

Amy Johnson

From: bheitsch at wvi.com <bheitsch@wvi.com>
Sent: Wednesday, January 6, 2021 5:23 PM
To: citycouncil
Subject: for 1/11/21 council meeting - Item Connection between SCAN and SWAN Neighborhood

January 6, 2021

Dear Members of the Council:

Pioneer Cemetery is a gem of a resource for our community. The beautiful and contemplative setting of mature trees provide a unique experience for those who visit. The historic monuments and family plots tell important stories of Oregon history, our Salem founders and remind me of important medical advancements that eliminated many devastating diseases and the perils of childbirth. Many, if not most, of the residents who live on the north side of this beautiful cemetery in the SCAN neighborhood have ever visited. This is because the cemetery is difficult to access from the north and east and west. And not surprisingly, the majority of the stalwart volunteers who help maintain this resource are those that can easily walk to the cemetery from the only gate located on the south side.

I support installing a controlled pedestrian gate on the north side of the cemetery to provide the SCAN neighborhood pedestrian access this community resource. A controlled pedestrian gate is consistent with, and reinforces the adopted objectives of the 2004 Salem Pioneer Cemetery and Restoration Master Plan (Master Plan). The need to access and experience this beautiful 16-acre public green space could not be more important than during this pandemic period.

Pioneer Cemetery is a City asset operated by the City Parks Department. The Master Plan acknowledges this asset as a significant green space that can provide recreational opportunities near the center of the City. It calls out that the City should "encourage the use of the cemetery as a place to stroll, jog and walk..." (page 29). Installing a controlled pedestrian gate from the northwest corner will allow residents of the SCAN neighborhood the opportunity to stroll or jog or walk consistent with the objectives of the Master Plan.

The Master Plan calls for increase involvement with neighborhood groups and to expand the members, donors and volunteers that help support the cemetery (page 50). Installing a controlled pedestrian gate at the northwest corner will likely result in increased volunteer participation from SCAN neighbors, again meeting the objectives of the Master Plan. People volunteer at places they know and appreciate.

The recent report issued by the City dated 12/14/2020 summarizes four concerns that the Friends of Pioneer Cemetery have raised with respect to the proposal to allow installation of a controlled pedestrian gate at the northwest cemetery corner. I have tried to address each concern below.

1. Dog walkers, bicyclists, skateboarders will transit the grounds.

The cemetery is currently posted to prohibit dog walking. Providing an additional gate would not change that prohibition or the enforcement of that prohibition. In my review, the cemetery does not currently prohibit bicycle use and bicyclists can and do ride within cemetery. If needed, bicycles and other modal users can be controlled in the same way as dog walkers. Signage regarding proper cemetery decorum can be provided.

2. Some people would use the cemetery merely to connect to the other side and that use would change the quiet, respectful ambience of the cemetery.

This concern seems to have two parts. First, that the gate will allow people to walk through the cemetery and second, that the activity of walking through the cemetery would disrupt the ambience of the cemetery.

First, the cemetery can serve multiple objectives. A connection between the two neighborhoods has been identified in the City Transportation System Plan for years. Pedestrian connections and expansion of the pedestrian system is a city priority. The neighborhoods on both sides of the cemetery share schools, parks and friends. Installing a controlled pedestrian gate to allow use of the existing cemetery road to connect the SWAN neighbors to their closest park on the north side is a public benefit. Allowing safe pedestrian connections between SCAN and SWAN neighborhoods that diverts traffic at the Commercial/Rural, Commercial/Hoyt Street intersections is a public benefit and consistent with City objectives.

Second, it is unlikely that pedestrians who walk upon the western cemetery road for the sole purpose of getting to the other side would adversely impact the quiet, respectful ambience of the cemetery. The route is located on the extreme western edge of the cemetery (and adjacent to the maintenance area) where it will have the least affect upon individuals visiting the cemetery. The proposed controlled pedestrian gate aligns with the exiting cemetery entrance and is the shortest and most direct route across the cemetery. The presence of these walkers will be noticed primarily by those in vehicles entering the cemetery or volunteers using the maintenance area. Walkers moving to a destination travel along the shortest and most direct route and are unlikely to deviate from the cemetery road. The approximate two to three minutes needed to walk the 500-feet across the cemetery is unlikely to be noticed by those within the cemetery as the eastern sloping topography and mature vegetation screen the majority of the cemetery from view of the western cemetery road.

3. Increased traffic may provide more opportunities for some transiting individuals to damage fragile cemetery assets.

The fear of vandalism appears to be the primary concern of the Friends group. While studies repeatedly show that increased eyes and ears in an area reduces vandalism and improves safety and that many cemeteries (including historic cemeteries) provide enhanced public access without having increased occurrences of vandalism have not assuaged these fears. There is no factual support for the belief that the walkers from the SCAN neighborhood are more prone to committing acts of vandalism than their neighbors in the SWAN neighborhood. The fear that a north gate will attract individuals to vandalize monuments is not rational as individuals can currently access the cemetery through the gate on the south side. The north side of the cemetery is residential use, devoid of public or private facilities that would invite or attract individuals who are not part of the neighborhood. And yet, this fear cannot be debunked.

The SCAN neighbors also want to protect the resources of the cemetery. If a controlled pedestrian gate proves to be problematic or there are anticipated issues then the City can take action to lock the gate until the problem is resolved.

4. The maintenance utility yard would need to be relocated and there is no location for relocation. The Friends did not explain why the current maintenance facility would need to be relocated.

Thank you for your thoughtful consideration and public service.

Kind regards,

Bonnie Heitsch

Amy Johnson

From: Christine Chute <cachute@gmail.com>
Sent: Tuesday, January 5, 2021 6:27 PM
To: citycouncil
Subject: Fwd: Pioneer Cemetery Path

----- Forwarded message -----

From: **Christine Chute** <cachute@gmail.com>
Date: Tue, Jan 5, 2021 at 6:25 PM
Subject: Pioneer Cemetery Path
To: <citycouncil@cityofsalem.net>

Dear council,

I support a footpath connecting the North and South through Pioneer Cemetery, or as near as possible. I want to be able to walk to the grocery without the unpleasantness of walking on Commercial. We do not need a fancy path. Just a compacted gravel path with a gate that locks at night should be sufficient.

I love the Pioneer Cemetery. It is a great asset to our city. But there is no reason it needs to be a barrier to N-S pedestrian travel. And the path does not need to be a super-highway.

Thanks for your consideration!

Christine

--

Christine Chute
1415 Saginaw Street South
Salem

--

Christine Chute

Amy Johnson

From: Evan West <evanwest714@gmail.com>
Sent: Monday, January 4, 2021 1:44 PM
To: citycouncil
Subject: Comments on Police and Pioneer Cemetery
Attachments: Evan West Letter Jan 4.pdf

Hello:

Please see attached my letter with comment on the recent protests in our city, as well as the ongoing proposal for a gateway/pathway connecting the Fairmount Hill and Candelaria neighborhoods through the Pioneer Cemetery. Thank you.

Sincerely,

Evan West

--

Evan West, M.A.

He/Him/His

970-980-1445

evanwest714@gmail.com

1/04/2020

Mayor Chuck Bennet and Members of the Salem City Council:

I am writing to express my interest in two topics of great importance to our community: the recent protests by groups such as the Proud Boys, and the proposed gateway to Pioneer Cemetery.

I would like to thank the City Council for holding the Salem Police Department and the recently installed Police Chief to a high standard of excellence. I was cautiously optimistic that the New Year's Day protests would be well managed, and I was subsequently very happy to see law enforcement officers acting in the interests of community safety and security and the rule of law. Those who would threaten physical violence in our community, against our elected officials, legislators, and their government staffers are the vocal minority. As are those who attempt to infiltrate our community with the ideals of white supremacy. As a non-native, proud Salem transplant, I know first-hand that this community is made of caring and welcoming families and individuals. I urge you to please never cease the work that you do to ensure that our police department is not infiltrated by the ideology of white supremacy.

Videos of confrontations between police and demonstrators show protestors taunting officers with claims such as "we know you're on our side and we know you're only doing your job even though you don't want to." Whether this is true of any individual in the Salem Police Department or not, the department will have an image issue until it soundly repudiates these claims. As a descendent of a long line of law enforcement officers, and a sibling and friend of many others, I know that a true desire to protect and serve – free from the influences of racism and politics – runs deep in the veins of most law enforcement officers. I ask you to please continue to convey to our police department that the citizens of this community are watching and are grateful for appropriate service.

In regard to the study of a gateway and/or pathway through the Pioneer Cemetery, I would like to urge the City Council to consider all available options, except for the use of eminent domain. The power to acquire land through eminent domain is a useful and necessary tool in many situations, often serving to advance the causes of historic preservation and other public benefits. In this situation, however, the use of eminent domain would serve only to antagonize neighbors. There is no need for a pathway so great as to allow for the use of extreme measures such as eminent domain.

As a professional public historian, I deal every day with government infrastructure projects. I would like to remind the City and the City Council that in addition to reports on the potential impact to archeological and historic assets within the Pioneer Cemetery, a report on impacts to any potentially historic houses on adjacent tax lots will also be required before ground-disturbing construction can be scheduled. This is not to suggest that the idea of a gateway should be abandoned – as I have previously stated in written record, I fully support the creation of a second entrance to the Pioneer Cemetery – but to amend my comment to ask that the Council remain aware that the goal of this project is to better serve the Fairmount Hill and Candelaria

neighborhoods, and the greater city of Salem. It is not only the need of the friends of the cemetery, or even the immediately adjacent neighbors that should be in question.

My final comment that I would like to submit today, is that the suggestion that the distance across the cemetery is approximately equal to the distance to the sidewalk and walk along Commercial Street misses the point entirely. Citizens are seeking a *better* connection to their cemetery. The walk along Commercial Street is unpleasant and does not allow for access to the cemetery. I know that local residents who are agile enough to do so frequently do scale the chain-link fence to cut across the cemetery when it is more convenient for them to do so. Providing a legal and official means of access allows for better monitoring of the cemetery environment and promotes lawful interaction with the cherished gem of our cities past and present.

Thank you very much again for all of your time and consideration to these matters. I am available to provide further comment or to answer any questions that you might have.

Sincerely,

Evan West

970-980-1445

evanwest714@gmail.com

Amy Johnson

From: Robert Chandler
Sent: Tuesday, December 22, 2020 3:29 PM
To: EVAN WHITE
Cc: Vanessa Nordyke; Julie Warncke; Alan Alexander; CityRecorder
Subject: RE: Staff Report on Candalaria/Fairmount Neighborhood Trail

Greetings Evan and the folks of Sunnyslope NA,

Thank you for the input. I would like to understand a little more regarding the ideas expressed in your first two questions.

- Is the Sunnyslope NA advocating we establish a path that is knowingly designed to not meet accessibility standards provided doing so does not technically violate the ADA because there is an alternate route?
- If a gate were installed at the north fence line, what were the neighborhood association's ideas for how to connect users to either John Street or Rural Avenue?

I can answer your third question. Installing lighting is only an option and certainly not a necessity. This is why it is not included in the base cost estimate. I know the gates for both cemeteries are shut every night, but I have observed that sometimes this does not occur until past dusk and into early nightfall. A number of individuals have expressed concerns regarding safety and security if a path were constructed. Having a lit path may be a desired option to reduce risks related to safety and security. If so, we know roughly the cost.

I look forward to hearing more about your suggestions.

Best regards,

Robert

Robert D. Chandler, PhD, PE
Assistant Public Works Director
City of Salem | Public Works Department
555 Liberty Street SE, Suite 325, Salem Oregon 97301-3513
rchandler@cityofsalem.net | 503-588-6008
[Facebook](#) | [Twitter](#) | [YouTube](#) | CityofSalem.net

From: EVAN WHITE <epwhitehouse@comcast.net>
Sent: Friday, December 18, 2020 12:37 PM
To: CityRecorder <CityRecorder@cityofsalem.net>
Cc: Vanessa Nordyke <VNordyke@cityofsalem.net>; Robert Chandler <RChandler@cityofsalem.net>; Julie Warncke <JWarncke@cityofsalem.net>; Alan Alexander <awa8025@aol.com>
Subject: Staff Report on Candalaria/Fairmount Neighborhood Trail

The Sunnyslope NA discussed the staff report last night. We unanimously agreed to pose the following questions, which we hope that staff will address at the January 11, 2021 Council meeting.

Three Questions for City Staff

It has been estimated that it would cost about \$5,000 to professionally install a gate along the northern fence line, including a small earthen ramp to account for any difference in elevation (Tony Vassallo, retired engineer, with extensive trail-building experience and former Sunnyslope NA Land Use Chair).

1) There are two parallel gravel roads, upon which cars drive. Could the costs of construction, engineering, archeological, historical permitting and 30% contingency (\$324,113 to \$351,321) be avoided if one of these gravel roads is chosen as the Hoyt-Rural neighborhood path?

2) If the path is not paved and upgraded to ADA standards, would a person still have the opportunity to travel down to Commercial Street?

3) If the gate is locked at night, as is current practice, would there be a need for solar lighting (\$59,400)?

Respectfully,
Evan White
Sunnyslope NA Land Use Co-Chair

From: [EVAN WHITE](#)
To: [CityRecorder](#)
Subject: Fwd: RE: Staff Report on Candalaria/Fairmount Neighborhood Trail
Date: Wednesday, December 23, 2020 3:19:01 PM

----- Original Message -----

From: EVAN WHITE <epwhitehouse@comcast.net>
To: Robert Chandler <RChandler@cityofsalem.net>
Cc: "vnordyke@cityofsalem.net" <vnordyke@cityofsalem.net>, Julie Warncke <JWarncke@cityofsalem.net>, Alan Alexander <awa8025@aol.com>, Tony Vassallo <tonyv34@gmail.com>
Date: 12/23/2020 3:13 PM

Subject: RE: Staff Report on Candalaria/Fairmount Neighborhood Trail

Dear Dr. Chandler:

Thank you for seeking clarification of the comments of the Sunnyslope Neighborhood Association.

I think that the problem we have with the second staff report on "the path" is that the costs of access are mixed in with the costs of an ADA compliant path. People want access and are willing to wait for the ADA compliant path until a time when the City's finances become more robust.

Tony Vassallo, retired engineer and experienced trail builder, believes that access can be provided by a professionally installed gate and earthen ramp somewhere along the northern fence at a cost of about \$5,000.

There appears to be about a two-foot elevation difference between the cemetery and the adjacent property. Most folks, I think, would agree that the present gravel roads through either Pioneer Cemetery or City View Cemetery provide a more than adequate walking path, although not ADA compliant. If there is no need for any digging, then there should be no need for an archaeological permit, at a considerable cost savings for the City.

It is not clear from the second staff report how much excavation you anticipate. Would it be something six feet wide, five hundred feet long, and two feet deep? Our point in asking the second question is that a disabled person would be no worse off than he or she is now with no access at all to any neighborhood-connecting path through the cemetery.. Sunnyslope takes no position on where the gate should be placed, although that may change when I write testimony for the City Council meeting.

In this Christmas season, I recognize that City staff has faced some negativity on this issue, as well as perhaps a lack of direction from previous City Councils.

I visited the cemetery yesterday with some friends. Here are my personal thoughts at this time. The adjacent PUD/rental property owner has a City-owned easement through her property, and I suspect that she has not been paying property taxes on that property. It would seem to me that the most straightforward approach might be to simply open up that easement for public use, by placing a gravel path perhaps topped with some barkdust, connecting to a small ramp and gate at the easement at Pioneer

Cemetery. The City would not have to pay for an easement. A little more gravel would be needed at the south end of the gate, going past the storage area. If the storage area cannot be moved, then perhaps some of the arborvitae hedge could be removed to make way for a path that would go between the storage area and the fence. It would seem to me that that should not require an archaeological permit, and would not forestall another, possibly better solution. Before this is done, however, the PUD/rental property owner might become more willing to work out a better solution (from her perspective) with City staff. Plan B would be paying for a City View easement and a connection to John Street. But, again, this is only my personal opinion. Respectfully, and with best wishes for the Christmas Season,
Evan White
Sunnyslope NA Land Use Co-Chair

On 12/22/2020 3:28 PM Robert Chandler
<rchandler@cityofsalem.net> wrote:

Greetings Evan and the folks of Sunnyslope NA,

Thank you for the input. I would like to understand a little more regarding the ideas expressed in your first two questions.

- Is the Sunnyslope NA advocating we establish a path that is knowingly designed to not meet accessibility standards provided doing so does not technically violate the ADA because there is an alternate route?
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I can answer your third question. Installing lighting is only an option and certainly not a necessity. This is why it is not included in the base cost estimate. I know the gates for both cemeteries are shut every night, but I have observed that sometimes this does not occur until past dusk and into early nightfall. A number of individuals have expressed concerns regarding safety and security if a path were constructed. Having a lit path may be a desired option to reduce risks related to safety and security. If so, we know roughly the cost.

I look forward to hearing more about your suggestions.

Best regards,

Robert

Robert D. Chandler, PhD, PE

Assistant Public Works Director

City of Salem | Public Works Department

555 Liberty Street SE, Suite 325, Salem Oregon 97301-3513

rhandler@cityofsalem.net | 503-588-6008

[Facebook](#) | [Twitter](#) | [YouTube](#) | [CityofSalem.net](#)

From: EVAN WHITE <epwhitehouse@comcast.net>

Sent: Friday, December 18, 2020 12:37 PM

To: CityRecorder <CityRecorder@cityofsalem.net>

Cc: Vanessa Nordyke <VNordyke@cityofsalem.net>; Robert Chandler <RChandler@cityofsalem.net>; Julie Warncke <JWarncke@cityofsalem.net>; Alan Alexander <awa8025@aol.com>

Subject: Staff Report on Candalaria/Fairmount Neighborhood Trail

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Chair).

1) There are two parallel gravel roads, upon which cars drive. Could the costs of construction, engineering, archeological, historical permitting and 30% contingency (\$324,113 to \$351,321) be avoided if one of these gravel roads is chosen as the Hoyt-Rural neighborhood path?

2) If the path is not paved and upgraded to ADA standards, would a person still have the opportunity to travel down to Commercial Street?

3) If the gate is locked at night, as is current practice, would there be a need for solar lighting (\$59,400)?

Respectfully,

Evan White

Sunnyslope NA Land Use Co-Chair

From: [EVAN WHITE](#)
To: [CityRecorder](#)
Cc: [Vanessa Nordyke](#); [Robert Chandler](#); [Julie Warncke](#); [Alan Alexander](#)
Subject: Staff Report on Candalaria/Fairmount Neighborhood Trail
Date: Friday, December 18, 2020 12:37:40 PM

The Sunnyslope NA discussed the staff report last night. We unanimously agreed to pose the following questions, which we hope that staff will address at the January 11, 2021 Council meeting.

Three Questions for City Staff

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- 1) There are two parallel gravel roads, upon which cars drive. Could the costs of construction, engineering, archeological, historical permitting and 30% contingency (\$324,113 to \$351,321) be avoided if one of these gravel roads is chosen as the Hoyt-Rural neighborhood path?
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- 3) If the gate is locked at night, as is current practice, would there be a need for solar lighting (\$59,400)?

Respectfully,

Evan White

Sunnyslope NA Land Use Co-Chair

Amy Johnson

From: Gary McCuen <garylmccuen@gmail.com>
Sent: Tuesday, December 15, 2020 2:10 PM
To: CityRecorder
Cc: Vanessa Nordyke
Subject: Candalaria/Fairmount Connection

We are very enthusiastic about the possibility of this connection through the cemetery for the following reasons:

- Another option for taking some nice walks and getting exercise. We are too old to even consider the Fairmount trail and hate walking along Commercial.
- Promoting neighborhood connections.
- Providing a walking option (to driving) for shopping at Lifesource and visiting other restaurants and businesses.

We believe the expressed opposition viewpoints of vandalism, sanctuary and market value impact are exaggerated and misleading. Like cemeteries everywhere, they can be enjoyed as spaces that are pleasant to experience as a walk through. In this case, also the possibility of learning about and appreciating Salem's history. While there is always the possibility of misbehavior in public spaces - such as our city parks - long term experience has demonstrated they are overwhelmingly valued and protected by the vast majority of folks.

Thank you for your consideration,

Gary & Annie Francoise McCuen
1825 Fairmount Ave. S.
Salem, Oregon 97302
503 302 9043

From: [Mark wigg](#)
To: [CityRecorder](#); [citycouncil](#)
Subject: Hoyt - Rural Connector
Date: Thursday, January 7, 2021 8:07:57 AM

Dear Mayor and City Council,

The attached updated proposal for the Hoyt-Rural connector is the only proposal that provides enhanced security for the cemeteries and 24/7 access between Hoyt and Rural. It also focuses on making improvements to Pioneer Cemetery to protect gravesites and make the entrance more appealing and historically compatible.

Mark Wigg

971-600-6607

Hoyt-Rural Connector and a New Entrance for Pioneer Cemetery

Salem should improve the entrance to Pioneer Cemetery and reestablish the connection between Rural and Hoyt streets. This proposal shows how this could be completed and the benefits of this action. The two goals of this proposal are to maintain security of the two cemeteries and to provide 24/7 access between Hoyt and Rural. In developing this proposal, I learned that by enhancing the access to Pioneer Cemetery we could achieve both objectives.

The picture below shows the entrance to Pioneer Cemetery and exit from City View Cemetery. The distance between the two curbs is 24 feet.



With the widening of Commercial Street adjacent to the cemetery, the historic access to the cemetery from Commercial was closed, but an elaborate gateway was constructed at the closed entrance. Unfortunately, the City added a hedge that blocks the view of the cemetery and reduces security by screening the cemetery.



The current entrance is not as attractive as the closed entrance and evokes images of concentration camps more than a serene resting place.



After vandals toppled and damaged monuments in the cemetery, a fence was constructed around the entire cemetery to protect it. While the fence is a non-conforming historic element, it has helped protect one of the best-preserved pioneer cemeteries in Oregon. However, the fence also blocked access from the north that was allowed for 150 years.

The narrow roads and tight turning radius of the roads in Pioneer Cemetery has resulted in damage to some of the gravesites in the cemetery as vehicles cut the corners to make the turns. The pictures below show the damage to the gravesites. Posts have been placed to reduce the damage. Note how the concrete borders of the gravesites have been pushed below ground level and were knocked out of alignment. The aerial photograph below shows the roads and traffic patterns in the cemeteries.



The fence between the cemeteries also severs the historic connection between the G. A. R. Memorial Circle and Pioneer Cemetery. The Memorial Circle is visible on the left in the picture below and the aerial photograph shows how the cemeteries were connected.



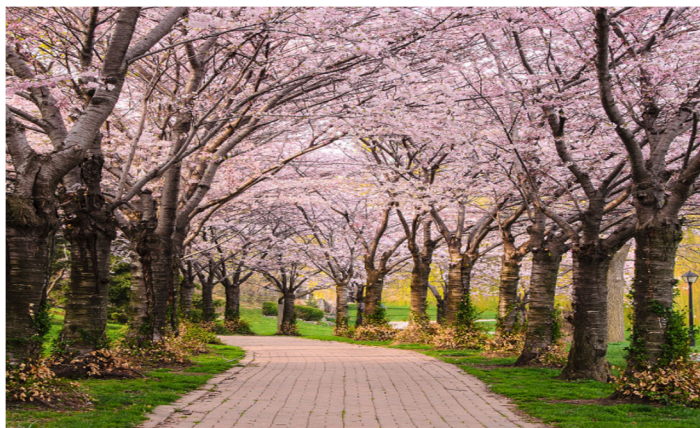
The picture shows the road leading to the Memorial Circle from Pioneer Cemetery.



Both cemeteries have flowering trees lining the main roads as shown in the pictures below. Pioneer Cemetery first and City View Cemetery below.



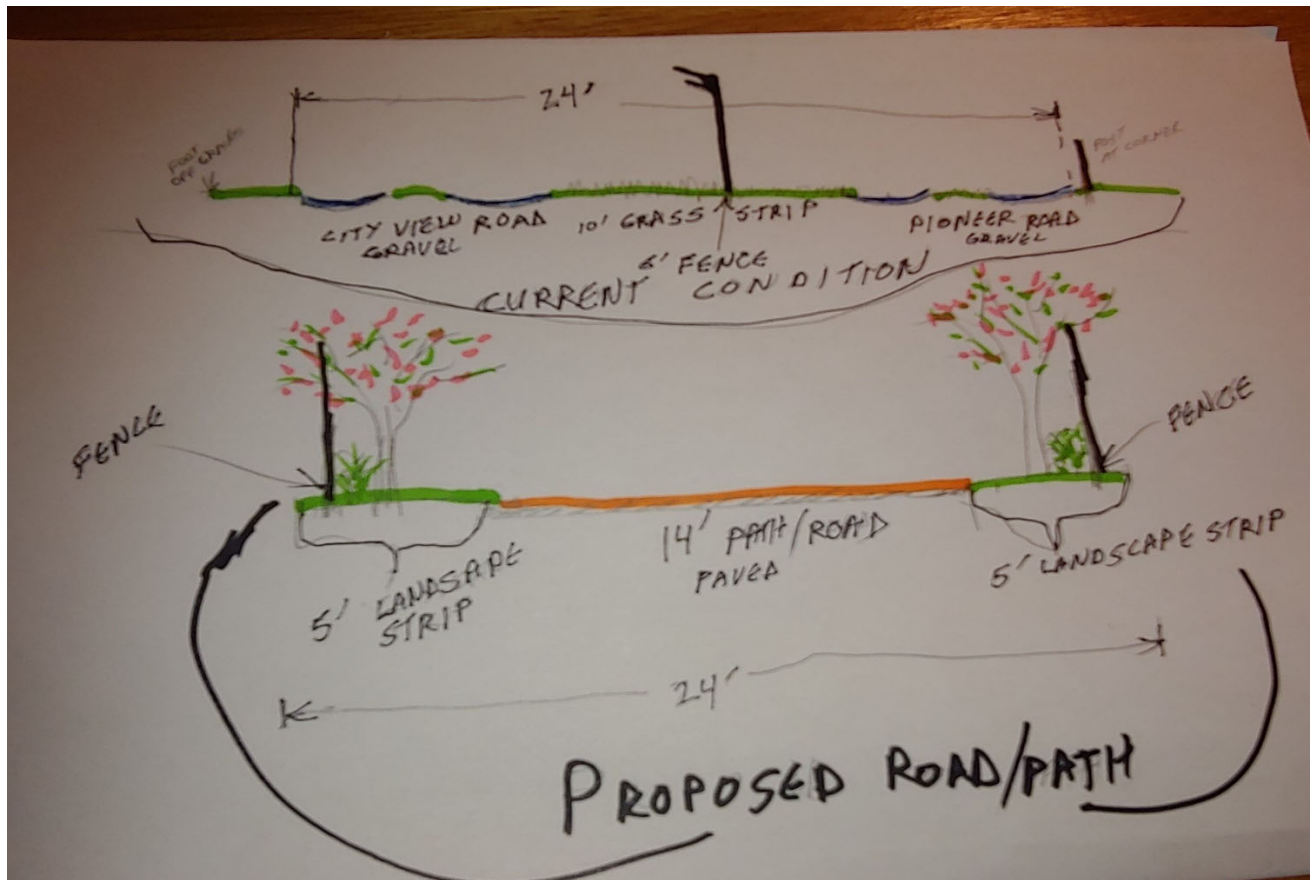
Salem should repeat this visually welcoming pattern by lining the new entrance from Hoyt Street with cherry or other flowering trees as shown below.



The City could take this opportunity to replace the cyclone and barbed wire fence with a fence resembling the wrought iron style historic fences to enhance the historic appearance of the cemetery.



By creating a more inviting entrance to the cemeteries Salem could also reestablish the connection between Rural and Hoyt by constructing one 14 ft. road, lined with cherry trees with the fences and gates behind the rows of trees as shown below. The gates could slide like pocket doors rather than swing open.



The section of the roads along the western edge of Pioneer Cemetery shows the 10-ft wide grass strip between the two roads. One 14-foot wide road with landscape strips and two fences would fit within the same footprint of the two narrower roads.



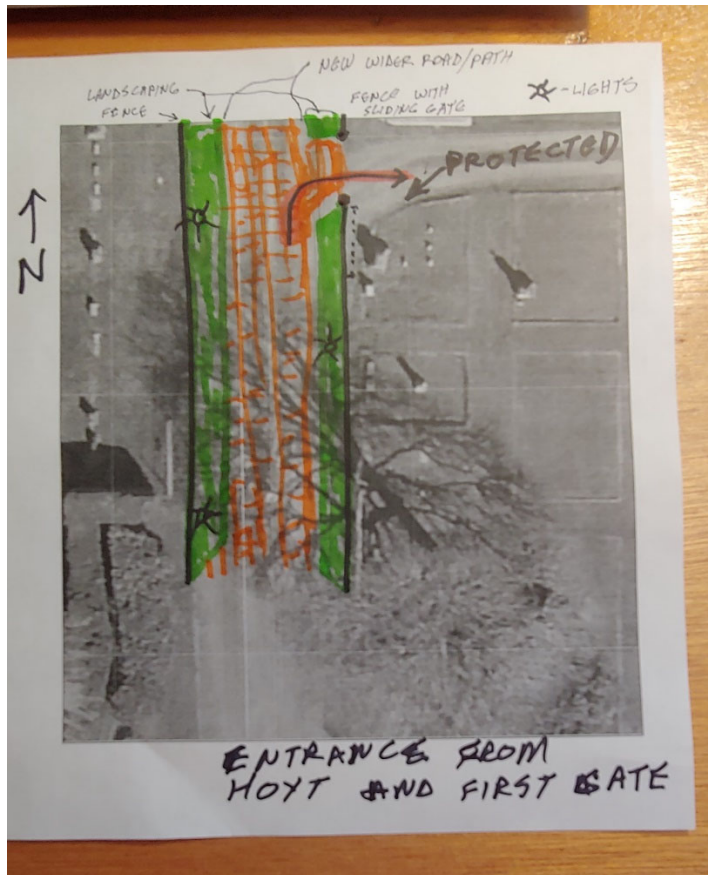
When the new road/path turns west toward John Street, the security fence would be moved to the other side of the road and a sight-obscuring fence would run along the edge of the driveway to give the neighbors more privacy. The picture below shows the northwest corner of City View Cemetery. The slope of the path to the road would be less than 5%. The path would be off the cemetery road and onto the area between the road and north property line up to John Street.



The problems with vehicles cutting the corners and damaging graves will be eliminated by the new design. The wider roadway and gate posts will require vehicles to be in alignment with the cemetery roads before passing the gravesites. The aerial photo shows the current condition.



The picture below is a very rough depiction of the same area showing the new landscaping, one road/path instead of two, the new location for the security fences, new lighting, and a gate location that prevents vehicles from cutting across gravesites.



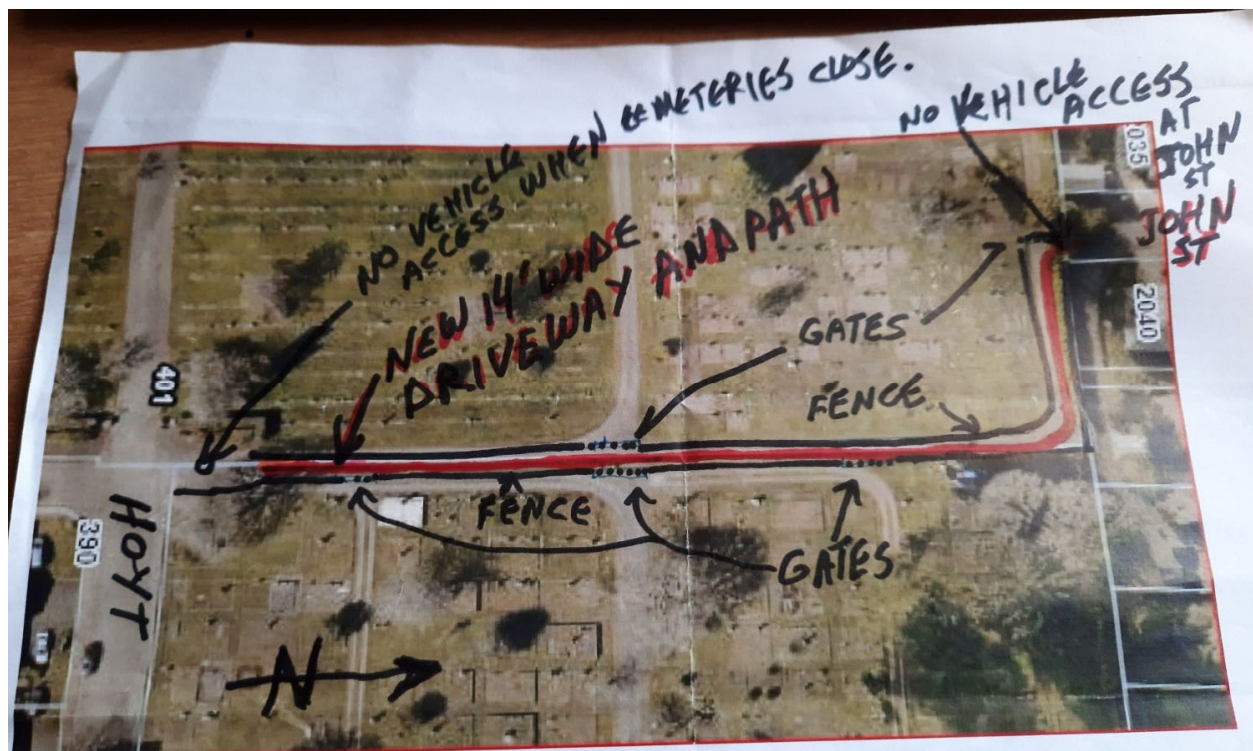
One of the problems with only using the Pioneer Cemetery for a new path, is that the path would require removal of the cemetery maintenance yard. This is the only place in the cemetery for a maintenance yard. The picture below shows a portion of the Pioneer Cemetery maintenance area.



The picture below shows where John Street ends at the cemetery. From the wall at the blue dashed line to the cemetery fence is 14 feet. The 2-ft high wall could be removed and regraded for a gradual path descent to John Street. Lighting would be enhance security in this now-dark cul-de-sac.



The very rough sketch below shows the access to the cemeteries for vehicles and the access to John Street for pedestrians and bicycles that would be open 24/7. The cemetery gates could be closed as needed by the cemeteries.



(899.41)

SEE MAP
073W34BC

JOHN STREET

12' ALLEY

ODD FELLOW
RURAL CEMETERY

V.10 P.162 PLATS
(RENAMED "PIONEER")

(495.14)

1/4 COR

177.76
1-0241

HOYT STREET

Please tell our councilors and mayor that this is the solution you support. Thank you.

Mark Wigg 971-600-6607

Amy Johnson

From: Nathan Schmidt <712133@salemkeizer.org>
Sent: Tuesday, January 5, 2021 6:16 PM
To: citycouncil
Subject: Support for the Path

I support the path of least resistance at the pioneer cemetery.

Nathan Schmidt

From: [Paul W Howard](#)
To: [citycouncil](#)
Cc: [Antje Howard](#)
Subject: Rural-Hoyt path through the cemetery
Date: Thursday, January 7, 2021 2:21:37 PM

Dear members of the Salem City Council,

My wife Antje and I live in the Fairmount Park neighborhood (address is 1895 John St. S.) and would like to comment on the proposed pathway through the cemetery that would connect Rural Ave to Hoyt St. We are both strongly in favor of this idea, as we feel it would greatly facilitate walking from our neighborhood to the Candalaria neighborhood, and from there to businesses like Life Source, Roths, and others, without having to walk along the busy thoroughfare Commercial St. We believe the city can and should do more to increase walking options to reduce car traffic and emissions and to increase outdoor activity. In short, it would be an enhancement to livability in this city for us.

We think this pathway can be done inexpensively using bark dust or gravel rather than paving it. It doesn't have to be a full-blown bike path, just safe for walking. Anyone who is riding a bike can dismount and push their bike the short distance on this path. I am very sensitive to people who feel that there is a risk of vandalism in the cemetery, but honestly, I think with more foot traffic and adequate fencing, vandalism will actually be minimized because more neighbors will be monitoring the area as they use the path. The current plan proposed by city staff seems to be unnecessarily too expensive and elaborate. Let's keep it simple and straightforward, get it done quickly, and allow people this healthy way to connect with neighbors on either side of the cemetery and access businesses without having to drive.

Thank you for your consideration of our input.

Sincerely yours,
Paul and Antje Howard
Paulwhoward@comcast.net
503-999-8041

Amy Johnson

From: Pamela Triplett <pmorplett@gmail.com>
Sent: Tuesday, January 5, 2021 9:21 PM
To: citycouncil; Vanessa Nordyke
Subject: Rural and Hoyt Connection
Attachments: Rural Hoyt Connection 20210105.pdf

Please see attached letter in support of the Rural Hoyt Connection.

Best regards,
Pamela R. Triplett

City of Salem
Mayor and City Council
555 Liberty Street SE
Salem, Oregon 97301
Citycouncil@cityofsalem.net

Dear Mayor Bennett and Councilors,

This letter is written in support of a connection between Candelaria and Fairmount Hills neighborhoods or “Rural-Hoyt Connection” as noted in the “Pedestrian System Element” of the “Transportation Plan.” Councilor Nordyke has been diligently keeping the interested parties abreast of the information from Planning & Zoning regarding the process, costs, arguments, and general interest.

The connection provides an exceptional opportunity to support multiple components of the Salem Area Comprehensive Plan. These include but are not limited to: “Park System Master Plan” goal 3 (providing uninterrupted linkages to extend the service area); “Transportation Plan” objective number 2 (increasing journey to work walking modes); and “Willamette River Greenway Plan” purpose B (to make historical and economic resources available).

The most immediate reason to support this connection is to provide access between friends and neighbors, as well as access for education, grocery, retail, dining, personal care, and professional services in all directions. This itself will help minimize our carbon footprint. However, the simple gravel path is also the most responsible way to begin the journey toward a multi-use path, as the desire to reduce carbon footprints continues to grow and if funding allows.

Keeping this vision realistic and simple now will provide an enormous benefit for the community which can be fostered for future improvement. Bringing people through an historic public amenity strengthens our transportation system and our knowledge of Salem’s founders to whom we are forever grateful and beholden.

Respectfully submitted,

Pamela R. Triplett

Resident of Ward 7

Cc: vnordyke@cityofsalem.net

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Amy Johnson

From: walter Perry <walterperry3@gmail.com>
Sent: Wednesday, January 6, 2021 11:44 AM
To: citycouncil
Subject: Path between Rural and Hoyt

Greetings

As you aware, the city has an easement through the Pioneer Cemetery. But it is blocked by a fence. I support removing that fence and allowing the citizens to cross from one neighborhood to another without endangering their health.

The only alternative is to drive or walk along Commercial, a major traffic thorough fare. Walking, or biking on such a street is unhealthy . The American Lung Association recently reported on a number of studies on the harmful effects of traffic pollution.

"The panel looked at over 700 studies from around the world, examining the health effects of traffic pollution. They concluded that traffic pollution causes asthma attacks in children and may cause a wide range of other effects including the onset of childhood asthma, impaired lung function, premature death and death from cardiovascular diseases and cardiovascular morbidity."

<https://www.lung.org/clean-air/outdoors/who-is-at-risk/highways>

A gravel path through the cemetery could be implemented very cheaply. This would encourage walking and biking as alternatives to driving.

This is consistent with the City's stated goal to address climate change.

Thank you for your consideration.

Walter Perry