

6/12/2017

Received At Council Meeting

Meeting Date: 6-12-17

Agenda Item: 4.c

Received by: A Johnson

From: Herb Shaw

Honorable Mayor and City Council Members

My name is Herb Shaw, a resident in Ward 8 and business owner on Edgewater Street in Ward 1. I have over 50 years experience in the highway, bridge and light rail design and construction industry, and owner of Herb Shaw Consulting, Inc., a construction consulting firm in Oregon.

My question to the Council is, what evidence do we have that the Salem Alternative (Third Bridge) proposal even addresses the issues we all are facing today and the future? Yes, we need other crossings, but you would think the current proposal would be based on a survey revealing the origin and destination of vehicles crossing the existing bridges. When I asked this question of City staff I was told a study of traffic counts (not a survey) was made many years ago, it is not representative of conditions today, and there's no plan to conduct a survey. Doesn't this concern you? We are proposing a \$430 million project and we don't even know if it will solve the problem? That would create a horrendous tax burden on our residents, not knowing if it would even work.

I submit to you the City shouldn't even be leading this plan to construct another river crossing. My experience tells me that we have more than enough infrastructure to handle local traffic, as well as tourists visiting our city. But we cannot handle the regional traffic that needs access to and from I-5. By regional traffic, I'm referring to commerce and certain motorists that should not be funneled into downtown Salem, because Salem is not their destination.

I submit that regional traffic is a problem that ODOT should be responsible for, and city and county officials need to hold them accountable. Not only will the Salem Alternative plan totally change the look of West Salem, but according to city documents will eliminate over 50 businesses on Edgewater Street NW, all because ODOT wants us to funnel regional through-traffic on OR 22 and OR 221 into our city. Does that make sense? No, because the resolution to our traffic problems in West Salem is a beltline system that removes unnecessary traffic from our streets. That's ODOT's work.

In the meantime, we have \$3.6 million left over from our previous bond measure, with all work to be completed by 2016. The work remaining under that bond is R/W acquisition for the Third Bridge, and ~~construction of Marine Drive~~ <sup>R/W and</sup>. This money is currently being proposed to construct a 3-block section of Marine Drive that will adversely affect Pioneer Village, Glen Creek and Wallace Marine Park. We all ~~know this will not serve any purpose for years to come, and it was not included in that bond measure.~~ <sup>LOK</sup>

So, why aren't we doing what was promised in the beginning by constructing Marine Drive from 5<sup>th</sup> Avenue NW (NW corner of Pioneer Village) to Harritt Drive NW, thus providing a useful function for local residents to access the entire business district on the East side of Wallace Road without requiring them to join the congestion on Wallace Road. And this can be done soon. It's not too late to do the right thing.