

**Bryan Colbourne - Salem River Crossing Proposal Case File: CA 16-04**

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**From:** "Gary Obery" <garyobery1@gmail.com>  
**To:** "Julie Warncke" <JWarncke@cityofsalem.net>  
**Date:** 10/12/2016 7:17 AM  
**Subject:** Salem River Crossing Proposal Case File: CA 16-04

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Julie, here is the written testimony I am submitting for the public hearing tonight. Gary

October 12, 2016

City of Salem Mayor and City Council  
Marion County Commission  
Polk County Commission  
City of Keizer Mayor and City Council

RE: Salem River Crossing Proposal Case File: CA 16-04

Honorable assembled officials:

As a citizen and practicing professional civil engineer in Salem, I oppose current plans for the Salem River Crossing and the associated expansion of the Urban Growth Boundary and modifications to Salem's Transportation System Plan. My concerns include:

- Evaluation of the feasible improvements to the existing bridges (Alternative 2A) is inadequate. Specifically, a free flow ramp from the Center St Bridge to NB Front street should be evaluated. I have worked in the civil and traffic engineering field for over 20 years and I see no geometric or operational reason for such a ramp to not function acceptably well into the future. The 1998 Bridgehead study included this improvement among it's list of recommendations at a cost of about \$4.4M. That project included two lanes from NB Front St and the free flow lane from the ramp. It seems feasible to reduce NB Front St to one lane and still carry all the anticipated traffic. This would allow more space for the Center St ramp traffic and may lessen the extent of the improvements needed for the Marion St Bridge.
- The large roadways planned with the Salem River Crossing bridge will be a tremendous detriment to the affected neighborhoods in east and west Salem even before the project is ever built , and as such, the project should not be included in the Salem Transportation System Plan until there is a reasonable chance it can be funded. To date, the public has not shown any interest in tolls or higher property taxes. As a majority of the traffic on the bridge is inter-city commuter traffic, the project is likely to be judged as a city or county issue that will need to be funded through local or regional funds, not statewide funds. With little chance of securing funding for the bridge and connecting roadways, the project does not belong in the city's Transportation System Plan which is supposed to be "fiscally constrained".

Sincerely,

Gary R. Obery, P.E.