

## Amy Johnson

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**From:** Linda Bierly <bierlyskl@gmail.com>  
**Sent:** Sunday, March 10, 2019 7:27 PM  
**To:** citycouncil  
**Subject:** Agenda Item 5.a.19-125

Mayor Bennett and Councilors,

Thank you for the opportunity to offer comments on the Congestion Relief Task Force Recommendations.

### Item 1. Construct Marine Drive

Please do not do this. The construction of Marine Drive comes with all the problems it created in the Preferred Alternative of the 3rd bridge. It would negatively impact Wallace Marine Park and the Pioneer Village neighborhood. It would have negative environmental impacts on the Willamette Slough and its riparian forest.

Proponents of Marine Drive claim increased safety for residents east of Wallace Road. Safety could be more easily achieved with signalized intersections at much lower cost than the construction of Marine Drive. Signals would also allow the metering of traffic on the Wallace Road corridor.

### Item 2. Open Musgrave east of Wallace Road

Please do not do this. Wallace Marine Park already has too much traffic for safety and the peace and quiet of the park. Rush hour traffic through the heart of the park is just a bad idea.

Suggestion: Please consider congestion pricing. Congestion pricing is the only thing that has demonstrated effectiveness in easing traffic.

Please also remember the adage agreed upon by all traffic engineers - you can't build your way out of congestion.

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

## Amy Johnson

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**From:** Kathleen Dewoina <Dewoina@bhhsnwrep.com>  
**Sent:** Monday, March 11, 2019 12:23 PM  
**To:** citycouncil  
**Cc:** creamer10; Janet Spingath  
**Subject:** Support for Implementation of Recommendations of Congestion Relief Task Force  
**Attachments:** 4855\_001.pdf

Please add this letter of support to Agenda Item 5 for tonight's council meeting.

Thank you,  
KD



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**From:** BHHSREP Do Not Reply <donotreply@bhhsrep.com>  
**Sent:** Monday, March 11, 2019 12:11 PM  
**To:** Kathleen Dewoina <Dewoina@bhhsnwrep.com>  
**Subject:** DO NOT REPLY from Salem 2nd Floor B&W

Topic: Implementing Recommendations of Congestion Relief Task Force  
Support for Agenda Item 5A, March 11, 2019 Council Meeting

Construction of Marine Drive for Local Access and Circulation has been a High Priority in the West Salem Elements of the Transportation Systems Plan since the 1997 Local Access and Circulation Study.

The following description of Marine Drive, under the heading “Local Access and Circulation Recommendations” was adopted as part of the Transportation Systems Plan in its July 2014 Version, Street System Element 3-27, Recommendation 5.

“A new north-south collector street (Marine Drive NW) should be constructed east of Wallace Road NW that will provide a spine for local access and circulation. The alignment should begin at Moyer Lane NW and continue north parallel to Wallace Marine Park, then follow the UGB, ending at River Bend Road NW. An alternative alignment that extends 5<sup>th</sup> Avenue NW northward along the UGB should be built if there are difficulties in constructing the preferred eastern alignment along Wallace Marine Park.”

Significant problems have arisen with constructing the preferred alignment along Wallace Marine Park. Issues include but are not limited to Willamette River Greenway boundary, riparian habitat, zoning for transportation purposes, amending the Urban Growth Boundary. The 5<sup>th</sup> Avenue NW Extension (Cameo Street NW to Marine Drive NW) was included in the Transportation Systems Plan, but relegated to a low priority status, (Street System Element 3-34, July 2014) and remains in that status today, (Street System Element 3-30, February 2016). For effective traffic congestion relief developing Marine Drive, the alternative alignment extending 5<sup>th</sup> Avenue NW northward along the UGB should be pursued as a High Priority.

Marine Drive for local access and circulation is in the high priority projects list both in the July 2014 and February 2016 Transportation Systems Plan Versions with the following caveat;

“The portion of Marine Drive NW north of Cameo Street NW will need to be constructed as development occurs.”

For traffic congestion relief on Wallace Road to occur, Marine Drive for Local Access and Circulation should be built prior to development as an essential backbone with connectivity to Glen Creek and what is now described as West Salem’s Town Center area.

Without this complete backbone, new development is inhibited by limitations of access to Wallace Road. Piece meal development of property east of Wallace Road may not be approved because of access limitations to Wallace Road, a State Highway. Newer developments along Wallace Road have limited right only access to Wallace road, dangerous U-Turn areas and limited refuge lanes for southbound destinations. Traffic congestion relief cannot be obtained without connectivity to Glen Creek because Wallace Road would remain the only connecting corridor.

Paying for or re-couping project costs.

Some of the community believe that purchase of right of way and development of Marine Drive for local access and circulation was authorized within the 2008 Streets and Bridges Bond Fund levy. If this position is correct, I would encourage re-committing remaining funds for this purpose, with right of way acquisition from River Bend Road to Glen Creek Road as the highest priority.

If Streets and Bridges Bond Funds remain after acquisition of Right of Way, where can they best be used? Criteria such as connectivity, safety, and traffic congestion relief would suggest building out the route from Cameo northward first.

If the 5<sup>th</sup> Avenue route is raised to high priority, can Urban Renewal Funds pay for street improvements from Glen Creek to Cameo at 5<sup>th</sup> Avenue?

Is tax increment financing a viable option to finance essential new transportation corridors in general? Would a special taxing district be required or could one be created together with a zoning ordinance for new transportation facilities?

Marine Drive as an alternative route to Wallace Road facilitates multi-modal transportation. The bike pedestrian boulevard connects to Wallace Marine Park and the Union Street Bridge to West Salem's Town Center concept and down town Salem's commercial and office center. Higher density residential development east of Wallace Road is the type of development that can be effectively served with urban transit services.

As the former Chair of the West Salem Neighborhood Association Land Use Committee, we cited documentation that confirmed traffic exceeds capacity of transportation facilities in West Salem, yet rapid growth continues and the City avers that the growth is accommodated in its Transportation Systems Plan.

It is time to put the plan to work to accommodate the demand for shelter, homes, townhomes, condominiums and apartments and goods and services in West Salem.

Commit to and budget for acquisition of right of way and development of Marine Drive for Local Access and Circulation in West Salem.

Respectfully submitted,



Kathleen Dewoina, Broker  
Berkshire Hathaway HomeServices  
Real Estate Professionals

Former Land Use Chair  
West Salem Neighborhood Association