

Amy Johnson

From: Barbara Young <BYOUNG@co.marion.or.us>
Sent: Wednesday, January 30, 2019 11:33 AM
To: CityRecorder
Subject: Salem River Crossing Letter of Support - Marion County
Attachments: Salem River Crossing Letter of Support - Marion County 1-30-19.pdf

Please find the attached letter of support for the Salem River Crossing from the Marion County Board of Commissioners. Please include this letter in the work session packets for the mayor and city councilors. Let me know if you have any questions.

Please confirm receipt of this letter.

Thank you.
Barb Young

Barb Young
Government Relations Manager
Marion County Board of Commissioners
Phone: 503-589-3263
byoung@co.marion.or.us



Marion County

OREGON

Board of Commissioners

January 30, 2019

(503) 588-5212
(503) 588-5237-FAX

Mayor Chuck Bennett
Salem City Council
555 Liberty Street SE, Room 220
Salem, OR 97301

BOARD OF COMMISSIONERS

Sam Brentano
Kevin Cameron
Colm Willis

CHIEF ADMINISTRATIVE OFFICER

John Lattimer

RE: Support the Salem River Crossing

Dear Mayor Bennett and City Council Members:

The Marion County Board of Commissioners strongly urge you to proceed with the Salem River Crossing and conclude this phase of the project by completing the actions set out in the most recent Land Use Board of Appeals (LUBA) decision and obtain a final Environmental Impact Statement (EIS). A no build determination is unrealistic and will restrict our region for decades to come.

An effective transportation system that allows for the free flow of freight is essential to the long term vitality of our cities, our region, and our state. In addition, a safe, reliable, and efficient way to cross the Willamette River is important for public safety.

We support the policy position of the Salem-Keizer Area Transportation Study (SKATS) Policy Committee to move forward on the Salem River Crossing. This work by SKATS began in 2006, and given the substantial investment of time and resources, we believe it is fiscally prudent to complete this phase of the project and keep all future options available.

In view of the ongoing realities, we urge you to move forward with the Salem River Crossing:

- The latest traffic volume numbers over the two Salem bridges are the highest ever and rising. In 2017, 72% of all weekday traffic counts exceeded 100,000 vehicles per day. Population in the region is continuing to grow and traffic demand on the bridges will increase.
- Due to the Cascadia Subduction Zone and projected Cascadia earthquake, our bridges will not withstand this level of seismic stress. Mitigation for seismic hazards using modern standards would be part of the structural design for the new bridge.

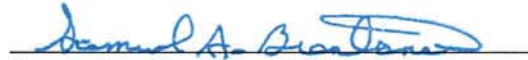
- Accidents or events at the bridge (such as the overturned truck on October 19, 2018) continue to impact or halt the flow of traffic, goods and services, and the mobility needs of our residents.
- Finally, we need an alternative bridge to ensure the provision of emergency services.

Completion of the final EIS and Record of Decision is only a first step in the process. It will give us permission from the Federal Highway Administration to take the next steps. In the future, this will require multiple funding sources. Please consider all of the impacts to our state, region, and cities as you make your decision. We strongly urge your support of the Salem River Crossing.

Sincerely,



Kevin Cameron, Chair



Samuel A. Brentano, Vice Chair



Colm Willis, Commissioner

Amy Johnson

From: Gregory Denney <gdenney14@yahoo.com>
Sent: Wednesday, January 30, 2019 12:29 PM
To: CityRecorder
Subject: In Support of the Salem River Crossing Project

To City Council members and City of Salem staff,

Thank you for your work and service to our city and its citizens. I wish to add my voice in support of the Salem River Crossing project. I very much wish to see another crossing approved and built, and I ask that you please take actions to further the process. Thank you for your attention to this matter and for allowing my voice to be heard.

Sincerely,
Greg Denney
West Salem resident and homeowner

Sent from [Mail](#) for Windows 10

Amy Johnson

From: Marlyn Meredith <marlynmeredith@comcast.net>
Sent: Tuesday, January 29, 2019 4:50 PM
To: Chris Hoy
Cc: citycouncil
Subject: River Valley Demolition for a Bridge

In response to your notice, some questions:

1. When do you expect to have funding secured for the bridge?
2. Completion cost?
3. What is your time line for the entire project?
4. Will you let the bid for the entire project, or will you piece-meal it?
5. Why in the world would you demolish approximately a dozen homes **especially when housing is at a premium in our area?**

Just doesn't seem reasonable to EVER put a cart before a horse.

The Merediths

620 Crooked River Ave NW

Salem OR, 97304

Mid-Willamette Valley Mayors Coalition

100 High Street S.E., Suite 200, Salem, Oregon 97301
Telephone: (503) 588-6177 FAX: (503) 588-6094

January 28, 2019

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

As the Mayors of cities in Polk, Yamhill, and Marion counties, we are writing to request that the Salem City Council proceed with the Salem River Crossing (also known as the third bridge) and, at a minimum, conclude this phase of the project by completing the actions set out in the most recent Land Use Board of Appeals (LUBA) decision and obtaining a final Environmental Impact Statement (EIS).

Our interests stem from the importance of maintaining a safe and efficient transportation linkage across the Willamette River. The existing bridges connect our communities with other parts of Oregon via Oregon Highway 22 and Interstate 5 (I-5), and are vital in many ways to our economies. Our residents and businesses depend on these bridges for their commutes into work, for access to shopping and other services in Salem, and the movement of goods and visitors into and out of our region. As Salem is the largest economic hub in our region, maintaining a safe and efficient connection across the Willamette River is essential to the region's prosperity and livability.

The economic importance of the free flow of goods from Polk County, the western valley, and the coast cannot be underestimated. Business and Industry need access to I-5 to receive goods and move their products to market. Delayed access to I-5 because of transportation congestion is a significant limiting factor in the economic growth west of the Willamette. Businesses choose to go other places. This limitation hinders not just business development in our communities, it limits Oregon's economic success and holds us all down.

An effective transportation system that allows for the free flow of freight is essential to the long term economic vitality of our cities, our region, and our state. A safe, reliable, and efficient way to cross the Willamette river is also important for public safety.

For those reasons, discussion of the need for an additional bridge in the Salem area began years ago. In the 1960s and 1970s, I-305 was proposed to cross the river, but the decision was made instead to widen the Marion and Center Street bridges in downtown Salem, which occurred in the 1980s. Transportation plans in the 1980s to 2000 also recognized the need for another bridge crossing. Meanwhile, as our region grew, combined traffic volumes on the two existing bridges has increased from 62,000 per day in 1991 to 95,000 per day in 2017, and now experiences significant traffic congestion during the morning and afternoon commutes, costing time, money, and affecting the quality of our lives.

Many of us have been following the progress of the current phase to obtain an Environmental Impact Study (EIS) for a third bridge since that work began in 2006. As documented in the draft EIS (2012), the Salem River Crossing Task Force examined the benefits and impacts of many potential crossing locations and bridge designs, with regular review and comments from the public, the business community, and

residents and elected officials from other cities in the region. In 2013, the Salem City Council, after hearing concerns from residents about potential impacts, developed the “Salem Alternative” that would have fewer overall impacts, most notably to homes and businesses. The regional Oversight Team (which includes elected officials from the City of Salem, City of Keizer, Marion County, Polk County, and the Salem-Keizer Transit Board) endorsed the Salem Alternative in February 2014.

The Salem City Council now faces a critical decision whether to proceed with completing the steps needed to obtain an EIS. The undersigned Mayors request that you go forward with this process for the following reasons:

1. Traffic volumes and congestion on the existing Marion and Center Street bridges, already dysfunctional, will increase if nothing is done, further clogging Salem’s downtown streets and other highways in the area. A third bridge is the most effective solution to decrease this congestion by providing an alternative route for crossing the river that will be used by both Salem residents and businesses as well as trips from many parts of the region.
2. It is inevitable that we will continue to have crashes or other events on the bridges (such as the overturned hay truck on October 19th of last year) in which the traffic flow of goods, services, and passengers are halted for hours. These blockages impact commerce, traffic, and emergency services. We believe an alternative crossing is needed 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.
3. The two existing downtown bridges (one is 35 years old, the other built in the 1950s and widened in the 1980s) were not designed for major seismic events. A third bridge, designed and built with today’s modern standards, is more likely to withstand a major seismic event, such as a Cascadia earthquake.
4. Taking no further action will inevitably result in a “No-Build” record of decision (for the EIS), thereby constraining policymakers’ options for several years, if not decades. Given the substantial investment of time and resources thus far, we believe it fiscally prudent to complete this phase so as to keep all options open in the future. Put differently, completing the remaining steps at this phase will not require Salem or the region to construct a third bridge, it just keeps our alternatives open for further exploration. However, taking no further action at this time will foreclose options in the future and jeopardize future state, federal, and possibly regional cooperation and funding for other solutions.


We recognize that deciding whether to go forward with this phase of the project is a major decision, and we respect that it is ultimately your decision. We believe it is our obligation, however, to bring to your attention that this is a project for which there has been substantial effort and investment on behalf of your regional, state, and federal partners over many years. Just as we understand that it is important you consider the impacts, benefits, and costs of this decision to your residents, so too we ask that you consider those same effects on others within the region.


It has been said by many prominent leaders - such as Winston Churchill, Teddy Roosevelt, and Franklin D. Roosevelt - that with great authority comes great responsibility. As the economic center of our region, and because transportation systems are shared resources, we appreciate your consideration of others’ needs as you make your decision. The residents in our region have a large stake in this project and, therefore, we respectfully urge you to take the steps necessary to support the Salem Alternative as the Preferred Alternative in the Final EIS. Should that be the case, we can then continue to work as a region

to evaluate the needs, benefits, and burdens of this project and, if there is a consensus, to proceed with planning for the bridge, to collectively develop local, state, and federal resources to complete the project.

We thank you for taking our views into serious consideration.

Sincerely,



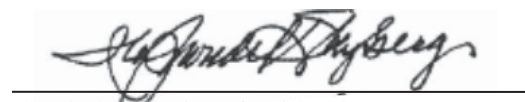
Mayor, City of Falls City

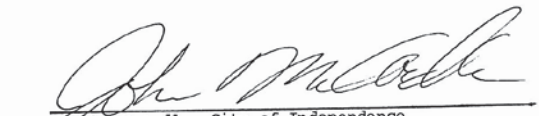
Brian Dalton, City of Dallas


Mayor, City of Mt. Angel

Mayor, City of Kelzer


Paul Brakeman, City of Scotts Mills


Michael Myers, City of Jefferson


Ila Skyberg, City of Willamina


John McArdle, City of Independence

Mayor, City of Turner

Shanti M. Platt, City of Gervais

Mayor, City of Aumsville

Mayor, City of McMinnville

Mayor, City of Monmouth

Michael Cape, City of Amity

Mayor, City of Detroit

Henry A. Porter

Mayor, City of Stayton

Amy Johnson

From: Cara Kaser
Sent: Tuesday, January 29, 2019 4:53 PM
To: Amy Johnson
Subject: Fwd: Build the Bridge

Forwarding public testimony

Cara Kaser
Salem City Councilor, Ward 1
ckaser@cityofsalem.net

From: noreply@cityofsalem.net <noreply@cityofsalem.net> on behalf of terrywilliams@bhhsnwrep.com <terrywilliams@bhhsnwrep.com>
Sent: Tuesday, January 29, 2019 3:59:57 PM
To: Cara Kaser
Subject: Build the Bridge

Your Name	Terry williams
Your Email	terrywilliams@bhhsnwrep.com
Message	<p>Cara, My family and I frequent the West Salem portion of Salem each and every day. Our number one go to destination for groceries is Roth's, Our bank is the West Salem Chase, ACE Hardware is our first choice in a hardware store. Our families have been members of the West Salem Courthouse Fitness Center for more than 10 years, our families also frequent Wallace Marine Park and numerous school facilities in West Salem. Our visits to parks and schools outside of regular schooling average no fewer than three times each and every week in the winter and during the late spring through early fall months those visits are increased no less than two fold. I get my hair cut at the West Salem Perfect Look and I get my auto oil changed at the West Salem Oil Can Henry's. I have an account with the West Salem Les Schwab. I'm a regular volunteer with the West Salem Little League, Girls Softball and West Salem High School. My Brother-in-Law is recently widowed and he lives by himself in Salem Town. Between my wife and I we visit him at least three times a week. My business frequently takes me to west Salem. My oldest Granddaughter attends West Salem High School. All of these destinations are within 2 miles of my home in downtown Salem with the exception of the High School which is 3.8 miles away and Salem Town. There is a Roth's 2.9 miles away on Lancaster Drive and one 3.3 miles on Commercial St SE. If I changed my shopping destination to the Roth's on Lancaster Drive my total driving would be increased almost 900 miles each and every year. Last month I took a trip to drop off my Granddaughter at West Salem High School. The trip took me almost 40 minutes. 40 minutes to drive from my home on Cottage St NE to the school and return. The entire trip was only 7.6 miles, 40 minutes to drive a total of 7.6 miles. For those of us that have to care of, pick up, drop off, deliver and meet children, other family members and friends in West Salem this is a quality of life issue. I'm certain that the businesses that are currently in West Salem have factored in those shopping visits from us that live on the east side of the river. What happens to businesses when the roads become so congested and impossible to navigate that they can no longer attract enough business to thrive? They die! Once they die they don't easily come back and the answer for the West Salem neighbors will then be to</p>

travel several miles across the bridge to the east side instead of the current half mile trip the have now. But, more importantly than anything I've written. The fact remains that the citizens of Salem have consistently asked for and want and deserve a second bridge. The Beauty of a representative government is that those that volunteer and seek to speak on behalf of their neighbors do so with their neighbors desires, best interest and well being at heart. While I know some don't have that dutiful mind set as a volunteer, for the most part representatives act behalf of the neighbors wishes and as they would had they actually voted themselves. I appreciate your delivery of the neighbors message to the others voting on the topic and let them know that we want you to "Build the Bridge".

This email was generated by the dynamic web forms contact us form on 1/29/2019.