

From: [Julie Hall](#)
To: [citycouncil](#)
Subject: Downtown Parking
Date: Tuesday, May 27, 2025 10:11:07 AM

Dear Salem City Council Members,

I'm writing in response to the recent announcement that free street parking in downtown Salem will end starting July 10. While I understand the city's goals in implementing this change, I am concerned about how these new parking fees will affect members of our community who live with disabilities.

Many people with disabilities, especially those with mobility challenges or medical complexities, rely on accessible parking spots close to downtown destinations. These individuals often face added barriers in their daily lives, and additional parking costs could further limit their ability to participate in our community.

I urge the city to adopt a policy that allows drivers with valid disability parking placards or plates to continue using designated accessible parking spots downtown without being subject to the new parking fees. This would be a meaningful step in ensuring equity and access for some of Salem's most vulnerable residents.

Thank you for your time and consideration. I appreciate your work to make Salem a more inclusive and livable city for all.

Sincerely,

Julie Hall

From: [Randall Ray](#)
To: [citycouncil](#)
Subject: parking meters
Date: Monday, May 26, 2025 2:38:23 PM

DEAR ALL,
THIS IS AN EFFORT IN FUTILE INVESTMENT.WE'VE SEEN THIS FAILURE BEFORE
BUY NO METERS AND SELL PARKING STICKERS TO BE DISPLAYED INSIDE THE
CAR SIMILAR TO HANDICAP PARKING SIGN. NO STICKER; YOU GET A TICKET.
METERS WILL BE VANDALIZED BY HOMELESS AND STUPID PEOPLE.
WAKE UP; MOVE TO I T FUTURE.

RANDALL RAY

From: [Randall Ray](#)
To: [citycouncil](#)
Subject: parking meters
Date: Tuesday, May 27, 2025 11:30:40 AM

YOU JUST CAN'T FIX STUPID.

Parking meters we discontinued because they didn't pay for the install upkeep or the labor of payroll and administration costs

DO YOU THINK PRICES AND LABOR ARE LESS NOW THAN 50 YEARS AGO?
YOU JUST CAN'T FIX STUPID??

RR.

From: [Evan Manvel](#)
To: [CityRecorder](#)
Subject: public testimony for May 27 council meeting
Date: Monday, May 26, 2025 10:04:15 AM
Attachments: [ManvelParkingTestimony2025May27.pdf](#)

Hi!

Testimony attached for tomorrow's City Council meeting. Let me know if you have any questions!

Best,

Evan

Evan Manvel
(206) 369-9049
Salem, OR
he/him/his

26 May 2025

RE: Agenda Item 7.1c - Parking Meters and Costs in Downtown

Ordinance Bill No. 8-25 amending Salem Revised Code Chapter 102 related to time limits in the Downtown Parking District for metered on-street parking and proof of payment.

Dear Mayor Hoy and City Councilors,

I am writing in support of Agenda Item 7.1.c, with two recommended changes.

Over the past five years, I spent much of my professional life helping cities reform parking management, and led the publication of Oregon's *Parking Management Jump Start Guide*. (I'm happy to get councilors printed copy of the 132-page guide, or you can find it [online](#).)

General Support

I am glad to see Salem is on the cusp of installing parking meters downtown, after a 48-year hiatus.

In 1932, business owners in Oklahoma City were desperate to help people reach their businesses, and held a competition to design a parking meter. Meters helped ensure employees and all-day parkers parked slightly farther away, and drop-in customers could park near a business door. By encouraging turnover at the highest-in-demand spots, businesses thrived.

Thanks to various public and private investments and decisions, Salem's downtown is becoming more and more lively. After the peak of the pandemic, we're seeing more people live in and visit our city's core, which is the place visitors are most likely to see and associate with the city. A thriving downtown helps ensure a thriving city, long-term. Our businesses provide great products, and I believe customers will not be burdened by paying \$1.50 an hour for more convenient parking, or walking from a free nearby parking space.

The metering of downtown spaces - while providing over 800 free parking spaces in garages - is simply good economics and smart management of a limited resource.

As Whitney Woodworth wrote in the *Salem Statesman-Journal* (Dec 24, 2024)

The current model fails to generate enough money for operating costs for the parking program and parkade maintenance and has been subsidized by American Rescue Plan Act [ARPA] funds and the General Fund for the past three fiscal years.

[Ordinance Bill No. 8-25](#) is a good step and should be supported, with two amendments.

Suggested Amendment #1 - Remove Financial Caps

On Page 5, Section 102.045 overly limits the City. It states:

(a) Increased annual assessments to finance the operation of the Downtown Parking District, SRC 7.110(a), are **capped at the lesser** *[emphasis added]* of the percentage increase in the Bureau of Labor Statistics general consumer price index for the Portland, Oregon, metropolitan area for the preceding year or 2.0 percent.

This clause, as written, ensures the city will fall behind inflation. As we all know, our city expenses are growing faster than inflation. **This clause builds in structural financial shortfalls.**

I don't know why this clause is even needed. **I recommend deleting this clause**, and addressing the assessment in the annual fee schedule or other appropriate document.

Barring that, the city could simply replace “the lesser” with “the greater” - thereby capping assessments but providing a small amount of flexibility.

Suggested Amendment #2 - Address Habitual Violations

I would recommend a fee structure to address habitual violations.

Having higher fees for repeat violations creates a norm of nudging first-time violators to comply with a relatively small fee, while not letting those who have significant resources simply ignore the law and pay fees when caught. This is a difficult balance. Ashland, Grants Pass, Medford and Salem all have had systems where the fees for multiple violations are significantly higher than one's first violation.

I would recommend the approach from Bend. Bend's Parking Manager Tobias Marx has reported good results from their fee schedule.

While violations 1-4 are all at the base rate, the Bend [approach](#) addresses habitual violators:

The fee for repeated parking violations within any calendar year increase as follows:

- 200% Offenses 5-9/year
- 300% Offenses 10-14/year
- 400% Offenses 15+/year

Page 8 of Salem's draft ordinance, Section 102.135 Violations, reads:

(D) SRC 102.045 "Prohibited Parking in Downtown Parking District": \$50.00. ~~\$100.00. If a person has violated this section two times within any one-year period, the fine shall be \$175.00, and if a person has violated this section more than two times, within any one-year period, then the fine shall be \$250.00.~~

...

(G) SRC 102.067 "Failure to Display license plate or Vehicle Identification Number in a space metered by a pay station Proof of Payment": \$30.00

To address serial violations, one could add to Section D:

If a person has violated this section five to nine times within any one-year period, the fine shall be \$100. If a person has violated this section more than nine times within any one-year period, the fine shall be \$200.

And for Section F:

If a person has violated this section five to nine times within any one-year period, the fine shall be \$60. If a person has violated this section more than nine times within any one-year period, the fine shall be \$120.

This approach would provide a balance between smaller nudges for the occasional violator, and larger ones for the habitual violator.

Thank you for your consideration, and service to the city. I'm happy to answer any questions.

Regards,

Evan Manvel
Ward 2
Leffelle St, South Salem

From: [Kristin Retherford](#)
To: [Carlene Benson](#); [citycouncil](#)
Subject: RE: Parking
Date: Tuesday, May 27, 2025 12:42:39 PM

Hi Carlene. Thank you for your email. We have been sharing through this entire process that there will be an overlap between going live with the meters and eliminating the parking tax.

Most businesses pay the parking tax between July and October. This provides needed revenue for operations for the year. Paid parking will go live July 10, and revenue will come in on a monthly basis. This won't provide us with adequate revenue to pay for operational needs like cleaning, maintenance and security, until much later in the fiscal year.

We will be assessing revenue throughout the year with a goal of eliminating the tax the following fiscal year.

Kristin Retherford
Director, Community Planning and Development
City of Salem
kretherford@cityofsalem.net
503-540-2486

Permit Application Center (PAC) Closure and Relocation:
The PAC Center will be closed to in-person services Monday-Friday June 2-13, 2025.
All services will be available through email, phone and the PAC Portal.

Starting June 16th the Community Planning and Development Department, including the Permit Application Center, will be located at our temporary offices at 440 Church St SE for approximately 24 months for the seismic renovation of City Hall.

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

From: Carlene Benson <bensonwc@mac.com>
Sent: Tuesday, May 27, 2025 12:28 PM
To: [citycouncil](#) <citycouncil@cityofsalem.net>
Subject: Parking

Councilors and Mayor,

I believe that paid only parking will hurt downtown businesses, but I hope you will consider at least some amount of free parking per block for 15 or 30 minutes for people to run in and drop off or pick up something. Bagel orders at Issacs, shoe repairs, flower orders, etc. Having to deal with apps, walk to machines, etc., much less going into a parkade, will take longer than running in and taking care of business quickly. Making it harder for customers only hurts the businesses Salem has worked hard to encourage, although we seem to be losing them anyway. Please consider this.

I at least see this as a remedy to the downtown residents taking up all the parking, but I wonder what those folks will do?

I was surprised that the business parking fees are not going to be dropped right away. Maybe I've missed it, but it's the first I've heard of this.

Carlene Benson

From: Marc Nisenfeld
To: citycouncil
Cc: CityRecorder; les@salemreporter.com
Subject: ADA Parking correction
Date: Tuesday, May 27, 2025 3:59:48 PM

Dear Mayor and Councilors:

I inadvertently sent my email with a generic salutation. I. Apologize and ask that you replace that email with this one.

MN

In consideration of the soon to be initiated parking requirements, I'm writing to request the City Council to consider passing an ADA amendment to our parking ordinance. We are a special needs group of people that would benefit from such a change.

I've compiled a list of regulations from some cities, mostly cities our size with only two exceptions, Portland and Seattle.

1. Corvallis:

These permits allow parking in any designated handicapped/disabled parking spaces in all City facilities (lots and garages), free of charge. However, the following restriction applies to other parking areas:

Handicapped/Disabled Parking is not valid in spaces 30 minutes or less, without paying at the 30 minute meter.

Stopping, parking, or standing of all vehicles is prohibited.

Late evening or overnight parking is prohibited.

Parking is reserved for special types of vehicles or activities.

2. Eugene:

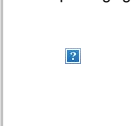
In Eugene, disabled parking permits allow parking in designated disabled parking spaces in all City facilities (lots and garages), free of charge. The following restrictions apply to other parking areas:

- Disabled permits are valid only in spaces signed or metered with a time limit that is more than 30 minutes.
- Disabled permits is not valid in spaces 30 minutes or less, without paying at the 30-minute meter.

Disabled parking permits are not valid in zones reserved for other types of motor vehicles, activities, or where stopping, standing or parking is prohibited. Each type of permit may have different parking restriction. Regulations that apply to your permit type are available in the Oregon State Motor Vehicle Code.

3. Monterey, CA:

disabledparkingsign



According to the California Department of Motor Vehicles, 22511.5 (a)(1): A disabled person (DP) or disabled veteran (DV) displaying special license plates issued under Section 5007 or a distinguishing placard issued under Section 22511.55 or 22511.59 is allowed to park for unlimited periods in any of the following zones:

- On-street parking spaces with the International Symbol of Access (wheelchair symbol).
- Next to a blue curb authorized for disabled parking.
- At any regular ON-STREET parking space without regard to the posted time limit.
- Next to "limited time" green curbs.
- **For free at any on-street metered parking space, except meters with yellow tops along Cannery Row.**
- In an area that indicates it requires a resident permit.

4. Seattle:

Under Washington state law, the City of Seattle allows on-street parking in general parking spaces at no cost to holders of valid disabled parking permits. Parking may be time-limited for permit holders for no less than 4 hours if clearly signed. Without the 4-hour limit for disabled permit holders, vehicles may park longer than any other posted time limits. Any vehicle parked in Seattle longer than 72 hours may be considered abandoned and subject to citation and towing. In addition, parking restrictions for utility or other roadway work may be posted with as little as 24 hours' notice.

5. Portland:

I'm visiting a meter district and have a Wheelchair User or Wounded Warrior Parking Placard

- Vehicles can park at any metered space that is 30 minutes or more for free and stay as long as you need. You must display Wheelchair User or Wounded Warrior placard (Wounded Warrior placard look like the standard Disability placard, but have a black bar under the expiration date with the "Oregon Wounded Warrior" in white text).
- There are dedicated Wheelchair User Only parking spaces, most with right side access. You can also park at any standard Disability Parking space. **Click below on maps for desktop or mobile**, wheelchair spaces marked with "W".



Are you from a state that doesn't issue Wheelchair User placards? We have a free parking permit that you can apply for that will allow you to park at Wheelchair User Only parking stalls.

I'm visiting a meter district and have a Disabled Person Parking Placard

- Vehicles must display a valid state Disability Placard
- Vehicles can park at any metered space or designated Disability Parking space (excluding Wheelchair User spaces). **Click below on maps for desktop or mobile**, disability spaces marked with "D". There are also ADA stalls in all of the City owned SmartPark garages.
- Vehicles must pay for parking. You can park in a 2HR zone, pay for 2 hours, and stay for 3 hours. In all other spaces of 3HR or more, you must pay for the amount you use.
- Options are available if you have difficulty operating a parking meter
 - **Parking Kitty** - Portland's mobile pay option available for [Android](#), [iOS devices](#), and [on the web](#).
 - **Scratch Offs** - scratch off permits are single use permits you can display in your vehicle. The scratch offs are pre-paid by the user and can be used at any time.



[Download PDF file](#)[Link to application](#)134.01 KB

I'm visiting an Area Parking Permit Zone

- Area Parking Permit zones have visitor parking limits that can only be exceeded with a permit or visitor pass. [Click here to view a map of these areas.](#)
- If you do not have a resident, employee, or visitor permit for the area, **you can only park as long as the posted visitor limit before you must move your vehicle out of the zone.**
- People with a Wheelchair User Disability Placard are exempt from these parking restrictions and may park in the same spot for up to 24 hours.
- If you are visiting a resident of the area, contact them about a visitor permit.

I'm visiting a non-metered area and have a Disabled Person or Wheelchair User Parking Placard

- Vehicles that display a Disabled Person or Wheelchair User Parking placard can park at any timestay space that is 1 hour or more for as long as you need. See maps below of dedicated parking stalls. There are also ADA stalls in all of the City owned SmartPark garages.

Please remember that only Wheelchair User placard holders can park in Wheelchair User only spaces.

I live or work in a neighborhood with parking meters and have a Disabled Person or Wheelchair User Parking Placard

- You may be eligible for a monthly on-street parking permit. Permit prices are based on the meter district ([click here to view current permit prices](#)).
- These permits are valid within three (3) blocks of the residence or place of work (see image as example).
- Subsidized options are available for residents in subsidized housing.
- Vehicles with Wheelchair user parking placards can park at any metered space that is 1 hour or more for free and stay as long as you need without an additional parking permit.
- [Click here to learn more.](#)



I live in a non-metered residential neighborhood and have a Disabled Person or Wheelchair User Parking Placard and off-street parking is not an option for me.

Residents that either don't have off-street parking, or their off-street parking has accessibility issues may request a disability parking space on-street next to their residence.

A property owner may request a disability parking space be placed along their fronting property when:

1. Property is located outside of a metered or permitted zone **and**
2. Property is zoned residential **and**
3. There is no off-street parking (off-street parking space definition: An off-street parking space included parking lots, parking structures, garages, carports, driveways without carports or garages or any other legal parking space on private property) **and**
4. There are no more than 2 disability spaces already on the block face or 500 feet of lineal curb feet from the requestor address **and**
5. The property requesting accommodation is not on an unimproved roadway.

The city will contact all property owners adjacent to disability parking spaces by mail every 2 years to determine whether the space is still in use.

Please call or email the Portland Bureau of Transportation (PBOT) for more information. Phone: [\(503\)-823-7275](tel:503-823-7275). Email: PBOTParkingControl@portlandoregon.gov.

6. Salem:

Disabled Parking Program

If you have a disabled parking permit from Oregon or any other state, you have special parking privileges outlined in [Oregon Revised Statute 811.635](#). **However, you are not exempt from parking fees and time limitations in Salem.** You can get information about getting a disabled parking permit from the [Oregon Department of Motor Vehicles \(DMV\) website](#).

The City of Salem's Parking Enforcement Officers do not enforce Americans with Disabilities Act (ADA) parking on private property, such as grocery stores, apartments, and commercial buildings. The Salem Police Department has volunteer police who enforce ADA parking regulations on private property.

Standard or Temporary Disabled Parking Placard

If you have a standard or temporary issued disabled parking placard, you are required to follow all applicable parking regulations [Salem Revised Code 102.085](#):

- **Time restrictions** including downtown on-street time restrictions and Residential Parking District time restrictions.
- **Fees at all parking meters** including those in the Library and City parking garages.

Daily on-street parking permits, allowing for 10 hours of parking, are available for \$15 at the Permit Application Center.

Wheelchair User Permit

If you have a wheelchair user permit from Oregon or another state, you may park for free at any meter or time restricted area that is marked for 30 minutes or

longer.

As you can see, Salem is the only city without consideration of our ADA residents.

Thank you for your consideration,

Marc Nisenfeld

5010 Coloma Ct SE

Salem, OR 97306

(503) 333-1620

Citations:

1. Corvallis:

<https://www.corvallisoregon.gov/publicworks/page/disabled-person-parking>

2. Eugene:

<https://www.eugene-or.gov/776/Parking>

3. Monterey, CA:

https://monterey.gov/city_hall/public_works/parking_division/parking_programs/disabled_parking.php#:~:text=Next%20to%20a%20blue%20curb,yellow%20tops%20along%20Cannery%20Row.

4. Seattle:

<https://www.seattle.gov/transportation/projects-and-programs/programs/parking-program/disabled-parking>

5. Portland:

<https://www.portland.gov/transportation/parking/disability-parking>

6. Salem:

<https://www.cityofsalem.net/community/neighborhoods/parking/where-to-park/disabled-parking-program>

From: [Tom Wrosch](#)
To: [citycouncil](#)
Subject: Downtown street parking
Date: Tuesday, May 27, 2025 2:11:59 PM

FOR PUBLIC RECORD

Honorable Mayor and City Council Members,

My name is Tom Wrosch; I am a lifelong Salem resident and have lived in what is now Ward 1 for 33 years.

I am concerned to see the move to paid parking for downtown. If metered parking is required even for short take-out services at the restaurants or an errand here or there, I'll probably stop going downtown.

Why is this a critical issue for me? Both my wife and I have mobility issues.

Due to the very small number of handicapped spaces and terrible lack of parking spaces overall, she almost never goes downtown or even considers those restaurants when getting together with friends. We've given up on shopping downtown. We need spaces close to the establishments. Neither of us can park at the parking garages and shop. It's just too far to go. With all the spaces the restaurants take up, it's almost impossible to find parking spaces any more. The residences and the attractions of the park are wonderful additions to downtown, but they do create even more demand for parking in town.

The city believes metered parking will free up spaces. But I believe allowing for up to 12 hour paid parking will just allow employees, visitors of residents, and even some park users more leeway to just park and pay. People who can't afford to pay and those who need spaces close to the downtown establishment will be even harder pressed to find parking. Relying on the proposed payment app simply exacerbates the divide between the haves and have-not. You should not need to use an app to walk downtown.

Picture what it will be like for an older, mobility-challenged person to pick up take out after the paid parking is in place: you drive downtown to pick up your restaurant order, but it's just after happy hour and young people have filled the spaces on both sides of the block near your restaurant. You drive around searching for a spot, and finally, one come open! - a block and half away. By this time, you're late to pick up your order and your food is cooling, so you'll take it. You park, but the meter is another half block away, which means there and back is a full block's walk - on top of the distance to the restaurant. Now, you're past the limit of what you can physically do. What do you do now? That is a very real scenario for me and many people I know. Just one time of that and downtown establishments - retail and otherwise - are off our list.

It is not enough to say we can use the bus - our only form of public transport in Salem. We literally can't walk from the bus station to the downtown core. We can't use parking garages for the same reason. The only solution that works for us and many seniors we know is street parking. Even street parking is hard, since handicapped spaces are few and far between, while an ever-increasing proportion of our population rely on them. Now, your target demographic may be young people, but the people with the money are still Boomers. You do need us.

Please consider the needs of seniors and other mobility-challenged people when planning changes downtown. I urge you to amend the current plan and allow a free period (perhaps 15-30 minutes) before needing to pay at the meters; or else consider the option of a paid permit people could purchase that would allow them a certain amount of time each day downtown. That would be very attractive to me and many others who live in the area.

Thank you for your consideration.

Sincerely,

Tom Wrosch