

The following Written Testimony relates to File No. 17-292, Proposed FY 2017-2018 City of Salem Budget:

Amy Johnson

From: Jeanette Scott <jeanette711@gmail.com>
Sent: Monday, June 12, 2017 4:34 PM
To: citycouncil
Subject: I support amending the budget

My name is Jeanette Scott and I live in West Salem at Salemtowne. We HAVE been impacted by frequent traffic delays on Wallace Road this year. I was prepared to support building a third bridge until a friend showed me the infeasibility of our geographic situation.

I do support amending next year's city budget to use the \$3.6 million to buy the right-of-way between fifth Avenue and Harriet drive so that all the streets east of Wallace Road can be connected.

Thank you,
Jeanette Scott

Amy Johnson

From: Kathi Seipp <kathi47@outlook.com>
Sent: Monday, June 12, 2017 2:03 PM
To: citycouncil
Subject: Marine Drive

I live in the Pioneer Apartment complex of 150 units. This is HOME for seniors and/or people with disabilities. Neighbors who care about and for each other with rides to emergency room, food when sick, flowers to share. I live right in the war zone on the street being considered. I have a large fenced yard that I have put several years of labor into and have a landscaped flower garden. Putting up a sound wall 20 feet from my door will keep me from being outdoors to enjoy. Putting a major road through this area makes no sense. Why cant you go into your city owned ball field? Thank you.

Kathi Seipp
273 Calico St NW
5035817294

Amy Johnson

From: Mark <mark_wigg@hotmail.com>
Sent: Monday, June 12, 2017 4:55 PM
To: citycouncil
Subject: Marine Drive

Dear Mayor and Councilors,

The wording for the 2008 Bond Measure was:

Right-of-Way Purchases for New River Bridge and/or Marine Drive NW \$3,658,000

This should allow the city to use the money to buy Right-of-way for Marine Drive. The entire right of way from Cameo to Brush College Road could be purchased for this amount. The alignment for Marine Drive is included in one or more of the alternatives in the SRC DEIS and so has been analyzed. The STIP calls for a multi-use path along Marine Drive. Purchasing the right of way does not conflict with the SRC preferred alternative.

A goal exception for buying the right of way for Marine Drive is not needed. The TPR allows recreation trails and bikeways on rural lands (i.e. outside UGBs). See 660--012-0065(3)(h):

(3) The following transportation improvements are consistent with Goals 3, 4, 11, and 14 subject to the requirements of this rule:

(g) New access roads and collectors within a built or committed exception area, or in other areas where the function of the road is to reduce local access to or local traffic on a state highway. These roads shall be limited to two travel lanes. Private access and intersections shall be limited to rural needs or to provide adequate emergency access.

(h) Bikeways, footpaths and recreation trails not otherwise allowed as a modification or part of an existing road;

Also, I think it may be possible to acquire right of way for Marine Drive outside of the UGB without a goal exception based on subsection (g). There are a couple of factual question to be addressed:

- *Would Marine Drive reduce local access to or local traffic on a state highway?* I think "yes": a key function of Marine Drive is to reduce and divert local trips (i.e. trips made within West Salem) from Wallace Road.

- *Would Marine Drive be a collector street and limited to two travel lanes?* This should be clear one way or the other from the Salem TSP.

- *Would access and intersections on rural lands be limited to rural needs or rural uses?* I don't know, but this should be fairly easy to determine based on the proposed alignment and proposed street intersections.

Note that roads allowed by (3)(g) are subject to additional standards in 0065(5):

(5) For transportation uses or improvements listed in subsections (3)(d) to (g) and (o) of this rule within an exclusive farm use (EFU) or forest zone, a jurisdiction shall, in addition to demonstrating compliance with the requirements of ORS 215.296:

(a) Identify reasonable build design alternatives, such as alternative alignments, that are safe and can be constructed at a reasonable cost, not considering raw land costs, with available technology. The jurisdiction need not consider alternatives that are inconsistent with applicable standards or not approved by a registered professional engineer;

(b) Assess the effects of the identified alternatives on farm and forest practices, considering impacts to farm and forest lands, structures and facilities, considering the effects of traffic on the movement of farm and forest vehicles and equipment and considering the effects of access to parcels created on farm and forest lands; and

(c) Select from the identified alternatives, the one, or combination of identified alternatives that has the least impact on lands in the immediate vicinity devoted to farm or forest use.

Please direct the city to buy the Marine Drive right of way. Once the right of way is purchased the city and its citizens will find a way to create a trail on the right of way that will be very popular with West Salem residents.

Thank you for your service to our community.

Respectfully,

Mark Wigg
p 503 588-2524
c 971 600-6607
POBox 831
Salem OR 97308