

**From:** [Alena Heidecke](#)  
**To:** [citycouncil](#)  
**Subject:** Bike Infrastructure  
**Date:** Tuesday, May 3, 2022 3:51:22 PM

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Dear Council Members,

I am reaching out to show my support for including \$15 million for the bike infrastructure in the upcoming bond's list of projects. I currently commute to work most days from my home in West Salem to Lancaster Drive. Almost every time I am on my bike, someone talks to me about my bike, my commute, or bike safety. What if even just half of these people decided to commute on a bike in the near future? What could our city look like with less automobile traffic and safer routes for bikes? What legacy do we want to leave for our younger generations? Adding a safe bike network will have a long lasting and positive impact on our community. This will have add to the quality of life for residents, improve environmental burdens, and make Salem an even more desirable place to live. Please include the proposed bicycle infrastructure in bond's list of projects.

In Health,  
Alena Heidecke

West Salem homeowner, Mother, and Bicyclist

**From:** [Byron Kimball](#)  
**To:** [citycouncil](#)  
**Subject:** Written Comment: May 23 - Bike Bond  
**Date:** Monday, May 9, 2022 9:26:18 PM

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To the honorable members of Salem City Council,

Those of us who cycle to work, to run errands or even just for recreation have all kinds of reasons for leaving the car at home: flexibility, exercise. But top of the list, for many, is this: reducing a dependence on a gas powered vehicle.

Through City Council's adoption of the Salem Climate Action Plan earlier this year, we have collectively committed to a vision of a carbon neutral Salem by 2050. I fully believe that this vision is within sight. Doing so requires us to reimagine a status quo that, for decades, has prioritized convenience over public health, speed over safety.

What we need is to rethink our community's dependence on gas-powered vehicles. Instead, I envision a Salem where residents are no longer dependent on owning a car to thrive.

I'm calling on City Council to allocate just 5% of the proposed Salem Community Improvement Bond to fund a **full, connected bicycle network** across our city.

Imagine how many more people would be willing to bike to work or to run an errand if cycling was safer, more accessible and convenient in our city. Even the Climate Action Plan outlines Mobility Choice, by expanding options for walking and biking within our city, as a key component of bringing this vision to life. A full, connected network makes cycling that much more accessible as a means to live, work and play in our city.

The benefits of more people choosing to cycle are clear for the planet: [even just 10% of a city's population choosing to cycle would reduce 4% of lifetime CO2 emissions](#) from all car travel. And consider how much more accessible cycling is, versus an electric car. While an electric car depends on one having a driver's license, the means to afford a car and access to charging stations, a bike costs thousands of dollars less *and* is far more accessible, regardless of one's age or means. And imagine how much more convenient a bike can be if anyone can hop on a bike and safely ride from one side of town to another - no more navigating side streets on, at best, a narrow shoulder.

While electric vehicles will be a necessary part of our transition to reducing our community's dependence on green house gases, they are by no means our only means of rethinking transportation. A bike network is how we get one step closer to a truly carbon neutral city.

Thank you,

Byron Kimball, Ward 5

**From:** [Debbie Miller](#)  
**To:** [citycouncil](#)  
**Subject:** protected bike lanes  
**Date:** Monday, May 2, 2022 9:41:43 AM

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I am disappointed to see the initial list of bond projects not include the need for protected bike lanes. As someone who has commuted to work for many years via bike along commercial street and into town as well as from the South River Road area, I can speak to the perils of trying to bike in town. I can see why most people who are interested will not even attempt it.

Salem bike Vision's proposal is for just 5% of the entire Bond, or \$15 million, that would fund connected and protected bike lanes. This would be a huge step forward for decongesting streets, meeting green vision goals, and improving the health of Salem residents both by increasing exercise as well as lower carbon emissions and stress levels. It would also make Salem more attractive for physicians and other health care workers who we lose to Portland because of lifestyle issues in Salem.

Please reconsider this in your proposal. Thank you.

Debbie Miller, MD  
3855 Aberdeen St S  
Salem, OR 97302

**From:** [noreply@cityofsalem.net](mailto:noreply@cityofsalem.net) on behalf of [Elaine.hultengren@gmail.com](mailto:Elaine.hultengren@gmail.com)  
**To:** [citycouncil](#)  
**Subject:** Contact City Council  
**Date:** Wednesday, May 11, 2022 9:03:43 AM  
**Attachments:** [ATT00001.bin](#)

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Your Name	Elaine Hultengren
Your Email	Elaine.hultengren@gmail.com
Your Phone	5039906781
Street	1570 Aerial Way SE
City	Salem
State	OR
Zip	97302
Message	Please support 5% on the bond measure to Salem Bike Vision. I have been biking since I moved here in 1989. My husband and I continue to grocery shop and run errands on our bikes several times a week. Making Salem safe with continuous bike connections will go a long way to improving Salem's livability and get folks out of their cars. Thank you for your consideration. Elaine Hultengren

This email was generated by the dynamic web forms contact us form on 5/11/2022.



**From:** [noreply@cityofsalem.net](mailto:noreply@cityofsalem.net) on behalf of [Elaine.hultengren@gmail.com](mailto:Elaine.hultengren@gmail.com)  
**To:** [citycouncil](#)  
**Subject:** Contact City Council  
**Date:** Wednesday, May 11, 2022 9:17:53 AM  
**Attachments:** [ATT00001.bin](#)

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Your Name	Elaine Hultengren
Your Email	Elaine.hultengren@gmail.com
Your Phone	5039906781
Street	1570 Aerial Way SE
City	Salem
State	OR
Zip	97302
Message	<p>Please support inclusion of 5% of Salem's improvement bond measure for the Salem Bike Vision. I have been biking in this community since 1989. I use my bike around town for grocery shopping, going to Saturday market and other errands, as well as visiting friends, etc. Upgrading the biking infrastructure would improve the quality of life in Salem, encourage more commuting, and lower air pollution, while creating safety and a more health community. Thank you for your consideration.</p> <p>Elaine Hultengren.</p>

This email was generated by the dynamic web forms contact us form on 5/11/2022.

**From:** [Glen Bledsoe](#)  
**To:** [citycouncil](#)  
**Subject:** Include the 55 Miles Protected Bike Lanes in the next 10-Year Bond  
**Date:** Thursday, May 5, 2022 9:54:52 AM

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City Council Members,

I recently read that there are a billion bicycles in the world—more than the number of cars. <https://en.wikipedia.org/wiki/Bicycle> I ride an ebike for transportation in and around Salem. I can get to West Salem from my house in south Salem and back in far less time than I can in my car (which mostly sits in my driveway). I am not one of those bicyclists who wears spandex. I wear just regular clothes and a bicycling helmet. I'm just this normal person, you see.

Traffic jams in downtown Salem are bad for the environment and bad for downtown businesses. No one wants to shop downtown when they have to contend with stop and go traffic and have to park a half mile away from their destination. My wife and I like to go downtown Salem to eat Friday evenings, but we often don't because parking is such an issue.

I spend a lot of time bicycling around Minto-Brown Park on my ebike. I see many other bikes riding the same paths I do. How do these bicyclists get there? Some, like me, brave street traffic from wherever they live and make their way. Others most certainly pack their bikes onto their cars and drive to the parks to enjoy riding them. But doesn't that kind of defeat the purpose? Such bicyclists are still driving cars and pick up trucks that contribute to climate change, increasing downtown traffic and increasing the demand to parking. The bikes are there, the people want to ride them, and in doing so will improve the quality of life in Salem, but people don't feel safe on the streets of the community they wish to ride in.

Encouraging bicycles to travel to downtown with its businesses and Riverfront Park is clearly a win-win. With one billion bicycles world wide there must be a substantial number of them in Salem that people would use IF they felt safe riding the streets of Salem. How could Salem support so many bike shops if people don't buy and ride bikes? They would feel safe ("they" meaning not only men and women, but children on bikes—indeed whole families) if Salem had protected bike lanes. European cities understand this. Many other American cities understand this as well.

You can imagine my disappointment when I saw the first draft of the bond project with no money set aside for the proposed 55 mile protected safe bike lanes for Salem. At least put it to the people to decide.

So for the sake of our community, to keep downtown businesses alive and healthy, to grow the downtown community, to make my bicycling travels safer, I ask you to support the proposed 55 miles protected bike project by including it in the next 10-year bond.

Cheers!

Glen

**From:** [Courtney Knox Busch](#)  
**To:** [Amy Johnson](#)  
**Cc:** [Kristin Retherford](#); [Kelli Blechschmidt](#)  
**Subject:** FW: Interactive Bond Proposal Map is live.  
**Date:** Tuesday, May 3, 2022 4:38:16 PM  
**Attachments:** [Letter to City of Salem re street bumps.docx](#)  
[petition 2.pdf](#)  
[petition 3.pdf](#)  
[petition 4.pdf](#)  
[History of Street Bumps on Stortz Ave NE.docx](#)

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Amy –

This email correspondence and the attachments should be included in the packet for May 16.

Kristin –

This is the email communication I referenced earlier today.

**Courtney**

[cbusch@cityofsalem.net](mailto:cbusch@cityofsalem.net) | 503.540.2426

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**From:** Courtney Knox Busch  
**Sent:** Tuesday, May 3, 2022 4:34 PM  
**To:** Kaethe Mentrum <[CelaandGany@hotmail.com](mailto:CelaandGany@hotmail.com)>  
**Subject:** RE: Interactive Bond Proposal Map is live.

I'll ask that this message and the attachments be included as testimony for the Council Work Session on May 16. Thank you.

**Courtney**

[cbusch@cityofsalem.net](mailto:cbusch@cityofsalem.net) | 503.540.2426

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**From:** Kaethe Mentrum <[CelaandGany@hotmail.com](mailto:CelaandGany@hotmail.com)>  
**Sent:** Tuesday, May 3, 2022 4:20 PM  
**To:** Courtney Knox Busch <[CBusch@cityofsalem.net](mailto:CBusch@cityofsalem.net)>  
**Subject:** RE: Interactive Bond Proposal Map is live.

Courtney,

Thank you for your response. There was mention Speed humps or bumps should be paid by the residents. I believe one of the city councilors, Vanessa Nordyke, had indicated that most residents cannot afford to pay for them. The speed bump matter was brought up last summer. That is because of the urgency of it. Please read the letter we sent to the city council members recently attached and the other attachments. The speed bumps on Stortz Ave NE has already been approved by the City last year, however, at that time, we were told there is not enough money for it. Now that there is money for it, we believe the City should allocate funding from the \$300 M infrastructure measure bond.

There ought to be a compromise made by using part of the money for what is considered “dangerous” zones on bike lanes; not all of it to be used for bike lanes. Also to use funding for necessary sidewalks but to keep funding for speed bumps.

Thank you. I hope you will consider the above. Kindly let me know as I am echoing our board’s sentiments and I wish to relay your message to them.

Kaethe

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**From:** Courtney Knox Busch <[CBusch@cityofsalem.net](mailto:CBusch@cityofsalem.net)>

**Sent:** Monday, May 2, 2022 4:05 PM

**To:** Kaethe Mentrum <[CelaandGany@hotmail.com](mailto:CelaandGany@hotmail.com)>; Irma Dowd <[IDowd@cityofsalem.net](mailto:IDowd@cityofsalem.net)>

**Subject:** RE: Interactive Bond Proposal Map is live.

Good afternoon!

Yes, it is true that Councilor Gonzalez made a motion to have staff develop a process that would allow neighbors to apply for speed humps (sometimes we say “bumps”, sometimes we say “humps”). Staff are working on that. It could have easily been November – or sometime since then. I believe staff are returning in June to City Council with a report on ideas to slow vehicle speeds – which covers a bunch of ideas discussed at Council lately like, speed humps, 20 is plenty, and stop signs.

Right now, there aren’t funds dedicated within the bond to speed humps. There are other street improvements designed to improve safety for pedestrians and bicycles, though.

If speed bumps are a priority for the neighborhood, let the Council know. You can write in or sign up to provide testimony on May 16.

Hope that helps.

**Courtney**

[cbusch@cityofsalem.net](mailto:cbusch@cityofsalem.net) | 503.540.2426

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**From:** Kaethe Mentrum <[CelaandGany@hotmail.com](mailto:CelaandGany@hotmail.com)>

**Sent:** Monday, May 2, 2022 3:44 PM

**To:** Irma Dowd <[IDowd@cityofsalem.net](mailto:IDowd@cityofsalem.net)>; Courtney Knox Busch <[CBusch@cityofsalem.net](mailto:CBusch@cityofsalem.net)>

**Subject:** RE: Interactive Bond Proposal Map is live.

Irma, Just talked with Jose and he said he doesn’t know where Chris got the idea of speed bumps being passed in Nov. (Chris said that during the Q/A session last Fri. You were there so you must have heard that too).

Courtney, would you happen to know if speed bumps will be included in the budget from the \$300

M infrastructure bond measure? We are seeking out an answer. No one seems to know. We hope you do.

Kaethe

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**From:** Irma Dowd <[IDowd@cityofsalem.net](mailto:IDowd@cityofsalem.net)>  
**Sent:** Monday, May 2, 2022 3:26 PM  
**To:** Kaethe Mentrum <[CelaandGany@hotmail.com](mailto:CelaandGany@hotmail.com)>  
**Cc:** Jess Cruz ([jessrcruz@yahoo.com](mailto:jessrcruz@yahoo.com)) <[jessrcruz@yahoo.com](mailto:jessrcruz@yahoo.com)>  
**Subject:** RE: Interactive Bond Proposal Map is live.

I do not know for sure. Councilor Gonzalez would know. I think it is a possibility. But this bond is mainly for "maintenance" of already existing items.

Either way, my understanding is that there is already funds available for speed bumps "if" Councilors vote to approve the street speed bumps. But don't hold me to it. Ask Jose, he could better explain it since he brought the motion for the new speed bump projects.

By the way, I understand that streets with speed bumps do not get tree leaf clean-up or snow plowed.

Thanks,

- Irma O. Dowd | 503-540-2303

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**From:** Kaethe Mentrum <[CelaandGany@hotmail.com](mailto:CelaandGany@hotmail.com)>  
**Sent:** Monday, May 2, 2022 3:21 PM  
**To:** Irma Dowd <[IDowd@cityofsalem.net](mailto:IDowd@cityofsalem.net)>  
**Cc:** Jess Cruz ([jessrcruz@yahoo.com](mailto:jessrcruz@yahoo.com)) <[jessrcruz@yahoo.com](mailto:jessrcruz@yahoo.com)>  
**Subject:** RE: Interactive Bond Proposal Map is live.

Do you know if this includes speed bumps?

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**From:** Irma Dowd <[IDowd@cityofsalem.net](mailto:IDowd@cityofsalem.net)>  
**Sent:** Monday, May 2, 2022 2:55 PM  
**Subject:** Interactive Bond Proposal Map is live.

NA board members, the interactive bond proposal map is updated!

Check out Salem's recommended \$300 million Community Improvement bond package. The City Council is looking at paying for these critical needs through a bond measure for voters to consider in November 2022. Bond funded projects would take care of what we have, saving money currently spent on repairs and maintenance of outdated facilities and equipment, and improve energy efficiency - **without changing property tax rates.**

The ten year package includes community-scaled fixes to our streets, sidewalks, and in our parks, with investments in new affordable housing with a branch library at two sites, much-needed fire engines and equipment, earthquake safety for the Civic Center, and cybersecurity to protect residents and our services relying on technology. [Look at the details](#) and share your comments with City Council in advance of, or at their May 16 virtual work session. [City Council materials will be available no later than May 12, 2022.](#)

Thanks and please let me know if you have any questions or check out the link above for more bond details.

**Irma O. Dowd**

[\*Hablo español\*](#)

*Neighborhood Program Coordinator*

City of Salem | Mayor/City Manager's Office

555 Liberty St SE, Suite 305, Salem OR 97301

[idowd@cityofsalem.net](mailto:idowd@cityofsalem.net) | Desk: 503-540-2303 | Cell/Text: 503-602-2190 | Office: 503-588-6207

[Website](#) | [Facebook](#) | [Facebook en español](#) | [Twitter](#) | [YouTube](#) | [Neighborhood Services Mailings](#) | [City Newsletter Sign-Up](#)



TO: Mayor Bennett, City Manager, City Council Members

CC: Irma Dowd

FROM: Northgate Neighborhood Association

DATE: 4/29/2022

SUBJECT: Street Bumps for Residential Areas in Salem



As you see, we have attached a photo taken 04/23/2021 of children in the front yard before they go out with their parent who already has her hands full. This is the kind of concern we have. A “what if moment” where a child is injured or worse, killed, by the speeding drivers who completely ignore the 25 mph signs. These things can happen so quickly. An actual accident happened when a speeding driver lost control and crashed into a parked truck recently.

The idea of changing from 25 mph to 20 is nice except the speeding drivers, knowing there is scarcity of police, ignore these signs and continue to speed down our residential roads. We believe street bumps will make it necessary for them to apply their brakes to slow down.

Now that we have funding from the infrastructure bond measure which will facilitate matters and make it feasible to purchase street bumps per our Councilor Jose Gonzalez who researched and found out recycled street bumps are more attainable and realistic, we request for your consideration to make this a reality for our residential roads.

Also attached for your reference are the signed petitions from residents at Stortz Avenue NE that one of our board members went ahead and received in the summer of 2021 which originally started this street bump matter, as well as history of street bumps. If you need more petitions, we have people complaining on 31<sup>st</sup> Avenue NE and Edgewood Avenue NE as examples, who would be willing to get them. But for now, we think we have attached enough to inform you the urgency of this request.

We would appreciate your prioritizing street bumps as one of the “must haves” so that we may be able to live peacefully without these speeding drivers causing any more havoc in our streets. Therefore, please allocate funding from the infrastructure bond measure we have from the state or federal government for speed bumps.

Northgate Neighborhood Association board members join together with our community to request for the above. Thank you.

Sincerely,

Board Members of Northgate Neighborhood Association



By: Roy C Lawrence

Print Name: Roy C Lawrence

Address: 2115 Stortz Ave. NE

Date: 7-18-21

By: Michelle Cua

Print Name: Michelle Cua

Address: 2155 Stortz Ave

Date: 7-18-21

By: Jane Allen

Print Name: JANE ALLEN

Address: 2075 Stortz Ave

Date: 7/18/21

By: [Signature]

Print Name: WILLIAM BERRY

Address: 2095 STORTZ AV NE

Date: 7-18-2021

By: Tina Pfeiffer

Print Name: Tina Pfeiffer

Address: 2108 Stortz Ave

Date: 18 July 2021

By: \_\_\_\_\_

By: Manuel Silva L

Print Name: Manuel Silva L

Address: 2090 Stortz Av. NE

Date: 7-18-21

By: Nancy Padilla

Print Name: Nancy Padilla

Address: 2085 Stortz Ave. NE

Date: 7-18-21

By: [Signature]

Print Name: Kenneth Fuller

Address: 2070 Stortz Ave

Date: 07/18/2021

By: [Signature]

Print Name: Amber Miranda

Address: 2040 Stortz Ave

Date: 7/18/21

By: [Signature]

Print Name: Jose m. Ceja

Address: 2148 Stortz AV

Date: 7/18/2021

By: \_\_\_\_\_

Print Name: BARBARA HOKKANEN

Address: 2166 STORTZ J.E.

Date: 7-20-21

By: Wendona McMahon

Print Name: WENDONA McMAHILL

Address: 2170 STORTZ AVENUE

Date: 7/20/21

By: Charles McMahon

Print Name: CHARLES McMAHILL

Address: 2170 STORTZ AVE NE

Date: 7-20/21

By: Carl Willis

Print Name: Carl Willis

Address: 2470 STORTZ AVE NE

Date: 07/20/2021

By: Jose M. Ventura

Print Name: Jose M. Ventura

Address: 2475 Stortz Ave NE

Date: 7-20-2021

Print Name: BAYARD MENTRUM

Address: 2455 STORTZ AVE NE

Date: 7.20.2021

By: Marcie Lester

Print Name: Marcie Lester

Address: 2445 Stortz Ave NE

Date: 7/20/21

By: Maria Burke

Print Name: MARIA BURKE

Address: 2405 STORTZ AVE NE

Date: 7/20/21 Salem, Oregon 97301

By: Travis Wagner

Print Name: Travis Wagner

Address: 2195 STORTZ AVE. NE

Date: 07-20-2021

By: SETH ELSENBAUMER

Print Name: SETH ELSENBAUMER

Address: 2230 STORTZ AVE

Date: 7-20-2021



By: Jim Smith  
Print Name: Jim Smith  
Address: 2165 Stortz Ave NE  
Date: 7/20/21

By: Lin Campos  
Print Name: Lin Campos  
Address: 2050 Stortz Ave  
Date: 7/24/21

By: Mike Jordan  
Print Name: Mike Jordan  
Address: 2150 Stortz  
Date: 7/24/21

By: Ludwig A. Smith  
Print Name: Ludwig A. Smith  
Address: 2440 Stortz Ave NE  
Date: 7-24-21

By: BT Xia LA  
Print Name: \_\_\_\_\_  
Address: 2450 Stortz Ave NE  
Date: 7-24-21

By: \_\_\_\_\_

By: Virginia McMichael  
Print Name: Virginia McMichael  
Address: 2495 Stortz Ave NE  
Date: June 24, 21

By: \_\_\_\_\_  
Print Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Date: \_\_\_\_\_

By: \_\_\_\_\_  
Print Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Date: \_\_\_\_\_

By: \_\_\_\_\_  
Print Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Date: \_\_\_\_\_

By: \_\_\_\_\_  
Print Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Date: \_\_\_\_\_

By: \_\_\_\_\_

Got your e-mail Mr. Martin concerning the speed bumps and city criteria for the speed bumps . The issue here is not about the amount of traffic using the street but the speed of vehicles traveling through the street , I believe there are exceptions over city criteria . Secondly why do others streets have speed bumps and we don't , that's the reason why many vehicles are using stortz av having no speed bumps . third , i have witnesses who have lived here all their lives and willing to come forward concerning the city promising speed bumps when city removed the barricade . I understand it's costly installing street speeds bump but this is a safety concern . As a resident of this area i surely ain't going to wait until someone gets hurt , injured god forbids a death . Doesn't 99% signatures of all the residents of this street mean anything or have a right to be heard and have speed bumps over your criteria . As I said before there are exceptions and this is one of them and hopefully you well consider installing speed bumps for the resident of Stortz av .

Thank you Jesus Cruz

On Thursday, September 23, 2021, 12:10:39 PM PDT, Tony Martin <tmartin@cityofsalem.net> wrote:

Jess,

Thanks for all the work that you have done for your neighbors on Stortz Avenue NE. You have done a tremendous amount of work garnering support for speed humps on Stortz Avenue.

I did some research about the extension of Stortz Avenue to the east to connect with Williams Avenue NE, and here's what I discovered.

1985 – A request was made to remove the barricade on Stortz Avenue NE. The request was not supported by the residents or the Northgate Neighborhood Association, no action was taken.

May 2000 – A resident on Stortz Avenue requested the barricade be removed.

July 2000 – A survey of residents and property owners on Stortz Avenue indicated that 58% of the residents supported, 25% opposed, and 16% were undecided or did not answer. The Northgate Neighborhood Association also voted to support removal of the barricade.

November 2000 – City staff sent a letter to all property owners on Stortz Avenue outlining the request and notified everyone of the upcoming Citizens Advisory Traffic Commission (CATC) hearing to make a recommendation on the proposal.

November 30, 2000 – The Citizens Advisory Traffic Commission (CATC) held a hearing on the matter. There were a number of attendees in support and a number in opposition. CATC voted to support the removal of the barricade and recommended the matter to be referred to City Council.

January 22, 2001 – A staff report to City Council recommended:

1. Secure funding to construct curb and sidewalk in the area of the barricades.
2. Remove the barricades upon completion of the project.
3. In the even a problem develops, work with the neighbors to provide appropriate traffic calming devices on Stortz Avenue NE.

February 5, 2001 – City Council determined the barricade on Stortz Avenue shall be removed immediately and the City will pursue funding for full street improvements. (NOTE: City Council's decision did not address traffic calming devices on Stortz Avenue NE.)

In early 2020 we received a concern about speeding on Storts. At that time, we discussed there was no speed limit sign on Stortz Avenue near Portland Road. Our crews installed a new 25 MPH sign on February 10, 2020. We also had a discussion about speed humps and the criteria to qualify for them.

In order to qualify for speed humps there are three (3) traffic criteria that must all be met.

1. The street must be a residential street,
2. There must be more than 600 vehicles per day, and
3. Over one half of the vehicles must be traveling over 25 MPH.

In addition to the criteria above, the Neighborhood Association must support the request. You indicate you have the support the Northgate Neighborhood Association. We will contact the Northgate Neighborhood Association for a copy of the meeting minutes showing their vote of support for the speed humps.

The City will be collecting traffic speed and volume data on Stortz Avenue next week to see the Traffic Criteria #2 and #3 are met. Presuming the criteria are met; the difficult part of this project moving forward will be finding funding for their installation and currently there is no funding allocated for neighborhood traffic calming.

In early October we will have the traffic data available to see if the criteria is met and then we will figure out the next steps in the process.

If you have any questions, please contact me directly.

Best Regards,

Tony C. Martin, PE

Assistant City Traffic Engineer

City of Salem | Public Works Department

555 Liberty St SE, Suite 325, Salem OR 97301-3515

tmartin@cityofsalem.net

Office: 503-588-6211 | Cell: 503-910-4828

Facebook | Twitter | YouTube | CityofSalem.net

From: jess cruz <jessrcruz@yahoo.com>

Sent: Sunday, September 19, 2021 6:16 PM

To: SALEM Manager <MANAGER@cityofsalem.net>

Subject: Re: Stortz Ave

Hello Steve Powers

Please let me introduce myself. I am Jess Cruz who live on Stortz Avenue NE. Recently, I went around our neighborhood to get signatures for a petition for the City to provide street bumps on Stortz Ave NE. I was able to get all the neighbors who live along this street to sign except for one because vacane. Northgate Neighborhood Association has also voted to support this endeavor recently.

With the exception of Stortz Avenue NE, the other streets in the area all have street bumps as this is a residential district yet many vehicles cut through from Portland Road to get to Silverton Road. Many drivers, maybe commuters, use this road to get to I-5 via Portland Road NE. We have seen them go even about 50 MPH to or from Portland Road NE and

ignore the one 25 mph sign posted at the west end. So far about five homeowners on Stortz got their vehicles rear-ended, due to their speed. This is a real problem for us. It could get worse.

Here is history on this road. According to neighbors who lived on Stortz for years, about 15 years ago, Stortz was a deadend street. There was no access to Portland Road through Stortz. A woman who lived next to Portland Road who had some "muscle" with the City convinced the City to open up Stortz for easy access to Portland Road (she moved out about a month later). The rest of the residents who lived along Stortz objected, so the City promised to provide speed bumps. That promise has never been kept as we have no street bumps yet, even after a long wait of about 15 years. It is time for the City to be reminded of that promise and put at least two street bumps at each of the two blocks to slow down the traffic or to make this effective.

There are kids playing out there and an accident could easily occur if we continue this way. I have grandchildren and I am concerned for their safety. There are other children too.

I understand that someone once asked you for street bumps prior to covid, but you only put a post for 25 mph but this is being ignored by the speeding drivers. Please remember, street bumps were promised. I hope you still have the record. If not, all the residences who live here at that time, still remember and can testify to that if you want.

I am scanning a copy of the signatures from the petition with this email. I also have the support of Northgate Neighborhood Association. Please respond to this letter at your earliest opportunity. I know there is money in the general funds. I and all those who signed the petition would like you to consider this seriously as keeping a promise and get the job done once and for all.

Mayor Bennett and Steve Powers, please back up Kevin Hottmann so that this task is done once and for all.

Thank you.

Jess Cruz

**From:** [Kaethe Mentrum](#)  
**To:** [citycouncil](#)  
**Subject:** Additional Testimony to be added to the Agenda for May 16th, 2022  
**Date:** Thursday, May 5, 2022 11:45:17 AM

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Hello City Councilors,

Please also include the below testimony for May 16th as part of that agenda re speed bumps. By doing what this person is suggesting, there could be money saved for speed bumps.

This came from a wise board member we are proud to have. We agree the City should reprioritize therefore, we want to send it to you. Money can be spent on more priority matters like the speed bumps on certain residential roads as Stortz, 31st, Edgewood and more as well as dangerous area bike lanes (as the tunnel on Portland Road NE near the PO), crumbling sidewalks, pot holes, etc.

Sincerely,

Northgate Neighborhood Association

"I also think reinforcing select buildings for earthquakes is not a priority over street and bridge improvements.

Just saying...

Cities should prioritize expenditures for the general and not for special welfare.

What does it say that the 2008 bond didn't solve the transportation issues.

Seems like the actual city budget should be reprioritized.

My thoughts. I'm a "big picture" thinker. "



**From:** [mark wigg](#)  
**To:** [Roberta cade](#); [helen caswell](#); [Mary Nikas](#); [Cindy Kimball](#); [citycouncil](#); [2022bond@cityofsalem.net](#)  
**Subject:** 21st century bond  
**Date:** Wednesday, April 20, 2022 11:21:41 AM  
**Attachments:** [A 21st centruy Bond.docx](#)

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Please consider these improvements to the bond package. We need to look forward not to what we did last century.

Mark Wigg

# A Bond for the 21<sup>st</sup> Century

## Fire Department

**Fire Engines should be purchased the city and the city should add \$500,000** to finish the reports required in the Fire Department Strategic Plan that would find ways to not send fire trucks on the 90% of calls that do not require a fire truck. Those fire trucks with 400,000 miles could have only 40,000 miles if they only went to fires. The report should be expanded to include reducing fire truck dispatches for emergency and non-emergency calls. Smaller medical response vehicles are also faster and more maneuverable so cardiac save rates could be improved. The text from the Strategic Plan follows:

Objective 1-G **Explore alternative non-emergency medical delivery systems.** Responsibility: Benmoussa, George Timeline: 2 July 2019- July 2020 Critical Tasks: • Investigate other organizations alternative non-emergency medical delivery models. • Identify which model(s) best serve the needs of the Salem community. • Identify costs to implement recommended model(s). • Research partnerships to fund the new delivery system(s). • Propose implementation and funding requirements to Council and the budget process

Objective 1-I **Evaluate and improve the dispatch triage system for all response types.** Responsibility: Hadley, George Timeline: 3 July 2020- July 2021 Critical Tasks: • Review all call taker cards (triage cards). • Evaluate the assigned resources for each call type and revise as needed. • Evaluate and develop a training plan to educate and empower company officers to triage calls. • Evaluate the feasibility of medically trained fire department call takers/dispatchers

The Strategic Plan does not address the **greatest threat to homes and businesses i.e. wind-driven conflagrations**. Oregon lost thousands of homes to wind-driven conflagrations in the last few years, many times more homes than are lost to individual house fires. What is the SFD's plan to prevent and combat these fires? Does the SFD need bond funds for that effort?

The Strategic Plan does not address the risk of **fires starting in unmanaged campgrounds**. Homeless campers may not have the knowledge to build safe campfires. Several fires burned at Wallace Marine Park last year. This issue ties into the housing and shelter issue below.

## Transportation

Will Salem join the Walk and Roll Revolution or continue with a list of transportation projects reflecting last century's priorities? When you visit Sunriver or other resort communities, do you find walking and bicycling more enjoyable because you are in a natural setting and not threatened by cars? Resorts are designed to encourage walking and bicycling by eliminating most of the conflicts with cars, so a walk is relaxing not stressful. Salem could resemble those resort communities. If you visit cities in Europe that have 30% and more of trips by bicycle, you will see that they do not put bike lanes on arterials. Salem has a goal of 3% of commuter trips by bike. In 1990 before Salem started painting lines on arterials, Salem had 1% of commuter trips by bike. In 2019, after painting 120 miles of bike lanes, the city has 0.5% of commuter trips by bicycle. Obviously the painted bike lane program is a failure. If we want

people to get out of their cars, lure them with safe and beautiful trails in natural settings away from cars.

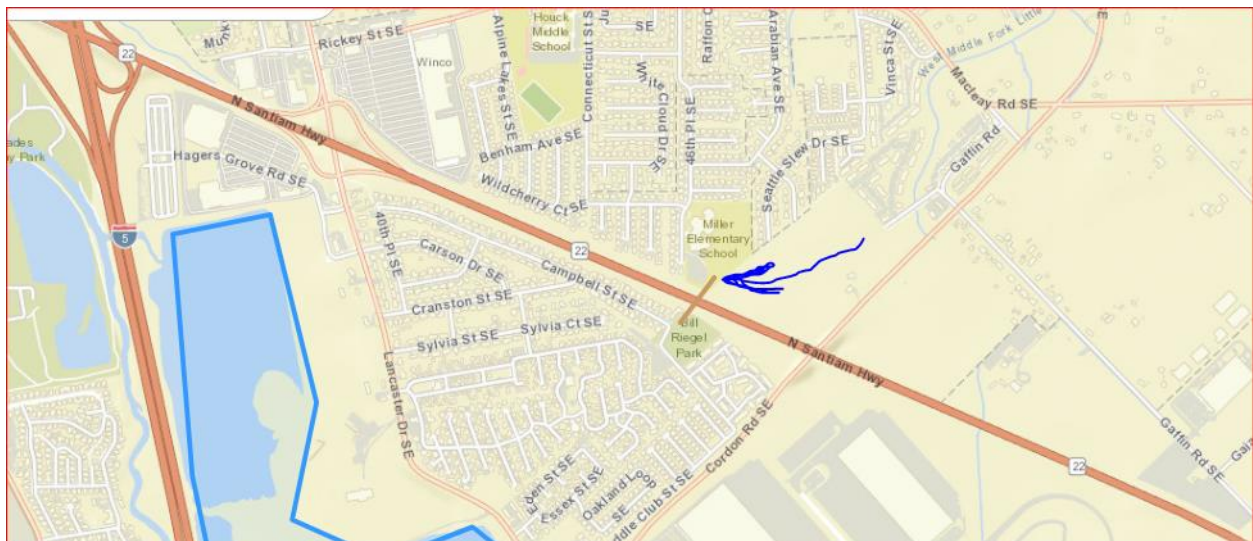
Surveys going back to the 1990s reveal that the public wants linear parks to connect the neighborhoods to businesses. We can begin to meet this desire of the public by dropping projects that are in urban renewal areas and so have alternative funding sources. That would mean McGilchrist, Pringle Path, and other improvements would continue to use the urban renewal funds for completion.

## **Projects to Add**

### **Bill Riegle Pedestrian Bridge over Hwy 22**

Hundreds of children live south of Highway 22 and go to Houck or Miller schools north of Hwy 22. See map below. Cordon Road Bridge over Hwy 22 does not have sidewalks or shoulders. Walking or riding through the Lancaster/Hwy 22 Interchange is suicidal. This project would connect Bill Riegle Park to Miller Elementary School. It would also help others who want to walk or roll between the neighborhoods and go to work at the industrial parks.

The delay in meeting the needs of these communities may be an environmental justice issue. These neighborhoods have high percentages of minority and low income households. Their voices do not get heard at City Hall.



### **West Salem Loop**

A spectacular 11-mile trail could be developed that will encircle most of West Salem. The Loop runs west along Edgewater, under Highway 22 and onto the old railroad bed for three miles to the old Rockin Rogers Restaurant. Going north from Highway 22, the trail will be in the BPA power line corridor for 3.5 miles to the north city limits at Michigan Avenue. This section includes expansive vistas and ends at Red Hawk Vineyards. From the power line trail, the Brush Creek Connector will cruise along Brush Creek for a couple miles, under Wallace Road to the Marine Glide Path. The Marine Glide Path will meander

The map displays the proposed SR 221 corridor in red, starting from the south near the Willamette River and extending north through the city of Salem. Key roads shown include Wallace Rd NW, Doaks Ferry Rd NW, Glen Creek Rd NW, Parkway Dr NW, and various streets in the city center like Commercial St NE, Liberty St NE, and Broadway St NE. The Willamette River is on the right, and the city of Salem is labeled at the bottom right.

This rail to trail will bring children to the sports complex adjacent to the trail and east of Cordon Road.

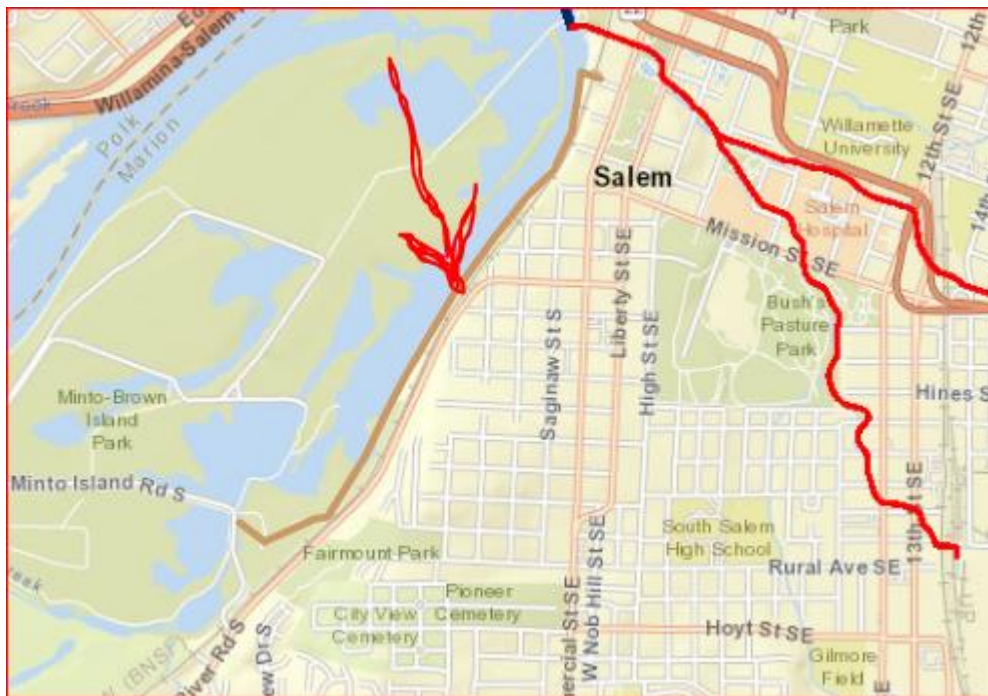


We should fund an extensive program to install speed humps. No one wants cars speeding through residential streets. Speed humps will slow them down.

Have you tried to skateboard or scooter on our streets? The broken pavement makes it hard for smaller wheels to roll. We should build a network of smooth-surfaced streets that link the neighborhoods to schools and businesses. The Maple-Winter 'Bike' Boulevard is an example, but it needs speed humps and smooth surfaces.

### **Willamette Slough Trail**

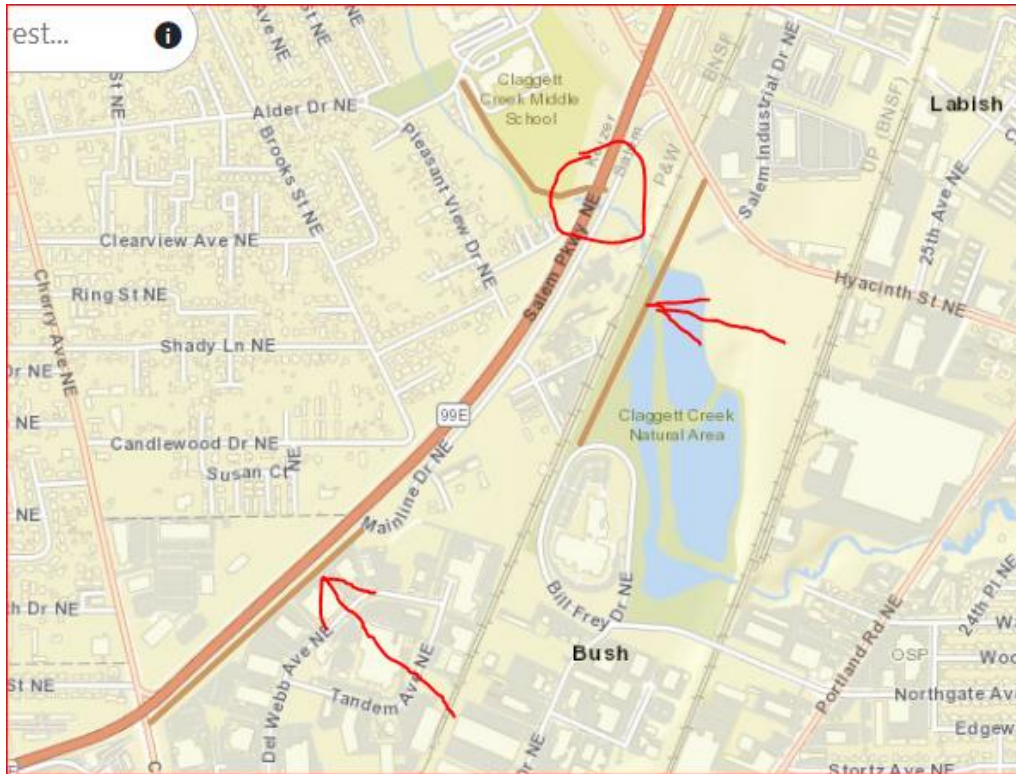
The City's sewer line along the Willamette Slough could form the main portion of the trail connecting the civic center to Minto-Brown Park. The north connection would be under the RR trestle so an at-grade crossing is not needed. This route is already used frequently but needs a safe, legal crossing of the RR.



### **Salem Parkway**

Keizer, two schools, and the Salem Parkway Path are west of the Salem Parkway. The Kroc Center is very hard to reach if walking or rolling. Would you send your kids through the Verda/Parkway signal to get to the Kroc Center? A pedestrian overpass would cost \$6million. Crossing under the Claggett Creek Bridge would cost a few thousand. Keizer could extend the trail from the Parkway to Alder Lane so that the schools would have a creek-side trail that leads to the Kroc Center. A connector trail on the east side of the Parkway would connect Cherry Avenue to Mainline. Mainline is a low volume local street. The bridge over Claggett Creek east of the railroad would finish the connection to the Kroc Center.

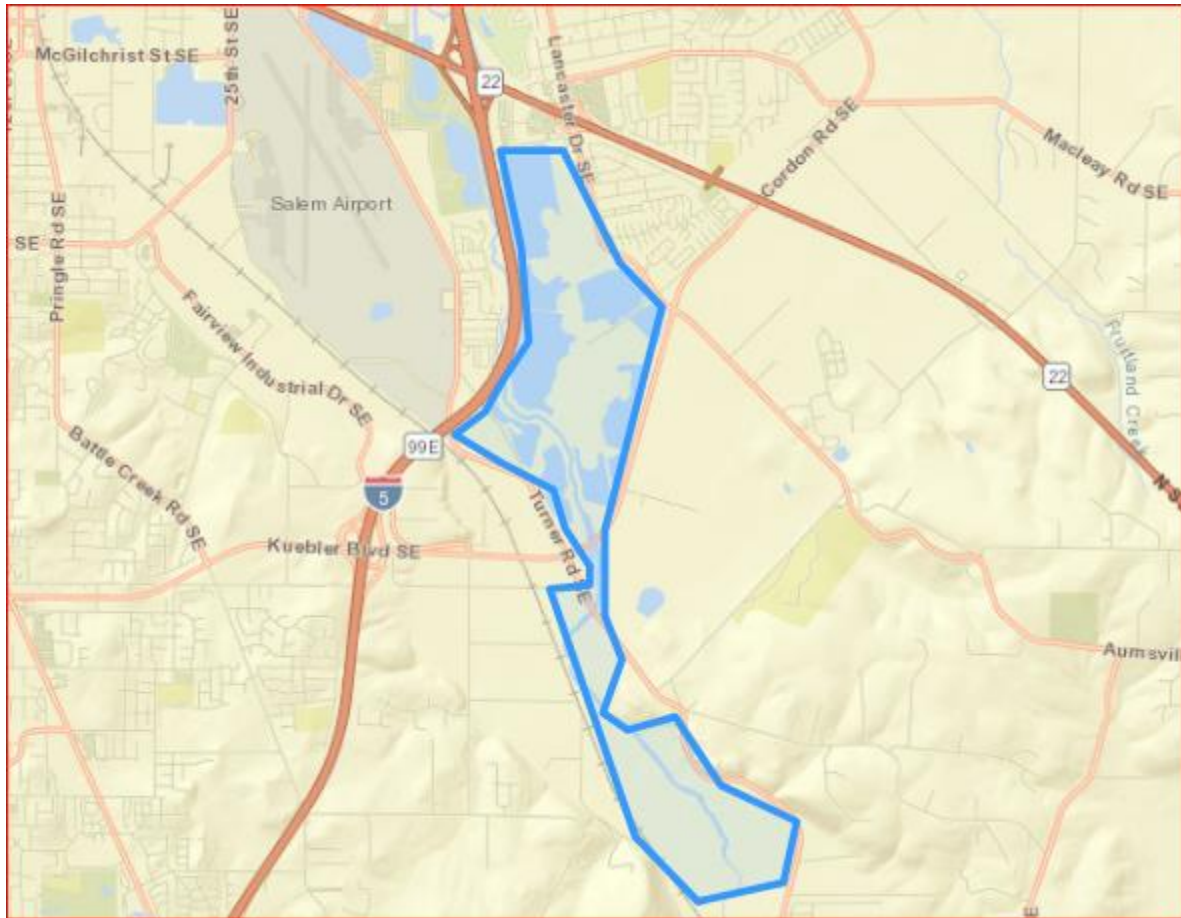




## Flood Prevention Can Be Fun

After the 1996 floods, the Army Corps of Engineers evaluated ways to reduce flooding in Salem and it involves managing the gravel pits and floodplain upstream of I-5. Thousands of people near Mill Creek pay \$1000 or more each year in flood insurance. If the City buys the gravel pits along Mill Creek and manages them to reduce flooding, hundreds of homes and businesses could be out of the floodplain, so millions of dollars would be saved. The benefit of having over 300 acres of lakes open to the public within city limits is the fun part. If the city does not buy the lakes, they will be private without public access, and they will not be managed for flood control.

In addition to the lakes, the city should work with the Department of Corrections to manage the floodplain along Mill Creek. This could become a sports field complex on the land above the floodplain and an extensive network of wetlands and trails on the remainder.



## Solar Futures

The city should begin to build community solar arrays. These will help the city transition to a cleaner future, provide emergency power, bring income to the city, and provide parks for people to enjoy. One of the best places to build a Solar Park is West Salem. This area is south facing, adjacent to a BPA substation and would provide an extensive trail system. Other areas may be good sites also.



## Homeless Camps

If we don't provide managed campgrounds for the homeless, we have unmanaged campgrounds. That is why every woman living on the street has been or will be raped, robbed, and or assaulted. It is why deaths from being homeless outnumber the combined deaths from murder, traffic accidents, and fires. Treating the homeless as trash to be swept away has not and will not reduce homelessness. We do not have the money to provide an apartment or houses for all that need them. We can provide safe, sanitary campgrounds.

Salem residents want to do something about homeless problem.

- They want to help people find safe, affordable permanent housing.
- They want to make sure no one starves or dies of exposure.
- They want to provide resources to help people with their mental and physical health.
- They don't want the trash and unsanitary conditions of homeless camps scattered around town.
- They don't want to be afraid when visiting parks or downtown.
- Many residents are willing to volunteer to help serve the homeless population.

People without a home need:



- A safe place to stay, maybe for a short period maybe for longer.
- A place with restrooms, showers, and laundry facilities.
- A place to contact and meet service agencies that can help them.

People without a home want a place of their own where they can:

- Have a dog or other pet.
- Stay up late.
- Bring a friend or friends.
- Smoke and drink in private.

Most of these needs and wants of the public and the homeless could be met with campgrounds/rv parks. Industrial zoned property in Salem allows campgrounds/rv parks. Most of the industrial areas are in an Urban Renewal Area or near enough that the boundaries could be extended to include the areas.

Priorities for the city have changed since the URA's were established. Providing permanent or temporary housing was not a priority then, it is now. The goals and priorities for using URA funds could be changed in one council session so that money from the URA could be used for emergency and transitional housing to supplement the bond funds.

A campground at an URA would be close to jobs such as at Amazon and they would be away from residentially zoned land.

### **Mill Creek Industrial Park**

Next to the Amazon Warehouse and the wetlands would be an ideal place to establish a 400 unit campground. The campgrounds should be designed to create small groups of 20-40 campers that can help each other and increase security. A campground host should be assigned to each group. Each group should have its own bathrooms, showers, laundry, and meeting room/kitchen. This arrangement would allow local volunteers such as the faith communities to serve food and the meeting facilities could be used to help council campers and keep people from freezing.



**Hillcrest: Housing for 400 homeless is not lost yet.**

Hillcrest Youth Correctional Facility was offered for sale to the city in March 2017 for \$2million. The City rejected the offer. I hope the Mayor and Councilors will revisit that decision and acquire Hillcrest based on the information below.

Why the city should acquire Hillcrest?



Up to 300 children lived at Hillcrest in 2016. The facility has been well maintained. The facilities housed, fed, educated and managed 300 children a couple years ago. We need transitional housing. Hillcrest could provide 300 beds or transitional housing at a cost of \$10,000/bed. Hillcrest has over 200,000 sq.ft. of dorms, offices, meeting rooms, recreation halls, classrooms, and more. Hillcrest also has a turn-key sobering center.

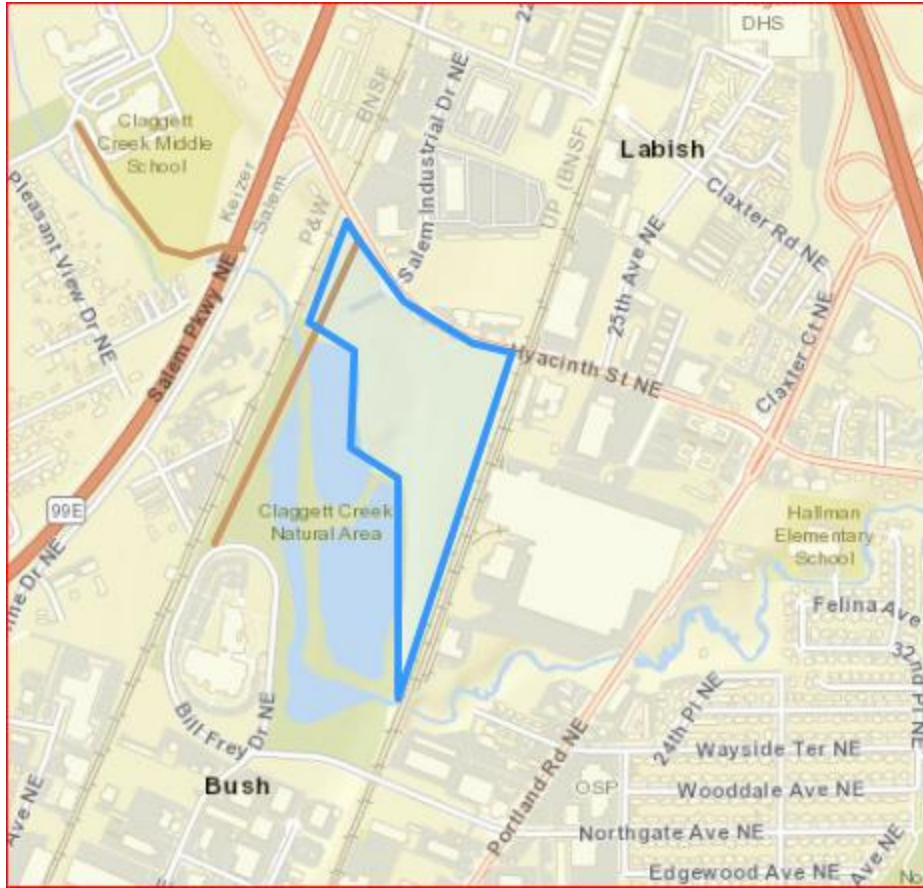
#### **West Salem Park and Homeless Camp**

If the West Salem URA was expanded to the northwest along the Willamette River to the city limits, the area added could become a campground for 400 people and a series of lakes for public play.



## Northgate URA

The land on the north side of Claggett Creek would be a good location for a campground/rv park. It has good access to schools and the Kroc Center. It is not adjacent to residential development. It could be designed to provide public access around the Claggett Ponds to make this another park.



## Park Improvements vs. New Park Land

If we spend bond funds to buy new park land, we can increase the System Development Charges for parks to pay for the park improvements. If we use all the bond money to improve existing parks, we will not be able to raise SDCs for parks. Adding \$500 to \$1000 in SDCs to a \$400,000 home will not have a significant effect on home prices. Adding park land will make homes easier to sell and more valuable when sold. Don't spend bond money on equipment for parks. If you want to see a low-cost playground, go to the Audubon Center at Ankeny Wildlife Center.

We need to use this bond to move us toward a sustainable, caring, and joyful future.



**From:** [mark wigg](#)  
**To:** [citycouncil](#)  
**Subject:** Fwd: SBV Weekly Email: Contact Your Councilor  
**Date:** Tuesday, May 10, 2022 8:56:19 AM  
**Attachments:** [image.png](#)  
[image.png](#)

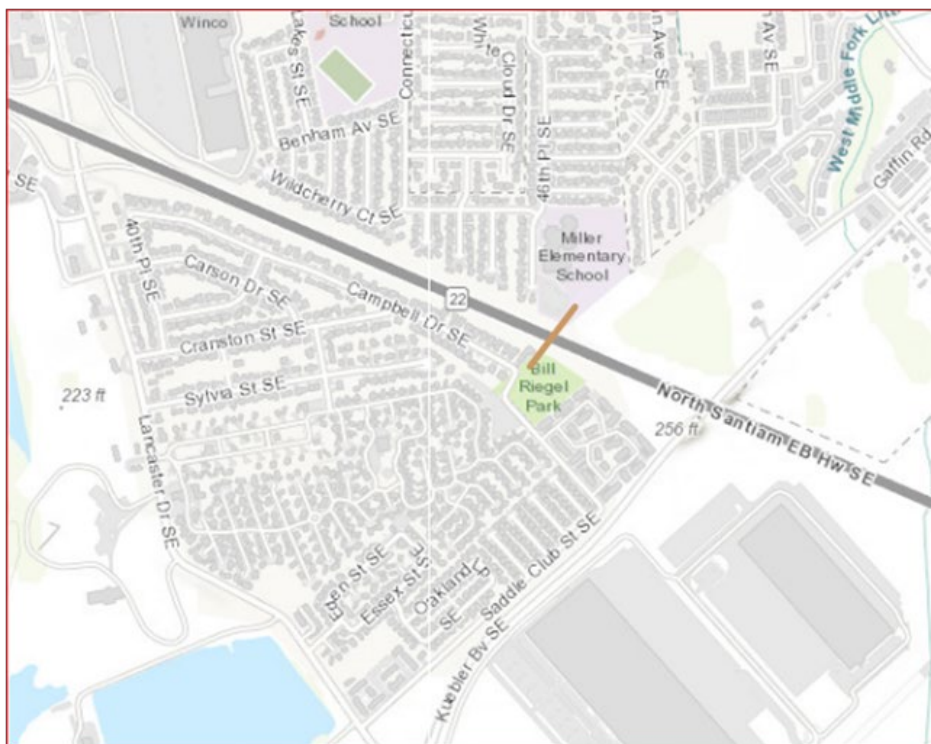
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Dear Mayor and Councilors,

Please consider the changes proposed below for the 2022 Bond.

Developers are required to bring streets adjacent their land up to City standards when they develop. This has saved taxpayers and cost developers millions of dollars but it is a known cost and land values reflect this cost. When the City (taxpayers) constructs or improves streets along vacant land, the land value increases because the landowner no longer is required to construct or improve adjacent streets. The bond proposes to improve McGilchrist Street at a cost of \$14million, which will increase value of vacant land by millions of dollars. McGilchrist Street already has a funding source, its Urban Renewal District with \$10million available. They can also form an improvement district to raise money for improvements. In place of this project please consider the Highway 22 pedestrian bridge project.

Bonds should be directed to projects that have an urgent need and no other funding source like the pedestrian bridge over Highway 22. The map below shows the pedestrian bridge over Hwy 22 that will connect people south of Hwy 22 to schools and shopping north of the highway. This will also give people a safe way to get to work in the industrial parks.



Cordon Road Bridge over Hwy 22. Note lack of shoulders and sidewalks. Would you send your kids to school over this bridge?



**From:** [Andrew Hussey](#)  
**To:** [citycouncil](#)  
**Subject:** New Bike Proposal  
**Date:** Sunday, April 3, 2022 9:55:03 PM

---

I heartily support the proposal to use existing infrastructure to create the protected bike lanes, and want to see money for this in the bond measure. -Andrew Hussey



**From:** [A Scott](#)  
**To:** [citycouncil](#)  
**Subject:** City Bond Measure  
**Date:** Wednesday, April 6, 2022 11:29:03 AM

---

To the Mayor and City Counselors:

Just a comment about your proposed bond measure for "street and sidewalk improvements."

I have supported every bond measure for the City since I was able to vote, and that was a very long time ago. But the City's response to our aging sidewalks in the NEN area has been atrocious. NEN, one of the oldest neighborhoods in the City, with unarguably many of the worst sidewalks, has been lumped in with much newer neighborhoods which is like comparing apples to oranges. Please take a look at the photos I have posted on the SalemNEN.org website. There are hundreds showing damage caused by City trees and most have been in this condition for years.

In trying to get the City's attention on this issue I have filed an ADA complaint with the US Department of Justice because we are not able to push our handicapped granddaughter around our block without going into the street. Most blocks in NEN are in similar condition. We are caregivers with KidsNW and provide care for her every other week so this has become a serious issue. In addition, my wife has broken her ankle on a section of sidewalk raised by City tree roots. I have heard comments from others who have suffered similar injuries.

I'm hesitant to support the bond measure for this reason.

I ask for three things:

1. Review my photos on SalemNEN.org
2. Review the ridiculous City policy on repair of City sidewalks
3. Commit enough money from the bond measure to finally fix the sidewalks for your residents.

Thank you for taking the time to read this.

Respectfully,

Alan Scott  
503.302.3602

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

**From:** [Beth Climer](#)  
**To:** [citycouncil](#)  
**Date:** Tuesday, April 5, 2022 4:44:15 AM

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I whole heartily support the proposal to use existing infrastructure to create the protected bike lanes, and want to see money for this in the bond measure. I commute by bike year round to work. Weather permitting I bike to run errands as well. I would love the protected bike lanes as I've been hit by a car twice on my bike.

Sent from Samsung Galaxy smartphone.  
Get [Outlook for Android](#)

**From:** [Brian Hines](#)  
**To:** [citycouncil](#)  
**Subject:** Protected bike lane network  
**Date:** Sunday, April 3, 2022 9:58:54 PM

---

I strongly urge you to include the proposed 55+ miles of protected bike lanes in the upcoming bond measure that the City Council is discussing on April 4 and April 11.

I love to ride a bike, but like most people, I find riding in most parts of Salem to be too dangerous. Making protected bike lanes available would lead to vastly more people riding bicycles in Salem, which would create numerous benefits: reduced traffic, better health, higher quality of life, lower carbon emissions.

Sincerely,

Brian Hines  
10371 Lake Drive SE  
Salem, OR 97306

-----  
Brian Hines  
Salem, Oregon USA  
[brianhines1@gmail.com](mailto:brianhines1@gmail.com)  
<https://www.facebook.com/OregonBrian>  
<https://www.facebook.com/StrangeUpSalem>  
<https://www.facebook.com/SalemPoliticalSnark>  
<https://www.facebook.com/SalemCanDoBetter>  
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[www.salempoliticalsnark.com](http://www.salempoliticalsnark.com) (other other blog)  
[www.brianhines.com](http://www.brianhines.com) (web site)  
<https://brianhines.journoportfolio.com> (selection of my writings)

**From:** [Ben Martin Horst](#)  
**To:** [citycouncil](#)  
**Subject:** Vision for Unified Bike System  
**Date:** Monday, April 4, 2022 3:34:51 PM

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Dear Salem City Council,

I am writing to express my strong support for the [Vision for a Unified Bike System](#) in Salem, as proposed by City Councilor Virginia Stapleton, President of the Cherriots BoD Ian Davidson, and Vice Chair of the Parks and Recreation Advisory Board Dylan McDowell.

As a sometime bicycle commuter, I consistently find that the biggest obstacle to cycling in Salem is the lack of safe roads and paths on which to bike. In roughly a decade of commuting by bicycle, I have been struck by motorists twice, run off the road, harassed by motorists on multiple occasions, and forced to detour into motorized lanes to avoid vehicles illegally parked in bike lanes several times per week.

I have found Salem to be a beautiful town for cycling, even (for the most part) in winter, but the lack of safe roads and protected bike lanes certainly makes me nervous. I'd love for my kids to get out on their bikes more, but connectivity from our house in northeast Salem is poor and outright dangerous for them to get to places like parks, the library, and downtown. For that reason, the proposal for protected bike lanes on Market Street, in particular, is very exciting to me.

I hope you will support this vision, and I offer my thanks to Councilor Stapleton for her work in bringing it to this stage.

Sincerely,  
Ben Martin Horst

**From:** [Brooke Schelar](#)  
**To:** [citycouncil](#)  
**Subject:** In support of funding Salem Bike Vision!!  
**Date:** Thursday, April 7, 2022 3:55:19 PM

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To whom it may concern,

I am writing to show my support of funding the Salem Bike Vision of adding protected bike lanes in Salem.

My husband and I often ride our bikes around town for work and play and would love to feel more comfortable and safe doing so. We would also love to see the community as a whole feel more safe and comfortable to embrace bike riding and commuting.

Thanks,  
Brooke and Drew Schelar

--

Brooke Schelar



**From:** [Brett Warner](#)  
**To:** [citycouncil](#)  
**Subject:** Writing in Support of protected Bike Lane Project  
**Date:** Monday, April 4, 2022 1:01:55 PM

---

I just wanted to quickly write in in support of the protected bike lane project outlined on <https://saalem-bike-vision.mailchimpsites.com>

My wife and I live downtown and would love the ability to bike everywhere but as it stands don't feel safe on the roads. Painted bike lanes don't really do much in terms of safety and unfortunately there are motorists who have issues with bicycles on the road. **Protected bike lanes** solve these issues and encourage cycling.

Thank You

--

Brett Warner  
Software Consultant  
Spin Development

**From:** [Christopher Adams](#)  
**To:** [citycouncil](#)  
**Subject:** Support for bike lanes supported by bond measure  
**Date:** Tuesday, April 5, 2022 10:03:22 AM

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Hello,

I have been cycling around Salem for over 35 years, including commuting to downtown on a mix of relatively unsafe streets and very nice, wide bike lanes. I do appreciate that there are those concerned with alternative transportation, good for the community for a variety of reasons.

I heartily support the use of current infrastructure to add protected bike lanes. I look forward to seeing the plan move ahead.

Thank you,

Christopher Adams  
1310 Fairmount Ave S  
Salem Apr 97302

**From:** [Chantal Barton](#)  
**To:** [citycouncil](#)  
**Subject:** Bike lanes!  
**Date:** Wednesday, April 6, 2022 10:04:22 PM

---

I heartily support the proposal to use existing infrastructure to create the protected bike lanes, and I want to see money for this in the bond measure.

I bike commute from south salem to downtown and yet again, I almost got hit on my bike today. It's terrifying. Please give us safe and protected bike lanes. As an owner of a downtown business, I will provide discounts to people who ride their bikes . But not until it's safe for them to ride here.

Thank you,  
Chantal

--

***Chantal Barton (she/her)***  
***500 E-RYT & Imagination Yoga***  
[www.chantalbartonyoga.com](http://www.chantalbartonyoga.com)



**From:** [Donald Davis](#)  
**To:** [citycouncil](#)  
**Subject:** Protected bike paths  
**Date:** Sunday, April 3, 2022 10:51:12 PM

---

Please bring the planned protected bike paths to our city. I ride my bike but do not feel comfortable bringing my children with me on my outing. Providing a protected bike network would allow me to bring my kids down to Salem Saturday market on our bikes from West Salem.

Also please bring protected bike lanes to union street. There was not a protected bike lane option for the union street cycle way improvement

**From:** [Debbie Miller](#)  
**To:** [citycouncil](#)  
**Subject:** Protected bike lane  
**Date:** Tuesday, April 5, 2022 5:16:34 PM

---

I am writing to express my enthusiastic support of the protected bike lane proposal. I hope it is discussed extensively at upcoming city council meetings

Thanks

Debbie Miller



**From:** [Evan Bosch](#)  
**To:** [citycouncil](#)  
**Subject:** Community Leaders Unveil Vision for Unified Bike System in Salem  
**Date:** Wednesday, April 6, 2022 10:29:51 PM

---

I just read about this and i completely need the protected bike lanes! I am all too frequently spat hit my cars because there is not an effective way for me to get from my house in south Salem to my office or other parts of the city! I have a one year old baby and we decided to be a single car family allow for us to pay our mortgage, raise our kids, contribute to our taxes and reduce our carbon footprint.

Evan Bosch  
Salem resident 97306

**From:** [Glen Bledsoe](#)  
**To:** [citycouncil](#)  
**Subject:** Salem Comprehensive Bike Lanes and Paths  
**Date:** Thursday, April 7, 2022 12:43:11 PM

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I retired a couple of years ago and I rarely drive my car anymore. My number one mode of transportation is my ebike. During summer months I put in about 20 - 25 miles per day. My ebike helps me climb the hills in south Salem and gets me to just about anywhere in the city with reasonable ease. While most cars are reasonably respectful of my presence on the road there are cars that pass me too closely and too quickly. I would strongly support Salem's plan for a 55 mile comprehensive interconnecting bike route. Oh, yes I would.

Cheers!

Glen

**From:** [Jason Cox](#)  
**To:** [Chuck Bennett](#); [Virginia Stapleton](#); [Jose Gonzalez](#); [Tom Andersen](#); [Trevor Phillips](#); [Jackie Leung](#); [Chris Hoy](#); [Vanessa Nordyke](#); [Micki Varney](#)  
**Cc:** [citycouncil](#)  
**Subject:** Support bike lane proposal  
**Date:** Monday, April 4, 2022 1:14:34 PM

---

Greetings,

The following is the testimony I provided verbally to the bond steering committee, and would like to also submit to the city council.

Mayor Bennett, councilors, staff -

If you want to take a ride on the wild side, ride a bike in the unprotected bike lanes on Lancaster Drive or Portland Road at rush hour. It's an instructive experience. While technically a bike lane, it's scary and fairly dangerous, and I consider myself a relatively strong bike rider. I'd never take my wife or my daughter on such an experience.

Our current, unprotected bike lane system serves only those with the nerve and experience to ride alongside distracted drivers and large trucks. It is a half-hearted attempt at encouraging travel on bicycle, and in fact is counterproductive.

- The current system does not serve families who want to experience their city and get some activity at the same time.
- It does not serve the underprivileged who cannot afford a reliable vehicle or the rising price of fuel.
- It does not serve people who cannot compete with vehicle traffic on the roads - which is basically everyone.
- It does not serve people who want to reduce their carbon emissions by driving less.
- It does not serve people who want to improve their health by incorporating bicycling into their daily activities.

I encourage you to support the 55-mile protected bike lane system proposed by Councilor Stapleton, Ian Davidson and Dylan McDowell

- Protected bike lanes are good for business: Studies have shown businesses benefit and commercial property owners see fewer vacancies along protected bike lanes.

- Protected bike lanes are good for safety: A New York study showed a decrease in crashes, speeding, and sidewalk riding when they installed a protected lane on Columbus Avenue.
- Protected bike lanes are good for public health: Every city that has tried protected bike lanes has seen more people riding, receiving the physical and mental benefits of exercising. And with the climate crisis, it's a simple way to reduce vehicle trips and associated carbon emissions.

The protected bike lane corridors that have been proposed would go a long way toward making Salem a truly bike-friendly city and provides broad benefits, even to those who never ride. Please include this proposal in the November 2022 bond package. Thank you.

Jason Cox  
Ward 7  
503-383-1141

**From:** [Kourtney Linebaugh](#)  
**To:** [citycouncil](#)  
**Subject:** Comment of SUPPORT on bike lane funding for Salem  
**Date:** Tuesday, April 5, 2022 11:06:10 AM

---

Hello Council members,

I am writing today to give support to funding protected bike lanes connecting Salem. Thank you for considering this!

I am a bike commuter in Salem and also just love riding bikes to go downtown or head to a friends house. I have commuted from all areas of Salem including North Salem, South Salem, West Salem and from downtown over the past 15 years. We need protected bike lanes in Salem and there is a need for it. Not only have I seen the need, I have also heard people say they don't feel safe as the bike routes are currently lacking.

Please support this for our community! Thank you!

Kourtney Linebaugh



**From:** [Krista McIntosh](#)  
**To:** [citycouncil](#)  
**Subject:** Bike lanes  
**Date:** Tuesday, April 5, 2022 7:35:17 AM

---

Would love to see more protected bike lanes. I'm a cyclist but I'm also a driver. In the last 3 years as a cyclist, I've seen more and more aggressive drivers. Even if I'm on roads with narrow bike lanes, drivers are going too fast, they are distracted, they rarely move over or slow down, and some even try to get as close as they can.

Another issue is that existing bike lanes are full of debris that leads to flats. Drivers get mad because we ride right near the line. They don't realize that blowing a tire could cause a potential accident.

With the population increase which results in more drivers and climate change, I really hope the city council of Salem is thinking about alternative forms of transportation. It's all about infrastructure. I've been to other countries where protected bike lanes exist. Cyclists and drivers seem to be able to navigate, it's only here in the US this is a divisive topic.

Thank you

Sent from my iPhone

**From:** [LARRY M SHARON HILL](#)  
**To:** [citycouncil](#)  
**Subject:** bike lanes  
**Date:** Tuesday, April 5, 2022 12:51:43 PM

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Sent from [Mail](#) for Windows

I do not think that we need any more of underutilized bike lanes in Salem. I believe they are a waste of money that could be used in other places. The list of other considerations is a much better use of the funds. In my opinion the street and sidewalk , improvements would first. If the bike lanes is approved I think I will vote against the bond renewal.

**From:** [Linda Peaslee](#)  
**To:** [citycouncil](#)  
**Subject:** \$300 million bond  
**Date:** Wednesday, April 6, 2022 12:53:18 PM

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I don't want to sound negative but I am really tired of paying for something I will never use. Fifty-five miles of bike lanes? I am too old to ride a bike and wouldn't want my grandkids to ride a bike in downtown Salem. Why isn't this paid for by the folks that might use it through their state income tax?

We have already put hundreds of thousands into cleaning up our parks to no avail. We still can't use them and the homeless are back and destroying them again. Your solution for the homeless clearly isn't working.

The remaining things on your agenda fire department, civic center, tech and cybersecurity again are things that should be paid for by everyone through state income tax and not just the responsibility of the homeowners. Please do not move forward with this bond. I can't afford anymore. Inflation and your agenda are breaking me.

Linda Peaslee  
Retired Homeowner

Sent from my iPhone

**From:** [Moses Keener](#)  
**To:** [citycouncil](#)  
**Subject:** Protected Bike routes  
**Date:** Tuesday, April 5, 2022 7:40:05 AM

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Hi my name is Moses Keener.

I'm a part of the local biking community. Scott's Cycle employee and am also on the board for the local bike race team Capitol Velo. As well as the Volunteer Director for 2022 IronMan Oregon 70.3.

To hear about these protected bike lanes for me is a dream come true. I've also heard from others that this would be good for so many in the community. It is a plan that if followed through with, would change so much about the city, in a great way! I 100% support this plan and would like to know what we can do to make this happen!

Moses Keener

**From:** [Nancy Ledbetter](#)  
**To:** [citycouncil](#)  
**Subject:** Protected bike lanes!  
**Date:** Sunday, April 3, 2022 10:37:16 PM

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To the Salem City Council:

I would love to be able to bike safely from my home in South Salem to downtown.

Please include pictures protected bike lane proposal in the bond measure being discussed on April 4 and April 11.



Thank you, Nancy Ledbetter  
Sent from my iPhone

**From:** [noreply@cityofsalem.net](mailto:noreply@cityofsalem.net) on behalf of [neilpierson25@gmail.com](mailto:neilpierson25@gmail.com)  
**To:** [citycouncil](mailto:citycouncil)  
**Subject:** Contact City Council  
**Date:** Tuesday, April 19, 2022 11:21:10 PM  
**Attachments:** ATT00001.bin

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Your Name	Neil Pierson
Your Email	neilpierson25@gmail.com
Your Phone	5039907883
Street	770 Candalaria Boulevard South
City	Salem
State	OR
Zip	97302
Message	One of the possible uses for pandemic funding is to expand bike lanes. I feel this is not the best use of the money. Look at the bike lanes we have: How much are they used? Their supporters may say that they aren't used because there aren't enough of them--build it and they will come. There is no evidence applicable to Salem to support that. At best, in our climate, they will be used for half the year. The notion that bike lanes will somehow help us handle population growth is absurd. Please use the money to maintain infrastructure (something we WILL need for population growth) or to replace fossil fuels.

This email was generated by the dynamic web forms contact us form on 4/19/2022.



**From:** [Peter Doty](#)  
**To:** [citycouncil](#)  
**Subject:** Additional Bike Lanes for Salem  
**Date:** Tuesday, April 5, 2022 7:10:31 AM

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Greetings,

My name is Peter Doty, and I'm a resident in south Salem.  
I work downtown at Pacific Office Automation at 264 Liberty St NE.

Since a recent loss of a car, I have purchased an electric kick scooter to ride to and from downtown.

After experiencing the dangers of the road from the bike lane, I support the proposal to increase the safety and quality of the bike lanes in Salem.

As for particular points of interest that I've experienced:

- While going downtown on Commercial St, crossing the unprotected bike lane at the 12th St. Cutoff
- Merging into car traffic after the bike lane ends at Trade St.
- While going south on Commercial St, crossing the unprotected bike lane at Liberty Rd. S
- And lastly on my trip to and from the office, crossing the unprotected bike lane at Sunnyside Rd SE while going south on Commercial.

I learned about this proposal in [this article in the Statesman Journal](#), and wanted to show my support by sending this email.

Thank you for your time and service to the community,  
Peter Doty

**From:** [Sam Puhek](#)  
**To:** [citycouncil](#)  
**Subject:** Protected Bike lane proposal should not be part of the bond measure  
**Date:** Wednesday, April 13, 2022 11:53:21 AM

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I am expressing my strong opinion that the project to add 55 miles of bike lanes should not be bundled in the same bond as new fire stations and fire trucks. I will not vote for the bond if it is included. If it must be considered by voters, make it a separate item on the ballot.

Making Salem more bike friendly is great in theory but our weather will preclude all but a few to bicycle to and from work on a handful of days. We are NOT Bend or San Diego. The return on investment and reduction in car traffic just aren't there. Most workplaces do not have showers and most require different clothing than activewear and shoes appropriate for safe biking. Also, so many must incorporate other responsibilities like dropping off or picking up kids, stopping at the grocery store etc., as part of the morning and evening commute.

We need to use our limited funds to take care of the roads and sidewalks we have. Contrary to popular belief, most people's income has not increased and property taxes certainly have. Wouldn't it be fiscally responsible to make the bond measure for a smaller amount than of the one that is retiring and focus on projects that will benefit everyone in the city?

Thank you for your consideration.  
Sally Litchfield  
6007 Sawgrass St SE  
Salem, OR 97306

**From:** [scott.smith](#)  
**To:** [citycouncil](#)  
**Subject:** Bike lanes  
**Date:** Sunday, April 3, 2022 10:00:58 PM

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Hello,

Just want to say thanks for most of what you do.

Also

Want to add that any enhancements in town that protect cyclists on roads and make their way quicker and safer in all on board for.

Thank you

Scott Smith

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Cascade Peaks Construction  
C.503-930-7432  
ccb # 164676  
Salem, Oregon

**From:** [tburton@acm.org](mailto:tburton@acm.org)  
**To:** [citycouncil](#)  
**Subject:** bike paths  
**Date:** Monday, April 4, 2022 9:02:29 AM  
**Attachments:** [TABLOGO.PNG](#)

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Sirs: I wholly endorse expanding Salem's bike paths. Right now, streets are generally not safe for bicycles and we need to reduce car driving.

Tim Burton, M.D.  
[tburton@acm.org](mailto:tburton@acm.org)



"We cannot solve our problems with the same thinking we used when we created them"  
—Albert Einstein

**From:** [Weisha](#)  
**To:** [citycouncil](#)  
**Subject:** Protected bike lanes!  
**Date:** Tuesday, April 5, 2022 1:29:18 PM

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I like to ride a bike, and with gas prices (and green house gases) continuing to increase I would much prefer to bike than use a car, but find it too dangerous to do almost everywhere in Salem. Consequently I was quite excited to read about the protected bike lane proposal the Clty is considering!

PLEASE include this protected bike lane proposal in the bond measure being discussed on April 4 and April 11!

Thank you,

Weisha Mize  
615 Piedmont Ave. NW  
Salem OR 97304

“The single biggest problem in communication is the illusion that it has taken place.”  
George Bernard Shaw

**From:** [Susan King](#)  
**To:** [citycouncil](#)  
**Subject:** Include continued bicycle funding  
**Date:** Wednesday, May 4, 2022 3:55:16 PM

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Please provide 5% of the bond for new and maintenance of existing infrastructure of bike lanes. We love what the city has begun. It is nice to feel safe riding our bikes in these areas, but much is still needed. Please do not forget us.

Susan King