



# SESNA

South East Salem Neighborhood Association

555 Liberty St SE Salem, Oregon 97301 (503) 588-6261

July 2, 2018

Salem Mayor and Council  
555 Liberty Street SE, Room 220  
Salem, OR 97301

RE: State Street Corridor Plan

Dear Mayor and Councilors:

The South East Salem Neighborhood Association (SESNA) supports the proposed MU-1 and MU-2 zoning for the State Street Corridor between 12th and 25th Streets, as recommended by the Planning Commission. However, we do not support the Planning Commission's recommendation for the street design, which is called the "Improved 4-Lane" alternative.

The Planning Commission's recommendation is not consistent with adopted City of Salem plans, does not meet stated goals of increasing safety, creating a distinctive environment, supporting economic redevelopment, or enhancing multimodal transportation.

The option which most supports the goals set through nearly 25 years of public outreach and adopted by the City Council in 2015 is the "Road Diet" alternative.

SESNA understands concerns about costs of a conversion to the full "Road Diet", and that some prefer the lower-cost "Hybrid" option as a test. Since this tests nothing east of 17th Street and will provide no data for future decision-making, SESNA instead supports striping State Street between 17th and 24th Streets to the 3-lane section with bicycle lanes in a two-year test. Restriping pavement without otherwise modifying the right-of-way is a low-cost way to determine how the Road Diet actually works for this corridor.

A discussion of the quarter-century history of planning for this corridor (1995, and 2013-2018), demonstrating decades of support for a "Road Diet" on State Street and including the goals and policies adopted by the Salem City Council after extensive public outreach and multiple public hearings, is attached.

We look forward to the July 16 public hearing, and ask that you honor the years of public process and the plans, goals, and policies adopted by previous Councils in your deliberations.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Brightman", with a long horizontal flourish extending to the right.

Darrin Brightman, Vice Chair  
on behalf of Shannon Priem, Chair

**1995:**

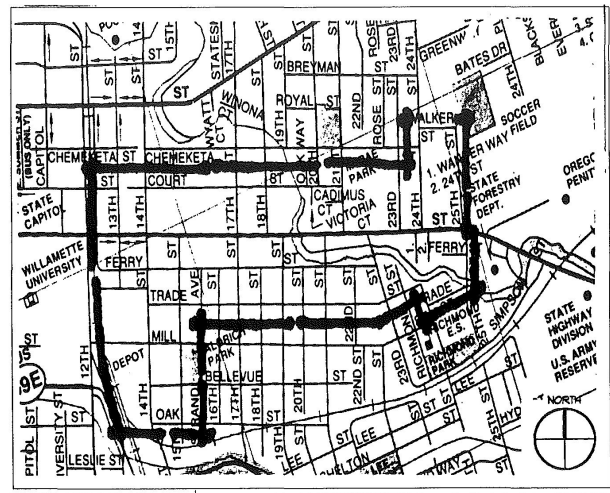
## **SALEM N.E.E.D.S: NEN-SESNA NEIGHBORHOOD ACTION PLAN**

The City of Salem-initiated “Neighborhood Environment Evaluation Design Study” Project was undertaken in 1994-95 and focused on three areas: A portion of East Lancaster along 45th Street, the State Street corridor between 12th and 25th Streets, and the Liberty-Boone area near Kuebler and Commercial.

The NEN-SESNA Neighborhood Action Plan focused tightly on the State Street corridor from 12th to 25th Streets, as seen in the study area map<sup>1</sup>.

Surveys and charrettes involving area residents and non-residents with interests in the area resulted in lists of “good things” and “not so good things”. The latter list included:

- State St. is not pedestrian friendly
- Poor driver courtesy on main streets
- Too many curbcuts on State St.
- High speeds on State, Mission, & Center Sts.
- State Street is too wide & auto dominated
- Blighted property
- Lack of bike paths
- Lack of crosswalks
- Lack of: center turn lanes<sup>2</sup>



The “existing future”, that is, the development expected without changes to existing regulation, was projected. Opportunities and constraints toward a “better future” were identified. Among the constraints:

- Auto-oriented businesses
- Driveway access to State Street
- Fast-moving traffic on State Street

<sup>1</sup> Salem N.E.E.D.S. Project - NEN-SESNA Neighborhood Action Plan, 1995, p. 2

<sup>2</sup> Ibid., p. 6

- Inadequate bicycle accommodations on State Street<sup>3</sup>

A series of 41 projects for a “better future” were identified. Among these:

#2. Establish a Pedestrian District Overlay Zone ½ block north and south of State Street from 12th St. to 17th St. Encourage mixed use development

#6. Provide marked pedestrian crossings at intersections along State St. where appropriate.

#32. Extend 2-way travel on State St. to 12th St.

**#33. Re-stripe State St. to include two travel lanes, two bicycle lanes and a center turn lane.** (Emphasis added.)<sup>4</sup>

Further review, the “Reality Check Matrix”, placed #33 as a project constrained by policy only, and to be timed “Now: 0-5 years”.<sup>5</sup>

Finally, the articulated Study Area Vision focused on “taking back State Street from the automobile”, providing more pedestrian and bicycle accommodations, and slowing travel speeds. A desire for locally-oriented commercial opportunities rather than auto-serving was expressed.<sup>6</sup>

## **2015:**

### **NEN-SESNA NEIGHBORHOOD PLAN**

From 2013 to late 2014, the City of Salem reached out to and partnered with SESNA and our neighboring association, North East Neighbors, to develop the NEN-SESNA Neighborhood Plan. The City conducted 15 public meetings and received over 500 comments on various aspects of the plan.<sup>7</sup> The Salem Planning Commission voted to recommend adoption in November 2014, and the Salem City Council formally adopted the goals and policies of the plan in February 2015.<sup>8</sup>

State Street was a key component of the plan, and the focus of an entire chapter.

#### *Goal 18: State Street Corridor*

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<sup>3</sup> Ibid., p. 13

<sup>4</sup> Salem N.E.E.D.S. Project - NEN-SESNA Neighborhood Action Plan, 1995, p. 15-16

<sup>5</sup> Ibid., p. 19

<sup>6</sup> Ibid., p. 24

<sup>7</sup> NEN-SESNA Neighborhood Plan, pp. 4-5

<sup>8</sup> Ibid., p. 7

*Revitalize State Street as a vibrant, **mixed-use** corridor that **encourages pedestrian activity, is safe and attractive, creates a distinctive sense of place, and serves as an asset to surrounding neighborhoods.***<sup>9</sup> (Emphasis added.)

Other goals and policies in the plan, focusing on commercial development, mixed-use development, and alternative modes of transportation, relate directly to State Street and the State Street Corridor Plan:

### *Goal 3: Commercial Development*

*Encourage new or retrofitted commercial development that creates **vibrant, walkable, attractive urban environments** and promotes access by **alternative transportation modes.***<sup>10</sup> (Emphasis added.)

***Policy 3.1: Distinctive** commercial corridors and nodes with **safe and attractive streetscapes** should be created in NEN and SESNA. Such corridors and nodes should include uniform pedestrian-scale lighting, street trees and continuous sidewalks. (Emphasis added.)*

### *Goal 5: Mixed-Use Development*

*Promote mixed-use development that **encourages walking and bicycling, supports economic and social vitality, provides services to nearby residential neighborhoods, reduces reliance on automobile trips, encourages the efficient use of land and reduces the need for parking.***<sup>11</sup> (Emphasis added.)

***Policy 5.1: The City shall facilitate mixed-use development that promotes walkability and reduces the need for single-occupancy vehicle trips and off-street parking.*** (Emphasis added.)

### *Goal 10: Alternative Transportation Modes*

*Promote the use and viability of alternative modes of transportation.*<sup>12</sup>

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<sup>9</sup> Ibid., p. 59

<sup>10</sup> Ibid., p. 24

<sup>11</sup> Ibid., p. 27

<sup>12</sup> Ibid., p. 40

**Policy 10.6:** City should prioritize bike infrastructure projects that fill gaps in the existing bicycle network. **Bike lanes should specifically be provided on major and minor arterials.** (A priority transportation project listed? “Install bike lanes on...**State Street west of 24th.**”<sup>13</sup> (Emphasis added)

**2017:**

## **STATE STREET CORRIDOR PLAN**

The City’s State Street Corridor Plan (October 2017) was partially funded by a competitive Transportation Growth Management Program grant. Receipt of grant funding to hire consultants rested in part upon the community support for an alternative approach to State Street, clearly demonstrated in the 2015 NEN-SESNA Neighborhood Plan.

The State Street Corridor Plan development process included email contact with over 730 stakeholders; door-to-door canvassing; public meetings; in-depth interviews with property owners and businesspeople; and both technical and stakeholder advisory committees.<sup>14</sup>

The results of the outreach confirmed and expanded upon the results of the 2015 NEN-SESNA Neighborhood Plan outreach process.

The State Street Corridor Plan set forth the following:

### ***Regulatory Balance Should Reflect Community Goals***

*The balance of land use, parking, design standards, and street design should reflect the goals of the community at any given point in time.*

*In the past, State Street was a place for commerce, living, and civic activities. It was a farm to market road in the late 1800s, and it grew into a bustling mixed-use corridor bounded by working-class neighborhoods by the early 1900s. It continued this way until after the second World War (WWII).*

*State Street is one of Salem’s early examples of a vibrant, small city, urban environment. Over the decades since WWII, the focus of State Street shifted to providing faster transportation from outlying development to the city center.<sup>15</sup>*

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<sup>13</sup> Ibid., p. 41

<sup>14</sup> State Street Corridor Plan, October 2017, p. 9

<sup>15</sup> State Street Corridor Plan, October 2017, p. 3

The plan went on to list specific priorities, again based on the 2015 NEN-SESNA Neighborhood Plan.

### ***Priorities of the Proposed Regulatory Reform***

*To reshape and redefine the State Street corridor, the following measures were identified in the NEN-SESNA Neighborhood Plan. They aim to rebalance the land use and transportation priorities in the State Street corridor:*

- *Encourage mixed-use development between 12th and 25th streets, and remove barriers to this type of development.*
- *Establish design guidelines that encourage pedestrian-friendly development by locating parking to the side and rear of buildings and*
- *orienting buildings toward State Street, for example.*
- *Develop an alternative street design that should include bike lanes, wide sidewalks, and street trees to slow traffic and increase neighborhood livability.*
- *Ensure multifamily development is compatible in design with existing residential neighborhoods.*
- *Limit light pollution to surrounding areas by encouraging pedestrian-scale lighting.*
- *Encourage a diversity of building types.*
- *Minimize the number of drive-throughs.*
- *Encourage the establishment of sidewalk or outdoor cafes to promote active streetscapes.*

These and other criteria were established to evaluate the zoning code and street design options to be developed. Table 1, from pages 7-8 of the State Street Corridor Plan, is attached for your reference.

Three street design alternatives were proposed: The “Improved 4-Lane”, which is effectively a no-build option east of 17th Street; the “Road Diet”, which converts the existing right-of-way to a three-lane section with bicycle lanes from 12th to 25th Streets; and the “Hybrid”, which uses the Road Diet configuration from 12th to 17th, and Improved 4-Lane from 17th to 25th.

Section 6.3 of the plan evaluated the three alternatives against the established criteria. Table 5, summarizing the results, is attached for your reference. Criteria are divided into three major goals:

**Goal 1: Promote Economic Vitality and Livability.** The Planning Commission’s recommended alternative, the “Improved 4-Lane”, ranks lowest of the three.

**Goal 2: Improve Multimodal Access and Safety.** The Road Diet is the only option reducing crossing distance, and the only option which provides opportunity for mid-street pedestrian refuge islands. The Hybrid is called out specifically for the safety

hazard of non-continuous bicycle facilities. Finally, the Road Diet is praised for the very thing some Planning Commissioners apparently objected to: The ability to **reduce speeding** on State Street by eliminating the opportunity to pass (often on the right).

**Goal 3: Encourage Feasible Improvements.** Road Diet and Hybrid both score high for aligning with the economic potential of the corridor; the Road Diet is noted as the option most consistent with adopted City plans; and Road Diet and Hybrid both were seen as having community support and the ability to attract additional funding. The only positive aspect of the Improved 4-Lane alternative under this goal is that it's moderately less expensive than the Hybrid or Road Diet.



- Frontage and Street Enclosure:** One key characteristic of urban walkable areas is the sense of enclosure that is created by the buildings on each side of the street. Urban designers call this effect the “streetwall” and refer to formulas that measure the width of the street in relationship to the height of buildings. The wider the street, the taller the streetwall must be to create a memorable, room-like quality to the street. The opposite of a streetwall is surface parking, which provides no sense of enclosure. In corridors that are transitioning from a suburban sprawl pattern to (or back to) an urban walkable form, a temporary streetwall effect can be created. One method is to line parking lots with an architectural wall accompanied by low shrubs or other plants, including trees. Another measure is to focus redevelopment and taller buildings at the corners of blocks to frame major intersections. These two interim measures can be effective in creating a temporary streetwall effect in advance of more permanent, continuous development.
- Transparency:** Buildings that face the street should provide a visual connection between the inside and outside of buildings, especially on the ground floor. This can be achieved through retail display windows, windows into work spaces, or residential lobbies. Even windows that are semi-transparent (e.g., partially obscured by opaque surface treatment or interior shades to protect the privacy of inhabitants) have the effect of communicating to sidewalk users a sense of human life inside the building. Transparency contributes to the “eyes on the street” effect that promotes safety and security.

## 2. STATE STREET CORRIDOR PLAN GOALS AND OBJECTIVES

The project team identified qualitative and quantitative criteria to reflect both the community’s priorities for the State Street corridor as well as its concerns about potential impacts that land use and street design alternatives could have on the corridor’s economic vitality, livability, and travel conditions. The Land Use and Street Design Alternatives that were developed as part of this State Street project were screened using the evaluation criteria at several stages of development and refinement to ensure that the preferred Land Use and Street Design alternatives built from and reflected the community’s vision for the corridor. The projects goals, objectives, and criteria are detailed in Table 1.

Table 1. State Street Corridor Plan Goals, Objectives, and Criteria

Goals	Objectives	Criteria
Promote Economic Vitality and Livability	Encourages pedestrian-oriented, mixed-use development and redevelopment of underutilized properties	Allows a mix of pedestrian-oriented uses by right, while minimizing auto-oriented uses
		Requires or encourages pedestrian-oriented site and building design (e.g., building orientation and setback, pedestrian connections, location of parking)
		Allows a variety of housing types that would accommodate identified populations (e.g., University faculty and students, state workers)
		Removes existing regulatory barriers (e.g., process, setbacks, parking)
		Provides incentives through code amendments, public improvements and/or other means

Goals	Objectives	Criteria
	Creates a safe, attractive, pedestrian-friendly environment	Requires or encourages attractive, pedestrian-friendly design features to complement site and building design as noted above (e.g., landscaping, transparency/windows)
		Focuses on place and placemaking by emphasizing State Street as a destination
		Improves the attractiveness of the streetscape (e.g., separation from traffic, pedestrian-scale lighting, street trees, landscaping)
		Increases public spaces and amenities (e.g., Mill Creek access/use, green space, public plazas)
	Supports the business environment	Manages parking supply and pricing to minimize parking while accommodating business and neighborhood needs
		Minimizes barriers to improving existing buildings that can become more consistent with pedestrian-oriented designs
	Minimizes negative impacts on adjacent neighborhoods	Encourages compatible site and building design with adjacent properties (e.g., design transitions and buffers between uses and development types)
		Minimizes cut-through traffic on residential streets
		Mitigates potential displacement of residents (e.g., preservation or creation of affordable housing)
		Avoids or reduces adverse impacts on identified historical resources
Does not worsen existing flooding problems (e.g., inclusion of green infrastructure, discourages fill in the floodplain when developing)		
<b>Improve Multimodal Access and Safety</b>	Improves multimodal access and safety	Improves pedestrian facilities (e.g., sidewalks, street crossings, buffers, lighting)
		Improves bicycle facilities and wayfinding (e.g., bike lanes, signage, parking at key locations)
		Reduces potential conflicts between transportation modes (e.g., driveways, buffers, separation of facilities)
		Improves connections to and between businesses, neighborhoods, nearby destinations and the downtown area
		Provides space for improved transit stop amenities (e.g., sidewalk width, sidewalk extension on development site)
		Facilitates pedestrian access to transit
		Minimizes adverse impacts on traffic flow and intersection operations
		Discourages speeding
		Mitigates operational impacts on parallel corridors (including Market Street, D Street, Center Street, and Mission Street)
<b>Encourage Feasible Improvements</b>	Aligns with projected market	Aligns with findings of Economic Analysis
	Consistent with adopted/accepted City plans	Consistent with plans such as the NEN-SESNA Neighborhood Plan, Housing Needs Analysis, Economic Opportunities Analysis, Salem Comprehensive Policies Plan, and Salem Transportation Systems Plan Goals and Policies
	Maximizes cost effectiveness	Considers total cost of public infrastructure
		Helps attract or justify other potential non-City funding sources
		Provides opportunities to phase projects
		Aligns with planned City projects
		Leverages private investment
Garners broad public support	Aligns with public input	

consistent predicted safety improvement of all of the alternatives in terms of total number of crashes for all intersections. The roadway changes result in the predicted total number of crashes reduced by at least 20 percent at six intersections along State Street. This stems from the underlying approach of Alternative 2 – Road Diet, which reduces the number of lanes on State Street and adds a two-way left-turn median that becomes a left-turn lane in both the eastbound and westbound directions. Alternative 3 – Hybrid is predicted to provide a slight improvement in the total number of predicted crashes and to see crash rates very similar to those of Alternative 1 – Improved Four-Lane.

### 6.3. SCREENING AND PERFORMANCE OF STREET DESIGN ALTERNATIVES

In general, the street design alternatives were created to best address the goals and objectives within the larger framework of their representative design (i.e. two vehicle travel lanes in each direction or one vehicle travel lane in each direction). The table below summarizes the performance of the refined Street Design Alternatives. A full and detailed evaluation of the performance of the alternatives can be found in Final Memorandum #4, *Tier 1 Screening of Land Use and Street Design Alternatives* (October 11, 2016) and Final Memorandum #7, *Tier 2 Evaluation of the Street Design Alternatives* (June 20, 2017).

Table 5. Summary Evaluation of the Land Use Alternatives

OBJECTIVE	EVALUATION
<b>GOAL 1: PROMOTE ECONOMIC VITALITY AND LIVABILITY</b>	
<b>Creates a safe, attractive, pedestrian-friendly environment</b>	<ul style="list-style-type: none"> <li>The ability of the Road Diet and Hybrid alternatives to provide wider sidewalks, especially between 13<sup>th</sup> and 14<sup>th</sup> streets, is instrumental in the success of these designs compared to the Improved Four-Lane Alternative.</li> </ul>
<b>Supports the business environment</b> <i>(Measured by the ability to allow for on-street parking)</i>	<ul style="list-style-type: none"> <li>None of the Street Design Alternatives provide ample room for on-street parking due to the tradeoff between pedestrian and bicycle improvements and parking.</li> <li>The Road Diet and Hybrid alternatives, however, provide more parking opportunities than the Improved Four-Lane Alternative.</li> </ul>
<b>Minimizes negative impacts on adjacent neighborhoods</b>	<ul style="list-style-type: none"> <li>The Road Diet Alternative saw a significant portion of traffic diverting off the corridor and onto the residential street network. This impact was noticeably less under the Hybrid Alternative.</li> <li>All the alternatives impact properties, such as through property acquisition and driveway relocations associated with the construction of the improved roadway. At the conceptual design level, it is difficult to identify the true extent of the impacts, but it is assumed that many of the significant and historical resource impacts could be avoided.</li> </ul>

OBJECTIVE	EVALUATION
<b>GOAL 2: IMPROVE MULTIMODAL ACCESS AND SAFETY</b>	
<b>Improves multimodal access and safety</b>	<ul style="list-style-type: none"> <li>• Project stakeholders continually prioritized the quality of the pedestrian environment over the provision of bike facilities.</li> <li>• The Road Diet Alternative reduces the distance to cross the street, and the Four-Lane Alternative does not.</li> <li>• New roadway crossings associated with all of the Alternatives provide better connectivity to transit stops on the corridor.</li> <li>• The non-continuous bicycle facilities associated with the Hybrid Alternative present a potential safety issue.</li> <li>• The Road Diet Alternative may slow traffic on State Street because vehicles cannot speed or overtake vehicles in adjacent lanes. This benefit is partially experienced under the Hybrid Alternative.</li> </ul>
<b>GOAL 3: ENCOURAGE FEASIBLE IMPROVEMENTS</b>	
<b>Aligns with projected market</b>	<ul style="list-style-type: none"> <li>• The Road Diet and Hybrid alternatives provide 23-foot-wide sidewalks on the north side of the street between 13th and 14th streets, which provide an opportunity for pedestrian amenities that encourage gathering and lingering.</li> <li>• The Road Diet and Hybrid alternatives align well with the economic analysis, which found the likelihood private investment to be greater on the west end of the study area.</li> </ul>
<b>Consistent with adopted/accepted City plans</b>	<ul style="list-style-type: none"> <li>• The NEN-SESNA Neighborhood Plan identifies a Road Diet on State Street as a potential alternative design to provide space for other improvements such as bike lanes and wider sidewalks. The Road Diet Alternative therefore best addresses the adopted plan followed by the Hybrid Alternative.</li> <li>• The Road Diet Alternative goes the furthest to address the City’s safety policies, as it calms traffic and provides for easier pedestrian crossing at major intersections.</li> </ul>
<b>Maximizes cost effectiveness</b>	<ul style="list-style-type: none"> <li>• Improved Four-Lane Alternative is the most cost effective alternative, as it is very similar to existing conditions. The Road Diet and Hybrid alternatives cost about 30 percent more.</li> <li>• The Road Diet and Hybrid alternatives will likely attract other non-City funding because they are more consistent with the corridor’s market potential and go further to enhance the multi-modal conditions than the Improved Four Lane Alternative.</li> </ul>
<b>Garners broad public support</b>	<ul style="list-style-type: none"> <li>• Some stakeholders voiced their preference for the Road Diet Alternative and the pedestrian amenities it would bring to the corridor.</li> <li>• Some stakeholders saw the Hybrid Alternative as a good compromise that balanced the desire to see a road diet implemented on State Street, while limiting the impact of cut-through traffic on residential streets.</li> </ul>

## 7. ONE CORRIDOR: RECOMMENDED LAND USE AND STREET DESIGN ALTERNATIVES

### 7.1. PREFERRED LAND USE ALTERNATIVE

The Preferred Land Use Alternative is depicted in Figure 14. As compared to the current zoning in the Study Area (shown on Figure 8 in Chapter 4), the new zones provide a cohesive approach to land use and design in two discrete segments. The MU-1 zone is applied west of 17th Street where it will

## Eunice Kim

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**From:** Alex Dunn <adunn@dunnroylaw.com>  
**Sent:** Monday, July 09, 2018 3:46 PM  
**To:** Eunice Kim  
**Subject:** Testimony Supporting State Street Revitalization

I wish to submit the following testimony in support of the proposed mixed use changes and new street design.

I am a small business owner of a law firm and own a building located at 1515 State Street. My partner and I purchased 1515 State Street nearly 10 years ago. I was born in Salem in 1973 and graduated from South Salem High School in 1992. I graduated from Willamette University Law School in 1999. I regularly commute by both vehicle and bicycle and walk the neighborhoods during lunch time.

In a nut shell, State Street has serious problems. The area is not pleasant for pedestrians or bicyclists. The sidewalks are in disrepair and pose a danger to pedestrians. Tree roots have pushed them up thereby creating tripping hazards. Traffic is heavy and drivers often exceed the speed limit. There is no bicycle lane and it is extremely uncomfortable to ride a bicycle on State Street once you are east of 15<sup>th</sup> street. I rarely see bicyclists or pedestrians on this section of State Street.

State Street seems disjointed and unplanned. Despite the strength of our local economy, there's been little interest from the private sector in purchasing the vacant lots or the empty buildings. I have two other offices located in Portland and Beaverton. I also had an office in downtown Gresham for 5 years. I have spent a great deal of time in these cities. The proposed amended changes seem to track what has been done in these cities. I have personally witnessed the transformation of these areas. From a situation similar to what we have on State Street to a thriving vibrant area redeveloped with private money.

The beautiful thing about the proposed design is that if passed, the infrastructure will be added by the city but the vast majority of the improvements will likely be financed through private investment. This is a great time to spur investment. The economy is strong. There is a lot of private money looking for the right places to invest. For many, State Street is not just a road to downtown Salem, it is the gateway to Willamette University, the Oregon Capitol Building and the Supreme Court. Creating conditions that will allow State Street to thrive is a logical extension of the improvements that have been made to downtown Salem and will benefit thousands of students, state and private employees and local citizens.

I suspect an improved State Street will create a ripple effect in the surrounding residential neighborhoods. State Street is surrounded by our history in many of the beautiful bungalows, arts and crafts, four square homes from the early 1900s. There are multiple waterways and beautiful parks and green spaces close by. Local homes were designed and constructed by some of the greatest craftsmen ever. Many of the homes near State Street are in a dilapidated condition as a result of the undesirableness of the area. I often receive comments from attorneys from Portland who are astounded that these "beautiful homes so close to downtown and the university" can remain neglected. We have pockets here and there where the pride of ownership is present. Court and Chemeketa Streets come to mind. The Richmond and Bush Elementary neighborhood also are much nicer now than 20 years ago. The momentum is already there. People desire to live next to walkable mixed use areas close to our resurgent downtown. The proposed changes will continue the revitalization further spurring increased remodeling and redevelopment in the surrounding areas.

Finally, encouraging the revitalization of the urban core is good for all. It helps prevent urban sprawl into West and South Salem. A vibrant downtown increases the area's livability.

The proposed changes will help turn State Street and the surrounding area into a thriving mixed use area that the City and the citizens can be proud of. Lets make it happen.

Sincerely,  
Alex C. Dunn  
Owner Dunn & Roy, PC

## Eunice Kim

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**From:** heywoodks <heywoodks@yahoo.com>  
**Sent:** Friday, July 06, 2018 1:34 PM  
**To:** Eunice Kim  
**Subject:** RE: Contact Eunice Kim

Thank you for the follow up. I greatly appreciate it.

Sent from my T-Mobile 4G LTE Device

----- Original message -----

**From:** Eunice Kim <EKim@cityofsalem.net>  
**Date:** 7/5/18 12:36 PM (GMT-08:00)  
**To:** heywoodks@yahoo.com  
**Subject:** RE: Contact Eunice Kim

Hi Karen,

I tried calling you but have not been able to reach you. We are continuing our outreach about the July 16 public hearing. Two readerboards are scheduled to be put on State Street tomorrow, one on each side of the street, so drivers going either direction can see one. In addition to the required public notice, we are also emailing a reminder about the public hearing to our interested parties list, which includes more than 700 people. We have posted the public hearing information on our website and various City publications and social media.

Best,

Eunice | 503-540-2308

**From:** noreply@cityofsalem.net [mailto:noreply@cityofsalem.net] **On Behalf Of** heywoodks@yahoo.com  
**Sent:** Friday, June 29, 2018 10:29 AM  
**To:** Eunice Kim <EKim@cityofsalem.net>  
**Subject:** Contact Eunice Kim

Your Name	Karen Heywood
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Your Email	<a href="mailto:heywoodks@yahoo.com">heywoodks@yahoo.com</a>
Your Phone	503 2369375
Street	1975 Church St NE
City	Salem
State	OR
Zip	97301
Message	<p>Dear Eunice: I am concerned about the notification to the public for the special hearing on July 16th. Driving on State St yesterday i noted only one sign notifying the public. The sign was facing each on the south side of the street around 25th Street. It could only be read by patrons driving west but it was on the other side of the street. Surely, this is a more important issue that warrants better notification to the public then one sign that cannot be effectively read by moving traffic. Have the local businesses that have both employees and customers been notified? Are the plans to post more public hearing signs along State St? It was noted at this week's city council meeting that many people use this street as their main route into and from downtown. If it is a sincere effort by the city to gather the input from the public that will be impacted by this development, there should be more and better communication about this hearing. Thank you.</p>

This email was generated by the dynamic web forms contact us form on 6/29/2018.



## Eunice Kim

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**From:** Michael Knapp <mknapp@kdclawyers.com>  
**Sent:** Friday, July 06, 2018 5:45 PM  
**To:** Eunice Kim  
**Subject:** State Street Corridor Plan comments.

Ms. Kim,

My name is Michael Knapp and I am part owner of an LLC that owns property in the area that would be affected by the corridor plan. Specifically, I have an ownership interest in 2355 State Street.

I agree that some action should be taken to provide safer passage for foot and bike traffic along the State Street Corridor. But I disagree with the proposed plans. There is a lot of auto traffic on that street and I think there needs to continue to be 2 lanes of traffic each direction in the area between 17<sup>th</sup> and 25<sup>th</sup>. So that part of the plan I agree with.

I see some, but not a lot of bike traffic in the area. Frankly, I feel like State Street is so narrow in this area and busy that it is foolish to ride a bike on State Street. I think a lot of people agree because most people who ride bikes in this area decide to ride on the sidewalk. I am not sure if it is legal to ride a bike on a sidewalk in this area, but I see that it does cause some foot and bike conflicts. It also causes problems on garbage day when we are required to put the garbage cans, all three of them at the curb, which takes up about half or more of the sidewalk. Foot traffic can get around the garbage cans ok, but bike traffic on the sidewalks have more of a problem with the garbage cans. I would strongly recommend that the bike traffic be diverted to a back street or perhaps an improved alley where there is less automobile traffic and it would be safer for the folks who ride bikes and the people who walk.

There is some, but not a lot of foot traffic in the area as well. Because bikes should not be allowed on the sidewalks, I do not agree that widening the sidewalks to 15 feet wide on the north side of State Street in our area makes any sense what so ever. That is simply unnecessary and excessive. If bike traffic is diverted, there should not be any need for such wide sidewalks.

This area is not like downtown, where there are shops and tons of foot traffic and retail shopping or restaurants. The businesses along this area are generally low traffic and do not warrant sidewalks that are 15 feet wide. I agree that sidewalks that are 8 or 9 feet wide would be appropriate and make the area more friendly to foot traffic and visually more appealing. But I strongly disagree that the sidewalks on the north side of State Street should be 15 feet wide in our area.

Accordingly, I respectfully ask that the plan, as proposed for our area east of 17<sup>th</sup> Street be rejected.

Thank you.

## Michael E. Knapp

Attorney



T: (503) 391-0664  
2355 State Street, Salem, OR 97301  
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## Eunice Kim

---

**From:** Eunice Kim  
**Sent:** Tuesday, July 10, 2018 2:40 PM  
**To:** 'Joan Lloyd'  
**Subject:** RE: Monday's State St. Corr. Mtg.

Hi Evan,

The Communications Manager just confirmed that the meeting will be televised and streamed online.

Best,

Eunice | 503-540-2308

**From:** Joan Lloyd [mailto:jello879@gmail.com]  
**Sent:** Monday, July 09, 2018 7:20 PM  
**To:** Eunice Kim <EKim@cityofsalem.net>  
**Subject:** Monday's State St. Corr. Mtg.

Hi Eunice:

Is the subject meeting to be televised? The reason for my need to know is, that I have a hearing problem and would prefer to see/ hear it at home. If it's not being I'll be there.

Thanks/ Peace,

Evan Lloyd

## Eunice Kim

---

**From:** Joan Lloyd <jello879@gmail.com>  
**Sent:** Tuesday, July 10, 2018 7:05 PM  
**To:** Eunice Kim  
**Subject:** Prior

Hi Eunice,

Thanks for the prompt responses. Most Appreciated. The result is great as well.

Evan

## Eunice Kim

---

**From:** Gene Pierson <genepiersonpc@comcast.net>  
**Sent:** Tuesday, July 10, 2018 4:41 PM  
**To:** Eunice Kim  
**Subject:** State Street Corridor Plan Project

Dear City of Salem,

I am unable to attend the public hearing on July 16, 2018 but wanted to make some comments. Although in principal I am not opposed the plan I have some serious concerns about the plan as proposed that I am opposed to. The plan calls for an additional 9 feet of sidewalk in front of our property which I think is excessive. It would mean that the sidewalk would come too close to our property. Under the current plan we would have to move our sign and there would be no visually pleasing place to relocate it too. Further I think it would destroy some of the character of this beautiful old house to have the sidewalk so close. I think you could accomplish the same effect taking so much of our property.

I am also concerned about your talk about parking and reducing curb cuts. There is nothing I can see about your plans on this but if it involved changes to our current setup that would again be a very serious concern.

Yours truly,

*Gene Pierson*

Gene Pierson, P.C.  
2355 State Street  
Salem, OR 97301  
Phone: 503-581-6113

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## Eunice Kim

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**From:** Thomas Cupani  
**Sent:** Wednesday, July 11, 2018 1:04 PM  
**To:** Eunice Kim  
**Subject:** FW: State street Cooridor plan

Please see below

---

**From:** Natasha Zimmerman  
**Sent:** Wednesday, July 11, 2018 1:03 PM  
**To:** Thomas Cupani <TCupani@cityofsalem.net>  
**Subject:** RE: State street Cooridor plan

Tom,  
Please forward the email to Eunice. She can put it in the record.  
Thanks,  
Natasha

---

**From:** Thomas Cupani  
**Sent:** Wednesday, July 11, 2018 12:44 PM  
**To:** Natasha Zimmerman <[NZimmerman@cityofsalem.net](mailto:NZimmerman@cityofsalem.net)>  
**Subject:** FW: State street Cooridor plan

I received the message below from Councilor Andersen.

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**From:** Tom Andersen  
**Sent:** Wednesday, July 11, 2018 11:19 AM  
**To:** Thomas Cupani <[TCupani@cityofsalem.net](mailto:TCupani@cityofsalem.net)>  
**Subject:** Fw: State street Cooridor plan

FYI

---

**From:** Brett Warner <[brett@spindevelopment.com](mailto:brett@spindevelopment.com)>  
**Sent:** Monday, July 9, 2018 4:16 PM  
**To:** Tom Andersen  
**Subject:** State street Cooridor plan

Hi Tom,

We met briefly at a SESNA meeting the other month. I just wanted to voice my **support for the full road diet**. I attended one of the community meetings around the plan and really felt like a lot of the pushback was due to it never being explained(at least in the meeting I was at) that the road diet wouldn't significantly increase traffic.

Thank You

--

Brett Warner  
Software Consultant  
Spin Development

## Eunice Kim

---

**From:** Willamette Valley GAD <willamettevalleygad@gmail.com>  
**Sent:** Wednesday, July 11, 2018 12:17 PM  
**To:** Eunice Kim  
**Cc:** Patti Williamson; Patrick Sieng; kelly Barker  
**Subject:** Re: SAR Written Comments

Thank you!

Holly

On Wed, Jul 11, 2018 at 1:14 PM, Eunice Kim <[EKim@cityofsalem.net](mailto:EKim@cityofsalem.net)> wrote:

Hi Holly,

I have received the attachment, and the testimony will be forwarded to the Council prior to the meeting.

Eunice | 503-540-2308

**From:** Willamette Valley GAD [mailto:[willamettevalleygad@gmail.com](mailto:willamettevalleygad@gmail.com)]  
**Sent:** Wednesday, July 11, 2018 12:12 PM  
**To:** Eunice Kim <[EKim@cityofsalem.net](mailto:EKim@cityofsalem.net)>  
**Cc:** Patti Williamson <[Patti@turnkeyandtruss.com](mailto:Patti@turnkeyandtruss.com)>; Patrick Sieng <[patrick@legacyre.com](mailto:patrick@legacyre.com)>; kelly Barker <[kelly@salemrealtors.com](mailto:kelly@salemrealtors.com)>  
**Subject:** SAR Written Comments

Hello Eunice - Attached are the comments from SAR on the State Street Corridor Proposal. Can you email me with confirmation that you received the attached and that it will be forwarded to City Council in advance of Monday's meeting?

Thank you,

Holly

--

**Holly Sears**



**Willamette Valley Government Affairs Director**

**HDS Consulting, LLC  
(503) 931-0876**

**[willamettevalleygad@gmail.com](mailto:willamettevalleygad@gmail.com)**

--

**Holly Sears  
Willamette Valley Government Affairs Director  
HDS Consulting, LLC  
(503) 931-0876  
[willamettevalleygad@gmail.com](mailto:willamettevalleygad@gmail.com)**



July 16, 2018

**TO: Salem City Council**

**FR: Patti Williamson, President  
Salem Association of REALTORS®**

Patrick Sieng, Government Affairs Chairman  
Salem Association of REALTORS®

**RE: State Street Corridor Project Plan**

On behalf of the 950 members of the Salem Association of REALTORS® (SAR), thank you for the opportunity to submit comments in support of the State Street Corridor Proposal, which we believe will contribute greatly to the revitalization of this central downtown area. We would like to thank the Community Development Department and the Stakeholder Advisory Committee for their work on this project.

As REALTORS® we are committed to the vibrancy and livability of Salem. When our clients look for a home, they are not just looking at a particular street or neighborhood, but at the livability of an entire community, including its safety and security, affordability, cultural and recreational opportunities, and viable transportation options. SAR has supported recent ballot measures that we believe contribute greatly to Salem's livability, including the recently passed Salem-Keizer School Bond Measure, Library Improvements Bond Measure, and the Salem Police Facility Bond Measure.

We support the adoption of the two new mixed-use zones (Mixed Use-1 and Mixed Used-2) to encourage a more vibrant, pedestrian-friendly, mixed-use development area. As Salem continues to grow, we caution you to not adopt any street design proposal that would give up the opportunity to be able to expand State Street to its full major arterial definition (96 feet ideally, but in many cases this is unfeasible as it would require demolition of existing properties) by giving up any right-of-way designations or implementing zoning that would prevent expansion of State Street from ever being an option. As a major-arterial roadway, State Street is a "high capacity" street, which the Transportation System Plan (TSP) recommends a minimum of four travel lanes and a center turn lane. Any adopted plan should take into consideration State Street's accommodation of serving regional, and not just local, traffic.

Traffic flow contributes greatly to a community's livability. We want the residents of Salem to be able to easily commute to and from their homes to their jobs or to school without having to sit in gridlock traffic if it is unavoidable. Thank you for your time and for the consideration of our comments.