

From: [ashley carson cottingham](#)
To: [CityRecorder](#)
Subject: Protected bike lanes/safety corridors
Date: Monday, May 23, 2022 1:53:57 PM

Dear Mayor and City Councilors -

Please set aside \$15M dedicated to projects to help build a livable and climate-resilient community over the next 10 years and adopt the alternative transportation safety corridors option. Protected bike lanes and safety corridors are crucial to making our community the best it can be. I will not ride my bike on streets with my young kids without safer options, too many accidents and unaware drivers right through neighborhoods and downtown. I live on High close to Mission street - High is routinely viewed as an alternative to Liberty and Commercial and it's extremely dangerous to pedestrian and bike traffic.

Sincerely,
Ashley Carson Cottingham

--

"How far you go in life depends on your being tender with the young, compassionate with the aged, sympathetic with the striving, and tolerant of the weak and the strong -- because someday you will have been all of these."

George Washington Carver
US horticulturist (1864 - 1943)

From: [A Scott](#)
To: [CityRecorder](#)
Subject: City Council-Bond Measure
Date: Monday, May 23, 2022 3:29:01 PM
Attachments: [20220523-CityCouncilBond.pdf](#)

I've attached my comments for tonight's meeting.

Please let me know if you can not read the attachment.

Thank you.

Alan Scott
503.302.3602

"Life is not to serve yourself but to serve others"

May 23, 2022

Dear Mayor and City Council:

My comments today are regarding the November Bond measure. I do not plan to support it until and unless the City changes their methodology used to determine which sidewalks within Salem neighborhoods are repaired first.

I live in the NEN neighborhood but I am not currently a NEN Board member. But I have been a Board member and Chair of this organization over the last 25 or 30 years. The issue that has been consistent in the NEN area, and discussed many times, is the horrendous condition of our sidewalks. In January of 2021 when I was still on the NEN Board and a member of the sidewalk committee, I undertook the job of documenting the condition of our sidewalks. I have posted approximately 180 locations within NEN showing sidewalk damage caused by city trees. I did not post pictures unless the damage was obviously caused by the roots of trees in the parking strip. During my walk through NEN I spoke with many residents who had broken ankles, wrists or were seriously bruised because of the condition of our sidewalks. My wife broke her ankle a few years ago. We have a handicapped granddaughter in a wheelchair who we can not push around our block without going into the street. I have filed a Federal ADA complaint over this issue

NEN is one of the oldest neighborhoods in the city. Some of our sidewalks are stamped with a pour date of 1940 or 1930. Yet we are lumped with all the other neighborhoods throughout the city. The NEN Board was told by the City that, rather than make decisions about which sidewalks are in the most serious condition, they would create a rotating, spiral method of repair. The City would choose a few sidewalks in each neighborhood rotating and spiraling out to different neighborhoods starting with downtown. So NEN might get four or five locations done and then the sidewalk crew would go on to other newer neighborhoods. Maybe the same would happen the following year or two.

I'm aware of no involvement of the neighborhood associations in any decisions as to which areas are most in need of repair in their neighborhoods. I've seen a recent list of sidewalks scheduled for repair and it appears to me that locations were just pulled out of a hat. Based on that list I took photos of most of the addresses listed. Of the 23 that I viewed, 11 seemed to have little or absolutely no issue.

So I will not support the Bond Measure at this point and will post on social media my comments. I have always supported city tax measures in the past and it pains me to do this as I know there are many good things to be done. But having city residents injured by sidewalks because the city refuses to repair them has lasted way too long.

Respectfully,

Alan Scott



1590 Norway St NE

From: [Brian Amstutz](#)
To: [CityRecorder](#)
Subject: public comment for May 23 City Council meeting
Date: Monday, May 23, 2022 3:02:15 PM

Hello,

I am writing in regards to the infrastructure bond, and the potential for protected bicycle infrastructure in this proposal. I would ask the City Council to please support safe and healthy communities by committing \$15 million toward protected bicycle lanes.

I did watch the May 16 council work session on this topic, and have to admit I found the discussion to be incredibly demoralizing. This infrastructure proposal seemed to be a prime opportunity for civic engagement and community buy-in for their neighborhoods. And indeed, the public comments were numerous and exceedingly supportive of new and improved bicycle infrastructure. It's clear that this is of tremendous need and interest here. Yet the mayor and some councilors were immediately dismissive of this topic. They had already built out the infrastructure bond, aligning it with the goals and wishes of city staff, and had no time or interest for public input. I would encourage the mayor and city council to go back and watch that recording of themselves, as they patronize and condescend toward those bike-riding fools. Why do you even ask for feedback? Why do you expect people to vote for this bond when you so aggressively disregard the one infrastructure idea that inspires a response? When is the right time for anything?

Regardless, I'm still going to write in and ask that you include ample funding for protected bicycle lanes. They're needed, they're necessary, and they work well in protecting human lives and maintaining resilient cities in the face of unavoidable climate change. A new poll isn't going to tell us anything different than the transit successes of every other surrounding Oregon city. I would like to thank Councilors Stapleton, Anderson, and Nordyke for their vocal support toward this overdue community need.

Thank you,

Brian Amstutz

Ps - hey, did you see that 2021 was the worst year for pedestrian and bicycle fatalities in 40 years?

From: [Brian Hines](#)
To: [CityRecorder](#)
Subject: Include \$15 million for protected bike lanes
Date: Monday, May 23, 2022 1:47:28 PM

I strongly urge the City Council to include the Salem Bike Vision proposal for \$15 million to build protected bike lanes in the \$300 million bond measure to be voted on in November. Approve the agenda item to conduct public opinion research on this, or add that money without the research.

Salem needs to vastly improve its bicycle network. Currently it is way too dangerous and unpleasant for most people to bike around Salem, since painted lines on the edge of a road are a very poor substitute for protected bike lanes.

There's a reason so many cyclists are at Minto Brown Park. It's safe and fun to ride a bicycle there! It's crazy when people argue that protected bike lanes aren't needed in Salem because so few people ride bikes. Remember the Field of Dreams adage: If You Build It They Will Come.

Brian Hines
10371 Lake Drive
Salem, OR 97306

Brian Hines
Salem, Oregon USA
brianhines1@gmail.com
<https://www.facebook.com/OregonBrian>
<https://www.facebook.com/StrangeUpSalem>
<https://www.facebook.com/SalemPoliticalSnark>
<https://www.facebook.com/SalemCanDoBetter>
<https://twitter.com/oregonbrian>
www.hinesblog.com (blog)
www.churchofthechurchless.com (other blog)
www.salempoliticalsnark.com (other other blog)
www.brianhines.com (web site)
<https://brianhines.journoportfolio.com> (selection of my writings)



YOUNG BILLY
CORP
1000
DEERVIEW

SALEM LEGAL DEPT

RECEIVED
MAY 23 2022

FOR AGENDA ITEM 5A
SPECIAL ORDER OF BUSINESS
REPAIR NEED FOR CHURCH ST.
BRIDGE

SUBMITTED TO COUNCIL BY *Ellen Stevens*
ELLEN STEVENS

STATUS

Historic Church Street Bridge

Gaiety Hill/ BPP NHD

September 14 2018



Deteriorating rail arches



Deteriorating rail arches



Deteriorating rail arches



Post without lamp



“Headless” lamp post

Graffiti





Biological growth on the bridge rail in the shadow of overgrown vegetation



Balustrade without shading from vegetation

From: [Blake Shelide](#)
To: [CityRecorder](#)
Subject: Faye Wright Neighborhood Association - Comments for May 23 City Council Meeting
Date: Monday, May 23, 2022 2:01:14 PM
Attachments: [FWNA comments Bond Budget Cycling Infrastructure.pdf](#)

Hello,

Please find attached comments on behalf of the Faye Wright Neighborhood Association regarding the community improvement bond budget item on tonight's agenda, specifically in support of protected bike lanes as part of the bond budget and as outlined by Salem Bike Vision.

Thank you,
Blake Shelide
Chair, FWNA



Faye Wright Neighborhood Association

Date: May 23, 2022

To: Salem City Council

From: Blake Shelide, FWNA Board Chair
FWNA Board Members

Re: Cycling Infrastructure and Protected Bike Lanes in Community Improvement Bond Package

The Faye Wright Neighborhood Association is supportive of providing funding for more protected bicycle infrastructure in Salem as part of the upcoming Community Improvement Bond Package. Protected cycling infrastructure provides many benefits, including opportunities for active transportation to improve health and well-being, economic opportunities, equity and access for communities, and reduction in carbon footprint to help the city meet its climate action plan goals.

FWNA urges the City Council to include sufficient budget in the upcoming bond to complete the protected cycling infrastructure plan as outlined by Salem Bike Vision.

Thank you,
Blake Shelide, FWNA Board Chair

From: [Kelli Blechschmidt](#)
To: [Amy Johnson](#)
Subject: FW: Salem Bike Vision and Historic Preservation
Date: Monday, May 23, 2022 2:11:34 PM

Please add to the public comment for tonight

From: Jeff Schumacher <jeff.schumacher@gmail.com>
Sent: Monday, May 23, 2022 2:06 PM
To: Bond 2022 <Bond2022@cityofsalem.net>
Subject: Salem Bike Vision and Historic Preservation

Mayor Bennett and City Councilors:

Thank you all for your work on behalf of Salem, and thank you for considering public input on the 2022 bond measure priorities.

As someone who occasionally bikes to work and around our city, I am very much in support of the transformative bike infrastructure ideas put forward by the Salem Bike Vision group. This bond measure is an opportunity to take a material step forward in getting us out of our cars in favor of safe biking. The city has taken small steps over the past 10-15 years, but this could be a big step which might transform the way Salem views its transportation needs for the next generations. Please fully fund this initiative! And you can find that funding by cancelling a project in my Ward 2.

There is a bridge on Church Street SE with crumbling concrete railings. The proposal calls for repairing or replacing those rails in the historic style at a cost of nearly \$2 million. Before you approve that project it would be helpful to understand what new railings - that don't match the historic style - would cost. Without knowing more about what other alternatives may exist, I cannot support replacing those rails in the historic style and I hope you will not support this expense either. It appears the entire allowance for new sidewalk infill and existing sidewalk repair/replacement totals \$17.5 million - yet this one small stretch of bridge railing on Church Street would account for more than 10% of those funds.

I'm more interested in seeing us improve upon our transportation system and not be nostalgic over its historic features.

Thank you,
Jeff Schumacher
1945 W Nob Hill St. SE

From: noreply@cityofsalem.net on behalf of kirkleon@peak.org
To: citycouncil
Subject: Contact the City of Salem
Date: Monday, May 23, 2022 2:30:12 PM
Attachments: [ATT00001.bin](#)

Your Name	Kirk Leonard
Your Email	kirkleon@peak.org
Your Phone	503-391-6735
Street	P.O. Box 4475
City	Salem
State	OR
Zip	97302
Message	<p>Salem is woefully deficient in supporting protected bicycle transport and the new \$300 million bond provides a great opportunity for us to take a proverbial great leap forward. Protected bike lanes are essential for comfortable, safe bicycling and key to providing a serious alternative to more cars, of which we already have too many and too much dependency. Reserving a minimum of 5% of the bond for bike infrastructure, protected bike lanes, is essential, and it ought to be more given how far behind we are. We need to do everything we can to get more people out of cars and onto bikes, for the sake of a community, our climate, our health and the promise of Our Salem. Thank you for doing the right thing.</p>

This email was generated by the dynamic web forms contact us form on 5/23/2022.

From: [Kate Ratcliffe](#)
To: [CityRecorder](#)
Subject: Comment for meeting: add more protected bike lanes
Date: Monday, May 23, 2022 1:41:05 PM

Hello,

I am writing to encourage the council to add as many safe connection routes with protected bike lane infrastructure as possible in order to encourage use of bicycles as a means of mitigating the impact of climate change on our community. In addition, I am writing to encourage the council to reduce Market St. to two lanes of vehicle traffic with a third center left hand turn lane to encourage drivers to observe a safe speed limit with less unexpected stops. Market St. traffic feels very unsafe, and three elementary school routes have to cross it.

Thank you,

Kate Ratcliffe

--

Kate Ratcliffe
206.724.8550
ratclika@gmail.com

From: [Karen Sjogren](#)
To: [CityRecorder](#); [Sandra Whittington](#); [Ruth Larson](#); [Linda Bierly](#)
Subject: Infrastructure bond measure for fall ballot
Date: Monday, May 23, 2022 1:37:29 PM

Dear City Council: My name is Karen Sjogren and my address is 521 Taybin Rd. N.W., Salem, Oregon. I have lived at this address 20 years and in west Salem over 30 years. The following are my comments on the infrastructure bond issue to be presented to the voters in November. My comment is to not include Marine Drive, which would use an existing right of way to interject a high volume of traffic into a quiet urban neighborhood of senior citizen/disabled low income housing, seven substantial apartment complexes, and public and private commercial buildings. I had thought this was a dead issue, but it was advocated by an 8th Ward candidate so I will briefly review my reasons for opposing this terrible infrastructure project, incorporating my previous comments to the city council by reference, (para) First of all, it is poor politics and policy making. The Council would be interjecting a project which is antithetical to other projects proposed, such as bike lanes, sidewalks and park improvements, which would encourage Salem citizens to get out of their cars and travel/recreate by other means. Do you really want to risk the possibility of these good projects failing by including a very controversial project supported primarily by special interests? (para) Second, including Marine Drive is sneaky. I believe I've seen this movie before. I think last time Marine Drive was attached to a "Safe Sidewalks" bond issue which of course readily passed, only to reveal the inclusion of a project which would take out sidewalks and make remaining ones unsafe. Many people are not aware of what Marine Drive is or what it would do to my neighborhood, and will pass over it to get the good stuff, only to discover that they've been hoodwinked once again. Marine Drive should be a stand alone issue. (para) Third, Marine Drive will destroy several valuable resources which are in short supply in Salem, and which events of the last two years have emphasized--low income housing, housing for seniors, mature trees, open space, and walkable, safe neighborhoods. This project will destroy 32 units of high quality senior/disabled housing at Pioneer Village, unique with attached small yards that tenants take great pride in landscaping and maintaining. It will also take out at least a dozen bungalows and modest family homes. It will necessitate the removal of a row of mature, mostly Douglas fir trees which form a natural visual and auditory barrier between Pioneer Village and Wallace Marine park. Salem lost I believe 18% of its tree cover from the ice storms, and the extreme heat destroyed more trees and large shrubs as well. These trees survived both, and moreover are not near power lines so they will be able to flourish if Marine Drive is not built. Marine Drive will also destroy the peaceful ambience of the adjacent portion of Wallace Marine park, with its new walking trails, and the riparian qualities of the small creek which borders the park, with its recent tree plantings. (para) Fourth, building Marine Drive will not serve to "get people home faster" who live north of me in Ward 8. There are numerous impediments to slow traffic down coming over the bridge to west Salem before Glen Creek. The first is the new, badly needed pedestrian crossing at Second Street (thank you). Then there are numerous businesses which are allowed left turns from Wallace Road northbound. At Glen Creek Crossing, there is Roth's, the branch library, the post office, and the Courthouse gym, which has added parking on the other side of Glen Creek. By the time these highly visited entities are accommodated with crossing signals, vehicles would be better off staying on Wallace Road, (para) Finally, Marine Drive will not solve the congestion on Wallace Road because it now primarily consists of southbound, not northbound traffic at peak traffic hours. This is because housing has been built out to the north without a commercial center, so residents must still drive here to do their grocery shopping, buy gas (!), visit a gym or medical provider, use the post office, etc. On the other hand, commute traffic over the bridge is actually less

congested because many West Salem residents have retired, many work at least part time out of their homes, and many work close to where they live in West Salem. (para) We are all aware of the homeless problem in Salem and elsewhere, especially for seniors, and (to my mind) especially senior women. The first rule in dealing with this problem should be to do no harm, i.e., do not destroy existing housing which accommodates low income women in particular. If you must think in terms of economics, rents in the surrounding apartments have gone up a lot, yet they are still affordable because it is not necessary to own a car to live one's daily life. Please do not ruin this vibrant, prospering neighborhood by insisting on building Marine Drive. It will serve no constructive purpose and destroy fifty years of residential and commercial buildings and infrastructure. (para) We are watching with horror as President Putin destroys entire cities and villages in the Ukraine, leaving elderly women in tears as they view their demolished homes. Don't let that happen on a much smaller scale in my neighborhood. What is possible is often not smart or moral. I want to believe that government in a democracy can work, which is why I take the time to participate and provide input. Please leave Marine Drive out of your proposed infrastructure projects.

From: [Laurie Dougherty](#)
To: [CityRecorder](#)
Subject: Comment for City Council meeting 5/23/22 Agenda item 5.a. Community Improvement Bond
Date: Monday, May 23, 2022 2:20:10 PM

To: Mayor Bennett, City Councilors, and Staff
From: Laurie Dougherty, Co-Coordinator 350 Salem OR
Date: May 23, 2022
Re: Community Improvement Bond Agenda Item 5.a. 22-229

First, I want to congratulate Councilor Hoy on your elections as Mayor.

Salem has several long term planning and financing processes in progress and coming up soon. We at 350 Salem OR urge the City Council to ensure that policies and projects under these complex and interrelated processes align with the Council's climate goals.

Reducing emissions from cars is a critical part of that alignment since motor vehicles are the biggest source of Salem's greenhouse gas emissions. Funds from the Salem Community Improvement Bond should not be used for expanding roadways which will only induce more vehicle traffic. Funding for new and repaired sidewalks, safer intersections, and the protected, connected bike network proposed by Salem Bike Vision will encourage more people to use and enjoy active forms of transportation. Active mobility on safe streets and sidewalks is healthier for people, for the climate, and for air quality, less stressful and more fun. We need to expand our concept of Public Safety to include safer ways to get around and conduct our everyday activities.

Phil Carver, also a 350 Salem OR Coordinator, has submitted a comment with suggestions for including the Salem Bike Vision in the Community Improvement Bond. The Bond offers a once in a generation opportunity for building a healthier, more resilient, climate smart city. What we build now will be with us for a long time.

Thank you for the opportunity to comment.

From: noreply@cityofsalem.net on behalf of readscific@gmail.com
To: [CityRecorder](#)
Subject: Comment on bond for protected bike infrastructure
Date: Monday, May 23, 2022 2:03:27 PM
Attachments: [ATT00001.bin](#)

Your Name	Peter Doty
Your Email	readscific@gmail.com
Message	<p>Greetings, My name is Peter Doty, and I'm a resident in south Salem. I work downtown at Pacific Office Automation on Liberty St NE. Since a recent loss of a car, I have purchased an electric kick scooter to ride to and from downtown. After experiencing the dangers of the road from the bike lane, I support including protected bike infrastructure to the community infrastructure bond for increasing the safety and quality of the bike lanes in Salem. As for particular points of interest that I've experienced: - While going downtown on Commercial St, crossing the unprotected bike lane at the 12th St. Cutoff - Merging into car traffic after the bike lane ends at Trade St. - While going south on Commercial St, crossing the unprotected bike lane at Liberty Rd. S - And lastly on my trip to and from the office, crossing the unprotected bike lane at Sunnyside Rd SE while going south on Commercial. I was encouraged to make this comment because of an email from Salem Bike Vision letting me know about today's meeting. I'd like to thank Virginia, Ian, and Dylan for that information. And thank you for your time and service to the community. I'm confident each of you strive to do your best for Salem. - Peter Doty</p>

This email was generated by the dynamic web forms contact us form on 5/23/2022.

From: [Roberta A](#)
To: [CityRecorder](#); [citycouncil](#); [Virginia Stapleton](#)
Subject: Safe Bike Lanes
Date: Monday, May 23, 2022 2:06:37 PM

Hello,

I'd like to see at least \$15 million of the proposed \$300 million bond measure used to create protected bike lanes when the vote comes up next November.

Thank you. Roberta Cade
1321 Chemeketa St NE
97301

From: [Robyn Saunders Wilson](#)
To: [CityRecorder](#)
Subject: Protected Bike Lanes - Comment
Date: Monday, May 23, 2022 2:06:12 PM

Hi there,

My understanding is that the public can submit comments here regarding protected bike lanes for our community, which will be considered for the infrastructure bond. If the following could be shared with the city council, I'd be very grateful.

As a long time cyclist, coach of the Salem Composite Descenders (a youth mountain bike team), and a co-owner of the Bike Peddler, I can't stress the importance of creating protected bike lanes throughout Salem. Biking through town should be a show of sustainability, fun, and a rite of passage for our kids rather than an act of bravery. By creating protected lanes and clear routes, our community has the opportunity to wisely plan for future growth, do our part in the war against climate change, and potentially save lives. In the past several years, I've lost many friends to car versus bike accidents--all could have been prevented if the infrastructure was in place to protect them. This is our opportunity to do right for future generations of cyclists.

Thanking you,
Robyn Saunders Wilson
Co-Owner, The Bike Peddler
174 Commercial St NE
Salem, OR 97301

503-703-2691 (mobile)

From: [Sarah Deumling](#)
To: [CityRecorder](#)
Subject: SBV 5.a.22-229
Date: Monday, May 23, 2022 2:53:21 PM

To the Mayor and City Council Members
Re: 5.a. 22-229

The proposed Salem Bike Vision (SBV) is one of the best things that has (almost) happened to Salem in a long time. I happily and urgently encourage you to fund it under the new bond levy. It will not only help move us toward reaching our climate goals of reducing emissions but will also increase the livability and general pleasantness of life in Salem. People who choose to ride will be happier and healthier and their wallets will be a little fatter. Those who do not choose to (or can't) ride will have slightly less pollution to breathe and not quite as much congestion when driving.

What a fine idea. Kudos to those who have worked hard on this. I urge generous support.

Sincerely,
Sarah Deumling
2667 Orchard Hts Rd. NW
Salem, OR 97304

From: [Spens Wu](#)
To: [CityRecorder](#)
Subject: Bike lane funding from Bond
Date: Monday, May 23, 2022 2:16:18 PM

To Whom It May Concern,

I am a resident of West Salem hoping to convey to you the importance of providing funding for a protected, connected bike network. This network will encourage people to drive less and bike more with the benefit of feeling safe while improving their health.

I have been biking everyday from West Salem to Lancaster for my employment for the last decade. I can't count how many near death misses and close calls I've had with traffic and distracted drivers. I can hardly blame the members of my community that are reluctant to bike to work like I do because they fear for their safety. Often, I am forced to ride on the sidewalk which in turn inconveniences pedestrian traffic. Salem needs a better way to bike safely.

Salem is growing and so is the responsibility that it's governing board has towards perpetually maintaining the stewardship of it's citizens. The board should allocate 5% of funds from the Community Improvement Bond to a protected bike lane expansion of it's roads.

Thank you for reading and considering my plea for your help.

Best Regards,

Spencer Woolley, PharmD
779 Van Buren Dr NW
Salem, OR 97304

From: [Bond 2022](#)
To: [Amy Johnson](#)
Subject: FW: Contact City Manager's Office
Date: Monday, May 23, 2022 2:37:30 PM
Attachments: [ATT00001.bin](#)

Please include as testimony for this evening's meeting.

From: noreply@cityofsalem.net <noreply@cityofsalem.net> **On Behalf Of** ginger.purvis@Q.com
Sent: Monday, May 23, 2022 2:33 PM
To: Bond 2022 <Bond2022@cityofsalem.net>
Subject: Contact City Manager's Office

Your Name	Virginia Purvis
Your Email	ginger.purvis@Q.com
Your Phone	5035881649
Street	338 Indian Hills Ct SE
City	Salem
State	OR
Zip	97302
Message	I support the proposal to set aside money for the Alternative Transportation Safety Corridors, in the 2022 Budget. Thanks.

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