

From: [Alex Brown](#)
To: [CityRecorder](#)
Subject: In support of protected bike lanes
Date: Monday, May 16, 2022 2:02:01 PM

Hello,

I live just off Sunnyview Road near the fairgrounds and get around by both car and bike. I am writing to tell you I am in favor of using funds from the community infrastructure bond to establish protected bike lanes. When I am riding on a street with no bike lanes it can be hard to feel safe. When I am in an unprotected bike lane that is a big improvement, but a protected lane would by far be safest and would encourage me to bike more and drive less. Please help move this forward.

Thank you
Alex Brown on Bruce St NE

From: [Becky Hickox](#)
To: [CityRecorder](#)
Subject: Comment for tonight's meeting
Date: Monday, May 16, 2022 2:08:52 PM

I no longer do any bicycling, but have in the past. The main reason I gave it up as a means of transportation was the difficulty of getting around Salem without feeling safe from traffic. It just got too stressful. I'm a Keizer resident now, but would love to see some infrastructure money used to make Salem more bike friendly. It would help the health of our citizens and the planet.

Becky Hickox

From: [Christne Wagner](#)
To: [CityRecorder](#)
Subject: Re; Speed Bumps for Edgewood Avenue NE
Date: Monday, May 16, 2022 1:54:02 PM

I'm writing in regards to the need for speed bumps on my street. I live at 2585 Edgewood Ave NE and there is a serious speeding problem on my street. The majority of cars traveling down my street are not going the speed limit and more often than not they also run the stop sign. Changing the speed will do nothing to alleviate the issue since most are already speeding with the current speed limit. I moved here in 2019 and have seen the speeding and reckless driving increase. I'm scared to let my grandchildren play in the front yard or walk my dog in the neighborhood for fear of being hit. There have been several accidents and recently two cars hit a truck which ended up in my neighbors yard and both fled the scene. Two weeks ago a large truck was speeding down my street at almost 60 mph. They ran the stop sign and luckily no one was backing out or driving on the cross street. Any one of these vehicles could lose control and hit a pedestrian, children, pets or someone's home or car. This is a tragedy waiting to happen if some aggressive preventative action isn't taken. I'm asking that you invest in prevention before something horrible happens.

Kind regards,
Christine Wagner

wagnerstudio@gmail.com

From: [Donald Davis](#)
To: [CityRecorder](#)
Subject: Salem city council bike vision
Date: Monday, May 16, 2022 2:04:13 PM

To whom it may concern;

I strongly recommend in supporting the bike vision goal by ensuring that 5% of the new bond money goes to improving bicycle corridor safety. On my way into work this morning I passed a family on center street, 3 children and 2 adults, utilizing the sidewalk on their bikes due to a lack of safe infrastructure for all ages and abilities (AAA).

I recommend that our city takes a bold stance in becoming a bike city. This is the equitable and accessibility option. It also will serve to reduce our long term maintenance costs as bikes provide far less damage to our community infrastructure than single occupancy vehicles.

More people able to utilize a bike network will also lead to less impacts of gas prices fluctuation.

Thank you for your time and consideration,

Donald Davis

From: [Jennifer Warner](#)
To: [CityRecorder](#)
Subject: Bike Vision for Salem
Date: Monday, May 16, 2022 3:06:40 PM

Dear City Council,

I wish to express my support for the proposed Bike Vision for Salem. I think protected bike lanes will make Salem overall a much safer and more vibrant city. I currently live about 1 mile from the city center and would utilize protected bike lanes almost daily! Thank you for your consideration.

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Jennifer Warner

From: [Kendra Tibbot](#)
To: [CityRecorder](#); [citycouncil](#); [Chris Hoy](#); [Tom Andersen](#); [Vanessa Nordyke](#); [Chuck Bennett](#); [Virginia Stapleton](#); [Jackie Leung](#); [Jose Gonzalez](#)
Subject: PUBLIC INPUT FOR MAY 16 2022 CITY COUNCIL BOND MEASURE WORK SESSION
Date: Monday, May 16, 2022 1:37:29 PM

City Councilors,

Homelessness is at a level of being a humanitarian crisis, with HUNDREDS more people unsheltered than all shelter beds combined can accommodate. Besides the lack of enough shelter beds and lack of affordable housing, many people experience physical and/or mental disabilities that leave them needing a higher level of care or support than shelters can accommodate, so we often have nowhere for our most vulnerable homeless individuals to go. Ideally, we'd triage those individuals as highest priority for housing and shelters. Instead they often fall through the gaps in the system, joining others who are living and dying in our streets, parks, and neighborhoods.

The proposed \$10 million enables the city to obtain places people might live, yet If the bond allocation for housing doesn't also connect to sustainable operating funds, we can't make the desired dent in solving homelessness. Either without the other leads us nowhere.

As soon as possible, please consider a small utility fee increase or other funding stream to enable sustainable operating funds. Just as we need to invest in various infrastructures now in order to meet needs and to save money in the long run, we also need to invest in homeless projects' operating costs, so we have the means to use the affordable housing infrastructures that this bond may provide.

Thank you,

Kendra Taylor

From: [Lynelle Wilcox](#)
To: [CityRecorder](#); [citycouncil](#); [Chuck Bennett](#); [Virginia Stapleton](#); [Chris Hoy](#); [Tom Andersen](#); [Trevor Phillips](#); [Jackie Leung](#); [Jose Gonzalez](#); [Vanessa Nordyke](#); [Micki Varney](#); [Gretchen Bennett](#)
Subject: Public testimony for Bond Allocation work session, 5/16/22
Date: Monday, May 16, 2022 3:37:29 PM

Salem City Council,

I'm writing about proposed allocations for the upcoming \$300 million bond measure. I am happy to see that \$10 million is included for Affordable Housing Opportunity Funds. Thank you for that proposed allocation, and thank you for the many decisions and projects you have approved and implemented towards managing and solving homelessness. I am very grateful for those decisions and projects.

Managing homelessness via temporary shelters and other supports is humane and necessary, yet managing homelessness is an endless cost if we don't also invest much more significantly in solving homelessness. When I asked Jimmy Jones for his thoughts about what might make a big difference in reducing homelessness, he shared that high density hotels are the fastest most efficient way to shelter many people at a time.

The proposed \$10 million bond allocation for Affordable Housing Opportunity Funds enables acquisition of hotels or other buildings and places for people to live. Yet \$20 million would also be needed for operating funds. I realize that bond dollars cannot fund operating costs. Beyond this evening's work session about the proposed bond allocations, please consider details about affordable housing, and please develop sustainable operating funds to help solve homelessness.

About affordable housing:

Many homeless individuals receive Supplemental Security Income (SSI) disability benefits. The SSI amount for 2022 is \$841 for a single person. The Federal standard is that no more than 30% of a household's gross income should be spent on rent and utilities. Households paying more than 30% of their income are considered cost burdened. Households paying more than 50% of their income are considered severely rent burdened. 30% of \$841 is \$252.30. 50% of \$841 is \$420.50. Average rent for a zero-bedroom apt. in Marion and Polk is \$949 a month, making housing unattainable for individuals who are living solely on SSI income.

"Affordable" housing is not affordable to the majority of individuals and families who are homeless. As we invest in affordable housing, please consider how often "affordable housing" isn't actually affordable for people living in poverty. We need to do better at fixing that gap.

About the need for operating funds:

A \$300 million bond enables us to invest in many projects and directions. We have a humanitarian crisis happening with people living and dying on the streets because they don't have ways to meet basic human needs. There are HUNDREDS more people unsheltered than all shelter beds combined can accommodate. Besides the lack of enough shelter beds and lack of affordable housing, many people experience physical and/or mental disabilities that leave them needing a higher level of care or support than shelters can accommodate, so we often have nowhere for our most vulnerable homeless individuals to go. Ideally, we'd triage those individuals as highest priority for housing and shelters. Instead they often fall through the gaps in the system, joining others who are living and dying in our streets, parks, and neighborhoods.

The proposed \$10 million for Affordable Housing Opportunity Funds enables acquisition of places people might live, yet If the bond allocation for housing doesn't also connect to sustainable operating funds, we can't make the desired dent in solving homelessness. Either without the other leads us nowhere. As soon as possible, please consider a small utility fee increase or other funding stream to enable sustainable operating funds for managing and solving homelessness.

Homelessness is often listed as the top concern of community leaders and community members. Just as we need to invest in various infrastructures now in order to meet needs and to save money in the long run, we also need to invest in homeless projects' operating costs, so we have the means to reduce homelessness on a larger scale. Housing people is the only way to solve homelessness, and doing so saves money in the long run, saves lives along the way, and enables effective use of the affordable housing infrastructures that this bond may provide.

Thank you for your consideration.

Lynelle Wilcox
1785 Norway Street NE
Salem, OR 97301

From: [Mark C. Edwards](#)
To: [CityRecorder](#)
Subject: Support for protected bike lanes
Date: Monday, May 16, 2022 2:16:23 PM

My name is Mark C. Edwards. I live in Ward 2 @ 2270 Electric St. SE Salem OR.
Our household of 4 use either bicycles, a tricycle or a powered wheelchair to get around town.
Having protected bicycle lanes will help improve traffic flow and increase the safety for me and my housemates. It seems like a weekly occurrence that we suffer from a close call encounter with traffic. I therefore ask City council to review and implement the Salem Bike Vision as described at the website <https://salem-bike-vision.mailchimpsites.com/>

Thank You,

Mark C. Edwards
541-270-1216

Sent from [Mail](#) for Windows

From: [Mike Hughes](#)
To: [CityRecorder](#)
Subject: Salem Community Improvement Bond
Date: Monday, May 16, 2022 3:51:10 PM

Dear City Councilors:

While I agree that the city is headed on the right course in renewing and redirecting funds from already existing bond measures, I have real problems with some of the priorities and strong support for some of the new proposals.

One of my strongest objections is regarding the huge amount of funds being proposed for replacement of firefighting apparatus. Public Safety has always received the major portion of general fund money, even in lean times, while other departments have had to sacrifice or make major cuts due to shortages in funding. Around 20 years ago the fire department claimed they needed more fire stations because all the development on the outskirts of town had resulted in a minute or so increase in some of their response times. The solution was to contract out medical responses to a private company and thus free up money to build some more fire stations (which the city couldn't afford to staff for a number of years). We have a contract with these companies to deal with medical emergencies and patient transport but someone decided that it was also necessary to respond to these same calls for injuries, heart attacks, etc. with a six-ton pumper truck carrying hoses and ladders and five or six unneeded EMTs just in case they might be able to arrive a few seconds sooner (they often don't). Since only a very small percentage of emergency calls are for actual fires anymore, this has resulted in an unnecessary increase of 900 or 1000 percent in the mileage put on these huge vehicles, not to mention a lot of high-paid firefighters with nothing to do at the scene. If we are going to finance new equipment, it should be for smaller, rapid response ambulances with smaller crews of well-trained and well compensated EMTs and perhaps cancel the contracts with companies such as Falck, who can only operate more cheaply because of lower employee wages and benefits.

As for some of funding this could free up for other things, we should work to make Salem a stronger, more livable place for our children and their children. In the past decade or so, Salem has been making significant progress in balancing peripheral single-family development with a vibrant, livable core and gradually increasing the supply of affordable housing along transportation corridors.

Things that should have a high priority include:

Branch libraries

For decades we have had a single branch library in west Salem that was a donated from Roth's and is about 1 ½ mi away. The only library service for the rest of the city is the main library which is 5 or 6 miles distant from much of Salem.

Bike-pedestrian Infrastructure

We finally have some people in positions where they are able to implement some solutions to the lack of safe, useful routes for bicycling throughout the city. We have miles of token bike

lanes consisting of painted lines on the sides of streets with multi-ton vehicles passing by a few feet away at 45 mph or more. In many places, even these simply end suddenly and the road narrows leaving a cyclist with an unprotected shoulder to ride on. The cost to implement more protected bike lanes has been estimated to be around \$2000/mile, which is considerably cheaper than what we pay to widen streets so people can move faster with fewer delays in their climate-controlled vehicles.

There is a critical need for more sidewalks along collector streets and more safe marked crossings. These should have a higher priority than addressing the need for drivers to get to their destinations a few seconds sooner.

Alternatives to Single-occupant Auto Trips

Salem has finally begun to take action on a new strategic plan via the Our Salem project, which has actually done a good job of reaching out to get feedback from the city's taxpayers and will hopefully result in more complete neighborhoods which can serve many of the needs of local residents. We finally have a climate action plan which needs more than just lip service and will hopefully get substantial funding to implement its suggestions.

And finally, there is a need to make various types of mass transit more convenient and user-friendly. Hopefully the city can work with Cherriots and SKATS to start development on things such as bus rapid transit and downtown shuttle service.

Thank you for your consideration and for trying to make Salem a great place to live and work.

Sincerely,

Michael Hughes
935 Barkstone Ct. SE

From: [Mason Miller](#)
To: [CityRecorder](#)
Subject: Bike lanes
Date: Monday, May 16, 2022 2:30:02 PM

Build the bike lanes

M. Miller

From: [Marissa Theve](#)
To: [budgetoffice](#); [Bond 2022](#); [CityRecorder](#); [citycouncil](#)
Subject: 5/16/22 City Council work session: Salem Community Improvement Bond public testimony
Date: Monday, May 16, 2022 1:52:48 PM

Greetings councilors,

I appreciate the work you've put into the bond measure and am fully supportive of the draft, with a small tweak or two. Please support the **Salem Bike Vision** project by earmarking whatever amount you can, ideally just 5% of the bond measure to fully fund the project. As you well know, our Climate Action Plan will require people to get out of their vehicles to meet the ambitious emissions reductions goals already adopted by the Council. What we have for dedicated bike infrastructure now, is mostly limited to paint on streets and it does not allow bike users to feel safe enough to replace many vehicle trips with bike rides. As a person who has recently purchased a bike for the first time since moving here in 2016, I am fairly leary of motorists when I ride. On my inaugural ride to a yoga class downtown from my home in Grant Neighborhood I was honked at on Winter Street, a supposed Greenway, due to the lack of signage. Not even the confusing sharrow symbol is present there. With protected bike lanes there would be no question if my attempt to reduce car trips was a valid use of our city's infrastructure. Last year, Salem tragically fatally lost somewhere around 13 bikers and pedestrians to vehicle collisions. Salem can do better to make alternative modes of transportation a priority and that starts with this project. We can phase in bike infrastructure as we repave roads, but we need to have a master plan to ensure they are connected in a way that allows safe trips to places people actually want to go. My final thought is to emphasize that as Salem grapples with the identity crisis of adding more than 20,000 people to its population in the last 10 years, please keep in mind the lowest hanging livability fruit: **noise pollution** and **light pollution**. The two largest contributors to noise pollution are planes and cars (also two of the largest greenhouse gas emitters). Getting people out of their vehicles for short trips is a simple way to stave off noise pollution increases.

Light pollution by contrast is one of the easiest environmental problems to fix: don't use outdoor lighting where it isn't necessary and fully shield all outdoor lamps. The bond proposal has \$500,000 slated for adding streetlights and decorative LEDs, which will contribute to Salem's increasing skyglow and light trespasses. While LEDs use less energy than the high pressure sodium lights of yesteryear, they provide a slippery slope to using more and more outdoor lamps, which ultimately defeats the purpose of upgrading to LEDs in the first place by contributing to a net increase in energy consumption. I urge Council to keep an eye for conservation when considering adding any additional street lights or lit decorations. There are numerous studies showing the cumulative effects of unshielded outdoor lighting on bird migration, bats, insects, trees, and of course human health -shortening lives due to the chronic stress of light trespass. I invite you to dig into some of that literature before spending half a million dollars to intensify the sky glow that Salem produces. In order to continue our City's trajectory towards a more dense, walkable, liveable place, we need to tackle problems like light and noise pollution. I suggest the City divert any funds spent *adding* lights to *upgrading* existing lamps to International Dark Skies Association parameters starting in neighborhoods most affected by light pollution.

Thank you for considering.

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Marissa Theve

Grant Neighborhood, 97301

Pronouns: she/her/hers

From: [mark wigg](#)
To: [CityRecorder](#); [citycouncil](#)
Subject: Bond 2022-not a penny for solar or new parks?
Date: Monday, May 16, 2022 3:02:07 PM

Dear Mayor and City Councilors,

Please substantially reduce the money devoted to streets in the bond measure and invest in multi-use trails, solar power, and new parklands. If this bond doesn't pass, how will the needed street improvements be funded? A few are in Urban Renewal Districts that generate some funding, but most depend on bonds for basic maintenance. Maintaining roads should have a stable funding source. We need to increase gas taxes. Tax gas to reduce its use and pay for basic maintenance of streets.

We should have had solar panels installed on the police station and library. Those panels would be generating revenue now, reducing GHGs, and with storage batteries, a better source of emergency power than diesel generators.

Increasing parklands also could increase revenue by allowing an increase in the park system development charges. We need two or three more parks the size of Minto-Brown Park. Buying mined-out gravel pits is a rare opportunity and could reduce flooding in Salem.

If we want to attract remote workers and active retirees, Salem should try to become more like the resort communities where walkers and rollers have separate trails away from cars, i.e. more fun and safer. The 2019 Our Salem survey said the top priorities for respondents were wanting more parks and trails. This is your opportunity to show them that you are paying attention to their requests.

Please slow down the process to make this a bond for our future.

Respectfully,

Mark Wigg

From: [Peter Domine](#)
To: [CityRecorder](#)
Subject: City Council Comment on Agenda Items
Date: Monday, May 16, 2022 3:39:19 PM

To the Salem City Council,

I wanted to voice my enthusiastic support of the Salem Bike Vision group's initiative for funding protected bike lanes using 5% of the proposed bond measure. As someone who rides a bike not only for recreational use but for practical day-to-day commuting purposes, I can't say how important physical separation from vehicle traffic is for people riding a bike. Although I myself am comfortable and confident riding with traffic, I want to stress how important it is for the City to build out its bicycle infrastructure to be user-friendly for all ages and abilities. Kids should be able to ride to school and other activities, adults should be able to comfortably and conveniently ride to work or for running errands. Bicycling is not just a niche activity for the physically fit and brave hardcore cyclists who dare to ride with traffic. Bicycling should be safe, convenient, and practical for all trip purposes. Salem has great potential to be a better city for bicycling, and that is good not just for bicyclists, but for everyone's quality of life, from boosting our local economy to improving public health, reducing pollution, and yes, improving traffic. Many of our local streets and minor arterials are decent enough for confident cyclists, but major arterials such as Lancaster Dr, Commercial St or Liberty St, Wallace Rd, and crosstown links such as Center St or Market St are significant barriers to most people who would not dare risk riding on them. Separated, protected bike lanes along these routes—which provide access to most major destinations—is badly needed to make Salem a more bikeable (and walkable) city. I hope you will consider this funding opportunity and continue making Salem a great place to live. Sincerely,

-Peter Domine

(My last name is pronounced Dom-in-e, like Domino but with a hard E - thanks)

From: [STEVEN ANDERSON](#)
To: [CityRecorder](#)
Subject: Testimony May 16 City Council Work Session
Date: Monday, May 16, 2022 2:51:06 PM
Attachments: [Marine Drive 2022 Bond City Council Work Session.pdf](#)

Please include the attached PDF of my testimony about Marine Drive for tonight's Salem City Council work session (agenda item 3.a). I ask that it be included in each councilor's packet for their review before tonight's meeting and included in the official record for tonight's meeting. Please confirm receipt of this email and file. Any questions, please let me know. Thank you.

Steve Anderson, Ward 8
andersonriskanalysis@comcast.net

Marine Drive Local Access & Circulation

Harriett via 5th Avenue to Taybin Alignment

- Cost-Effective Initial Phase
- Overcomes ODOT Development Restrictions along Wallace Road



BACKGROUND

- Marine Drive was first adopted into the Salem Transportation System Plan by City Council in 1997
- September 1997 Wallace Road Local Access & Circulation Study transportation recommendations regarding Marine Drive:
 - A new north-south collector street (Marine Drive) should be constructed east of Wallace Road that will provide a spine for local access and circulation
 - The 5th Avenue link was offered as an acceptable preferred alignment for Marine Drive

BACKGROUND (Cont.)

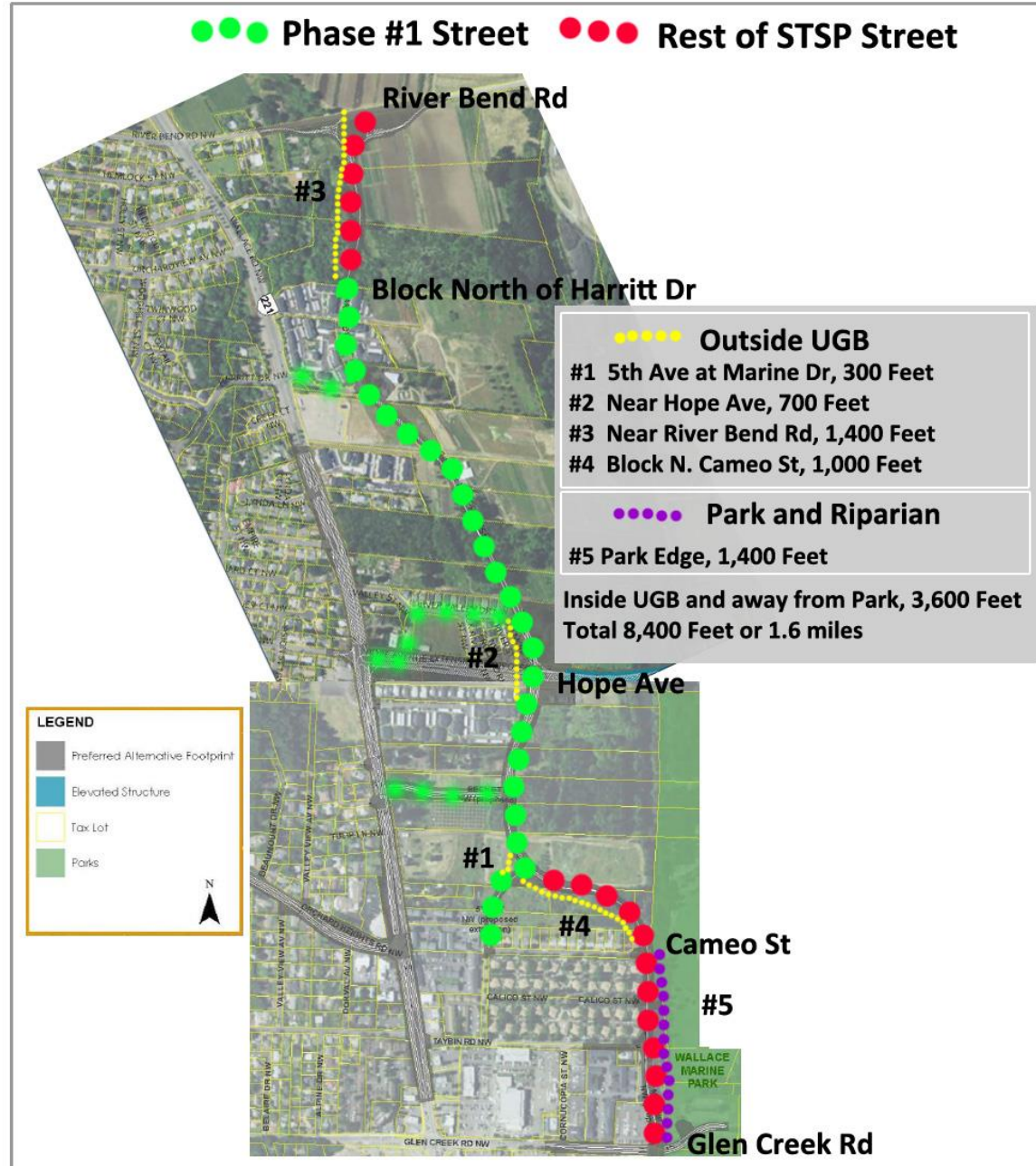
- In 2017 a group of West Salem community leaders, business leaders & our City Councilors got together to discuss how best to use the remaining \$3,442,920 Bond funds
- We discussed the pros and cons of the two suggested alignments in the FY 2016 - 2017 City of Salem Budget (see slide #5 for issues)
 - Riparian impacts evaluated
 - Impacts along the west edge of Wallace Marine Park evaluated
 - Encroachment on the east edge of Pioneer Village apartments (a federal HUD project) evaluated
 - Others

BACKGROUND (Cont.)

- The Marine Drive alignment question was taken to the West Salem Neighborhood Association (WSNA) to gather community input
- WSNA discussed the pros and cons of the two suggested alignments (local collector street vs. regional access)
 - Marine Drive was one of the top 5 priorities of WSNA for 2017
- See slide #6 for WSNA comparative analysis of proposed projects (local vs. regional) to use the remaining Transportation Bond Funds

Marine Drive NW

Phase #1 length outside UGB is 12% of Marine Drive





April 26, 2017

Comparative Analysis of 2017-18 West Salem Marine Drive 2009 Transportation Bond Fund Allocation

If the City of Salem has \$3.6 Million to spend on Marine Drive in the next 10 years, what is the best investment? The West Salem Neighborhood Association recommends investing in the surveyed Marine Drive R-O-W from Harritt Drive to 5th Avenue at Cameo Street.

Comparative Analysis:

| WSNA Marine Drive Local Collector Street Access Proposal | Public Works Marine Drive Regional Access Initial Investment Proposal |
|--|--|
| Purchase Marine Drive surveyed R-O-W, 60 foot collector, 2 lanes with parallel bike/ped facilities, between Harritt Drive and 5 th Avenue at Cameo Street NW. | Purchase and develop 60 foot R-O-W between Glen Creek Rd. and Cameo St. along the west edge of Wallace Marine Park. |
| Allows non-bridge traffic north of Glen Creek access to Retail east of Wallace Road without adding to congestion of bridge traffic. | Connects to nothing, takes park land, housing, riparian area and invades the Willamette River Greenway. |
| Creates safe alternative to U-turns on Wallace Road for southbound travelers where there are no signals. Medians allow right turn only from areas east of Wallace Road. U-turns in 45-mph zones are dangerous. | If connected to regional traffic, places high volume high speed traffic next to residential, park and retail activity. |
| Supports redevelopment efforts of Commercial Areas east of Wallace Road as a West Salem Town Center concept. | Adds no benefit to current redevelopment efforts. |
| Public investment benefits: <ul style="list-style-type: none"> • Leverages private investment • Reduces traffic congestion on Wallace Road • Improves bike/ped route from Union RR Bridge to Harritt. • Adds to available lands inventory for Multifamily development. | Current investment is sunk cost with dubious foreseeable return on investment and net loss of scarce affordable housing resources. City Streets and bridges funds are purchasing publicly owned property. |

Councilor Cara Kaser Motion---

Use remaining Transportation Bond Funds to purchase right-of-way for Marine Drive using Harritt via 5th Avenue to Taybin alignment---
Passed by City Council

Harritt via 5th Avenue to Taybin Alignment

- Supported by WSNA April 26, 2017
- Supported by WSNA July 2020 & Councilor Cara Kaser motion passed by City Council
- Supported by Salem Bond Committee April 2022

Marine Drive

Harriett via 5th Avenue to Taybin Alignment



← Bike/Ped Route to
Wallace Marine Park
onto Union St RR Bridge