

From: [Bob Siegel](#)
To: [CityRecorder](#)
Subject: Street Parking
Date: Sunday, February 26, 2023 10:14:28 AM

I agree with paying for parking on the streets downtown Salem. Many restaurants should and would offer validation in an effort to retain business. Hope the city offers that option. On the matter of using the parkades. I also agree that it would be best to remain free. There is one coviant. The garages must be well lit and have on site security 24/7 and the homeless shall not be allowed to sleep or camp on the sidewalks surrounding the parkades. Emergency buttons should be placed on all levels with direct access to security and the police. Safety and feeling safe are the main issues. I would then park in the parkades during daylight hours and come back to Salem which I now stay away from.

Thank you
Bob Siegel

From: noreply@cityofsalem.net on behalf of cbj49@yahoo.com
To: [CityRecorder](#)
Subject: Submission
Date: Monday, February 27, 2023 3:10:26 PM
Attachments: [ATT00001.bin](#)

| | |
|------------|---|
| Your Name | Cynthia Jones |
| Your Email | cbj49@yahoo.com |
| Your Phone | 5038849637 |
| Street | 2030 BreymanNE |
| City | Salem |
| State | OR |
| Zip | 97301 |
| Message | Dear City Council, Please vote no on paid downtown parking. |

This email was generated by the dynamic web forms contact us form on 2/27/2023.

From: jeffryp@comcast.net
To: [CityRecorder](#)
Subject: Downtown Parking
Date: Sunday, February 26, 2023 10:14:17 AM

When the City of Salem begins their proposed plan about charging visitors for on-street parking downtown, the local businesses will see another drop off of their revenues. People already are going elsewhere to shop and eat because of the uncontrolled homeless situation. Several big name businesses have already closed and left and no new ones have come in. Maybe you should concentrate more on how to get people to come back downtown instead of asking them to pay more to come downtown especially during this inflationary period. Maybe you'll just have to cut other worthless projects to fund your dream. It's called "a budget" people, work within it like the rest of us have to do.

Jeff Penick
6676 Hogan Drive N
503-701-6648

From: noreply@cityofsalem.net on behalf of lauriedougherty@gmail.com
To: [CityRecorder](#)
Subject: Submission
Date: Monday, February 27, 2023 1:52:07 PM
Attachments: [Comment to City Council on Paid Parking.docx](#)

| | |
|------------|---|
| Your Name | Laurie Dougherty |
| Your Email | lauriedougherty@gmail.com |
| Your Phone | 617-504-0016 |
| Street | Ward 1 |
| City | Salem |
| State | OR |
| Zip | 97301 |
| Message | Attached please find Comment for City Council Meeting 2/27/23 Agenda Item 5.b. Paid Downtown Parking Submitted on behalf of 350 Salem OR. |

This email was generated by the dynamic web forms contact us form on 2/27/2023.

Mayor Hoy and City Councilors,

My name is Laurie Dougherty. I live in Ward 1. I'm speaking on behalf of 350 Salem OR, local chapter of international climate justice organization 350.org. We support Agenda Item 5.b. Mayor Hoy's motion "to direct staff to return to City Council with a plan to implement paid on-street parking in the downtown parking district and phase out the parking district tax."

Paid downtown parking is recommended by Goal TL24 in the Salem Climate Action Plan under Objective 3: Incentivize active commute modes. Emissions from vehicles are the biggest source of climate-changing greenhouse gas emissions in Salem and beyond. Measures that reduce automobile use will benefit the climate and help Salem meet our climate goals. When priced according to demand, paid on-street parking encourages a shift to public transit, walking and bicycling. It will encourage more use of the Parkades. It will ensure that there will be sufficient open parking spaces distributed throughout the area for short-term needs and for people with mobility challenges.

Paid parking ensures turnover, making parking spaces available, and reducing the need to circle block after block looking for a parking space.

Downtown businesses will no longer be burdened with the parking tax and will no longer need to factor the cost of that tax into prices for their goods and services, benefiting both businesses and customers.

Paid on-street parking will generate revenue for the Downtown Parking Fund which has a deficit of \$228,020 for FY 2023. According to the City of Salem Budget "In the Downtown Parking Fund, the primary revenue sources of daily and monthly parking permits and the downtown parking tax support maintenance and operation of three City-owned parking garages, police bicycle patrol, and a variety of cleanliness and beautification services for the downtown."

Equity is an important consideration. Discounts or subsidies can be provided to low-income people. In a 2016 analysis, Portlanders for Parking Reform pointed out that car ownership itself is very costly and most low income people do not drive into downtown Portland; they bike, walk or use public transit. It should also be noted that many other people do not drive due to youth, old age or disability. Yet everyone indirectly pays for the costs of maintaining free parking.

Donald Shoup, Distinguished Research Professor in the Department of Urban Planning at UCLA, has researched the costs of free parking for decades. His 2005 book *The High Cost of Free Parking* sparked ongoing discussion and policy change. A more recent – and much shorter – article analyzes the variables to consider when "Pricing curbside parking." A link to that article is in my written comment.

Thank you.

Resources

[City of Salem FY 2023 Budget](#) (Book 1 p 153 & 245)

ITDP Institute for Transportation & Development Policy "[Equitable Streets Start with Parking Reform](#)" posted 9/15/2021

["On-Street Parking Pricing – A Guide to Management, Enforcement, and Evaluation"](#) 9/2021 free download

NITC National Institute for Transportation and Communities. [Smart Parking Reduces Congestion, Increases Transit Ridership](#) posted 9/22/2017

Shoup, Donald. [Pricing Curbside Parking](#). Transportation Research Part A: Policy and Practice Volume 154, December 2021, Pages 399-412 [Creative Commons License](#) covers whole article.

Abstract:

"Where traffic is congested and all the curbside spaces are occupied, some drivers are probably cruising for parking. Cities can eliminate this cruising by charging demand-based prices for curbside parking to ensure one or

two open spaces on every block. Drivers will then usually find convenient places to park within a short walk of their destinations. But if cities charge demand-based prices for curb parking, how will drivers choose where to park, and what will they pay? To answer these questions, I have examined how four variables—parking duration, number of persons in the car, walking speed, and value of saving time spent walking—determine parking choices when prices increase as drivers approach their destinations. Short-term parkers, carpoolers, slow walkers, and drivers with a high value of saving time will park closer to their destinations. Long-term parkers, solo drivers, fast walkers, and drivers with a low value of saving time will park farther away. This spontaneous, self-organizing pattern of parking choices responding to demand-based parking prices will minimize the collective cost of the time drivers spend walking to and from their destinations. Demand-priced curb parking will also reduce uncertainty about travel times. Drivers delayed by traffic congestion can save time at the end of their trips by paying a higher price to park closer to their destinations. Demand-priced curb parking at the end of a trip can serve as a buffer allowing late-arriving drivers to buy time when they need it most.”

From: [Paul Rice](#)
To: [CityRecorder](#)
Subject: Downtown parking
Date: Sunday, February 26, 2023 12:02:35 PM

I moved to Salem in 2004 and have always enjoyed going downtown and shopping at the downtown businesses. It is a real treasure as it has been preserved and improved. While it has had it's ups and downs, I think it is as dynamic now as it has been since 2004.

I understand there are financial issues regarding parking but having to use the credit card machines is a pain. The old coin meters were much more convenient if not staying very long. I often only stop just to shop at one or two businesses for maybe an hour. Personally, I will probably not shop as much downtown. I have used the parking garages, but they are less convenient for quick trips.

I hope you factor in the costs of purchasing, maintaining, and installing the new machines. While I will continue to go downtown, it will be a less convenient place to go. The world changes and new issues arise, but not always for the better. I hope someone can come up with a creative fiscal solution to preserve the current parking situation, but I've lived long enough to not expect much.

Paul Rice
West Salem

Sent from my iPhone

From: [Terri Douglass](#)
To: [CityRecorder](#)
Subject: Re: downtown Salem parking
Date: Monday, February 27, 2023 11:10:36 AM

To whom it may concern.....which is ALL of us who continue to be loyal to the shops and businesses of downtown Salem:

I read with concern in the SJ that the Salem City Council is considering ending FREE downtown parking. It's true, we have lost some anchor stores, but there are many small, community-owned businesses, eateries, and shops in downtown Salem.

A huge reason I patronize these shops is because of easy access to FREE parking, particularly on street parking. What will be the incentive to continue if I have to pay to park?

As I grow older, I am not as inclined to use parking structures.

I feel like patrons will find alternative places to go — AWAY from the downtown Salem core — to shop, sip, eat, etc. if free parking is taken away.

Most sincerely,

Terri Douglass, Salem resident and local shopper since August 1978

Sent from my iPad