

# AGENDA ADDENDUM



## INFRASTRUCTURE BOND ENGAGEMENT STEERING COMMITTEE

DATE: FRIDAY JUNE 10, 2022  
TIME: 1:30 PM  
CHAIRPERSON: Mayor Bennett

PLACE: Virtual Online Meeting

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

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### \*\*\*AGENDA ADDENDUM\*\*\*

#### 3. Public Comment

- b. Correspondence from Brian Hines regarding bike lanes
- c. Correspondence from David Philbrick regarding bike lanes
- d. Correspondence from Brian Hines regarding bike lanes

#### 7. Memo – Follow Up: City Council Discussion of Steering Committee Recommendation

#### 8. Next Steps – June 13, 2022 City Council Meeting

#### 9. Adjourn

**From:** [Brian Hines](#)  
**To:** [citycouncil](#)  
**Cc:** [Bond 2022](#)  
**Subject:** How 126 people view protected bike lanes  
**Date:** Tuesday, June 7, 2022 10:00:33 PM

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Here's a link to the blog post I wrote tonight about the protected bike lanes proposal being considered for inclusion in the upcoming community improvement bond, along with how I introduced the post on Facebook.

<https://hinessight.blogs.com/salempoliticalsnark/2022/06/read-why-people-want-salem-to-have-protected-bike-lanes.html>

What is it like to ride a bicycle in Salem now? How would a network of protected bike lanes benefit cyclists? In this blog post I share answers to these questions from 126 people who left comments on the petition I started in support of the \$10 million Salem Bike Vision proposal for protected bike lanes, which has 224 supporters at the moment. Read what they have to say. They spoke well, and sometimes eloquently, about bicycling in Salem.

— Brian

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[www.hinesblog.com](http://www.hinesblog.com) (blog)  
[www.churchofthechurchless.com](http://www.churchofthechurchless.com) (other blog)  
[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:** [noreply@cityofsalem.net](mailto:noreply@cityofsalem.net) on behalf of [dcphilbrick@gmail.com](mailto:dcphilbrick@gmail.com)  
**To:** [Bond 2022](#)  
**Subject:** Contact City Manager's Office  
**Date:** Wednesday, June 8, 2022 11:42:04 AM  
**Attachments:** [ATT00001.bin](#)

Your Name	David Philbrick
Your Email	dcphilbrick@gmail.com
Your Phone	503 393-0672
Street	1180 Lockhaven Dr NE
City	Keizer
State	OR
Zip	97303
Message	<p>The proposed Bond measure must include significant investment in Bicycle/Pedestrian Infrastructure To which future do you want to be known. In the early 2020s, Salem approved apartments with minimal parking for automobiles and auto infrastructure to help motorist from suburbs travel to freeway malls, suburban shopping centers, and other cities. Central Salem is now gird-locked and any effort to decrease congestion degrades or destroys lower income, lower cost central city neighborhoods to appease more affluent suburbs. Any chance to improve the central core or meet goals to keep future life sustainable have been lost. Conversely, in the early 2020's, Salem like many other cities internationally, invested in infrastructure to encourage safe cycling and walking. People enjoy the central core with both mobility and attractive surroundings. Salem's central core is recognized as highly livable and desirable; a nice place in which to live or visit. As a community, Salem is recognized for working to address goals relating to environmental sustainability, social justice, and the quality of life. You have a choice, to me the answer is clear: the proposed bond measure must include significant funding for safe, desirable biking infrastructure.</p>

This email was generated by the dynamic web forms contact us form on 6/8/2022.

**From:** [Kelli Blechschmidt](#)  
**To:** [Kelli Blechschmidt](#)  
**Subject:** RE: Testimony for June 10 Bond Committee meeting  
**Date:** Friday, June 10, 2022 10:23:00 AM

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**From:** Brian Hines <[brianhines1@gmail.com](mailto:brianhines1@gmail.com)>  
**Sent:** Thursday, June 9, 2022 10:09 PM  
**To:** CityRecorder <[CityRecorder@cityofsalem.net](mailto:CityRecorder@cityofsalem.net)>  
**Cc:** Chuck Bennett <[CBennett@cityofsalem.net](mailto:CBennett@cityofsalem.net)>; Chris Hoy <[CHoy@cityofsalem.net](mailto:CHoy@cityofsalem.net)>; Virginia Stapleton <[VStapleton@cityofsalem.net](mailto:VStapleton@cityofsalem.net)>; Micki Varney <[MVarney@cityofsalem.net](mailto:MVarney@cityofsalem.net)>; Jose Gonzalez <[JGonzalez@cityofsalem.net](mailto:JGonzalez@cityofsalem.net)>  
**Subject:** Testimony for June 10 Bond Committee meeting

Dear Members of the 2022 Bond Committee:

I'm highly supportive of the Salem Bike Vision proposal to have \$10-15 million of the \$300 million community improvement bond earmarked for a network of protected bike lanes in Salem.

Twelve days ago I started a petition in support of the Salem Bike Vision Proposal. It can be read here:

<https://www.thepetitionsite.com/137/563/742/tell-salem-city-council-you-want-safe-protected-bike-lanes>

**Currently 238 people have signed the petition.** I've compiled the reasons 130 of the signers gave for wanting protected bike lanes in a blog post. You can read those reasons here, or via the petition link above:

<https://hinessight.blogs.com/salempoliticalsnark/2022/06/read-why-people-want-salem-to-have-protected-bike-lanes.html>

Here's several reasons added to the petition after I wrote the blog post.

When people want to bike in Minto-Brown park, they often have to carry their bikes in a car or truck to get there. Wouldn't it make a whole lot more sense if they could just bike there safely? Wouldn't it be great if people who want to bike to work -- or have to bike to work -- could do so without taking their lives into their hands? Imagine lightening the load on downtown traffic if more people who want to bike there could do so.

I come from Eugene where the bike paths and lanes make it so much easier for us to get from a to B. In Salem it's a lot harder and people aren't as aware of you.

I am a cyclist and often feel very uncomfortable on roads due to the number of cars and lack of cycling infrastructure.

I'd like to be able to ride my bike in Salem without getting killed. I think adding to the already

existing running/walking trail system is an excellent boon for Salem. Now that more and more people are emerging from their houses as a result of the pandemic, a bike trail system is just the thing we need to foster camaraderie and promote mental health healing. It's also a great way to safely exercise in the fresh air.

Salem's future looks much brighter with usable bike lanes. I hope city council can make this happen.

I would like to be able to ride my bicycle without constant fear of death. I would like my wife to have opportunities to use her bicycle and feel safe. I would like to be able to commute to work and stores without feeling like I'm navigating a maze. I would like to reduce pollution and greenhouse gas emissions. I would like friendlier and healthier communities. I would like Salem's infrastructure to look toward the future rather than the past. I would like bicycles to be considered a transportation tool rather than a recreational toy. These aren't big or novel asks.

I ride regularly around Salem, but I would love to have a place where my children can ride on the road as well, without having to travel to Corvallis.

Another indication of widespread support for protected bike lanes comes from reactions to posts asking people to sign the petition on three Facebook pages that I manage: Salem Can Do Better, Strange Up Salem, Salem Political Snark.

**Currently the number of "Likes" and "Loves" on these posts total 509.** And the posts have been shared by other Facebook users 38 times.

Brian Hines  
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<https://www.facebook.com/SalemPoliticalSnark>  
<https://www.facebook.com/SalemCanDoBetter>  
<https://twitter.com/oregonbrian>  
[www.hinesblog.com](http://www.hinesblog.com) (blog)  
[www.churchofthechurchless.com](http://www.churchofthechurchless.com) (other blog)  
[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)



# MEMO

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**TO:** Infrastructure Bond Engagement Steering Committee

**FROM:** Courtney Knox Busch, Strategic Initiatives Manager  
City Manager's office

**DATE:** June 10, 2022

**SUBJECT:** Follow Up: City Council Discussion of Steering Committee Recommendation

The Salem City Council has considered the Steering Committee Recommendation for the Community Improvement Bond at its May 16, 2022 Work Session and at its May 23, 2022 meeting. To-date, City Council conversation has focused on two possible adjustments within the Streets and Sidewalks allocation: (1) a project within Ward 7 boundaries and (2) bicycle infrastructure. Some ideas were also discussed about which projects could be reduced to generate adequate funding within the Streets and Sidewalks allocation to cover the cost of additional projects in Ward 7 or for bicycle infrastructure. The purpose of this memo is to capture this conversation for Steering Committee consideration at their June 10, 2022 meeting.

1. **Ward 7 streets and sidewalks project.** The Steering Committee recommendation does not currently feature a Ward 7 project in the Streets and Sidewalks allocation. Two options for sidewalk additions in Ward 7 have been discussed to-date:
  - a. **Davis Road** sidewalk. Project estimate is \$7.6 million. This project is likely to be funded by development in the area but, may take about a ten years or development in the area to fund the project.
  - b. **Madrona Avenue** sidewalk. Project estimate is \$8.6 million. This project is unlikely to be funded by another source.
2. **Additional bike infrastructure investment.** Several projects recommended for inclusion in the Community Improvement Bond feature bicycle lanes. With additional outreach, as Pringle, Fisher and State Street (from 12<sup>th</sup> to 13<sup>th</sup>) are designed, it may be possible to consider multi-use paths or other separation of bicycle facilities from the vehicular traffic – in the design.

Other projects, already planned and included in the Transportation System Plan, like the family friendly bikeways on Union, Winter, and Maple could be completed with an additional allocation from the Community Improvement Bond. If the goal is to add funding

for other bicycle infrastructure, projects from the Steering Committee recommendation would need to be removed from consideration. Options to consider include:

- a. **Expand outreach** as Pringle, Fisher and State (from 12<sup>th</sup> to 13<sup>th</sup>) are designed to feature additional bicycle facilities within existing projects
- b. **Winter Street bikeway** add \$3 million for buffered bike lanes from D Street to Union Street. It may be possible to extend this further south to Court Street at the Capitol Mall.
- c. **Union Street** add \$4.3 million starting at west line of Summer Street and wrapping around onto 12th Street; ending at intersection with Marion and 12th (connection to 12th Street Promenade)

**Projects Considered for Reduction** The following projects currently included in the Steering Committee recommendation may be eliminated or reduced to yield approximately \$11.65 million:

- a. Eliminate Peace Plaza improvements: \$2 million.
- b. Eliminate bridge railing replacement projects on Liberty Street bridge and Church Street bridge over Pringle Creek: \$3.65 million.
- c. Reduce sidewalk infill budget from \$7.5 million to \$5 million: \$2.5 million
- d. Reduce safer crossing budget m \$7.5 million to \$5 million: \$2.5 million