

**Agenda Item 5.a. will result in committing limited City resources to further work on the Salem River Crossing (The Preferred Alternative) that will do more harm than good to our community—Let Me Explain**

- June 2013 Salem City Council rejected the 4D alternative and endorsed the “Salem Alternative” (Known as Salem River Crossing; the Preferred Alternative)
- Presented to SKATS Oversight Team August 2013
- February 2104 SKATS Oversight Team advances this to become the “Preferred Alternative” bridge design. It:
  - Reduces lanes on the bridge from 6 to 4
  - Changes both East & West bridge approaches (elevated to surface)
  - Changes West Salem north-south connector from elevated to surface roadway
  - Etc.

**This decision point is where a failed design (the Preferred Alternative) became the project focus for a Willamette River Bridge**

**The Preferred Alternative design being advanced for the third bridge does more harm than good in our community**

- It will not relieve congestions problems in West Salem per ODOT studies and statements.
- The Preferred Alternative bridge design (as explained by an ODOT Transportation Planner) to the WSNA (May 2018) was the result of compromise and tradeoffs that removed congestion relief from the decision process criteria.
- In fact, he confirmed that congestion in West Salem will not improve as a result of building this bridge design. In some cases, it will be worse as well as increasing congestion along the Salem Parkway and continue it in the Central Business District in downtown Salem.
- Additionally, this Preferred Alternative bridge design will remove the green space along Edgewater
- It will close access to the Rosemont Exit without proposing a definitive way to fix the congestion problem this current design proposal will cause to this part of West Salem.
- Failure to solve this problem on the front-end of a project is unacceptable. It means additional project time and money unaccounted for in current project cost forecasts.

**ODOT cites the purpose of the Preferred Alternative as:**

“The purpose of the Salem River Crossing Project (The Preferred Alternative) is to improve mobility and safety for people and freight for local, regional, and through travel across the Willamette River in the Salem-Keizer metropolitan area while alleviating congestion on the Center Street and Marion Street Bridges and on the connecting highway and arterial street systems.” (ODOT, October 2016—Salem River Crossing Project Traffic and Transportation Technical Report Addendum; Summary of Project Purpose and Need)

Primary measures to satisfy the purpose statement included the following:

- “Reducing congestion levels at the existing bridgeheads”

**SKATS stated in their letter to council that:** “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.”

Received At Council Meeting  
Meeting Date: 11/26/18  
Agenda Item: 5.a  
Received by: Nicole  
From: Craig Evans

## **WHAT DOES THE PREFERRED ALTERNATIVE DO FOR REDUCING CONGESTION?**

**20 out of 33 intersections analyzed for the Preferred Alternative failed to meet mobility targets or standards**

- 7 Wallace Road intersections failed
- 3 Central Business District (Downtown intersections) failed
- 10 North Salem (Salem Parkway Area intersections) failed. 7 of those 10 are new intersections that were previously meeting standards and will now fail under the Preferred Alternative

**INTERESTING:** Hope Avenue & Marine is a new intersection to be constructed as part of the Preferred Alternative to move traffic to and from the new bridge. It fails mobility targets and standards and exceeds roadway capacity under the Preferred Alternative.

- **The Preferred Alternative bridge design does not meet its stated purpose of REDUCING CONGESTION.**
- **It does not meet SKATs stated goal of finding and funding projects that reduce congestion on the existing bridge and extend its useful life and resiliency.**

## **THE PREFERRED ALTERNATIVE DOES MORE HARM THAN GOOD TO OUR COMMUNITY**

**Why would we want to spend in excess of \$400 million dollars on a project that does not solve our congestion problems?**

- **Why buy something that is broken?**
- **Why remove the green space along Edgewater destroying the character of this community?**
- **Why close access to the Rosemont Exit without proposing a definitive way to fix the congestion problems this will cause for West Salem here?**
- **Why cause congestion at 7 intersections in North Salem where it is not a problem now?**

**Again, why would we want to spend in excess of \$400 million dollars on a project that does not solve our congestion problems? Why buy and support something that is broken?**

- Perspective has been lost
- The City Manager has cautioned constraint given the current \$6 million budget short fall
- This propose ordinance is not a wise use of limited City resources
- It does not solve congestion problems; it will make it worst
- It is not our last chance to seek a bride solution
- Facts say it is not a wise choice for solving a complex problem
- It was the result of compromise and tradeoffs leaving congestion relief out of the decision-making consideration

**Be wise stewards and policy makers and do not pass this ordinance**

- **It will harm our community and still not solve congestion problems**
- **It will waste limited city resources**
- **It will lead to more harm than good**

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Received At Council Meeting  
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From: Sarah Deumling

Mayor Bennett and the Salem City Council  
Re: 3rd Bridge

November 26, 2018

Oregon has a Global Warming Commission which, every two years, submits a report to the legislature detailing Oregon's progress in meeting it's GHG reduction goals. Angus Duncan, chair of the Global Warming Commission, wrote as his introduction to this year's report, "This letter reflects my profound concern, after 10 years as commission chair, of whether we are rising to the challenge in meaningful and sufficient ways". He also pointed to transportation emissions, which have been going up since 2013, as the state's mounting challenge. "More miles are being driven in larger and less fuel efficient cars."

"The hottest 20 years on record have all been in the last 30 years." Climate Change is by far our biggest issue. All of the other seemingly important issues pale in the face of, among other threats, too many climate refugees, the breakdown of our food system, water scarcity, disruptions of our economic system, more respiratory problems, new diseases, etc.

Congestion on the bridges or anywhere else is a secondary problem. Reducing our carbon footprint is the real problem if we want a livable future. How infinitely selfish to put our short term convenience ahead of the health of our children and grandchildren and the livability of our community. Reducing congestion, on the other hand, is really pretty cheap and easy. DRIVE LESS! If we had a creative city-wide, citizen involved campaign to figure out and act upon all the many ways we as individuals and as a community could do this the results would be surprisingly quick and successful. (Ask not what your city can do for you but what your can do for your city). Also for those who do not like the heavy hand of government regulations this would be a perfect opportunity to solve a problem ourselves.

Take all discretionary trips at non-peak traffic hours. That means especially all of us retired folks. Have shuttle buses to state offices and the hospital every five minutes during rush hours, have very generous opportunities for flex hours and/or telecommuting for state jobs, make biking and walking easy, pleasant and safe to name a few that cost next to nothing compared to a new bridge. Furthermore they all would contribute to both a reduction in congestion and in our GHG footprint.

I urgently recommend that we waste no more time and money on the fool's errand of a 3rd bridge but get together to make Salem a cleaner, healthier, happier and more resilient place.

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