

**Bryan Colbourne - Fwd: Testimony on Lane Use Actions, Case Number CA16-04**

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**From:** Amber Mathiesen  
**To:** Bryan Colbourne  
**Date:** 10/17/2016 8:48 AM  
**Subject:** Fwd: Testimony on Lane Use Actions, Case Number CA16-04  
**Attachments:** C1ABD429-FA17-4866-9971-7A58F9C9DDC6[11].png

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Amber Mathiesen  
City Recorder  
City of Salem  
503-588-6097

>>> Michael Wolfe <sscycleworks@comcast.net> 10/17/2016 8:43 AM >>>  
To whom it may concern:

I am sending this email because of the restrictions of owning a small business and preventing me from attending this important meeting.

As the owner of a small business for 25 years now, I am in disbelief that this plan is so askew in substantiating facts supporting its need, the ability to raise funds to build it, maintain it, reimburse properties affected by its construction, and its affect on the environment — all at a cost to taxpayers, and their descendants, the vast majority of whom will never receive any benefits from it.

“Rush” hour occurs for 15 minutes in the morning and 15 minutes in the evening at most. Yes, many larger cities have rush hours of 30 minutes or more, but they built their roadways not knowing that “build it and they will fill it” was the surprise awaiting them.

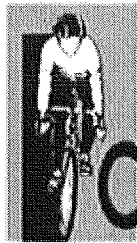
I served on the Oregon Bicycle/Pedestrian committee to the Department of Transportation for over 12 years. During that time, we were told repeatedly that ODOT funds were squeezed just to maintain the facilities they were responsible for, building new one was at the expense of maintaining the existing facilities. I think that expecting contributing funds from the state is a pie in the sky perspective, which may turn into a “the sky is falling” scenario. Salem cannot afford the maintenance of a third bridge — we haven’t even renovated our existing bridges.

Charging a toll on the new bridge, as well as the existing two, has been offered as a viable means of helping fund the third bridge. I think the \$1.50 is too little — take your bicycle on the Buena Vista or Wheatland ferry and you’ll pay \$1.00. I’m sure that the cost of the ferry is less than the overall cost of the third bridge, so the toll should be larger as well. And as motorized traffic move faster, the wait at the toll booth, psychologically, will be longer than idyllically standing on the banks of the river with your bicycle waiting for the ferry. Of course, someone will begin to exact a toll on the bike/pedestrian bridge as well to support the third bridge.

My business was at its current location when the widening of south Liberty Road was done. The initial plans called for condemning my store as it was going to lose too much parking to sustain it as a business. Finding

another location would have been a disaster for the business and probably not able to survive it. Other single-residence homes along the road were condemned to lessen the impact of the traffic interference and the mobility of the road. We now have a community garden occupying part of it, but the parcel to the north of it has been sold, and a 5-apartment complex is being planned, which heighten the impact of traffic interference far more than a single-residence home. Initial plans for the Liberty Road widening called for four 12' travel lanes with a 12' left turn lane. Bike lanes on this major arterial were allocated 3'. ASHTO recommended 6' bike lanes for a major arterial, and speeds of 45mph plus for 12' travel lanes. We saved the business by aligning the roadway further east in front of my lot, and got the travel lanes reduced to 11' with bike lanes increased to 5'.

Just as the Liberty Road widening project focused on the fluidity of the motorist, at the expense of other forms of transportation, including crosswalks, the third bridge is also focused on that at the expense of other forms of transportation, as well as environmental issues. A project of this expense, most likely paid by all taxpayers, and fearfully their descendants, should be allowed a vote for those who will most likely pay for it, not just those who would reap the benefits at the expense of the majority.



**Michael Wolfe**  
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