

From: [Phil Carver](#)
To: [CityRecorder](#)
Cc: [Bob Cortright](#); jschepke@comcast.net; [Laurie Dougherty](#)
Subject: Support for item 5.c. (Motion 24-62)
Date: Sunday, February 11, 2024 10:05:53 PM

Support for Motion 24-62 (agenda item 5.c.)
A study to improve pedestrian and bicycle safety
in the Downtown Core
Phil Carver
Co-coordinator 350 Salem

350 Salem supports this study. Downtown is designated as a Walkable Mixed-Use Area. To attract visitors and potential residents, downtown needs to be safer for pedestrians and bicyclists than it is now. We also need this study to implement Vision Zero. Also it will be very helpful to shape the Salem Transportation System Plan.

Having a vibrant downtown is in everyone's interest. Having more dense residential development and walkable businesses downtown is also key to reducing greenhouse gas emissions and reducing homelessness.

Thank you for the opportunity to provide comments.

From: [Christine Chute](#)
To: [citycouncil](#)
Subject: Pedestrian and bike safety
Date: Monday, February 12, 2024 9:31:18 AM

Dear Councilors:

I support Councilor Stapleton's motion to study ways to improve safety for pedestrians and bikes in Salem's downtown core. I ride my bike down there between 1 and 3 times a week, in addition to walking. When biking, I wear an orange/reflective vest. My bike has flashers on the front and back.

Nevertheless, I regularly have scary interactions with cars, usually at corners. I think drivers just don't see bikes or pedestrians or are in such a hurry that they cut us off in the crosswalk or intersection. I have been seriously thinking about giving up on my bike, but I can't give up walking!

I do appreciate the improvements that the City has already made, but help us out here by studying options to increase bike and pedestrian safety.

Thanks,

Christine

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Christine Chute
Ward 2

From: [Evan Manvel](#)
To: [CityRecorder](#)
Subject: Please support traffic safety and agenda item 5c/file 24-62 tomorrow
Date: Sunday, February 11, 2024 9:43:03 PM
Attachments: [Manvel_CityCouncilTestimony_Feb122024.pdf](#)

Attached please find testimony in support of Councilor Stapleton's motion to study downtown safety for people walking and biking.

Thank you for distributing this appropriately.

Warm regards,

Evan

Evan Manvel
(206) 369-9049
Salem, OR
he/him/his

RE: Support motion file #24-62

Dear Mayor Hoy and Councilors:

I am writing to encourage you to support Councilor Stapleton's motion to direct staff to improve the safety of our residents walking and biking through our downtown.

Put directly:

People are being killed by our transportation system.

In large part, this is due to the choices we've made in system design.

As a country, state, and city, we have simply prioritized speeding traffic above the safety of people.

We have designed roads, set speed limits, avoided enforcement, and encouraged a culture that encourages dangerous speeds and means we sacrifice over 40,000 American lives each year, and over a million people injured.

It doesn't have to be this way.

America is particularly bad with this.

Other countries have figured it out.

Just last week, Bologna, Italy recently adopted a measure to reduce speed limits through most of the city to 18 mph.

The New York Times

***The Land of Ferrari and Lamborghini
Has a New Speed Limit: 30 K.P.H.***

Bologna has become the first major Italian city to impose the limit on most streets, citing safety and livability. But it's too slow for some: "A city has to move," one cabby complained.

Cars kill Americans at much higher rates than in other affluent countries

Annual deaths from car crashes per 100,000 population, 2021.

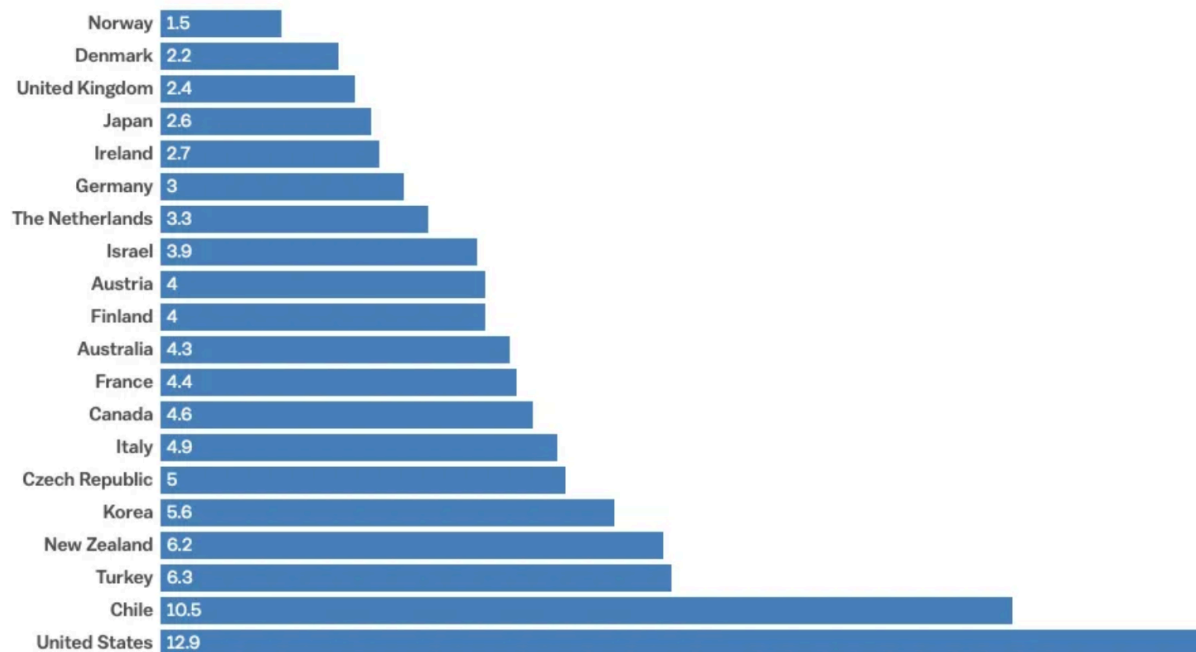


Chart: Marina Bolotnikova/Vox • Source: OECD

Vox

Last year saw the [most pedestrians killed in the US in 40 years](#), and deaths among those walking and biking [rose 44%](#) from 2010 to 2020.

While saving people's lives and health is central, there are extra benefits - when people drive at a more human speed, they notice the businesses they are going past, and may be inspired to stop on that trip or the next one. Fewer traffic crashes mean lower expenses for the city, saving on police, fire and ambulance costs.

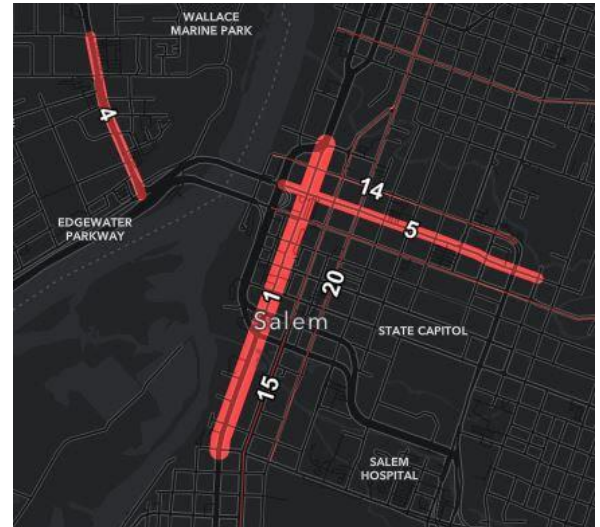
Making downtown safer for people on foot and bike simply makes good sense.

Finally, I would note the problems when folks leave downtown and speed up the hill, right next to City Hall. In quick succession, posted speed limits move from 25 to 30 mph, and drivers zoom out of downtown, hurtling towards a blind crosswalk at Leslie Street thanks to the hill crest. It's an area that I suffer through each time I walk with my kids, trying to get to City Hall or the Library. Extending the 20 mph speed limit south to Mission would be wise.

This is one of the most dangerous street sections in the City.

People should move at safer speeds coming out of downtown and through our civic center - where our library and city hall live.

SKATS ratings of the most dangerous street segments in the city (image at right) include this section, as well as many of areas in downtown.



(Traveling south on Commercial)
Leaving downtown - people accelerate.

25 mph signs

One rapid flashing beacon - marked crosswalk

30 mph signs

No marked crosswalk at Oak; four lanes of traffic

Speeding traffic with limited sight distance due to hill crest; lack of yielding to people in cross walk at Leslie and fast speeds turning left onto Leslie.



Only marked crosswalk over a quarter of a mile later - at Mission.

Thank you for your service, and your consideration.

Evan Manvel, Ward 2