

AGENDA ADDENDUM



INFRASTRUCTURE BOND ENGAGEMENT STEERING COMMITTEE

DATE: MONDAY APRIL 4, 2022
TIME: 12:00 PM
CHAIRPERSON: Mayor Bennett

PLACE: Virtual Online Meeting

STAFF LIASIONS:
Josh Eggleston, Chief Financial Officer
503-588-6130
jeggleston@cityofsalem.net
Courtney Knox Busch, Strategic Initiatives Mgr.
503-588-6255
cbusch@cityofsalem.net

AGENDA ADDENDUM

3. Public Comment

- a. Correspondence from Katie Wetzel regarding streets and sidewalks projects
- b. Correspondence from Phil Carver (350 Salem) regarding bond priorities
- c. Correspondence from Victor Dodier (SCAN Transportation Cmte) regarding streets and sidewalks projects
- d. Correspondence from Matt Duncan regarding Liberty Road S
- e. Correspondence from Mark Wigg regarding bond projects
- f. Presentation from Steve Anderson (WSNA) regarding Marine Dr
- g. Correspondence from SPRAB regarding the Infrastructure Bond

Katie Wetzel
Faye Wright Community
Ph: 541-218-9707

RE: Salem Community Improvements Bond Suggested Input – Streets and Sidewalks

Dear City Council Steering Committee,

There is no need to inform you of the desperate shape that our City's streets and sidewalks are in. We are very happy to see that you are considering this new Bond Measure and that a very large percentage of the proposed Bond is dedicated to our streets and sidewalks.

As you know, the pedestrian, bicycle and exercise routes usage on many of our collector streets is immense. Many of these streets do not have sidewalks let alone bike paths. These collector streets are the main pathway that thousands of children walk or ride to and from school on, sometimes in the darkness of winter.

These main pathways are typically void of traffic control devices and oversight, leaving vulnerable children at the mercy of drivers who speed, who are distracted by their phones, and who believe that speed limits exist for "someone else".

We would suggest that a very good use for some of the Bond funds, approximately \$1,000,000, be used for City-wide Traffic Calming Devices. These devices would include, but not be limited to, Post Mounted Radar Signs, Radar Reader Boards, Speed Humps, and other related devices used to remind drivers of the speed limits on these very busy streets. It has been well proven that these types of devices slow drivers down and make them more aware of their surroundings (such as children, bicyclists, joggers, etc.) thus saving lives and lessening property damages.

Most of these streets do not meet the MUTCD standards for Speed Humps or additional Stop Signs and many of these streets cannot be re-designed to slow traffic down. This leaves only one other option to assist with the safety of life and property. That option is to install other Traffic Calming Devices such as the Post Mounted Radar Signs and Radar Reader Boards which cost tens of thousands of dollars each.

Please consider adopting a decision to dedicate \$1,000,000 towards the Streets and Sidewalks aspect of the Bond, specifically for the purchase, installation, and maintenance of these Traffic Calming Devices on our busy Collector Streets thus ensuring a safer and more enjoyable environment for children, students, recreational enthusiasts, and property.

Most Respectfully,

Katie Wetzel

From: [Phil Carver](#)
To: [Bond 2022](#)
Cc: [Clair Clark](#); [Scheppke Jim](#); [Bob Cortright](#); [Laurie Dougherty](#)
Subject: Comments on Bond Proposal by 350 Salem Oregon for April 4
Date: Saturday, April 2, 2022 6:09:56 PM

Comments of 350 Salem on Tentative Bond Priorities

April 2, 2022

Phil Carver, Co-coordinator 350 Salem Oregon

350 Salem appreciates the openness of the process.

We support replacing sidewalks panels that are failing (\$10 million) and sidewalk infill (\$7.5 million) that are Priority One on the April 4 tentative list. Fixing the uprooted sidewalks and filling in missing sections is necessary for people using canes and wheelchairs to get around. It will also facilitate more use of buses.

We support the \$7.5 million proposal to acquire land and complete a design for low-income housing over two branch libraries.

We are concerned about the excessive costs of the proposed new road for Marine Drive. The supposed justification is to provide an alternative to Wallace Road for getting to Roth's Market. That does not justify extending it beyond existing development. We see no justification for extending Marine Drive beyond the Urban Growth Boundary. We are also concerned about proposals to shift the alignment of Marine Drive to the east. It should not be adjacent to Wallace Marine Park. Since this road primarily serves new development, a large portion of the funding should come from systems development charges (SDCs)

The highest priority for 350 Salem is completion of the Salem Bike Vision. This project should become a Priority One project. This project would substantially increase the use of bikes in Salem. This project is core to meeting the Council adopted greenhouse gas emission goals.

City staff should be directed to prepare a cost estimate. There is plenty of time to include this project in the Bond Levy. Where roads or road segments designated for improvement overlap with the Salem Bike Vision, those projects should be reframed to conform to the Bike Vision.

The Committee should include increasing funding for street repaving projects ("pavement R&R") to add pedestrian crossings and restripe streets to add or widen bike lanes. All 10 of the proposed pavement R&R projects are on Salem Bike Vision routes. Most are also along the core transit network, near schools, disadvantaged communities or in areas planned for mixed use development. Resurfacing is a key opportunity to add pedestrian crossing improvements and to restripe streets to add or widen bike lanes. Making such

improvements now, as part of resurfacing projects, is highly cost-effective because the cost of widening streets to add or widen bike lanes is typically at least 10 times the cost of restriping. Further, deferring these improvements means it will likely be a decade or more before any improvement is made to the streets in question.

The urban road upgrade projects should not have a refuge lane. Instead they should have occasional left turn lanes, with pedestrian islands elsewhere with well marked pedestrian crossings and measures to calm traffic. Refuge lanes are very dangerous for pedestrians.

350 Salem remains committed to our proposals for Priority One projects from previous comments. We leave it to the Bond Committee to create space within the \$300 million bond levy for funding our proposals by removing enough projects from the current tentative Priority One lists. Our previous comments suggested some removals.

Thanks for the opportunity to comment.

From: [Victor Dodier](#)
To: [Bond 2022](#)
Cc: scan-transportation@googlegroups.com
Subject: Comments on Transportation Projects Proposed for Bond Funding
Date: Sunday, April 3, 2022 11:01:11 PM

April 3, 2022

Infrastructure Bond Engagement Steering Committee:

These are revised comments from the South Central Association of Neighbors (SCAN) Transportation Committee.

Network of Connected Bicycle Paths. We are repeating our suggestion that the Pringle Creek Path be deferred from the infrastructure bond. In its place, we suggest that a smaller amount of bond funds should be set aside in a “bucket” to implement Tier 1 bicycle projects identified in the Salem Transportation System Plan. The Tier 1 bicycle projects have the potential of developing a network of connected bicycle paths. The Tier 1 bicycle projects, especially those that are not on high speed arterials, will encourage bicycling to and from Salem’s downtown area.

We note that the State Street Bicycle / Pedestrian Improvements project would improve a short segment of State Street. The State Street project could also be deferred in favor of a “bucket” for Tier 1 bicycle projects.

We understand that Councilor Stapleton will suggest the “Bike Vision” proposal for funding within the infrastructure bond. The “Bike Vision” proposal would also create network of connected bicycle routes.

We support the “Bike Vision” proposal. Our emphasis is on creating a network of connected bicycle routes.

Marine Drive NW. Engagement Committee members expressed a strong interest in funding the Marine Drive NW project during its last two meetings. Its \$47.5 million project estimate will displace many other projects from funding and unbalance the distribution of bond funds among City wards.

In our previous comments, we suggested that the Engagement Committee explore the possibility of scaling the project back so as to build a functional, but less expensive, segment of Marine Drive with bond funds.

Mr. Steve Anderson, speaking for the Exec. Board of the West Salem Neighborhood Association, made a specific recommendation for a building smaller, functional segment of Marine Drive. We support that recommendation.

Further, it is not clear whether the new Marine Drive NW as shown on the project map

developed by City staff for the Engagement Committee's March 28 meeting would be within the city limits and the urban growth boundary. All the land served by the new street should be within both boundaries. The property owners of this land should pay toward the cost of the new street since it will greatly enhance the value of their property.

Thank you.

Victor Dodier
Chair, SCAN Transportation Committee

From: [mduncan](#)
To: [Bond 2022](#)
Subject: Concern regarding proposed bike lane improvements - Liberty Rd S
Date: Monday, April 4, 2022 9:02:10 AM

Good morning,

My name is Matt Duncan. I live in Ward 7 and commute to work using Liberty Rd S every day. I'll freely admit that between Browning and Vista, there is no existing bike lane and this causes danger to both the cyclists and to motorists trying to avoid them. However, I have deeper concerns about deleting a motor vehicle lane in favor of a bicycle lane. Liberty Rd can get very tight and lacks a center turn lane in the segment referred to above and also specifically at the Madrona intersection. To remove a lane on this road with the *theory* that it will improve bicycle friendliness assures a negative impact to commute time and congestion on this main collector road.

Personally, I am not willing to sacrifice a lane of motor vehicle travel for a dedicated bike lane. If the bike lane improvements can be made while maintaining an uninterrupted motor vehicle travel lane with intersection improvements or a dedicated central turn lane, then I would be more in favor.

Again, not anti-bike, just not interested in making it more challenging to get around a city designed to be traversed by motor vehicle.

Thank you for your time.

Matt Duncan
Ward 7
4775 15th Ct S Salem, OR 97302

For the Infrastructure Bond Engagement Steering Committee Meeting of: April 4, 2022
Agenda Item No.: 3.e.

From: [mark wigg](#)
To: [Bond 2022](#)
Subject: Fwd: Fw: written comments for April 4 Infrastructure Bond Engagement Committee
Date: Monday, April 4, 2022 9:32:05 AM

Please add these comments.

No bond money for Mcgilchrist. They have an Urban Renewal District to pay for the street. Volunteers can establish a temporary ADA accessible path from the bus stop to the SS office for under \$10,000.

The Salemtowne to Downtown multiuse path should be constructed along the Wallace and Marine Drive r/w. The multiuse path could be constructed for \$5million. this would encourage people to ride, walk, and roll into town. Building another street will not aid climate action.

The Pringle Creek Trail west of Commercial is poorly planned and too expensive. It can be completely paid for by its Urban Renewal District.

Every 10-15 years the city asks the public what they want. Every survey I have seen including the 2019 survey says the public wants parks, trails, and ways to get around without a car. The bond measure should reflect the results of these surveys. Give the public what it wants. I have multiple off-road trails identified all of which would not cost more than \$50million. These linear parks combined with resurfaced local streets could be the network that actually gets people out of their cars. Biking, walking, and rolling needs to be more fun, safe, and beautiful so that the experience attracts the users. If you go to places such as Denmark or the Netherlands, you will see how they get 50% of daily trips by bike or walking. They make it pleasurable and safe.

At least \$100million should go to park land acquisition and not park development. The Park System Development Charges are based on park acres/1,000 residents. It can't be raised unless the ratio increases. By increasing the ratio of park acres/1,000 residents, more money can be collected per development and that money can be used for park improvements. Since the number one outdoor activity is walking with and without dogs, creating paths on the undeveloped parcels would increase the outdoor recreation opportunities for residents.

The city should invest in several community solar projects in cooperation with PGE. The projects could be tied into our emergency management strategies and could help get Salem to carbon neutral more quickly. The projects do generate revenue and the city owns land suitable for the panels.

A portion of the cost of retrofitting one of the bridges to withstand an earthquake should be in the bond.

From: scan-transportation@googlegroups.com <scan-transportation@googlegroups.com> on behalf of Howard Hall <friendsofhistoricsalem@gmail.com>
Sent: Sunday, April 3, 2022 4:07 PM
To: Victor Dodier <vjdodier@teleport.com>
Cc: scan-transportation@googlegroups.com <scan-transportation@googlegroups.com>
Subject: Re: written comments for April 4 Infrastructure Bond Engagement Committee

good comments, Victor, thank you.

in particular, calling for a balance of funding for all wards + responsibility of significantly benefiting property owners.

Jon

On Sun, Apr 3, 2022 at 3:17 PM Victor Dodier <vjdodier@teleport.com> wrote:

I've attached a revise set of comments for the Bond Engagement Committee's April 4 meeting.

Please review and comment.

I intend to send these comments in later today (likely this evening). I will also speak during the comment period for the April 4th meeting.

Victor

--

You received this message because you are subscribed to the Google Groups "SCAN Transportation Committee" group. To unsubscribe from this group and stop receiving emails from it, send an email to scan-transportation+unsubscribe@googlegroups.com.

To post to this group, send email to scan-transportation@googlegroups.com.

To view this discussion on the web visit <https://groups.google.com/d/msgid/scan-transportation/b13a8114-13c7-4e46-e12f-d2e0380f87a2%40teleport.com>.

For more options, visit <https://groups.google.com/d/optout>.

--

You received this message because you are subscribed to the Google Groups "SCAN Transportation Committee" group. To unsubscribe from this group and stop receiving emails from it, send an email to scan-transportation+unsubscribe@googlegroups.com.

To post to this group, send email to scan-transportation@googlegroups.com.

To view this discussion on the web visit <https://groups.google.com/d/msgid/scan-transportation/CACBjscO4mVY03zpxowAKSZXcKJnyXX%3D%3DA0bsZsVz%3DBjgFTjYrw%40mail.gmail.com>.

For more options, visit <https://groups.google.com/d/optout>.

--

You received this message because you are subscribed to the Google Groups "SCAN Transportation Committee" group. To unsubscribe from this group and stop receiving emails from it, send an email to scan-transportation+unsubscribe@googlegroups.com.

To post to this group, send email to scan-transportation@googlegroups.com.

To view this discussion on the web visit <https://groups.google.com/d/msgid/scan-transportation/MWHPR14MB1134DEAB3D4899F2443768829BE29%40MWHPR14MB1134.namprd14.prod.outlook.com>.

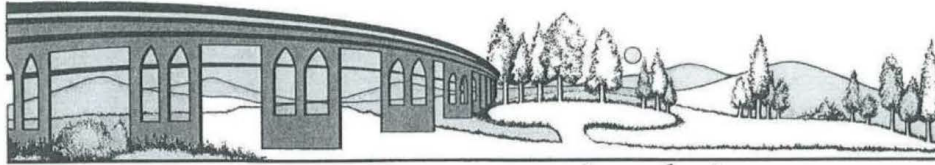
For more options, visit <https://groups.google.com/d/optout>.



Marine Drive Local Access & Circulation



← Old 3rd Bridge Alignment



West Salem Neighborhood Association
 555 Liberty Street SE Room 305 Salem, Oregon 97301 • 503-588-6207

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 .

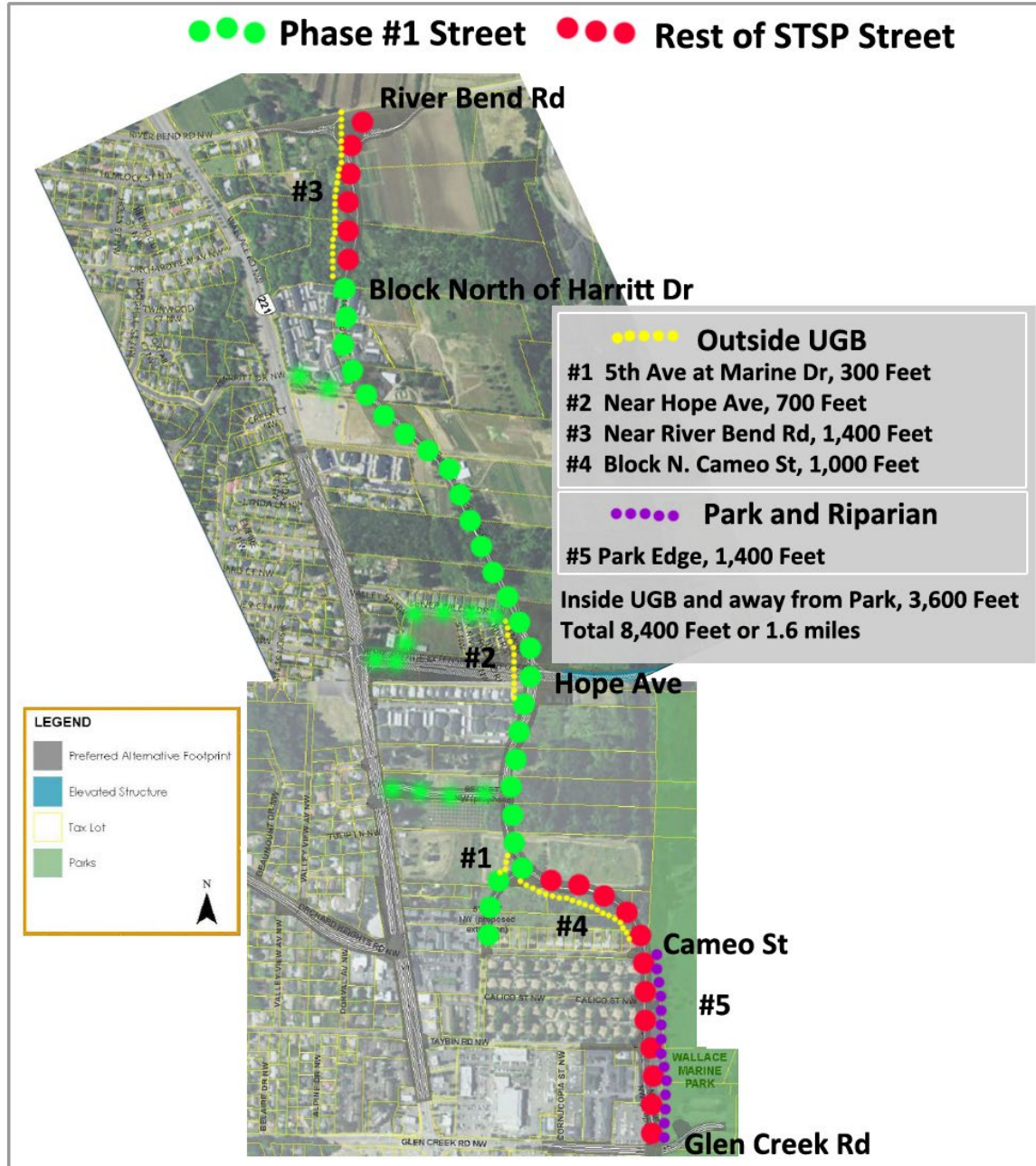
Comparative Analysis:

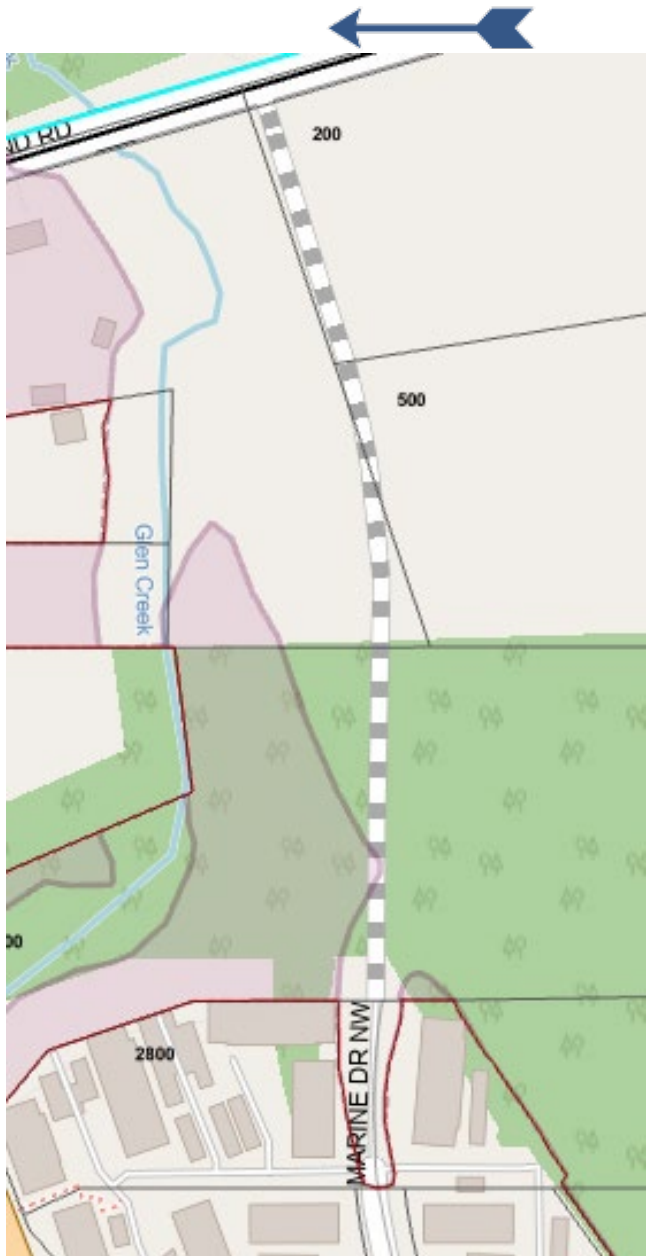
WSNA Marine Drive Local Collector Street Access Proposal	Public Works Marine Drive Regional Access Initial Investment Proposal
Purchase Marine Drive surveyed R-O-W, 60 foot collector, 2 lanes with parallel bike/ped facilities, between Harritt Drive and 5 th Avenue at Cameo Street NW.	Purchase and develop 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.

Marine Drive NW

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

●●●● Phase #1 Street ●●●● Rest of STSP Street





Elevation 128 Feet



Elevation 140 Feet





Marine Drive at River Bend Rd
looking East towards Harritt Dr

5th Avenue at Cameo Marine Drive Alignment

Point A: 5th Ave at Cameo North Alignment

Point B: 5th Ave North Alignment



Attachment to Public Comments of Steve Anderson
Agenda items 3.3b & 3.3g
July 27, 2020 City Council Meeting

5th Street to Harritt Dr Alignment:

- Supported by WSNA April 2017
- Supported by WSNA July 2020 & passed by City Council
- Supported by WSNA April 2022

To: The City Council Infrastructure Bond Engagement Steering Committee

From: The Salem Parks and Recreation Advisory Board

Date: April 4, 2022

The Salem Parks and Recreation Advisory Board is pleased to support the Salem Community Improvement Bond currently under consideration. We believe that this funding provides a unique opportunity for important investments in our city parks and green spaces. As Salem continues to grow, it is important we continue to ensure all residents have access to quality parks and recreation opportunities. The past two years of the pandemic have underscored the value of Salem's natural areas and this funding will allow the City to add even more amenities to parks and recreational facilities across all City wards.

As the Steering Committee considers projects, we encourage you to prioritize investments that align with Park Master Plans. City staff, Neighborhood Associations, and community members have worked hard to develop these detailed individual park plans through extensive outreach and engagement processes. These plans are often limited by funding and may take years to be fully implemented. However, this bond measure provides a unique opportunity to invest in parks across the city and support projects that have already received community support.

We also encourage you to consider projects to replace aging equipment and equipment that has been removed but not yet replaced. We recognize that City staff have a list of such projects and hope this funding can be used for important upgrades providing safer and ADA-compliant recreational opportunities.

Finally, we encourage the Steering Committee to prioritize safe routes to parks in the scoring criteria. While we are eager to see park upgrades, we also recognize that access to parks is a limiting factor for many in the community. There are many worthwhile projects under consideration by the City already, such as a sidewalk, crosswalk, and trail extension at Orchard Heights Park, and the Pringle Creek pathway connection from Riverfront Park. We encourage you to take park accessibility as well connectivity between parks into consideration in the Streets and Sidewalks Improvement category.

Thank you for bringing this issue forward and a chance to invest in Salem's parks and greenspace. We look forward to supporting Council and City staff as these projects move forward.

Sincerely,



Salem Parks and Recreation Advisory Board