

Ruth Stellmacher

From: Shirl Staats <shirlstaats@gmail.com>
Sent: Friday, April 19, 2019 10:01 AM
To: citycouncil
Subject: Marion Drive construction

Categories: Council Dox

Dear City Council members,

I am a resident of Pioneer Village. I live at 266 Calico Street N.W. The building I live in would be destroyed if you construct Marine Drive in this area. This will affect some of the most vulnerable people in Salem area. There is all ready a shortage of low income properties. This would destroy at least 16 homes in our community. Mine being one of them. Why not put the road through property in Wallace Marine park, already owned by the city. Please consider other locations for this road. Do not put vulnerable people out in the street.

Thank you,

Shirley E. Starts

Pioneer Village Resident

Ruth Stellmacher

From: Linda Bierly <bierlyskl@gmail.com>
Sent: Friday, April 19, 2019 10:42 AM
To: citycouncil
Subject: April 22. 2019 Agenda item 6a attachment 1; recommendations 1, 2 and 7

Categories: Council Dox

Mayor Bennett and Councilors,

Thank you for the opportunity to provide comment on Agenda Item 6a, the Congestion Relief Task Force staff report.

I am commenting specifically on three recommendations - #1, #2 and #7.

Item 1. Recommendation: Construct Marine Drive

Actions for Council Consideration . • Confirm direction to begin right-of-way acquisition for the segment of Marine Drive NW between Glen Creek Road NW and Cameo Street NW, and move to construction if sufficient funds are available; or
• Direct staff to provide alternatives to right-of-way acquisition and construction.

I am asking that you choose the second option for your consideration:

- **Direct staff to provide alternatives to right-of-way acquisition and construction**

Marine Drive has been in the Salem Transportation System Plan since 1998. It has always been a bad idea. The costs are high in dollars, environmental damage, neighborhood disruption and impacts to Wallace Marine Park. The benefits are low. For a short distance, it provides an alternative to Wallace Road for a small population, those living east of Wallace Road. People using the proposed Marine Drive will still end up back on Wallace Road. Marine Drive provides no real solution to traffic congestion on Wallace Road. It is also unclear how the city would pay for long term maintenance of this proposed road since funds collected from property taxes in this area are unlikely to be adequate to pay for road maintenance over time.

one possible alternative to Marine Drive

An effective alternative is two pronged:

1. Traffic regulation and traffic flow metering using signalized intersections at all intersections along Wallace Road. Traffic signals would provide residents living on the east side of Wallace Road with safe access to Wallace Rd. and the streets that intersect with Wallace Rd. The metering provided by timed signalization allows even traffic flow throughout the entire corridor rather than being stopped in a long line behind the traffic light at Orchard Heights.
2. Provide a less regulated / metered alternative - Doaks Ferry Road. Doaks Ferry Road exists as a minor arterial. It provides unimpeded direct access from North Wallace Road all the way to Highway 22 with connections to Brush College Road, Orchard Heights Drive, Glen Creek Road and Eola Drive. The missing part in this scenario is a signal at the intersection of Doaks Ferry Road and Highway 22 to provide safe access to and from Hwy 22 . This solution would require working with ODOT as do many of the solutions proposed in the Congestion Relief Task force, but it would provide a much cheaper and more effective solution for relieving traffic on Wallace Road than the construction of Marine Drive - a small and short collector street providing service to few at a very high cost.

reasons to find alternatives to Marine Drive

1. We need to protect Wallace Marine Park. Sadly, public space requires continual defense. Someone always has a better idea for public space - a road, a shopping mall, a development, a parking lot. Parks are vital to our physical and mental health. The reason they are so effective and important is because they are a refuge from the constant noise and pollution with which we are bombarded. A collector street in or through or bordering our park defeats the entire purpose of the park.
2. We need to protect neighborhoods. I have noticed that proponents of Marine Drive seldom live along the proposed route. Particularly, the residents of Pioneer Village now enjoy the ability to walk, use walkers and scooters, sleep well at night and breathe unpolluted air. This neighborhood is currently served by Taybin Road NW, a quiet road that connects to Glen Creek Road, Calico Street and Cameo Street. This network of streets currently exists - no ROW acquisitions or construction required.
3. we need to protect the environment. Forest fires rage, ice caps melt, sea levels rise, species die out and we just keep building roads. Finally, it is time to understand that we are the problem. This proposal to construct Marine Drive would take out riparian gallery forest, backwater river channels and river sloughs that host many species of birds, amphibians, insects, mammals, reptiles, fish, plants both aquatic and terrestrial. This is rich habitat. We need to guard it, restore it, enhance it - not destroy it.
4. Unanswered questions: The staff report states that the estimated costs of acquisition and construction have been updated although I did not see the updated figures in this staff report. However, the environmental costs are not mentioned, nor are the social costs of neighborhood disruption and loss of park benefits. These costs are real and important. I hope that you will ask staff for this information.

2. Recommendation: Open Musgrave Avenue east of Wallace Road.

Please don't do this. See the above paragraph about protecting Wallace Marine Park.

7. Recommendation: Provide a park and walk/bike/shuttle at Wallace Marine Park

Please don't do this. See the above paragraph about protecting Wallace Marine Park.

Thank you for reading and considering my comments,

Linda Bierly

2308 Ptarmigan St. NW

Salem, Oregon

Ward 8

Ruth Stellmacher

From: E Easterly <emeasterly@comcast.net>
Sent: Friday, April 19, 2019 10:59 AM
To: citycouncil
Subject: Agenda Item # 6.a Topic I
Attachments: Marine Drive Floodplain @ Wallace Marine .doc
Categories: Council Dox

Testimony regarding Salem City County April 22, 2019 Agenda Item # 6.a

Mayor Bennett, Salem City Council,

I urge you to focus on the development of Marine Drive as a wise Council strategy to offer congestion amelioration in West Salem.

The Congestion Task Force called for timely solutions.

Constructing Marine Drive through Pioneer Village is not a timely West Salem congestion relief decision because of the complex issues outlined below.

- The project will require the "taking" of Federal property.
- The project negatively impacts Wallace Marine Park
- The project fails to meet SACP Transportation and Willamette Greenway Goals

The attached graphics and commentary focuses on the complex steps and environmental impacts that endorsement of Glen Creek-Cameo construction project would face. I urge that councilors direct staff to implement right-of-way acquisition and construction from a 5th Avenue to Harritt alignment.

Please reject the Glen Creek to Cameo proposal and use available funds to acquire and build the more timely 5th Avenue/Marine Drive to Harritt Drive alignment.

E.M. Easterly

Attachment:

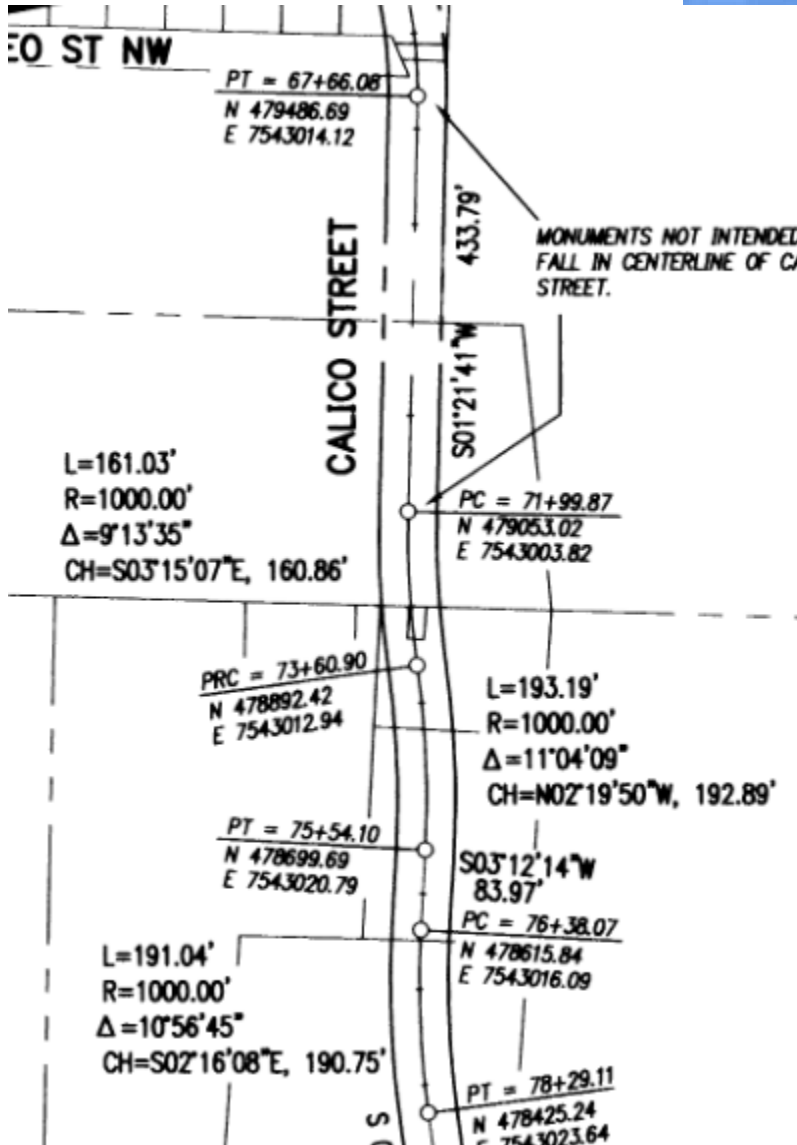
Red Area = 100-year Flood Hazard Designation

City of Salem Floodplain Map

Note: Proposed Marine Drive R-O-W is within Salem mapped Willamette River 100 year floodplain.

City of Salem Marine Drive Survey CS14409

Street right-of-way 60 feet



Note: The above alignment appears to overlay Pioneer Village dwellings. The graphic on page 6 appears to offer an alternative less than 60 ft ROW. Can collector streets be less than 60 ft wide?

Polk County ERSI MAP Parcel Demarcation

Pioneer Village Marine Drive AREA

Red line equals Salem city-limits.
Green color = Wallace Marine Park.

Cameo St NW **R**

FEDERALLY OWNED **R**

Cameo St NW **R**

FEDERALLY OWNED **R**

Is the Council willing initiate the taking of federal land and address the parallel social impact issues?

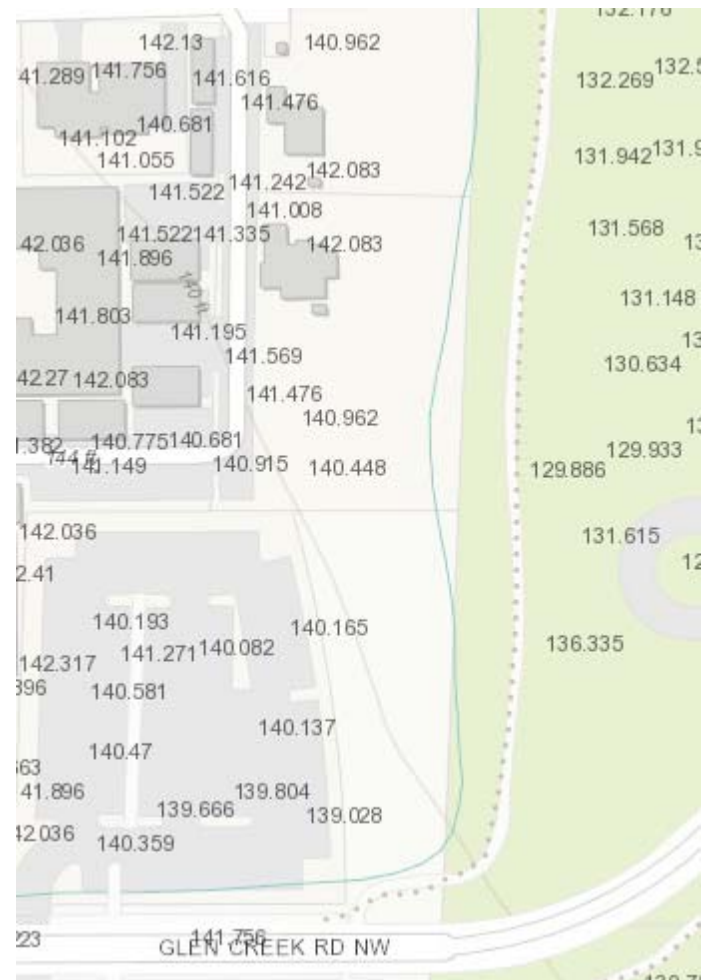
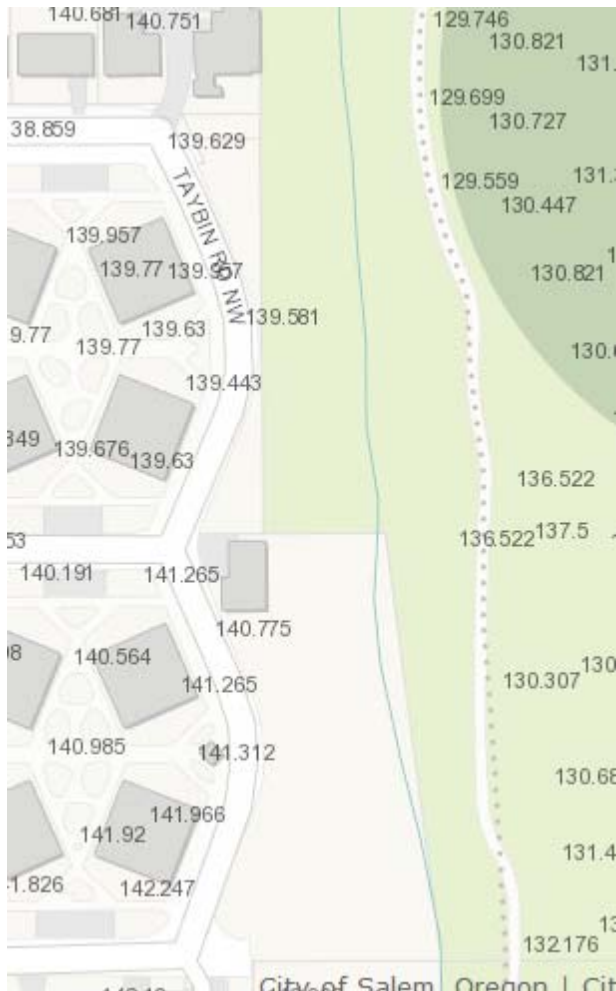
Taybin Rd NW **R**



Glen Creek Rd NW **R**

City of Salem ERSI Elevation Maps

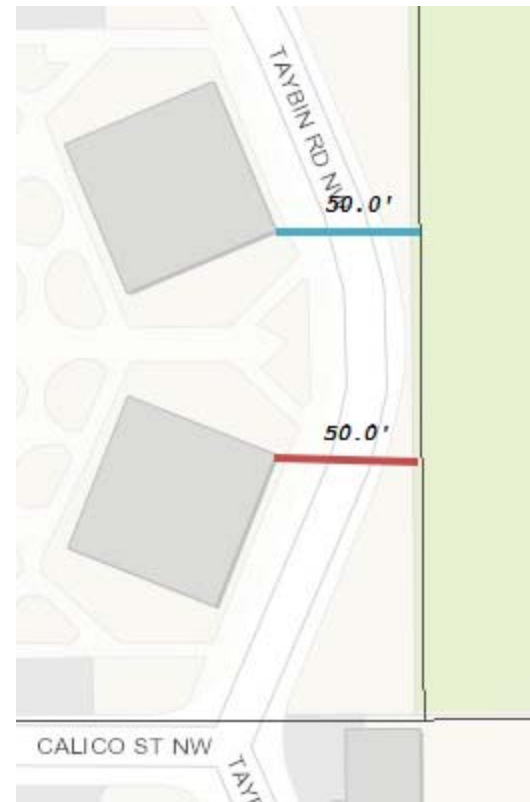
There appears to little correlation between City of Salem elevation maps on this page and the mapped Floodplain on page 1 or the EPA 2006 Flood Insurance Rate Map (FIRM) on page 4.



FEMA Flood Insurance Rate Map (FIRM)



**Polk County ERSI map measurement
Pioneer Dwellings to Pioneer Village Property line**



Note:

Distance between dwelling and property boundary is fifty (50) feet.

Width of Marine Drive right-of-way from prior page sixty (60) feet.

Conclusions:

- 1. Marine Drive right-of-way extends into Wallace Marine Park.**
- 2. The proposed alignment will require the taking of federally designated land.**

City of Salem ERSI map measurement

Distance between Pioneer Village Dwelling and Wallace Marine Park property line.

The information contained in the portion of the graphic at the bottom of this page, distributed to the Salem City Council 11-07-18, proposed a Marine Drive roadway alignment that does not identify the surveyed width of the Marine Drive R-O-W. The graphic appears to imply the R-O-W is outside the park boundary.

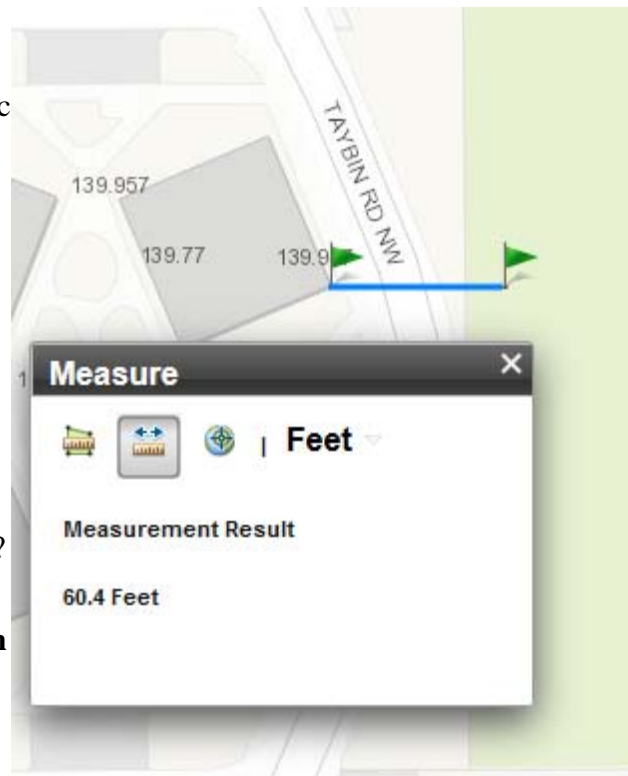
Why is width information not included in the proposed alignment of Marine Drive along Pioneer Village?

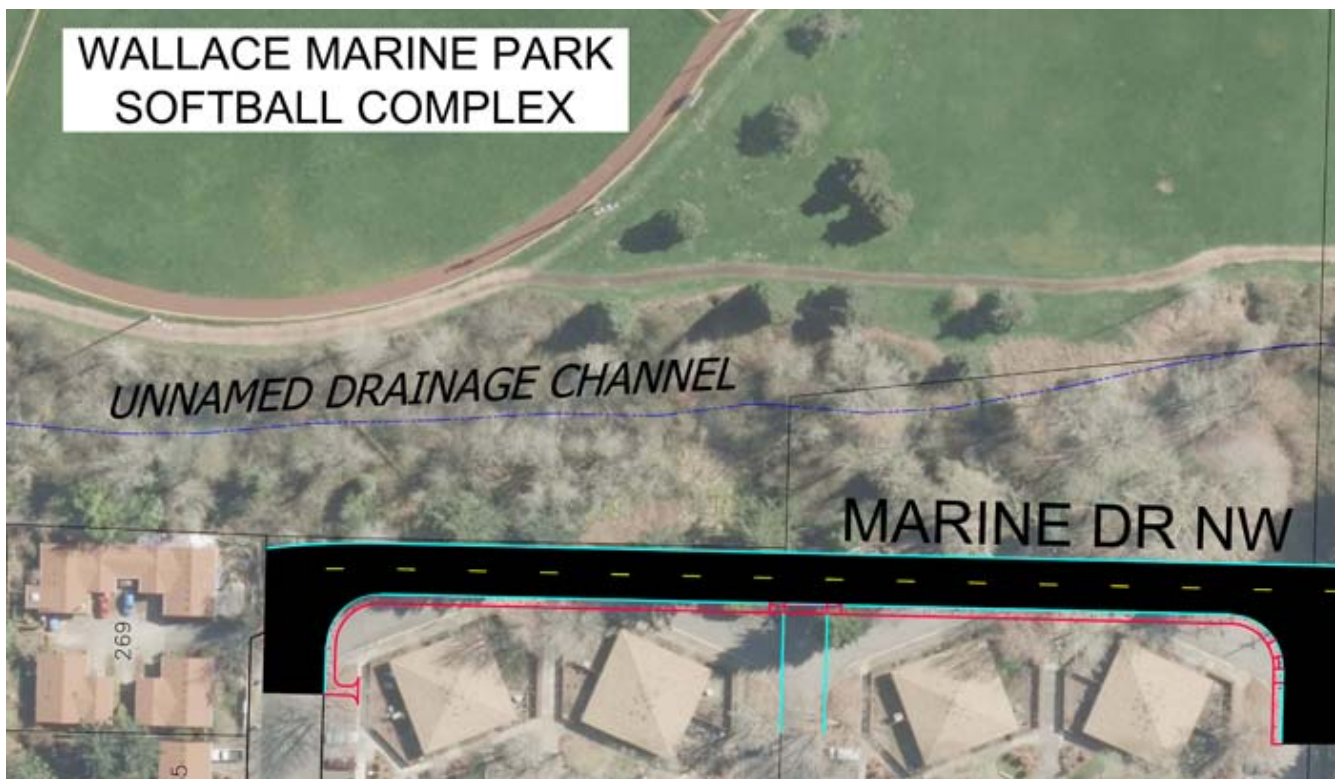
What are the different widths of the proposed section of Marine Drive between Glen Creek Rd & Cameo St?

Assuming the red line below identifies sidewalk width and that the sidewalk is at least five feet from the dwelling that means the Marine Drive R-O-W extends 15 feet into Wallace Marine Park.

According to the Salem Willamette Greenway Plan all of Wallace Marine Park is in the Willamette Greenway.

The Public Works statement regarding the Glen Creek-Cameo segment only references “potential impacts to Wallace Marine Park.” Those impacts are real as is another LUBA challenge.





Ruth Stellmacher

From: noreply@cityofsalem.net on behalf of Sjogrenkaren2@gmail.com
Sent: Saturday, April 20, 2019 4:00 PM
To: CityRecorder
Subject: Contact City Recorder
Attachments: ATT00001.bin

Categories: Council Dox

Your Name	Karen Sjogren
Your Email	Sjogrenkaren2@gmail.com
Your Phone	5035667326
Street	521 taybin rd nw
City	Salem
State	OR
Zip	97304
Message	<p>I have been informed by Linda Bierly that the city council will be taking up the issue of marine drive at their April 22 meeting. By this comment I wish to enter into the public record my opposition to funding and implementing this small portion of marine drive, which will run from Glen creek to calico drive. This project would take out a large portion of the much needed parking lot for the Courthouse, destroy the nice riparian area along the creek that city parks has worked hard at developing with tree plantings and bramble removal, take out several mature trees that provide a beautiful visual and auditory barrier between wallace marine park and Pioneer Village, take out the maintenance building for pioneer village, take out the housing on what has been a quiet private drive, and intrude on Glen creek apartments in both a visual and auditory sense. Putting in this section would accomplish absolutely nothing to improve traffic patterns, since calico is a dead end street from both directions. The only reasons I can think of for wanting to do this is to spend money designated for this purpose only. The money, if any, should be spent on marine drive further north and keep this neighborhood local access only. The apartment rents in this neighborhood are increasing to the point where low income seniors and disabled cannot afford them, and they are too high for subsidized housing qualification. It is therefore imperative that all of the units at Pioneer Village be not only retained but offer quality housing without traffic noise or congestion. Many of these folks, as well as in the surrounding apartments, are of limited mobility and do not drive. Marine drive in this location is incompatible with the wonderful pedestrian friendly quality of this unique salem neighborhood. Please incorporate by reference in this comment my letters of July 7, 2017 to ODOT, a copy of which was sent to the city council, and my letter of October 23, 2017, which deal with similar issues in my neighborhood. My address is 521 taybin rd nw, my phone number is 5035667326, and my name is Karen Sjogren. I have lived at this address for 16 years; it is in an apartment complex across the street from Pioneer Village.</p>

This email was generated by the dynamic web forms contact us form on 4/20/2019.

Ruth Stellmacher

From: Don Harris <Dharris@vistapointedev.com>
Sent: Monday, April 22, 2019 9:17 AM
To: citycouncil
Subject: Wallace Road, Marine Drive, and Harritt Drive Safety

Categories: Council Dox

Mayor Chuck Bennett and Members of the Salem City Council,

The WindSong at Eola Hills Memory Care Community requests your attention to traffic safety at the intersection of Wallace Road and Harritt Drive.

As you consider options to implement the Traffic Congestion Task Force recommendations and decide the use of the nearly \$3.6 million in 2008 Streets and Bridge Bond funding, please review closely the wording of the ballot measure.

The Measure Summary approved by voters on Nov. 4, 2008 states that the funds will be used to: "Purchase right-of-way for future streets." The Explanatory Statement says: "Purchase street right-of-way for future Willamette River Bridge and Marine Drive NW, and associated street and ramp connections." Given your recent decisions on a future Willamette River Bridge, Marine Drive is now the focus for that bond funding.

Thank you for considering options that have an immediate impact on improving traffic safety. One of the options that should be at the top of your list is improving traffic flow on Wallace Road by getting Marine Drive construction on a fast track. This will improve safety for WindSong because an unsafe U-Turn will no longer be needed to travel south on Wallace Road.

The WindSong Community is faced daily with how to get into and out of our parking lot. Our property is landlocked from Harritt Drive which is just to our north. Because the 2008 Streets and Bridges bond funds for Marine Drive have been delayed, we do not have access to Harritt Drive.

Harritt Drive is designated for a traffic signal and ODOT has installed the conduit for the signal under Wallace Road and there are utility boxes marked "Signal" at the intersection. However, even if the ODOT signal was there now, our WindSong Community could not use the traffic light because Harritt Drive remains unfinished and we are unable to connect our driveway to that City street.

Harritt Drive is one of the handful of streets that will eventually connect Wallace Road with Marine Drive. As you decide what order to build Marine Drive, please start with the existing connections to Wallace Road and build Marine Drive out from those streets. That would enable the WindSong Community parking lots to be connected to Harritt Drive and greatly improve safety for all in our community and public traveling on Wallace Road.

Thank you,

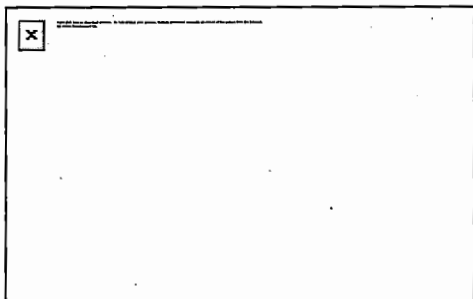
Donald K. Harris
Michael G. Zingg
WindSong at Eola Hills Memory Care Community

Donald K Harris

Tel: 503-991-6412

Web: www.vistapointedev.com

PO Box 28207 Portland, OR 97228



Ruth Stellmacher

From: Kathleen Dewoina <Dewoina@bhhsnwrep.com>
Sent: Monday, April 22, 2019 1:22 PM
To: citycouncil
Cc: E Easterly; Anderson, Steve
Subject: Public Testimony Agenda Item 6a April 22 2019
Attachments: Testimony April 22 2019 Marine Drive Investment Options Comparative Features Benefits Costs.pdf

Categories: Council Dox

Please add the attached testimony for Agenda Item 6a. Congestion Relief Task Force.



Kathleen Dewoina, Broker, GRI,
CRIS, ABR
Berkshire Hathaway
HomeServices
Real Estate Professionals
1220 20th Street SE
Salem, OR 97302

Office: 503-371-3013 x 1311
Fax: 503-364-1453
Cell or Text: 503-999-4535
Email: dewoina@aol.com
Website: www.dewoina.com

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The Power of Agency: Oregon Real Estate Agency Initial Disclosure Pamphlet

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Marine Drive Investment Options Comparative Features, Benefits, Costs			
Glen Creek to Cameo		Glen Creek to Harritt via 5 th Avenue with ROW acquisition to River Bend	
	\$3.5M		\$8.5M
Connectivity for Congestion Relief on Wallace Road requires amending the Urban Growth Boundary		Connectivity for Congestion Relief on Wallace Road does not require amending the Urban Growth Boundary.	
Challenges to completion include conflicts with Wallace Marine Park, Willamette Greenway, Flood Way and Flood Plain, Federally owned Land, Social Justice Issues with impacts on Federally Owned Housing.		Completion requires purchase of one dwelling and acquisition of otherwise undeveloped Right of Way.	
Improves 2 blocks between Glen Creek and Cameo that serves only Glen Creek and Cameo and Pioneer Village residents.		Establishes Marine Drive as Local Access Corridor with separate bike ped boulevard for slow speed traffic and multi-modal use.	
Faces significant time delay for acquisition of ROW to resolve conflicts stated above.		Establishes routes through connecting streets such as Beckett, Hope, River Valley and Harritt, allowing access from areas west of Wallace Road to shopping, medical and dental services, post office, fitness centers, and Wallace Marine Park, and circumventing highly congested intersections at Glen Creek and Orchard Heights.	
		Establishes safe routes for entering Wallace Road south- bound for currently developed properties and future development.	
		Eliminates the need for dangerous U-Turn areas in high speed traffic.	
		May consolidate accesses to Wallace Road facilitating flow on Wallace Road. Reduces some access points to emergency vehicle access only, or right entry only.	
		Resolves the conflicts impeding annexation and development of approximately 15.5 acres of land planned for high density residential development from 1370 through 1510 Wallace Road NW	
		15 Acres of Land developed at 28 units per acre could add 420 dwelling units to address housing shortage in the City of Salem. At \$150,000 per dwelling unit, the tax base is enhanced by \$63 Million. \$10 per \$1000 valuation brings \$630K per year for local government and \$315K per year for schools.	

		At \$1371.96 per unit, Transportation Systems Development charges for 420 units could generate \$576,223 for improving connector streets such as Barrett. If the costs of ROW acquisition and construction were approximately \$2,200,000 from 5 th Ave at Cameo to Beckett at Narcissus, full development of the area opened to investment could return the public investment in infrastructure, in the form of tax revenues and systems development charges, in 2.58 years.	
		Creates potential for preserving flood plain and natural area east of Urban Growth Boundary through expansion of Willamette River Greenway or as a regional park.	
		High density residential is a base condition for effective high frequency transit service which could reduce single occupancy vehicle traffic on Wallace Road	
		The bike ped boulevard aspect of Marine Drive for local access and circulation offers a safe route to Wallace Marine Park, shopping, medical and dental services, the Union Pacific Rail Road Bridge, the Peter Courtney Bridge, Minto Island, city and state offices for recreational use, work commuting and accessing community services, without getting on Wallace Road or getting into a vehicle.	
		A multi-modal center at Cornucopia between Taybin and Glen Creek together with Marine Drive for Local Access and Circulation could offer connection to transit services for drivers, bicyclists and pedestrians thus reducing bridge traffic.	

The West Salem Neighborhood Association has steadfastly endorsed Marine Drive for Local Access and Circulation and it has been in the West Salem Elements of the Transportation Systems Plan for decades now. As recent Transportation Impact Analyses have shown that vehicle traffic has exceeded policy standards and systems design capacity, growth not been curtailed. The stated reason has been: The added vehicle traffic burden is accounted for in the Transportations Systems Plan. It is time to invest in the plan and build Marine Drive for local access and circulation.

Respectfully submitted,

Kathleen Dewoina, Broker Berkshire Hathaway

Past Land Use Chair West Salem Neighborhood Association

Ruth Stellmacher

From: STEVEN ANDERSON <andersonriskanalysis@comcast.net>
Sent: Monday, April 22, 2019 1:25 PM
To: citycouncil
Subject: Material for Inclusion in City Council Pacque April 22 Meeting
Attachments: Agenda 6a 1 Apr 2019 Testimony.pdf;
MarineDrive5thAveToRiverBendRoadCostEstimateByRoadSegment.pdf;
MarineDriveROW5thToHarrittBuildandNorthToRiverBendROWOnlyFigure.pdf

ATTN:

Please include the three attached documents in the City Council materials for tonight's (April 22nd) meeting. They are for Agenda Item #6.a. Please advise receipt of this email to andersonriskanalysis@comcast.net

Thank you.

Steven A. Anderson

TO: Salem City Council
FR: Steven A. Anderson
RE: Agenda Item #6.a. Congestion Relief Task Force Action Plan
DT: April 22, 2019

First, thank you Counselors and Staff for the work to-date on the Congestion Relief Task Force.

Attachment 1 (Congestion Relief Task Force – Action Items Report for April 22, 2019) recommends the construction of Marine Drive.

Under: *Actions for Council Consideration* (Attachment 1) there are two choices for council.

I ask that council choose #2 and direct staff to move forward now to implement right-of-way acquisition and construction of Marine Drive from 5th Avenue to Harritt Drive.

- There is money to do this now
- This choice is cost-effective
- It can be done right away meeting the timely solutions direction of the Congestion Relief Task Force

First, Cost (See attached table and figure for details)

\$8.448 million for design engineering, right-of-way & relocation, construction & construction engineering. This information taken from same source used for \$23 million 2014 estimate (the other option along Wallace Marine Park) cited in attachment 1; that is data and analysis by Ralph Lambert, August 2013.

Second, Cost-Effective

The \$8.448 million (right-of-way & construction—full 5th Avenue to Harritt Drive project) is significantly less than the \$23 million staff project costs for the other option along Wallace Marine Park. Why?

\$3.403 million is not needed now to go along Wallace Marine Park

\$4.839 million is not needed now for the Hope Ave extension/Crooked River Ave connection

\$1.616 million is not needed now for Beckett St-Wallace Rd (at Narcissis Ct) connection. This can be constructed later as this area develops.

\$9.86 million-dollar savings with just these three. There is more (e.g., East Side Bike Ped Path in Wallace Marine Park to Glen Creek Rd at \$1.033 million).

The point is that the \$8.448 million, 5th Avenue to Harritt Drive Marine Drive core, is cost-effect over the other option along Wallace Marine Park (\$23 million).

Third, Can Be Done Right Away

Money is there now to proceed with right-of-way purchase and construction.

- \$3.658 million in the 2008 Streets and Bond Measure for Marine Drive
- \$9.379 million approved Feb 2019 SDCs for Marine Drive

The Marine Drive, from 5th Avenue to Harritt Drive core, can reasonably be completed in the next five years. Staff has testified that the other alignment along Wallace Marine Park could take 10 years or more, if then.

In conclusion:

The 5th Avenue to Harritt Drive alignment of Marine Drive provides the local access and circulation needed to start congestion relief as well as providing multi-modal transportation in West Salem now. It will:

1. Reduce congestion on Wallace Rd by providing local access and circulation to all homes and business east of Wallace Rd
2. Provide a detour from Wallace Rd when there is an incident that blocks or bottlenecks Wallace Rd
3. Establish a north/south path for pedestrians and bike riders away from Wallace Rd
4. Avoid wetland, floodplain, and low land impacts when building Marine Drive
5. Respect the voice of the voters when they passed Ballot Measure 24-248 in 2008; "Strategic Right-of-Way Purchase for New Willamette River Bridge and Marine Drive NW" (\$3,658,000)

Remembering that:

- There is money to do this now
- This choice is cost-effective
- It can be done right away meeting the timely solutions direction of the Congestion Relief Task Force

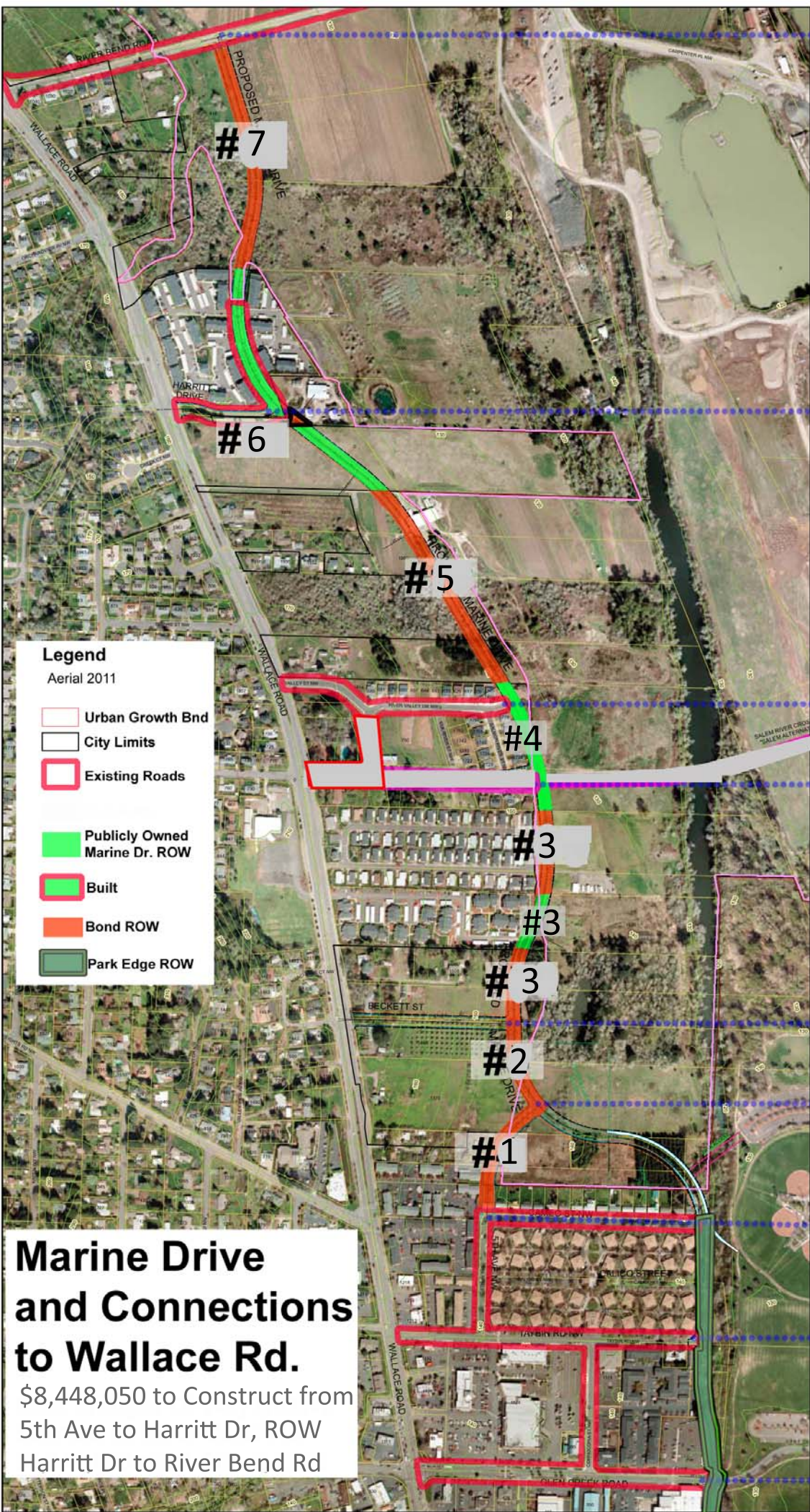
I ask council to instruct staff to move forward now Marine Drive from 5th Avenue to Harritt Drive.

Thank you.

Steven A. Anderson

MARINE DRIVE
5TH AVENUE AT CAMEO STREET TO RIVER BEND ROAD
COST ESTIMATE SUMMARY BY ROADWAY SEGMENT

NO.	SEGEMENT	DESIGN ENGINEERING	RIGHT-OF-WAY & RELOCATION	CONSTRUCTION & CONSTRUCTION ENGINEERING	SEGMENT TOTAL COSTS
1	5th Avenue Connector to Cameo Street	95,823	358,200	702,702	1,156,725
2	Marine Dr - Beckett St to 5th Avenue-Connector	107,730	132,000	790,020	1,029,750
3	Marine Dr - Cooked River Connection to Beckett Street Connector	184,477	222,000	1,352,835	1,759,312
4	Marine Dr - River Valley Dr to Crooked River Ave Connection	115,567	32,400	847,489	995,456
5	Marine Dr - Harritt Dr to River Valley Dr (North of Hope St)	304,114	594,000	2,230,173	3,128,287
6	Harritt Dr - Wallace Rd to Marine Dr (Complete South Side)	8,221	46,000	60,299	114,520
7	Marine Dr - River Bend Rd to Harritt Dr	0	264,000	0	264,000
	TOTALS	815,932	1,648,600	5,983,518	8,448,050



River Bend Rd.

#7 ROW \$264,000

Harritt Dr.

#6 Total \$114,520

#5 Total \$3,128,287

River Valley Dr.

#4 Total \$995,456

Hope Ave.

#3 Total \$1,759,312

Beckett St.

#2 Total \$1,029,750

Marine Dr. at 5th Ave.

#1 Total \$1,156,725

Cameo St. at 5th Ave.

Taybin Rd.

Glen Creek Rd.

**Marine Drive
and Connections
to Wallace Rd.**
\$8,448,050 to Construct from
5th Ave to Harritt Dr, ROW
Harritt Dr to River Bend Rd