

From: [Alena Heidecke](#)
To: [CityRecorder](#)
Subject: Support for bike infrastructure
Date: Monday, May 23, 2022 1:21:13 PM

Dear City Council Members,

I am writing again to show my support for including the bike infrastructure in the upcoming bond's list of projects. For the past 2 years, I have commuted to work from West Salem to Lancaster Drive. The number one thing people say when they find out I am a bike commuter is "isn't that dangerous?" Bicycle safety is an important issue, and you as council members have the direct ability to address this concern. Adding a safe bike network will have a long lasting and positive impact on our community. Our city residents will have access to safe bike travel, which will add to our quality of life, ease environmental burdens, and make Salem an even more desirable place to live. The proposed \$15 million for bike infrastructure will have a huge return on investment for our community. This is the type of legacy we should be leaving for our younger generations. Please include the proposed bicycle infrastructure in the bond's list of projects.

In Health,
Alena Heidecke
West Salem homeowner, Mother, and Bicyclist

From: [Bob](#)
To: [CityRecorder](#)
Subject: Bicycle element in Bond Measure formulation
Date: Sunday, May 22, 2022 4:12:41 PM

City Council and Mayor:

We're writing to address the Bond Measure that Council is currently putting together. We strongly support allocating 5% of the total Bond Measure to "safe bicycling routes." We like the Bike Vision concept of focusing on a north-south axis and an east-west axis. We have bicycled in every part of Salem in the 40 plus years we have lived here. We both served on the Bicycle Advisory Committee that (long ago) used to help decision makers when it came to bike routes. Salem has some good bicycle facilities but we lack an overall network, despite considerable effort to try and achieve one. The pieces have to be connected in a way that allows cyclists of all ages and abilities to get from one place to another, from one section of town to another. Let's eliminate the "Bike Route Ends" signs that are much too plentiful, where a cyclist confronts the end of a useful facility and then gets dumped out to a dangerous or unworkable intersection. We like the emphasis on "safe, protected" routes. As Salem has grown, we have seen the addition of some good bicycle facilities (the Union St. bridge, the Courtney bridge, for two examples) but the number of motor vehicles has also increased exponentially, making it difficult to access certain parts of town. This is a great opportunity for Salem to finally build a safe usable bicycle network that will encourage people to get on their bikes.

Bob Coe
Merrily McCabe
1007 Parkway Drive NW
Salem OR 97304

From: noreply@cityofsalem.net on behalf of bendlong89@gmail.com
To: [CityRecorder](#)
Subject: Public Comment - Protected Bike Infrastructure
Date: Monday, May 23, 2022 9:15:10 AM
Attachments: [ATT00001.bin](#)

Your Name	Benjamin Long
Your Email	bendlong89@gmail.com
Message	<p>Hello! I wanted to write in support of protected bike infrastructure in Salem. Specifically, I highly recommend allocating 15% of the transportation bond (\$15M) for protected bike infrastructure. Compared to many other U.S. cities, Salem has done an excellent job building out bike lanes on most arterial streets. However, we need to take the next step and upgrade these to protected bike lanes so that individuals young and old, less and more experienced, can benefit from these lanes. As a young child, I loved biking and wanted to ride my bike to go to school at South Salem High School. However, the high speeds and traffic volumes on Commercial Street made this dangerous, even with an unprotected bike lane, so my parents would drive me to school. A good rule of thumb for how safe a bike lane is - would you allow your child to ride?. Protected bike lanes on major arterials would make cycling significantly safer, so that younger children, parents with bike trailers, less experienced cyclists, and older cyclists feel comfortable and safe riding on all of Salem's streets. This is consistent with Salem's goal of reducing climate change emissions. Significant bike infrastructure improvements can be made for a fraction of the cost of auto-oriented infrastructure. Thank you for your consideration!</p>

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

From: [Given Name](#)
To: [CityRecorder](#)
Subject: Public Input Requested on City \$300M Bond
Date: Sunday, May 22, 2022 9:49:08 AM

I would like to request support for expanding and improving park accessibility for all residents of West Salem in the Edgewater and Kingwood neighborhoods. There are many issues with traffic on residential streets, residents parking on sidewalks because of dangerous on the street parking(too narrow for parking with no alternative for residents), Rosemont and 8th st NW are particularly dangerous with a large volume of child residents in the immediate area as well as children walking to Walker Middle School. As far as parks go in the Edgewater neighborhood go , there is only one park behind Safeway and it is lacking access for those who cannot walk down hill amongst other issues. Thank you for your time.

Bart A., West Salem resident

Sent from my iPhone

From: [Carl Henriksen](#)
To: [CityRecorder](#)
Subject: Salem Bike Vision
Date: Thursday, May 19, 2022 11:48:27 AM

Sir:

I am writing to strongly encourage you to support Salem Bike Vision's plan for safe bike routes. I further urge you to commit 5% of the upcoming bond issue (\$15 million) to fund the plan.

This type of development enhances the livability and appeal of the community to new and existing residents alike. It would improve health and public safety and make it easier to reduce the carbon impact of the increasing population.

Thank you in advance for your help to make this excellent project a reality.

Regards,

Carl Henriksen

From: [Christa Kramer](#)
To: [CityRecorder](#)
Subject: Protected bike lanes
Date: Saturday, May 21, 2022 3:19:01 PM

Hi,

My name is Christa Kramer and I live in West Salem with my husband and our 2 year old son. We love the outdoors and are always looking for ways to get more activity outside, and so a year ago my husband purchased an e-bike to be able to take our son to daycare on it. My son loves getting to see cars and trains up close, and my husband enjoys getting a great workout in, instead of sitting in traffic on the bridge, but the truth for me is that it makes me extremely nervous, given the nature of the current bike lanes we have in order for them to commute from on top of Burley Hill St. in West Salem to my son's daycare in NE Salem. Bringing in protected bike lanes on the major roads would be a tremendous source of relief for me, since it would allow them to head straight down Glen Creek - protected from cars - and head right across the pedestrian bridge over to my son's daycare off Broadway St NE. When I lived in Boston, the addition of protected bike lanes were a total game changer, giving me the sense of safety to commute 3-4 miles across the city instead of taking a bus or train (which actually took longer). It was a relief to have parked cars protecting me from traffic, and in turn I biked much more than I otherwise would have. I was not only physically healthier but I also arrived to and from work feeling less stressed and more energized, thanks to having biked to and from rather than sitting in traffic. Unfortunately I rarely have biked in Salem because bike lanes are quite scarce outside of the downtown corridor. There is much talk in West Salem about the longed for "third bridge," but as my husband says, we already have a third bridge (the pedestrian bridge) and it's just a matter of making it easier for bikers to access safely and confidently. Investing in protected bike lanes would be a significant way to encourage more biking and decrease bridge traffic, and also would help elevate Salem into a more modern and respected kind of city, one that actively is seeking environmentally sound ways of getting around. I hope the city will give this project serious consideration and make it a reality- not only to reduce traffic but also to give confidence and peace of mind to those of us who already bike or have loved ones carrying precious cargo across the city on bikes!

Thank you,
Christa Kramer

From: [Cindy Wilson](#)
To: [CityRecorder](#)
Subject: Biking Monies
Date: Thursday, May 19, 2022 2:34:08 PM

Hello,

I would like to advocate for your help to allocate adequate bond monies to help create safe biking routes.

As the projected growth of new residents coming to the area, building the biking infrastructure now is needed. Bike routes help encourage biking as a form of transportation reducing congestion, family outings and overall promotes a healthy lifestyle.

Cynthia Wilson

From: [Debbie Miller](#)
To: [CityRecorder](#)
Subject: Salem Bike Vision funding
Date: Monday, May 23, 2022 1:00:29 PM

While I realize there are many issues around this city that need attention and funding, I also think that the Salem Bike vision plan is a chance to take Salem in a new direction. Bold, forward thinking action that takes our city in the direction of so many admirable cities in Europe as well as here in the United States. If done well, this could solve so many problems:

- 1) less traffic congestion
- 2) meeting green goals
- 3) reduced parking issues
- 4) less wear and tear on streets
- 5) improved health of our residents through better air quality and more exercise
- 6) improving equity for those who can't afford cars and high gas prices
- 7) attracting a substantial subset of professionals to live and work in Salem due to the enhanced lifestyle that would be available here.

Oregon is already known as a bike friendly state but this investment could set Salem apart in a very positive way. I encourage you to vote to fund this important issue.

Debbie Miller
3855 Aberdeen St S
Salem, OR 97302

From: noreply@cityofsalem.net on behalf of dparrow@comcast.net
To: [CityRecorder](#)
Subject: City meeting public comment
Date: Monday, May 23, 2022 11:44:19 AM
Attachments: [ATT00001.bin](#)

Your Name	Doug Parrow
Your Email	dparrow@comcast.net
Your Phone	5039310588
Street	6782 Amy Ln NE
City	Keizer
State	OR
Zip	97303
Message	<p>I urge the City Council to incorporate the Salem Bike Vision proposal into the upcoming community improvement bond measure. The time has long past for Salem to take steps to construct an actual multi-modal transportation system that is safe and convenient for pedestrians and bicyclists. Many other cities have done so and have seen the multiple benefits of these types of improvements. I understand that the council has received a number of comments opposing facilities for pedestrians and bicyclists and threatening to vote against the upcoming bond. I suspect that many of these naysayers would vote against a bond measure under any conditions. I would suggest that there is a greater danger to passage of the bond if the council fails to proceed with reasonable steps to address climate change and build a multi-modal transportation system -- that transportation reform and climate activists will see yet another tepid, swing-and-miss approach to addressing these issues and will oppose passage of the bond.</p>

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

From: [David Philbrick](#)
To: [CityRecorder](#)
Subject: Support for including 15 Million for the Salem Bike Vision in Proposed Bond Measure
Date: Thursday, May 19, 2022 1:08:03 PM

Please direct 5% of the 300 million dollar bond measure to the Salem Bike Vision initiative.

In looking to the future and quality of life in Salem this is the most important element of the proposed bond initiative. It is also the proposal that will be the most noticeable and have the greatest long-lasting, positive impact for the cost.

Support for the bike vision is not bikes vs cars; it is an effort to develop a community transportation system that works better for everyone. For example, one of the most direct, best routes for cycling between the northeast and southeast is along Hawthorne. On the north and south of Hawthorne Ave NE there are lower speed limits and bike lanes, however between Sunnyview Rd NE and Silverton Rd NE, there are no shoulders or bike lanes and a 40 mph speed limit. Oregon has a good bicycle passing law that applies in this area. A car can legally and safely pass a cyclist in this area only if it can drive in the oncoming traffic lane; otherwise it must slow to the speed of the cyclist and stay behind the cyclist. In addition to failing to meet climate goals, and protect the livability of neighborhoods, these types of conflicts will increase if traffic densities increase and provisions are not made to encourage and safely accommodate growing use of both conventional and electronically assisted bicycles.

Thank You,

David Philbrick

From: [Dave Rigsby](#)
To: [CityRecorder](#)
Subject: Bond spending idea
Date: Saturday, May 21, 2022 9:30:45 AM

I'm grateful that the city is seeking input on how it will use funds in the next bond issue.

I'd love to see 1-2 fenced dog areas in Salem city parks. They are both great at building community, but also solving the growing off leash issues in other spaces. I regularly visit the park in Keizer and others in the Portland metro area. Just sad we don't have better options in Salem.

Sent from my iPhone

From: [Frank Jellison](#)
To: [CityRecorder](#)
Subject: Bond Measure and Bike Routes
Date: Thursday, May 19, 2022 11:27:06 AM

Salem City Council

I am a 75 year old resident of Salem and have lived in the Salem/Keizer area since 1979. I am a bicyclist who rides all year round. I ride for both pleasure and to take care of small shopping and picking up our mail at the post office. I use one of my bikes rather than our car whenever it is possible.

I appreciate the bike lanes that we have but am hoping that the City Council will commit \$15 million of the 300 million bond measure to create more safe bike routes throughout the city.

Thank you.

Frank Jellison

P.O. Box 1006

Salem, Oregon 97308

Frank_Jellison@hotmail.com

From: [Gerald Turner](#)
To: [CityRecorder](#)
Subject: Public Comment: City Council Meeting 5/23
Date: Monday, May 23, 2022 12:32:53 PM

Good Afternoon,

My name is Gerald Turner and I am a resident of the Northeast Neighbors neighborhood in Salem. I urge the city council to allocate 5% of the community infrastructure bond to develop protected bikeways.

Having lived in South Gateway, North Lancaster, and now Northeast Neighbors, I have seen that the infrastructure for pedestrians and cyclists is inadequate and disjointed. I have over the past few years attempted to run errands by bike or get my family out riding, but busy streets and few protections for cyclists make that next to impossible. According to Google Maps, I'm a 10 minute bike ride away from downtown, but the only routes to get me there take me on busy streets with no bike lanes.

As things stand, every small trip I need to make requires a car. The proposed Alternative Transportation Safety Corridors put forth by Salem Bike Vision would alleviate traffic congestion by getting people like me off the road and into other modes of transportation, and they would make more parts of town accessible to more people.

Thank you for your consideration.

-Gerald Turner

From: [Haley Lehman](#)
To: [CityRecorder](#)
Subject: NE Salem
Date: Monday, May 23, 2022 6:54:10 AM

Hello Salem City Council,

I'm am writing to request that you include NE Salem east of I-5 as you are planning for the city's future, including the new bond and other projects. It would be wonderful to have a library branch over here, even a small one... and the city has land set aside on Hazelgreen Road for a park, but I haven't seen or heard of any updates since 2020. I love my neighborhood (near Kale St and Portland Rd), but it often seems that we are left out of plans for the city's future. There's a big new housing development over here and plenty of people who would make good use of city amenities in the area.

Thank you for your consideration,
Haley Lehman

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Haley Lehman

From: [Jason Cox](#)
To: [CityRecorder](#)
Cc: [Tom Andersen](#); [Virginia Stapleton](#); [Jackie Leung](#); [Vanessa Nordyke](#); [Chuck Bennett](#); [Jose Gonzalez](#); [Trevor Phillips](#); [Chris Hoy](#)
Subject: Support bike lane infrastructure in Salem
Date: Monday, May 23, 2022 10:57:26 AM

Mayor Bennett and councilors,

My name is Jason Cox and I live in Ward 7. I would appreciate a response from Councilor Nordyke to better understand my councilor's position on this matter.

I'm writing to support allocating 5% of the transportation bond to a protected bike network in Salem. By doing so, you will provide primary benefit to low-income families and everyone who enjoys getting out and about by bicycle, but currently do not feel safe to do so.

A couple of times, our family was short a vehicle and I relied on my bike to get to critical medical appointments. As I was living in Ward 5 at the time, this required a bike rides on Portland Road and Lancaster Drive -- two of the most dangerous roadways in town. Using bike lanes alongside trucks and [inattentive/impaired drivers is a real risk](#), and you knew it every time you felt the woosh of a fast car just feet away. It's not an experience I would share with my wife or young daughter. I've been hit by a car once, and was fortunate to be able to walk away. **The opportunity to reduce bicycle injuries and deaths in Salem is in your hands.**

Safety is the number one issue, but supporting climate-friendly transportation options, making Salem a more attractive tourism destination, and encouraging active movement are all worthy reasons to support this bike lane infrastructure.

This proposal is understandably foreign to those who aren't familiar with how cities like Eugene have effectively woven protected bike infrastructure into their transportation system. But the verdict is in: [Protected bike lanes improve safety, are good for business, and if you build them riders will use them.](#) There are also reactionaries who would prefer Salem be as it was in the 1980s. Respectfully -- time marches on, and it's past time for progress on bike infrastructure.

Please support the 5% allocation for bike lane infrastructure.

Thank you,

Jason Cox
Ward 7

Amy Johnson

From: budgetoffice
Sent: Friday, May 20, 2022 11:04 AM
To: Amy Johnson
Subject: FW: BattleCreek Photos

From: Jon Guido <jonguidokitduboisinguido@gmail.com>
Sent: Thursday, May 19, 2022 1:35 PM
To: budgetoffice <Budgetoffice@cityofsalem.net>
Subject: Fwd: BattleCreek Photos

Hi - Very unsafe conditions exist for both pedestrians and bike riders from high speed auto traffic along Battle Creek Road SE. I live in this area and recommend the City include the follows improvements in there future infrastructure upgrade plans to Battle Creek Road SE:

- A) Complete existing bike lane and sidewalk between Boone and Monterey/TerraCotta along west side of Battle Creek.
- B) Crosswalk with traffic calming and/or stop signal where existing pedestrian path terminates at Battle Creek (across from Eastlake Drive).
- C) Crosswalks at intersection of BattleCreek and Monterey/TerraCotta.

The attached photos illustrate the conditions described above. I would be glad to provide additional details about these recommended improvements.

Thank you,

Jon Guido
5472 Monterey Drive SE
Salem, OR 97306
(Cell) 971-273-6254

Sent from my iPhone

Begin forwarded message:

From: Jon Guido <jonguidokitduboisinguido@gmail.com>
Date: May 19, 2022 at 12:57:24 PM PDT
To: Jon Guido <jonguidokitduboisinguido@gmail.com>
Subject: BattleCreek Photos











Sent from my iPhone

From: [Jim&Margi McLoughlin](#)
To: [CityRecorder](#)
Subject: Salem Bike Vision Support
Date: Thursday, May 19, 2022 4:49:45 PM

We are very supportive of an allocation of the upcoming bond measure to Salem Bike Vision. We chose Salem as our retirement home in part for the supportive culture and infrastructure aligned with outdoor activities, walking and cycling in particular. We evaluated several potential cities for retirement, and Salem stands out with a climate, acceptance, driver-awareness and development that is conducive to cycling as a means of reliable, affordable and sustainable transportation.

We are pleased to see the consideration and thoughtfulness that is being applied to expanding access to Salem Heights Avenue development.

An allocation from the upcoming bond measure would continue what is to us an integral, forward-looking and core philosophy that has reassured us that Salem was our best choice for a healthy and sustainable retirement.

Best Regards and Thank You for Your Consideration - Jim & Margaret McLoughlin - Salem, OR

From: [Jakey Ross](#)
To: [CityRecorder](#)
Subject: Bike Vision
Date: Friday, May 20, 2022 8:16:27 AM

I am writing this in support of safe and efficient biking in the city of Salem. Just as trees are important to the health and livability of a city so are safe routes for cycling. It is known that being physically active (biking, walking, jogging) is very important to one's health, but accessible biking is also important to the vitality of the city. Non motorized transportation reduces/eliminates those fumes that contribute to global warming. All residents, living things of a city benefit from healthier air, cleaner climate and more hospitable surroundings. A biking city is a more welcoming place to the locals and guests, a place in which one can feel at home. Please consider the present and long term effects of creating and promoting the various ways cycling can be enjoyed by all ages in the city of Salem. Let's bike, save our planet and slow down a bit, notice our surroundings.

Jakey Ross, active bike rider in Salem and around the world

Sent from my iPad

From: [Jim Scheppke](#)
To: [CityRecorder](#)
Subject: Testimony on Agenda Item 5a. at the 5/23/22 Council Meeting
Date: Sunday, May 22, 2022 9:37:30 AM

Dear Mayor and City Council:

I write in support of the recommendation of the Infrastructure Bond Engagement Steering Committee to include replacement of the crumbling railings on the historic bridges over Pringle Creek on Church Street and Liberty Street.

These bridges were designed under the supervision of the famous Oregon bridge designer Conde McCullough, who also owned a home on Church Street. You can read about McCullough in the Oregon Encyclopedia:

<https://www.oregonencyclopedia.org/articles/conde_balcom_mccullough/#.Yophny-B23k>

I took these pictures of the two bridges over Pringle Creek the other day. The bridge railings are really crumbling away and I actually think it is shameful that the City has not maintained them. The estimated cost of replacing the railings of over \$3.6m may seem excessive. But the railings are blocks long, on two sides of the street, so it's not surprising to me that to replace them in a way that respects the historical character of the originals will be very painstaking work that will cost a lot of money. I believe we have an obligation to do this, and if we wait, the job will end up being a lot more expensive.

Here are the bridge railings on Church St.







The railings on Liberty St. are basically in the same poor condition:







I hope you appreciate the fact that Salem is one of the most historic towns in the Western U.S. — where American colonization of the West Coast began in many respects. That being the case, we need to honor our history by preserving the historical character of our city whenever we can. I believe replacing these bridge railings is a part of that.

Thank you for your service,

Jim Scheppke, Ward 2

Jim Scheppke
jscheppke@comcast.net
503-269-1559

From: [Julie Tourtellotte](#)
To: [CityRecorder](#)
Subject: Money for bike paths
Date: Monday, May 23, 2022 10:44:43 AM

I am urging you to allocate the 15 million dollars for protected bike infrastructure in Salem. My kids live in Long Beach, California, where they have created protected bike lanes downtown. It's one of those investments that has so many positive long-term benefits for the community and the environment, that it seems to me we should jump at this opportunity. Like other high-value investments that were criticized at the time for being too expensive, (the beautiful archive building, for example) this is something we can do to permanently enhance our city. Thank you.
Sent from my iPhone

From: [Ken Freeman](#)
To: [CityRecorder](#)
Cc: [Kenneth Freeman](#)
Subject: Bicycling in Salem Oregon. Bike Vision.
Date: Sunday, May 22, 2022 10:52:20 AM

Greetings Council,

I am a bicycle commuter. I ride most days from our home in South Salem, to my job as an educator for the Salem Keizer School District at McKay High school. I have explored a number of different routes over the last year and find the loss patchwork of bike lanes, in various levels of disrepair to be a little bit of a disappointment, in this aspiring world class community we live in. I would encourage each of you to consider the future of Salem, with upwards of 60,000 new residents, as rideable metro, with a proposal that meets both the improved quality of life, and the climate action plan we are after. Please support the Salem Bike Vision plan as part of the proposed bond measure. The Bike Vision proposal will make it quite a bit safer for those of us that do ride, so that I can do my job of educating the next generation.

Best Regards,

Kenneth Freeman
SKPS McKay Educator
Salem Bicycle Club Vice President
SWAN secretary and treasurer.

From: [Larry Goodreau](#)
To: [CityRecorder](#)
Subject: Bike vision
Date: Thursday, May 19, 2022 11:50:44 AM

I have been an avid cyclist since 1972 when I started College in San Diego and used a bike for daily commuting to and from campus and a part time job. When I moved back to Oregon in 1978 I commuted from my home in Ashland to my job in White City 2 or 3 days a week.

Since moving to Salem in 1984 my riding has primarily been for exercise and enjoyment. Now that I am retired I average 600 miles or more each month and have concerns about the limited bike lanes in town and safe shoulders to ride in the countryside. In my travels I am amazed at how a few cities have embraced a bike culture and provide ample bike lanes that are totally dedicated to bike traffic. Tucson is incredibly supportive with more than 130 miles of dedicated bike lanes

I encourage the city of Salem and the city Council to include funding for safe bike lanes for commuting as well as recreational riding

Larry Goodreau
3334 Huckleberry Ct S
Salem 97302

Sent from my iPhone
Larry Goodreau

From: lynellx@comcast.net
To: [CityRecorder](#); [citycouncil](#); [Chuck Bennett](#); [Virginia Stapleton](#); [Chris Hoy](#); [Tom Andersen](#); [Trevor Phillips](#); [Jackie Leung](#); [Jose Gonzalez](#); [Vanessa Nordyke](#); [Micki Varney](#); [Gretchen Bennett](#)
Subject: Public testimony for 5a Bond Allocation discussion 5/23/22
Date: Monday, May 23, 2022 12:58:49 PM

Dear Mayor and City Council,

I wrote to you last week asking you to consider how often affordable housing isn't even close to affordable for people living in poverty, and I asked that we do better in closing that gap. And I also asked that separate from the bond discussions, you consider creating a small utility fee increase or other funding stream to enable sustainable operating funds for managing and solving homelessness, as soon as possible. Current and proposed projects to manage and solve homelessness can only succeed if there are operating funds to run them. Either without the other leads us nowhere.

When I wrote to you last week, I mistakenly thought that the proposed bond allocation for Affordable Housing Opportunity Funds could be used for purchasing a motel or similar building to provide housing to many people at a time, similar to the Arches Inn. Jimmy Jones has shared that high density hotels are the fastest most efficient way to shelter many people at a time. I've since learned that the Affordable Housing Opportunity bond funds are specifically for developers to create affordable housing. I'm embarrassed and sorry that I misunderstood about those funds.

The current bond allocation plan does not include ANY funds for housing people who are homeless and need supportive housing, and/or whose income is so low that affordable housing is not feasible for them. As you continue discussions about the bond allocation proposal, please include \$10 million to enable purchase of something similar to Arches Inn.

Homelessness has been at a level of being a humanitarian crisis, and several sources, including a Streetroots article, share that homelessness is likely to have a huge increase as our population ages. Excerpts of the Streetroots article are below.

"In February, U.S. Census estimates found 36.8% of the population in Oregon said they were behind on their rent or mortgage and were likely to face losing their home to eviction or foreclosure within the next two months. Census estimates also show among aging adults, this number is even higher: Nearly 40% of all Oregonians age 65 and older reported they were at least somewhat likely to face eviction or foreclosure.

Housing authorities and advocates predict a huge increase in the number of aging adults who can't afford housing and are on a trajectory to end up homeless, displaced or facing unstable housing. Alison McIntosh, policy and communications director at Neighborhood Partnerships, said there has been a rise in the need for services among aging populations. "All across Oregon, we are seeing people struggle to afford their rent," McIntosh said. "The cost of rent is going up much faster than either wages or Social Security, or retirement benefits; and I think particularly for folks on fixed incomes, it has become increasingly unsustainable."

Simple math: Even after a 5.9% bump in January, SSI income for an individual maxes out at \$841 a month. The federal measure of livability that finds rent should absorb no more than

30% of a person's income. By that standard, a person whose sole source of income is SSI can afford to spend roughly \$252 on monthly rent.....

"It's not unusual for me to talk to folks who live in regulated affordable housing and hear that they are paying 50, 60, 70% of their income towards their rent, which leaves too little money left over for other things," McIntosh said. "They struggle to buy food or medicine, pay their utility bill, let alone, you know, buy their grandchildren a birthday present."

(Full article is at: <https://www.streetroots.org/news/2022/03/16/experts-fear-crisis-aged-homelessness?fbclid=IwAR0tfedzvG11NT1H1M4-FU8T0KVqF4NKXwOPg3ysOh78mvmjPpitVM4oeTc>)

Homelessness is often listed as the top concern of community leaders and community members. As we look at the value of investing in various infrastructures now, in order to preserve existing assets, invest in some new assets, and save money in the long run, those same principles apply to managing and solving homelessness. Housing people is the only way to solve homelessness and multiple studies show that it costs three times less to house someone than to leave people unsheltered. When people are housed, there are significant reductions in police interactions, health issues, visits to the ER, court dates, jail time, ambulance trips, and all the associated costs in payroll, administration, and infrastructure to pay for those events. Just as investing in fire trucks, roads, sidewalks, etc. saves money in the long run, investing in housing people does the same. I've pasted some Housing First article links below for your reference.

In Maslow's hierarchy of needs, physiological needs are the most basic human needs that enable a person to survive: shelter, water, food, warmth, rest, and health. The discomfort of seeing people living outside with or without visible trash reflects a luxury. As we decide how to invest \$300 million in our community to provide for fire safety and bike lanes, safer and prettier roads and sidewalks, affordable housing that may not be widely affordable, and the luxury of prettier parks, statistics reflect that more people will become homeless, many of them likely to join the current individuals who are living and dying on our streets, sidewalks, and parks. **A bond that enables significant investments at no added cost to taxpayers is a unique opportunity, and that opportunity should include saving lives of fellow human beings by meeting a basic human need of shelter. Please triage human lives highly by investing \$10 million for acquisition of places where homeless individuals might live.**

A Margaret Mead quote says that "Helping someone else through difficulty is where civilization starts." Your work and decisions have reflected more and more support of people who are vulnerable and I am so grateful for that. And we need to do better still.

Thank you for your consideration.

Lynelle Wilcox
1785 Norway Street NE
Salem, OR 97301

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**Housing First articles:**

- <https://endhomelessness.org/resource/housing-first/>
- <http://endhomelessness.org/wp-content/uploads/2016/04/housing-first-fact-sheet.pdf>



- <https://www.coalitionforthehomeless.org/ending-homelessness/proven-solutions/>
- [https://www.vox.com/2014/5/30/5764096/homeless-shelter-housing-help-solutions?fbclid=IwAR1sWrIOgQuIlgXy3H46GnsDnJOda\\_jluuWoXlPdEg3ag\\_nar1H-X9Wq3NRs](https://www.vox.com/2014/5/30/5764096/homeless-shelter-housing-help-solutions?fbclid=IwAR1sWrIOgQuIlgXy3H46GnsDnJOda_jluuWoXlPdEg3ag_nar1H-X9Wq3NRs)
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**From:** [Hale, Matthew](#)  
**To:** [CityRecorder](#)  
**Subject:** Comments for Tonight's Agenda Item 5.a. - SALEM COMMUNITY IMPROVEMENT BOND  
**Date:** Monday, May 23, 2022 12:13:17 PM

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## **Take a Reasonable approach to the Salem Community Improvement Bond**

Good Afternoon Mayor and City Councilors. I'm Matt Hale from Ward #4. I recently spoke to 6 single family homeowners in our neighborhood concerning this proposed bond. I ask you to consider their feedback as well as my comments.

**First**, most of the homeowners, when presented with the fact that they are already paying almost \$100 per year as an Operations Fee, and according to the City's website, "is a separate fee to continue existing emergency, library, park maintenance, social, and other essential services" are shocked to hear the city might ask for more money for the same and similar needs. Homeowners want to know where those existing funds are being spent, and are not inclined to approve this bond for more spending. For your proposed budget, the Operations Fee is almost \$8 million dollars in additional revenue. In addition, adding 27 new full-time staff to the budget crushes taxpayers – a 7% increase to the salaries and wages budget alone, and that doesn't even include PERS and other personnel additional costs. Most taxpayers see this as unwarranted, especially when economists are now saying we are likely to enter a recession at any time.

**Second**, your proposed General Fund budget shows \$30 million in additional revenue compared to proposed expenditures - consider using that additional revenue for maintenance and repairs rather than asking taxpayers to give you more money. Recall that your 2021 city survey found that 56% of people are not satisfied with the value they receive for taxes and fees paid. The Salem Keizer School District states that of the over 40,000 students, 84% are "Students considered to be economically disadvantaged". Just think how this \$300 million bond will affect all those families in our city. Is it in the City's best interests to collect taxes for what you describe on your website as "Liberty Street SE and Church Street Bridge SE railings - replacement concrete railings, matching historic style at bridges over Pringle Creek, creek overlooks and art wall", and multiple projects that are listed as "Locations TBD"? Salem families and taxpayers are being crushed by runaway inflation and taxes, and this bond has all the characteristics of government excess and wasteful spending. Everyone I spoke with sees that as unnecessary, wasteful, frivolous spending when most people are suffering under the weight of runaway prices on everything.

Build back confidence in local government, and modify your bond proposal to a bare

minimum that addresses critical safety areas - \$26 million for fire engines and equipment and \$14 million for future fire stations in one bond. Additionally, you could separate the \$39.4 million for Civic Center earthquake safety into a separate bond measure. **That's it – no more.**

**Finally**, Salem taxpayers need a break. Be realistic and only ask for the essentials. Focus on just the absolute and essential priorities please. A whopping 94 percent of Americans describe themselves as either concerned or upset about inflation, [according to a new Washington Post-ABC News poll](#) released 3 weeks ago. Salem taxpayers, in this multi-year, persistent and crushing inflationary environment, can't afford MORE taxes but COULD USE a much deserved tax break.

Sincerely,

Matt Hale

**From:** [Michael Mccabe](#)  
**To:** [CityRecorder](#)  
**Cc:** [Mike McCabe](#)  
**Subject:** Supporting Salem's Bike Vision!  
**Date:** Thursday, May 19, 2022 6:13:48 PM

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Hello Salem City Council members,

Please accept my enthusiastic support of Salem's Bike Vision.

My support is based on 62 years (I am 70 years young) of bicycling in numerous cities, states and several countries, including China.

The diversity of my bicycling over 60+ years includes commuting, touring, recreational, and racing (sanctioned in Oregon and elsewhere). I have lived in four communities in Oregon the last 36 years: Eugene, Oakridge, Grants Pass and (mostly) Salem.

Noting the use of and acceptance of bicycles and bicyclists in other countries, notably China, is a model that we should strive for; physical and mental health at the individual and societal levels has the potential to improve significantly.

Thank you all for your time.

Best Regards,

Michael Vance McCabe  
Salem, Oregon

**From:** [Michael Rice](#)  
**To:** [CityRecorder](#)  
**Subject:** Comment on Bond proposal  
**Date:** Monday, May 23, 2022 8:46:33 AM

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With inflation at high levels, and the cost of living crisis currently under way with housing costs rapidly spiraling out of control among other things, this is not the time to be saying well we're going to be retiring bonds over the next decade so lets re-up them by spending a ton more money! Now is the time to keep spending to the absolute necessities, not the nice-to-haves.

Frankly, the Salem city council and city government has demonstrated an abysmal lack of ability to manage money. The new police station debacle with an extravagantly expensive new facility, plus major cost overruns, is a large enough issue that Salem homeowners (and renters, given that the property tax increases from these bonds will be passed through to them) will be paying for years to come.

Any spending proposals, and proposals for more bonds also need to be scrutinized for not only whether the purpose is necessary, but also if the amount being spent is reasonable and a good value; and this scrutiny needs to come and be rectified BEFORE it is placed in front of the voters. If the council and city staff are unable to weed out waste and splurging before putting a proposal in front of the voters, who are for the most part going to assume that's been done, then they shouldn't be surprised when voters come out against spending at all.

At this juncture, I feel that the Salem government has not met its obligation when it comes to fiscal responsibility and managing priorities and spending. They will have to re earn that trust by demonstrating better practices and not asking for pie in the sky spending packages, not quietly proposing to implement payroll taxes and only backpeddling and committing to put it to a general vote and then cancelling that vote once the public gets wind of it, and doing better in general. Only then will I be willing to give the city council and city government the benefit of the doubt in such matters. Until then, my vote will be no on bond spending unless and until the need AND cost efficiency of the proposed spending is demonstrated.

Michael Rice  
Ward 6

Sent from [Mail](#) for Windows

**From:** [Michael Vargo](#)  
**To:** [CityRecorder](#)  
**Subject:** Please commit to the development of safer bike routes in Salem!  
**Date:** Friday, May 20, 2022 6:11:43 PM

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Hello, Salem City Councilmembers - I moved to Salem in July of last year, and am an avid cyclist. One of the first things I did when I moved to town was join the Salem Bicycle Club. One of the first things I noticed when I started cycling in Salem is that it's really dangerous and difficult to ride a bicycle in Salem!

I moved to Salem from Grand Rapids, MI, where in 2019 our Mayor and City Council committed to a [Bicycle Action Plan](#) for the City that resulted in over 50 miles of improved bicycling routes throughout the City. As this plan came online, the transformation in bicycle utilization within the city over the subsequent couple of years was really quite miraculous, improving access and equity in transportation, and reducing congestion on the city streets. I cycled to and from work many days of the year, and with safe commuting options actually was able to ride my bike back and forth to work more quickly than drive my car. So bicycle commuting saved me time and reduced congestion on city infrastructure -- not to mention the enhancements to my physical and mental health that accompanied being able to commute by bicycle! (You probably already know this, but there is really strong empirical research, from data collected in many countries, that supports significant enhancements to community health and wellbeing associated with bicycle commuting. [If you are interested, here is a link to one peer-reviewed summary of the research.](#))

Currently I live in south Salem and work at Chemeketa Community College. I've tried many times to find a safe, accessible North-South route through the city that would allow me to ride my bike to work, and it just doesn't seem to exist. I could recount many difficult and frightening moments that I have experienced trying to share the Salem streets without safe bicycle lanes. I'm sure you have either heard plenty of these accounts, or possibly even have had them yourselves. If you'd like additional commentary on this, I would be very happy to provide it, and will provide my contact information below.

I'll conclude by asking you to please consider committing to support the work of the Salem Bike Vision, and committing to dedicate five percent of the coming \$300 million dollar transportation bond (\$15 million dollars) to the development of safe bicycle routes throughout the city, beginning with safe corridors connecting North-South and East-West. With the development of these axes, focus can then move to connectors to these corridors.

Thank you sincerely and respectfully for the work you are doing to make Salem a better, safer and healthier place to live. An improved bicycling infrastructure would be a tremendous enhancement to this vision.

Best to each of you.

Michael Vargo  
3377 13th St SE  
Salem, OR 97302  
[mvargo63@gmail.com](mailto:mvargo63@gmail.com)  
(616)724-7412



**From:** [Nikki Russell](#)  
**To:** [CityRecorder](#)  
**Subject:** Protected bike lanes  
**Date:** Monday, May 23, 2022 11:23:19 AM

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Good morning,

I am writing in support of the protected bike lane project. I have been a daily bike rider in Salem for the past 20ish years. There are many areas that are very unsafe to ride. I would love to ride around town without risking my life in traffic.

Thank you, Nikki Russell



**From:** [Phil Carver](#)  
**To:** [CityRecorder](#)  
**Subject:** 350 Salem Comments for 5/23 Council Meeting  
**Date:** Sunday, May 22, 2022 9:21:13 PM

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To Mayor Bennett, City Councilors, and Staff,  
Comments by 350 Salem Oregon  
RE: Proposed Salem Bond Levy  
Phil Carver and Laurie Dougherty  
Co-coordinators

350 Salem congratulates Councilor Hoy on his election to mayor.

350 Salem appreciated the discussion in the May 16 Worksession on the tentative proposal for the bond levy. The Councilors and Mayor seemed genuinely interested in ways to fund the Salem Bike Vision (SBV) and sidewalks for western Madrona Avenue. Below, we have some suggested areas to trim. We also provide our approach and reasoning.

The first priority for a bond issue should be safety. There are reasonable amounts for pedestrian safety projects and repairs of failing sidewalks. We support more funds for new sidewalks. Specifically we support adding sidewalks on at least one side of Madrona ending at Croisan Creek Road. This upgrade does not have to be a complete urban upgrade for those six blocks. We suggest adding \$3 million to the bucket for new sidewalks with the understanding that the new Transportation System Plan (TSP) would design sidewalks that did not necessarily include upgrading the street, depending on the situation. Specifically, the design standards should be changed so adding sidewalks would not automatically trigger a center turn lane. This should be the case for all new sidewalks.

When looking for funds for more sidewalks and the Salem Bike Vision, the Council should not look to cut projects that maintain the existing infrastructure. Bridges with weight restrictions do not reflect well on our City.

Instead, safety improvements from more new sidewalks and the SBV can be funded by trimming other upgrades that are not focused on safety. There are three such projects, the urban road upgrades for Fisher, McGilchrist and Pringle roads. These upgrades can and should be redesigned.

These road upgrades will not be built under the old TSP. They will be built under the new TSP design standards. There will be plenty of opportunity to redesign the upgrades with significant savings. For example, 350 Salem opposes having center turn lanes for Fisher and Pringle roads. In some cases at substantial intersections, a left turn lane may be needed. It is very feasible to redesign these upgrades to save 20 percent or more and still have good bike lanes and sidewalks. Speed is already a safety problem on these roads. Adding a continuous center turn lane will only make the speeding problem worse.

McGilcrest Road will likely become a major commercial area with some apartment buildings. Many left turn lanes may be needed, but 350 Salem opposes a continuous center lane as too dangerous. That will be a discussion for the new TSP. The big issue for McGilcrest is that most of the land along the road is undeveloped or underdeveloped, especially the north side. Much of the upgrade for McGilchrist should be paid for with System Development Charges (SDCs). 350 Salem believes that at least 30 percent of McGilchrist should be paid for with SDCs.

Trimming the costs of these three urban upgrades will free up enough funds for more sidewalks and a substantial investment in the Salem Bike Vision. Safety should be a priority. Now is the time to show that priority in the proposed bond levy.

**From:** [Peter Domine](#)  
**To:** [CityRecorder](#)  
**Subject:** Fund Protected Bike Lanes  
**Date:** Monday, May 23, 2022 10:18:34 AM

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To the Salem City Council,

I'm emailing again to voice my strong support for allocating funds from the infrastructure bond measure to plan for and install protected bike lanes throughout the city. Salem has so much potential to create a safer transportation network that not only accommodates other modes, but encourages them. There is a plethora of research supporting separated bike paths as a means of increasing ridership for practical, convenient, and safe transportation purposes. As a lifelong Salem resident and bike commuter, I know from experience Salem could be a more bikeable community, but we need to invest in creating safer facilities that are user friendly for people of all ages and abilities. This is also a matter of social equity, as many people not only choose to ride a bike, but many lower income Salemites cannot afford or are not able to operate a car, yet they live in a heavily automobile-oriented city that does not adequately address the transportation needs of all its residents. We can change this, and funding protected bike lanes is a crucial step towards creating a more livable, equitable, and sustainable city.

Thank you,

-Peter Domine

**From:** [roger.fouts@gmail.com](mailto:roger.fouts@gmail.com)  
**To:** [CityRecorder](#)  
**Subject:** Salem Bike Vision Propsal  
**Date:** Thursday, May 19, 2022 2:26:42 PM

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Dear Council Members,

As a long time bike rider I am very much in favor of Salem Bike Vision Proposal to fund the development of safe bike routes for bike commuting in Salem. I've had too many close calls and one crash due to a tree root growing up in a bike lane. So more safe routes and more maintenance on bike routes to make them safer would be greatly appreciated.

With best regards,

Roger Fouts  
3429 Mock Orange Ct S  
Salem, OR 97302

Sent from my iPad

**From:** [Rob Gramenz](#)  
**To:** [CityRecorder](#)  
**Subject:** Bike Vision and Community Improvement Bond measure  
**Date:** Thursday, May 19, 2022 12:04:18 PM

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To the Honorable Mayor Bennett and City Counsel Members:

I understand that you are going to vote on whether to allot 5% of a \$300 million Community Improvement Bond measure to safe bicycling infrastructure. I encourage you to do this. It will be a significant contribution to transportation options for us here in Salem. Protected bicycle “arterials” are critical. These allow riders of all ages and abilities to leave the car at home for errands and sometimes for work.

Near the Pringle Creek Community where I live, there are protected multi-use trails being built into the new neighborhoods of homes and apartments being built to the south of us. With protected North-South and East-West arterials and a well-designed guide to the safest streets for biking, these new residents and many other folks who now feel riding to be too dangerous will be encouraged to try it. I predict that they will be convinced. We will have the momentum to expand the system and offer bicycling as a totally viable alternative to driving. Thank you for supporting this great improvement in livability for our city.

Rob Gramenz  
1768 John Muir Cir SE  
Salem, OR 97302-4188  
[rgramenz@harbornet.com](mailto:rgramenz@harbornet.com)  
253 304-9428a  
BLOG: <http://inmotion66.blogspot.com>

**From:** [Susan Arbor](#)  
**To:** [CityRecorder](#)  
**Subject:** Protected Bike Routes comments for May 23 City Council meeting  
**Date:** Monday, May 23, 2022 12:43:23 PM

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Please vote 5%, \$15M dedicated to protected bike infrastructure. I would LOVE to ride my bike for errands on protected bike routes. As a college student, I was fortunate to live in a town with good bike paths so I did not have to own a car until my mid 20s. When I moved to Oregon in my early 40s, I considered Portland, Eugene, and Corvallis due to safer and more extensive biking routes. However, since my job was in Salem, I chose to live in Salem. I am now 64 years old and ride my bike where I feel safe. I continue to hope for safer and many more bike routes in Salem. I plan to continue riding my bike when I am 80+ years old. Please vote for the full amount asked for by Salem Bike Vision.

Thank you, Susan Arbor - 450 Rural Ave. S, Salem, OR 97302.

**From:** [Taylor Bay](#)  
**To:** [CityRecorder](#)  
**Subject:** Bike priorities  
**Date:** Monday, May 23, 2022 11:35:38 AM

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Please make the right decision in terms of biking in our beautiful city. I would love to see Salem get closer to both Eugene and Portland in terms of biking. This 15 million would help with that considerable. I want to feel safe biking around the city with my son and I believe this can do just that.

Thank you

--

Taylor J Bay  
[Tbay3000@gmail.com](mailto:Tbay3000@gmail.com)

**From:** [Ted Burney](#)  
**To:** [CityRecorder](#)  
**Subject:** Support for Salem Bike Vision - Consider inclusion in proposed November Bond package  
**Date:** Sunday, May 22, 2022 9:09:59 PM

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Dear Mayor Bennett and Salem City Councilors,

The proposed November bond measure for the City of Salem provides many unique opportunities to make Salem prosper and improve in the coming decade.

Support for the the inclusion of fire equipment and branch libraries for the city in the proposed November bond measure should be abundant. This is a wise decision to capture funding for these priorities as well as money for needed infrastructure projects.

Hopefully you will consider the Salem Bike Vision as fitting into the demand of infrastructure improvement.

Creating and connecting bicycle corridors North and South and East and West by utilizing existing roads and rights of ways is desperately needed if we are to address the transportation needs of the City of Salem.

This is what the Salem Bike Vision proposes doing by creating protected travel lanes for bicyclists with our existing network of roadways.

I was a bicycle commuter for over thirty years. During the work week, rain or shine, I was generally on my bicycle commuting to downtown.

I met many other commuters during this time and many of us were forced into circuitous routes to avoid dangerous roadways to reach our destination unscathed.

Corridors connecting different sides of the city to the downtown core would have made a tremendous difference in the ease and safety of our commute to work and home.

The protected bicycle lanes proposed in the Salem Bike Vision would have made it possible for those wanting to bike commute, but who were intimidated by traffic, to get out of their car and begin to travel by bicycle.

The Salem metro area is expected to grow by 60,000 new residents by 2035. This will only make our existing roadway system more crowded with cars and trucks.

There is limited space for widening major arterials in Salem and as we see in urban freeway construction - widening the roadway is not a solution to congestion.

The Salem Bike Vision creates connectivity for future transportation needs. It will help keep more cars and trucks off our road system by enabling a safer transportation alternative for bicyclists.

The Salem Bike Vision will benefit the Salem Climate Action Plan.

It will promote health and well being for those using the corridors, allow equity and access to safer travel for those not owning vehicles and provide economic opportunity for businesses located along these corridor connections.

Support for the the Salem Bike Vision will provide transportation and travel options for both new and existing residents bringing benefits to the entire City of Salem.

I urge you to include the Salem Bike Vision in the list of infrastructure improvements the proposed bond measure will enable when passed.

Thank you for your consideration,

Ted Burney  
851 Ewald Avenue South

**From:** [Wes Johnson](#)  
**To:** [CityRecorder](#)  
**Subject:** Bike ways comments for May 23 City Council Meeting  
**Date:** Monday, May 23, 2022 12:20:16 PM

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Please vote this evening for the full 5%, \$15M for safe biking routes. Many disabled people such as myself have only a wheelchair or in my case a trike to get around. A protected bike path is our only option for freedom of movement outside of a vehicle, if we are able own a vehicle. Thank you. Wes (William) Johnson 450 Rural Ave S, Salem, OR 97302