4/22	90312
4/23	71920	4/24	97932	4/25	100363	4/26	102084	4/27	104907	4/28	111268	4/29	92364
4/30	77577	5/1	101061	5/2	103255	5/3	107330	5/4	107937	5/5	110950	5/6	91006
5/7	78276	5/8	103161	5/9	106231	5/10	107446	5/11	103130	5/12	110185	5/13	93588
5/14	80759	5/15	100393	5/16	102089	5/17	103736	5/18	105861	5/19	112005	5/20	95426
5/21	82053	5/22	103571	5/23	104563	5/24	105622	5/25	107989	5/26	110259	5/27	88933
5/28	77673	5/29	74034	5/30	103176	5/31	104990	6/1	108257	6/2	113119	6/3	92997
6/4	78700	6/5	104475	6/6	107130	6/7	107653	6/8	107935	6/9	110581	6/10	89595
6/11	76280	6/12	101129	6/13	103169	6/14	106001	6/15	104937	6/16	110701	6/17	88010
6/18	82002	6/19	100906	6/20	103343	6/21	104202	6/22	105395	6/23	109778	6/24	92530
6/25	79401	6/26	101379	6/27	102328	6/28	103815	6/29	105643	6/30	109988	7/1	89291
7/2	76287	7/3	97240	7/4	71103	7/5	104047	7/6	104879	7/7	109223	7/8	90692
7/9	78901	7/10	103103	7/11	104849	7/12	106316	7/13	105619	7/14	110412	7/15	91625
7/16	78415	7/17	102181	7/18	-	7/19	105382	7/20	105403	7/21	109084	7/22	89441
7/23	79046	7/24	101015	7/25	103948	7/26	105779	7/27	105924	7/28	108190	7/29	89609
7/30	78774	7/31	103915	8/1	107024	8/2	106244	8/3	105284	8/4	111227	8/5	93481
8/6	80955	8/7	102896	8/8	103070	8/9	104701	8/10	105550	8/11	107991	8/12	90091
8/13	76037	8/14	102129	8/15	106619	8/16	107301	8/17	105101	8/18	101670	8/19	80005
8/20	74323	8/21	67213	8/22	104755	8/23	106874	8/24	108113	8/25	111743	8/26	93887
8/27	78454	8/28	102190	8/29	103594	8/30	105242	8/31	109195	9/1	111245	9/2	88393
9/3	78753	9/4	74876	9/5	104768	9/6	102987	9/7	103428	9/8	110427	9/9	91273
9/10	76981	9/11	101046	9/12	102512	9/13	104198	9/14	105840	9/15	110516	9/16	90719
9/17	75445	9/18	98189	9/19	100801	9/20	101794	9/21	103324	9/22	109465	9/23	91302
9/24	76534	9/25	100383	9/26	102815	9/27	103941	9/28	105946	9/29	110080	9/30	88616
10/1	75707	10/2	100384	10/3	103399	10/4	105047	10/5	106095	10/6	109988	10/7	90486
10/8	75410	10/9	101015	10/10	102529	10/11	103028	10/12	103222	10/13	107841	10/14	89690
10/15	76044	10/16	100655	10/17	101926	10/18	102049	10/19	100904	10/20	107606	10/21	82305
10/22	69024	10/23	99426	10/24	101122	10/25	103451	10/26	103591	10/27	109608	10/28	89016
10/29	72168	10/30	99353	10/31	102610	11/1	102372	11/2	102188	11/3	107783	11/4	84512
11/5	71094	11/6	98476	11/7	100066	11/8	99041	11/9	102433	11/10	100137	11/11	84222
11/12	70214	11/13	95659	11/14	99802	11/15	99209	11/16	102497	11/17	107519	11/18	85206
11/19	71214	11/20	98474	11/21	101316	11/22	99850	11/23	64566	11/24	82298	11/25	73328
11/26	66428	11/27	97417	11/28	98120	11/29	101460	11/30	100721	12/1	108866	12/2	84011
12/3	71188	12/4	98277	12/5	101548	12/6	101982	12/7	102247	12/8	106101	12/9	87745
12/10	72456	12/11	98120	12/12	99940	12/13	100642	12/14	102438	12/15	106193	12/16	84723
12/17	71363	12/18	96598	12/19	95988	12/20	100416	12/21	98764	12/22	99878	12/23	79976
12/24	64628	12/25	52209	12/26	81744	12/27	88403	12/28	89755	12/29	92627	12/30	76827
12/31	63626												
Avg:	72516	Avg:	95199	Avg:	100313	Avg:	101405	Avg:	102448	Avg:	106820	Avg:	86551

Amy Johnson

From: Toni Skelton <toniskelton@icloud.com>
Sent: Sunday, November 25, 2018 3:55 PM
To: citycouncil
Subject: Bridge discussion at meeting 11/26

I understand that discussion of the 3rd bridge proposal (rejected by LUBA) is on the agenda for tomorrow's city council meeting.

I support LUBA's decision and strongly oppose any proposal that:

~ includes closing either West Salem exit ~ uproots homes and businesses in an already-economically-challenged area of Salem (e.g. Pine & Hickory streets) ~ dumps more traffic onto Wallace Road inside the city limits ~ includes a toll for passage ~ does not include funding for seismic reinforcement to the Marion and Center streets bridges

I believe that study of traffic patterns can result in options for lessening the impact of the "maximum congestion" bridge traffic, and strongly encourage that approach first.

Thank you for your time and your work on behalf of the citizens of Salem.

Sincerely,

Toni Skelton
870 Beaver Loop NW
Salem

Amy Johnson

From: Angela Smith <asmithdal480@aol.com>
Sent: Sunday, November 25, 2018 4:55 PM
To: citycouncil
Subject: 3rd bridge

To whom it may concern...

I would like to see a 3rd bridge and I think it is very important. I'm a frequent commuter from Dallas to Salem. Seems simple. But not all the time. I have to plan ahead. Especially if I'm going for an appointment. Is there wrecks, is it rush hour traffic, should I go the back way through Independence is there hold ups there. In my opinion a third choice for commuters would really ease the amount of traffic through west Salem. That there is a whole other problem if you need to go to Wallace road if it's rush hour traffic or an accident. Plan on taking your time. Thank you for taking a moment and reading my email.

Sincerely, Angela Smith

Sent from my iPhone

Amy Johnson

From: Erik Steinke <Erik@olsoninsurance.com>
Sent: Monday, November 26, 2018 2:18 PM
To: citycouncil
Subject: Salem City Council - 3rd Bridge

Dear Salem City Council,

I am aware there will be a Salem City Council meeting tonight and on the agenda there will be discussion on the 3rd bridge or the Salem River Crossing into West Salem. I am in full support of the Salem moving forward with a project that would add a 3rd bridge. I was born and raised in Salem, I am raising my young family here, I love our city and think that we need to plan for future generations. Traffic, because of the West Salem bridge, has always been an issue and just continues to get worse. I work in North Keizer and live in South Salem, trying to go through town is very frustrating during the commuting hours because of the West Salem bridge, lucky for me I don't live on that side of the river, but I am still greatly affected by it because of all the extra traffic and it is only getting worse. I can't imagine living over there and having to sit on Commercial St in the traffic every single night on my way home. The other routes to get to West Salem also the become over congested with people trying to find a fast route that they can jump the line. Which causes a lot more traffic for everyone else as well. For example, try getting down Front St during the commute, this should be a bypass around that traffic, it is not because of the people who then try and cut down Union St to get into West trying to avoid Commercial.

Again, please plan for future generations and the health of our city. West Salem continues to grow, as does Salem in general. Help this growth by creating a new way over the river with a new bridge, and avoid a the future crisis.

Erik Steinke

Amy Johnson

From: barb.hackeresch@summitwm.net
Sent: Monday, November 26, 2018 12:56 PM
To: citycouncil
Subject: Please approve

I move that City Council direct staff to prepare an ordinance and all other necessary land use actions to respond to the issues raised in LUBA's remand of the City's UGB expansion decision concerning the Salem River Crossing. The ordinance and other actions shall be presented for City Council's consideration prior to June 2019.

I do not want us to lose the investment we have in place.

Please let me know if you have any questions and/or concerns.

Sincerely,

Barb Hacke Resch
Senior Financial Advisor
PIM Portfolio Manager
Summit Wealth Advisors
Wells Fargo Advisors

503-798-4340
1-855-707-4330
barb.hackeresch@summitwm.net
www.summitwm.net

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Amy Johnson

From: Christopher Trager <cbtrager@gmail.com>
Sent: Thursday, November 22, 2018 8:46 AM
To: citycouncil
Subject: 3rd Bridge

It has come to my attention that there is a proposal happening Monday on the fate of the proposed bridge to West Salem. I would like to voice my support for this project. I moved to Salem about 5 years ago and thought even then that West Salem needed another bridge. I live right on Doaks Ferry/Glen Creek and have watched countless subdivisions being built as well as traffic from the surrounding areas increase to a point where the traffic issues happening on Wallace (and surrounding roads...such as Glen Creek/Doaks Ferry) rival the stupidity I've only seen in cities with populations large enough to overwhelm the city's infrastructure (i.e. Chicago, St. Louis, etc.). Issues such as this are expected when millions of people are out driving. However, the population of Salem (and the surrounding areas) just doesn't seem to me to warrant the problems found here. I truly think this bridge should be the first step to fixing some of the problems found here before they become monsters that can't be solved without an act of God.

While I have your attention to this issue, I'd like to give my ideas of some possible solutions. Most important, removing a MAJOR east/west highway from the downtown corridor. Mission St/Hwy 22 seriously needs to be rerouted over/under/around Salem. It's the 21st century so please don't say it can't be done. Next, you need to fire the retarded monkey whose in charge of the traffic light sequencing in Salem. I believe, as do a few others I've talked with, that a two year old could do a better job. Fix the timing of the lights all through Salem and then try placing lane barriers on the bridge to West Salem (to keep everyone in their own lane while going over the bridge). These things would be a great start.

I'm not a civil engineer nor do I even claim to play one on TV. It just seems as though with the use of a little common sense some of these issues could get resolved. Thank you for taking the time to listen to one of your resident bitch.

Christopher Trager

Amy Johnson

From: Brian & Nina White <brianandnina@paramountoregon.com>
Sent: Monday, November 26, 2018 1:39 PM
To: citycouncil
Subject: 3rd Bridge

Dear Councilors,

I urge you to move forward in answering the state's questions regarding the third bridge. This discussion needs to continue and the more information that is shared the better educated decisions can be made.

We need leaders who are going to make good decisions in investing in our city's infrastructure. If you're not going to lead well, then get out of the way.

Best Regards,

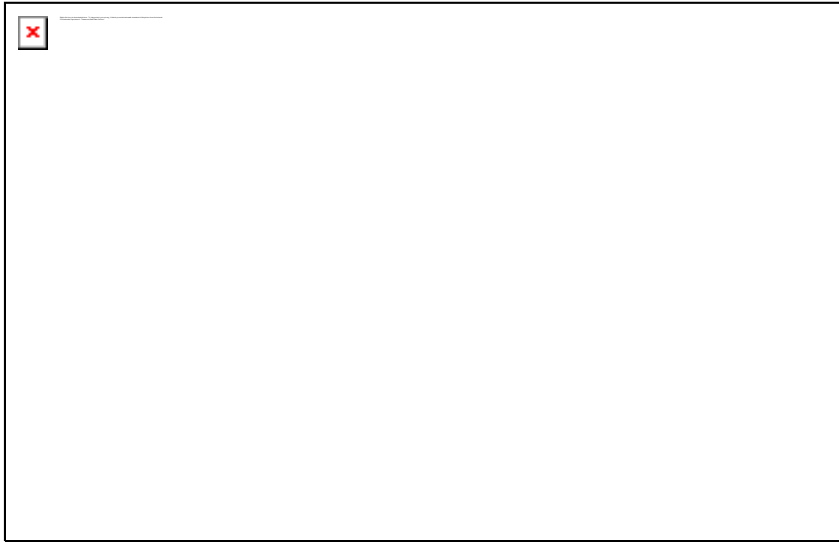
Brian White
President
Paramount Real Estate Services

at your service,

Brian & Nina White
Principal Brokers/Owners
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503-851-1645

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West Salem Business Association

POST OFFICE BOX 5021 SALEM, OR 97304

November 15, 2018

City Council and Mayor Bennett:

The West Salem Business Association has been an active part of the Salem Community since 1975. Part of our commitment to our community is in regards to working with individuals, citizens, groups, and businesses to improve the livability and business climate in West Salem.

The West Salem Board of Board of Directors is in agreement that traffic and congestion in the City of Salem, particularly in regards to West Salem, is something that needs to continue to be worked on. Many stakeholders have made significant progress in this regards.

It is essential that the City of Salem move forward with all necessary land use action to respond to LUBA's decision and questions concerning the Salem River Crossing and present it to City Council prior to June 2019

Sincerely,

A handwritten signature in black ink that reads "Tim Klarr". The signature is fluid and cursive, with the first name "Tim" and last name "Klarr" clearly distinguishable.

Tim Klarr
WSBA Board President

Amy Johnson

From: Nathan Wuerch <nathanwuerch@hotmail.com>
Sent: Friday, November 23, 2018 12:23 PM
To: citycouncil
Subject: Letter of support LUBA
Attachments: WSBA Letter of support re LUBA 2018.pdf

Attached you will find a letter supporting Councilor Lewis' motion to respond to LUBA's questions regarding the Salem River Crossing with response to City Council prior to June 2019.

This is being sent by Nathan Wuerch, Treasurer for WSBA and signed by Tim Klarr, WSBA President.

For any questions, please contact Nathan Wuerch or Tim Klarr.

Nathan Wuerch
503.559.1842

Tim Klarr
503.931.8331