

From: [Diane Chavez](#)
To: [CityRecorder](#)
Subject: transit and community paths
Date: Monday, January 23, 2023 1:21:07 PM

Dear Mayor and City Council members,

There are two very good items on the City Council agenda for Monday that I would like to support.

These are:

3.3d Approval to submit two grant applications to the Oregon Community Paths Program to: (1) construct the Pringle Creek Path connection, and **(2) develop a refinement plan for a pedestrian bridge over OR 22 east of Lancaster Drive SE** and

This is a no brainer for me, better walking and bike infrastructure will simply make Salem a better, safer place to live and raise children.

The second is:

3.3f Support for **commuter rail study** proposal to extend TriMet's Westside Express Service commuter line to Salem, in 2023 Oregon Legislative Session
(HB 2662 <https://salem.legistar.com/View.ashx?M=F&ID=11583889&GUID=4502C954-6F50-4F84-9E9D-5E5C3DDFAC9D>).

I have often wondered why there are not better public transit options up and down the west coast, especially between Portland and Eugene

When I lived in New Mexico the Railrunner was established.

The following is from the website;

In 2003, the New Mexico Regional Transit District Act (Chapter 73, Article 25, NMSA 1978) was passed, enabling the formation of multi-jurisdictional transit agencies. The purpose of this legislation was to:

- o Provide safe and efficient regional transit services
- o Reduce congestion, crashes, and pollution caused by single-occupant vehicles
- o Extend the life of the state's roads by reducing traffic
- o Provide transportation alternatives to residents, particularly transit-dependent groups such as seniors, youth, low-income, and mobility-impaired residents
- o Provide residents with better access to education and higher-paying jobs
- o Reduce oil dependence"

Are these not all issues that Oregon needs to address today?

That was twenty years ago and today a round trip ticket from Albuquerque to Santa Fe cost less than \$3 dollars. I think that is an equitable transit option. The Railrunner stops at many

small communities between Belen and Santa Fe.

At the time many obstacles had to be overcome to get this project off the ground. (It cost too much, it was going to impact some neighborhoods negatively, etc. etc.) Now 20 years later there is good connecting infrastructure to the airports, train stations and other places.) If NM can pull off and support a project like this with a much smaller population than Oregon, I think Portland/ Salem certainly can and even needs to.

I also hope that in our current climate 20 years later, this study will also consider electrification options for this project.

Thank you,
Diane Chavez
Ward One

From: [Laurie Dougherty](#)
To: [CityRecorder](#)
Subject: Support for 1-23-23 Council Agenda 3.3f WES extension study
Date: Monday, January 23, 2023 2:27:23 PM

Mayor Hoy and City Councilors,

I urge you to approve Agenda Item 3.3f 23-27 to support a commuter rail study in the 2023 Oregon Legislative Session to extend TriMet's Westside Express Service commuter line to Salem

I do not have a car. I take Amtrak when traveling to Portland. The WES extension could provide another, possibly more affordable and more reliable, option. Rather than, or in addition to, the proposed route from Salem to Beaverton, I would like to see a commuter rail route directly into downtown Portland connecting to Trimet Max and bus lines in all directions. I would also like to see more morning and evening runs than the WES currently offers as well as weekend service.

As well as traveling from Salem to Portland, many people commute to Salem for jobs with major employers here. Convenient, affordable regional alternatives to cars will reduce greenhouse gas emissions and help both Salem and Oregon meet greenhouse gas reduction goals.

Thank you for your consideration of this study and thank you for the opportunity to comment,
Laurie Dougherty

Ward 1

January 23, 2023

From: [Mike Herron](#)
To: [CityRecorder](#)
Subject: Public Comment - City Council Mtg Jan. 23, 2023
Date: Monday, January 23, 2023 1:57:21 PM

My name is Mike Herron and I reside in Ward 7.

Agenda item:

3.3f

I support the City urging the State Legislature to commission the Commuter Rail Study.

4.a

I support the reallocation of CDBG monies to the Meals on Wheels program.

5.b

I support concerted efforts to reduce traffic fatalities in Salem but would not support a plan that heavily favors a mode(s) of transportation preferred by small fraction of the community.

From: [Roberta A](#)
To: [CityRecorder](#); [Virginia Stapleton](#)
Cc: [citycouncil](#)
Subject: Monday's City Council Agenda
Date: Sunday, January 22, 2023 7:31:53 PM

Councilor Stapleton, City Recorder,

I am interested in two particular agenda items:

3.3d It is my hope you'll approve to submit two grant applications to the Oregon Community Paths Program to both construct the Pringle Creek Path connection, and also develop a refinement plan for the pedestrian bridge over OR22 east of Lancaster Dr SE.

3.3f Please support the commuter rail study proposal to extend TriMet's Westside Express Service commuter line to Salem in the 2023 Legislative Session (HB2662).

Thank you for your consideration,

Roberta Cade
1321 Chemeketa St NE
Salem, OR 97301
503 580-2878

From: [ROBERT E KREBS](#)
To: [citycouncil](#); [Virginia Stapleton](#); [Linda Nishioka](#); [Trevor Phillips](#); [Deanna Gwyn](#); [Jose Gonzalez](#); [Julie Hoy](#); [Vanessa Nordyke](#); [Micki Varney](#); [Chris Hoy](#)
Subject: Written Public Comment for 3-23-23 Council Meeting
Date: Monday, January 23, 2023 1:27:19 PM

**PUBLIC COMMENT FOR
Salem City Council Agenda Item: 3.3f. 23-27
Monday, January 23, 2023**

The Salem City Council should support extending the WES commuter rail service to Salem because it offers many social and economic benefits to the region. Here are some of the reasons you should support this concept.

1. As I-5 becomes more congested the train becomes an attractive option to driving. Rail infrastructure comes at a lower cost than building urban freeway lanes to add capacity. Once upgraded, it is easy to add rail capacity with longer trains and more trains.
2. Addresses equity issues by providing mobility options for low income, disabled, students and others unable to drive and/or own a motor vehicle.
3. Takes advantage of latent capacity by upgrading existing infrastructure without negatively impacting the tax base.
4. Provides access to jobs along the route. Gives businesses a larger region for workforce growth.
5. Connects with local transit linking Marion, Polk, Lincoln and Yamhill counties for easy regional access.
6. Train travel is psychologically more attractive than riding buses. People who will not ride a bus will choose to go on a train. They will even ride a bus to connect to the train, thus generating more patronage on the connecting bus lines. There will be a significant increase in ridership over the current 1X Bus operated by Cherriots and SMART.
7. It will reduce travel time by eliminating the bus/train transfer at Wilsonville and I-5 congestion.
8. Safety issues will be addressed with infrastructure improvements and more public education. Areas in Salem like Front Street and the Northeast district need to receive special attention.
9. Parking is not required for people arriving by transit. This reduces the employee and guest parking requirements for businesses and public agencies.
10. Tourism is an overlooked benefit of rail transit. Salem has many attractions to draw people from the region. Recreational riders will spend money with local businesses and restaurants.
11. Freight trains will operate more efficiently and safely using the upgraded track and signal system.
12. Supports development of the Port of Willamette freight transload facility at Brooks.

If you have concerns about Tri-Met extending to Salem with WES, this probably won't

happen. WES is operated by the Portland & Western Railroad under a contract with Tri-Met. The extension to Salem could be under a separate contract with Cherriots and/or SMART or even a new state agency to operate the entire system.

As a passenger transportation/tourism professional with over 50 years of management experience in the industry, I urge you to support this opportunity.

Best regards,

Robert Krebs, Retired
Former: Cherriots' Board Director, ODOT Passenger Rail Coordinator and Oregon
Business Owner
3435 Bluff Avenue SE
Salem OR 97302-3326
Phone (503) 375-2821

I am available if additional information is needed.