

**From:** [Gary Obery](#)  
**To:** [citycouncil](#)  
**Subject:** Salem Bond project discussion  
**Date:** Monday, May 23, 2022 4:59:31 PM

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A few of the exchanges I heard during last Monday's council work session on the bond package led me to have some concerns over the use of the terms "buffered bike lanes" and "protected bike lanes". The two terms are not interchangeable. Buffered bike lanes are what we have on most of the downtown portions of High and Church Streets. These types of bike lanes basically have about 2' more of paint that separates the bike lane from the travel lane.

Protected bike lanes on the other hand have some form of physical separation between the bike lane and the travel lane. While there is no "official" definition of a protected bike lane, it is commonly understood to include significant barriers to errant vehicles such as planter boxes (like Multnomah Ave in Portland), parked cars like we have on High street between Trade & Ferry here in Salem, or a raised curb. While buffered bike lanes are better than regular bike lanes, protected bike lanes appeal to a much broader segment of the population. Please keep this terminology in mind as you are discussing the bond projects.

Please consider any and all means to include provisions for protected bike lanes with the upcoming bond package.

To fund more protected bike lanes (and/or more sidewalks and enhanced crosswalks) I suggest downsizing several of the projects currently listed in the bond package. In particular, Pringle Road should remain a two lane road (not the 3 lanes that I suspect city staff budgeted for). And the cost to add right turn lanes at 14th and at 17th on the State Street road diet is not justified. These city streets will best serve the residents of Salem if they are designed as streets, not roads or stroads.

Sincerely,

Gary Obery

Salem, OR

**From:** [jess cruz](#)  
**To:** [CityRecorder](#); [Kaethe Mentrum](#); [citycouncil](#); [Mike neighbor](#)  
**Subject:** Re: Petitions for Speed Bumps for Stortz Avenue NE, Salem, OR 97301  
**Date:** Monday, May 23, 2022 3:38:27 PM

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Hello Senora Courtney Knox Busch , My name is Jess cruz and member of the Northgate Association and I'm writing concerning the speed bumps . We being hearing too many stories concerning this issue and really don't know where we are or what's happening regarding this issue . Perhaps you can help us or add this issue to the bond or budget . We have a petition sign by everyone on our street requesting such speed bumps be installed for safety and save lives , Already we have had four accidents that I know of cause of speeding . On the last Council meeting some councilors thought it was a laughing matter saying they needed speed bumps in their streets also and feel bike lanes are more important than saving lives . Any help or information from your behalf well be greatly appreciated .

thank you : Jess Cruz

On Thursday, May 19, 2022, 01:05:26 PM PDT, Kaethe Mentrum <[celaandgany@hotmail.com](mailto:celaandgany@hotmail.com)> wrote:

The below was sent to Courtney Knox Busch on May 18, 2022. I was informed to send you this information for record keeping purposes. Thank you.

Kaethe Mentrum

Secretary/Park Chair

NGNA

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**From:** Kaethe Mentrum  
**Sent:** Wednesday, May 18, 2022 4:22 PM  
**To:** Courtney Knox Busch <[CBusch@cityofsalem.net](mailto:CBusch@cityofsalem.net)>  
**Cc:** Irma Dowd ([IDowd@gmail.com](mailto:IDowd@gmail.com)); Jess Cruz ([jessrcruz@yahoo.com](mailto:jessrcruz@yahoo.com)) <[jessrcruz@yahoo.com](mailto:jessrcruz@yahoo.com)>; Joanne Barnhart ([peechie13@gmail.com](mailto:peechie13@gmail.com)) <[peechie13@gmail.com](mailto:peechie13@gmail.com)>; Mike ([sammwich@protonmail.com](mailto:sammwich@protonmail.com)) <[sammwich@protonmail.com](mailto:sammwich@protonmail.com)>; Pedro Mayoral ([lacabanausa@gmail.com](mailto:lacabanausa@gmail.com)) <[lacabanausa@gmail.com](mailto:lacabanausa@gmail.com)>; Phyllis Abbott-Cavota ([phyllisabbott128@gmail.com](mailto:phyllisabbott128@gmail.com)) <[phyllisabbott128@gmail.com](mailto:phyllisabbott128@gmail.com)>; [taffynbb@gmail.com](mailto:taffynbb@gmail.com)  
**Subject:** FW: Petitions for Speed Bumps for Stortz Avenue NE, Salem, OR 97301

Hello Courtney,

[@cityofsalem.net](mailto:@cityofsalem.net)) <[idowd@cityofsalem.net](mailto:idowd@cityofsalem.net)>; Becca Strieper ([stelladomina@gmail.com](mailto:stelladomina@gmail.com)) <[stelladomina@gmail.com](mailto:stelladomina@gmail.com)>; Bill Berry ([billberry97301@gmail.com](mailto:billberry97301@gmail.com)) <[billberry97301@gmail.com](mailto:billberry97301@gmail.com)>; Don Jensen <[djensen5913@](mailto:djensen5913@)

Thank you for suggesting at the City Council meeting that if people wanted something to be funded from the infrastructure funding, we can send in requests. Please note here are about 25 names just from Stortz alone. Btw, Stortz has already been approved by ODOT to be able to have speed bumps installed.

There are other streets like 31<sup>st</sup>, Edgemont, Fairgrounds. At this time, I am not certain whether Brooks is part of Northgate but if that doesn't matter, Brooks needs bumps too.

Thanks for your consideration.

Kaethe

**From:** [Janet Lorenzen](#)  
**To:** [CityRecorder](#)  
**Subject:** Support bond funding for protected bike lanes  
**Date:** Monday, May 23, 2022 4:33:00 PM

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Dear Mayor and Salem City Councilors,

I am a resident of Salem and I was on the task force that developed the Salem Climate Action Plan. Transportation is the biggest and fastest growing part of pollution in Salem. We need to find ways to get people out of their individual cars and take reducing vehicle miles traveled seriously. We can reduce climate pollution and make the city safer and healthier at the same time.

Many of my students, especially low-income college students at Willamette University, use a bike to get around Salem. They don't go far from campus because they don't feel safe when riding their bike beside automobile traffic. This is an access issue and an equity issue.

Please support bond funding for protected bike infrastructure. The plans we make today will guide transportation decisions for decades.

Thank you,  
Prof. Janet Lorenzen  
Ward 3

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Associate Professor Janet A. Lorenzen, Ph.D. (she/they)  
Chair, Department of Sociology  
Willamette University  
900 State Street  
Salem, OR 97301

Affiliations: American Ethnic Studies, Women's & Gender Studies, Center for Sustainability & Environmental Justice  
[jlorenze@willamette.edu](mailto:jlorenze@willamette.edu)

Office: Smullin 218

Office Phone: 503-370-6313

Willamette University was previously the Indian Manual Labor Training School and is on the land of the Kalapuya, represented today by the Confederated Tribes of the Grand Ronde and the Confederated Tribes of the Siletz. Support the climate goals of the Affiliated Tribes of Northwest Indians: <http://atntribes.org/climatechange/>

**From:** [Linda Bierly](#)  
**To:** [citycouncil](#)  
**Cc:** [CityRecorder](#); [Sandra Whittington](#); [Ruth Larson](#); [Karen Sjogren](#)  
**Subject:** Re: Infrastructure bond measure for fall ballot  
**Date:** Monday, May 23, 2022 3:48:24 PM

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City Council,

Thank you for the opportunity to support Ms. Shogren's position on including the construction of Marine Drive in the City bond measure. Marine Drive has always been a bad idea and time has not improved it. I plan to vote against the bond measure as long as it includes Marine Drive. Ms. Shogren has already made the important points about this issue. I emphasize that this project has extremely high costs both socially and environmentally with no evident benefit. It will not improve congestion on Wallace Road. It doesn't eliminate traffic, it only shifts it, and not in a good way. Please give up on Marine Drive.

Linda Bierly  
Ward 8

On Mon, May 23, 2022 at 1:37 PM Karen Sjogren <[sjogrenkaren2@gmail.com](mailto:sjogrenkaren2@gmail.com)> wrote:

Dear City Council: My name is Karen Sjogren and my address is 521 Taybin Rd. N.W., Salem, Oregon. I have lived at this address 20 years and in west Salem over 30 years. The following are my comments on the infrastructure bond issue to be presented to the voters in November. My comment is to not include Marine Drive, which would use an existing right of way to interject a high volume of traffic into a quiet urban neighborhood of senior citizen/disabled low income housing, seven substantial apartment complexes, and public and private commercial buildings. I had thought this was a dead issue, but it was advocated by an 8th Ward candidate so I will briefly review my reasons for opposing this terrible infrastructure project, incorporating my previous comments to the city council by reference, (para) First of all, it is poor politics and policy making. The Council would be interjecting a project which is antithetical to other projects proposed, such as bike lanes, sidewalks and park improvements, which would encourage Salem citizens to get out of their cars and travel/recreate by other means. Do you really want to risk the possibility of these good projects failing by including a very controversial project supported primarily by special interests? (para) Second, including Marine Drive is sneaky. I believe I've seen this movie before. I think last time Marine Drive was attached to a "Safe Sidewalks" bond issue which of course readily passed, only to reveal the inclusion of a project which would take out sidewalks and make remaining ones unsafe. Many people are not aware of what Marine Drive is or what it would do to my neighborhood, and will pass over it to get the good stuff, only to discover that they've been hoodwinked once again. Marine Drive should be a stand alone issue. (para) Third, Marine Drive will destroy several valuable resources which are in short supply in Salem, and which events of the last two years have emphasized--low income housing, housing for seniors, mature trees, open space, and walkable, safe neighborhoods. This project will destroy 32 units of high quality senior/disabled housing at Pioneer Village, unique with attached small yards that tenants take great pride in landscaping and maintaining. It will also take out at least a dozen bungalows and modest family homes. It will necessitate the removal of a row of mature, mostly Douglas fir trees which form a natural visual and auditory barrier between Pioneer Village and Wallace Marine park. Salem lost I believe 18% of its tree cover from the ice storms, and the extreme heat destroyed more trees and large shrubs as well. These trees survived both, and moreover are not near power lines so they will be able to flourish if Marine Drive is not built. Marine Drive will also destroy the peaceful ambience of the adjacent portion of Wallace Marine park, with its new walking trails, and the riparian qualities of the small creek which borders

the park, with its recent tree plantings. (para) Fourth, building Marine Drive will not serve to "get people home faster" who live north of me in Ward 8. There are numerous impediments to slow traffic down coming over the bridge to west Salem before Glen Creek. The first is the new, badly needed pedestrian crossing at Second Street (thank you). Then there are numerous businesses which are allowed left turns from Wallace Road northbound. At Glen Creek Crossing, there is Roth's, the branch library, the post office, and the Courthouse gym, which has added parking on the other side of Glen Creek. By the time these highly visited entities are accommodated with crossing signals, vehicles would be better off staying on Wallace Road, (para) Finally, Marine Drive will not solve the congestion on Wallace Road because it now primarily consists of southbound, not northbound traffic at peak traffic hours. This is because housing has been built out to the north without a commercial center, so residents must still drive here to do their grocery shopping, buy gas (!), visit a gym or medical provider, use the post office, etc. On the other hand, commute traffic over the bridge is actually less congested because many West Salem residents have retired, many work at least part time out of their homes, and many work close to where they live in West Salem. (para) We are all aware of the homeless problem in Salem and elsewhere, especially for seniors, and (to my mind) especially senior women. The first rule in dealing with this problem should be to do no harm, i.e., do not destroy existing housing which accommodates low income women in particular. If you must think in terms of economics, rents in the surrounding apartments have gone up a lot, yet they are still affordable because it is not necessary to own a car to live one's daily life. Please do not ruin this vibrant, prospering neighborhood by insisting on building Marine Drive. It will serve no constructive purpose and destroy fifty years of residential and commercial buildings and infrastructure. (para) We are watching with horror as President Putin destroys entire cities and villages in the Ukraine, leaving elderly women in tears as they view their demolished homes. Don't let that happen on a much smaller scale in my neighborhood. What is possible is often not smart or moral. I want to believe that government in a democracy can work, which is why I take the time to participate and provide input. Please leave Marine Drive out of your proposed infrastructure projects.

**From:** [mark wigg](#)  
**To:** [citycouncil](#)  
**Subject:** bond for bikes  
**Date:** Monday, May 23, 2022 4:55:33 PM

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Another plea.

### Cordon Community Promenade

Several of the goals in the Vision Plan for the Cordon Corridor Study describe a paved multi-use path separated from the vehicle lanes. The Cordon Corridor extends the length of the city, see map below. It connects parks, churches, schools, residential developments, and employment centers.

Imagine a wide promenade running the length of the city sheltered by trees arching over the path with flower, fruit, and vegetable gardens bordering the path. The gardens are designed and tended with pride by the schools, churches and other neighbors, the Cordon Community, . The view to the east across the expressway is of farms, forests, and the Cascades. This is where people go for a walk or roll. They are likely to meet their friends and neighbors on the path. It is also a commuter route to the employment centers along the route.

Adding vehicle lanes to Cordon Road will take decades and cost millions of dollars. The good news is that the Vision Plan goals also emphasize strategic investments and coordination. If the city and county bring the Cordon Community a vision of a beautiful promenade, they can move the promenade project to construction within a year. With willing sellers and volunteer efforts the city and county could focus on fewer critical elements. Enlisting the enthusiastic participation of the adjacent landowners could lead to the landowners constructing portions of the path. I think the schools and churches would take pride in their displays of pollinator gardens, native plants, fruits, and vegetables.

The Cordon Community Promenade will provide many days of fun for volunteers and the result will be a spectacularly beautiful pathway that is enjoyed by all ages.

**From:** [Ray Quisenberry](#)  
**To:** [CityRecorder](#)  
**Subject:** Community improvement bond Agenda item 5.a  
**Date:** Monday, May 23, 2022 3:44:58 PM

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Two items that should be included in the bond:

First, we need the connected and protected bike infrastructure that has been proposed. We are supposed to be an AARP family friendly city, but have done little towards that designation. A connected bike system that is safe for everyone from 8 to 80 would be a great start.

Second, we need funding for traffic calming measures. We need to implement the 20 is Plenty program that was voted in by the council on 2/14. The staff needs to finish their review and discuss costs with the council. We also need to review our streets and start making the changes that will naturally make people want to slow down and obey the speed limits. Street diets, tree shading, pedestrian safety islands, etc., are some of the things we need to look at and fund where appropriate.

Ray Quisenberry  
Ward 1

Sent from my iPad