



# CITY OF SALEM

## Written Testimony #1

### City Council

555 Liberty St SE  
Salem, OR 97301

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**Monday, May 16, 2022**

**6:00 PM**

**Virtual Meeting**

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**City Council Work Session - Salem Community Improvement Bond**

- 3.a.** [22-209](#) Infrastructure Bond Engagement Steering Committee recommendation for November 2022 Community Improvement Bond.

Ward(s): All Wards

Councilor(s): All Councilors

Neighborhood(s): All Neighborhoods

Result Area(s): All Result Areas - Good Governance; Natural Environment Stewardship; Safe Community; Safe, Reliable and Efficient Infrastructure; Strong and Diverse Economy; Welcoming and Livable Community.

**Recommendation:** Information only.

**Attachments:** [Funding for each Community Improvement Bond category.pdf](#)  
[Steering Committee recommended project list](#)  
[Public Comments received by 5:00 p.m., 5-11-22.pdf](#)  
[Public Comments received by 1:30 p.m., 5-16-2022.pdf](#)

*Add - Written Testimony.*

**From:** [Aimee Fritsch](#)  
**To:** [CityRecorder](#)  
**Subject:** 5/16 City Council Meeting Comment  
**Date:** Monday, May 16, 2022 10:31:47 AM

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Dear City Council Members,

My name is Aimee Fritsch, I'm a 5-year resident of Salem, a former bike commuter, and a daily biker- on day 790 in a row at this writing. As you'll see from the attached image, I'm not who you typically picture when you think of an avid biker- I'm a person with a bigger body, I bike with food and groceries, often slowly and for fun. I'd love for Salem to be a safer and friendlier place to do this kind of biking. I'd love for there to be better infrastructure so my friends feel safe enough to bike with me. Both for the environment, for fewer car trip, but also because it's more fun. Please consider this kind of joy and potential in creating the bond budget, more bike infrastructure = more joy, and also a better quality of life for Salemanders of all ages.

Thank you!

Aimee Fritsch





PIC•COLLA



**From:** [Ari Hernandez](#)  
**To:** [CityRecorder](#)  
**Subject:** Salem Bike Vision  
**Date:** Monday, May 16, 2022 1:19:47 PM

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Hello,

As a new resident of downtown Salem, I would like to voice my support for protected bike lanes throughout Salem. Just as the investment into the Minto Island bridge has spurred development downtown, the city could easily be a world class cycling city and spur additional development downtown by adding a network of protected bike lanes. These lanes would physically separate bicycles from automobile traffic, which would encourage more cycling by making cyclists feel safer. It would also help cyclists stay off the sidewalks in the Downtown Safety Corridor, making both pedestrians and drivers safer. In my eyes this is a win-win so I hope to see the city take up this initiative.

Thanks,  
Ari Hernandez

Sent from my iPhone

**From:** [Brian Amstutz](#)  
**To:** [citycouncil](#)  
**Subject:** Support for Salem bicycle infrastructure  
**Date:** Monday, May 16, 2022 10:48:26 AM

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City Council,

As you work to finalize the proposed bond project list, I am writing to support the Salem Bike Vision and request that you revise the project list to meaningfully invest in bicycle and pedestrian infrastructure.

As you know, the Salem Bike Vision requests just 5% of the total bond to provide for connected and protected bicycle lanes. This is a very modest measure that would finally put Salem on some modicum of a track toward climate action and healthy communities.

This infrastructure bond proposal is an opportunity for civic leadership and to chart a path for the next decade. The existing bond proposal does not attempt this leadership, and is instead a hodge-podge apportionment to various agencies. There is further a willful misrepresentation of the proposed projects, portraying the bulk of moneys as "bicycle/pedestrian improvements" when they are, in actuality, just largely urban upgrades with ancillary benefits for bicycles and pedestrians.

In one decade, I would hope to have the opportunity to safely ride my bicycle to the grocery store. I would like to have some options to commute to work without taking my own life in my hands. I would like to do my part to protect the planet, and improve my physical health at the same time. And I would like to live in a city that takes these goals seriously. Please support the Salem Bike Vision by reconfiguring this bond proposal, and providing 5% of the total bond for connected and protected bicycle lanes.

Thank you,

Brian Amstutz

21st St NE

**From:** [noreply@cityofsalem.net](mailto:noreply@cityofsalem.net) on behalf of [Gbbosak@comcast.net](mailto:Gbbosak@comcast.net)  
**To:** [CityRecorder](#)  
**Subject:** City meeting public comment  
**Date:** Monday, May 16, 2022 10:54:24 AM  
**Attachments:** [ATT00001.bin](#)

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Your Name	Bev and Gary Bosak
Your Email	Gbbosak@comcast.net
Your Phone	503 3629534
Street	819 Glendora Ave SE
City	Salem
State	OR
Zip	97306
Message	<p>We are writing in support of allocating 5% of the Community Infrastructure Bond to Protected Bike Infrastructure. Now that Ebikes are widely available, many more people will choose to use them as transportation, not just recreation. However, riders are less likely to do so if they don't feel safe on the streets. Making designated bike routes safer throughout the City would be a game changer. Even people who don't intend to ride bikes will benefit because the roads will be less crowded with cars because more people will use the biking option. Thanks for your consideration.</p>

This email was generated by the dynamic web forms contact us form on 5/16/2022.

**From:** [Brandin H](#)  
**To:** [CityRecorder](#)  
**Subject:** Support for SBV  
**Date:** Monday, May 16, 2022 12:42:48 PM

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I'm in support of adding more safe bike lanes and means of alternative transportation throughout the city of Salem. It would be wonderful to see more multiuse paths for bikers, folks with disabilities, walkers, etc that connect these folks to Salem parks and businesses. A good reference is the city of Fort Collins, CO. They have multiple trails throughout the city that assist in promoting alternative transportation. It's a huge recreational draw to residents and visitors.

Thank you for your time.

Brandin Hilbrandt  
710 18th St NE, Salem

**From:** [Dave Maceira](#)  
**To:** [CityRecorder](#)  
**Subject:** Public Input: For May 16 City Council Bond Measure Work Session  
**Date:** Sunday, May 15, 2022 6:13:58 PM

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To the mayor and esteemed council members.

In recent years I have seen a tremendous amount of participation by the city in attempting to solve the unsheltered crisis. I would like to extend my sincere gratitude for those decisions and the substantial financial resources committed towards these projects.

I certainly agree the infrastructure of Salem needs improvement. The proposed \$300 million bond enables council to invest in many projects with opportunity costs leading in many directions. However, we have all witnessed a humanitarian crisis of unhoused men, women and children unfolding in our community. And, we share the horror, and responsibility, when news breaks of them dying on our streets. A loss of life that was preventable if merely their basic human needs had been met.

In allowing \$10 million in funds towards purchasing and remodeling buildings enables some necessary infrastructure towards solving homelessness. However, the bond allocation for housing must also consider sustainable management and operating funds. Temporary shelters and other support systems is a necessary and humane solution. But continuing to manage the unhoused population has evolved in to a never-ending process. Without a more significant long-term investment we would be scratching the surface of the unsheltered issue.

Just as we need to invest now to save money and create better opportunities for the future of Salem, we must also invest in projects that augment the affordable housing infrastructures that this bond may provide.

Therefore, I suggest that council please consider a small utility fee increase or other funding sources that would enable robust, long-term sustainable management and operating funds.

Thank you for your time and have a wonderful day.

David Maceira  
[Bigtoys70@hotmail.com](mailto:Bigtoys70@hotmail.com)

Sent from my Metro by T-Mobile 5G Device  
Get [Outlook for Android](#)



**From:** [Dylan McDowell](#)  
**To:** [CityRecorder](#)  
**Subject:** Comments for the Council Work Session  
**Date:** Monday, May 16, 2022 10:11:13 AM  
**Attachments:** [McDowell Comments Regarding the Bond Work Session.pdf](#)

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Good morning,

I would like to submit the following comments for consideration ahead of the Council Work Session tonight. I hope Council will consider adding funding for more protected bicycle infrastructure as we plan out the next 10 years of community investment.

Thank you,  
Dylan

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Dylan McDowell  
541.961.7755  
[dylan.d.mcdowell@gmail.com](mailto:dylan.d.mcdowell@gmail.com)

May 16, 2022

Dear Mayor and City Council,

I am writing to request that you modify the Community Improvement Bond project list to include dedicated funds for protected bicycle infrastructure.

The Bond comes at a time when the City has two forward-looking plans underway--the Climate Action Plan and the Our Salem Plan. Both of these efforts envision a more liveable community over the next decade that provide low-carbon transportation options and a feeling of connectedness across the City. It is essential that the Bond project list match that ambition and help plan for the City we expect to have in 10 years alongside CAP and Our Salem.

The City's current and planned bike infrastructure is not connected, protected, or direct. Since the idea of the [Salem Bike Vision](#) was presented to the community, I have heard from so many residents who are inspired by what our City could look like with safe biking infrastructure. Community members have shared with me how they are currently afraid to take their family on long bike rides, get lost on side streets trying to navigate to their destination, or simply have given up riding their bike for fear of getting hit by a car.

I recognize that the Bond is full of important priorities already and I am incredibly excited to see the investment in our parks. However, I ask that you modify existing projects to dedicate 5% of the Bond to build protected bicycle infrastructure throughout the City in the coming years. This would transform our City in so many positive ways, reduce traffic congestion by allowing more residents to use active transportation, reduce carbon emissions, and ensure Salem is a healthy and liveable community for years to come.

Thank you for your consideration.

Sincerely,

Dylan McDowell

**From:** [Evan Manvel](#)  
**To:** [CityRecorder](#)  
**Subject:** please support safe networks for families to bike in the Bond  
**Date:** Monday, May 16, 2022 12:46:15 PM

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Dear Mayor Bennett and City Councilors,

I live in Salem, and am raising two kids here. They are currently five and eight years old.

I am writing to encourage you set aside 5% of the upcoming infrastructure bond for safe community bikeways -- that is, a network protected from dangerous speeding traffic. We currently lack any sort of real network of safe ways to bike around town, which causes stress and limits our family's choices.

Taking a tiny slice of the bond and earmarking it for bikeway investments could help my kids bike to school safely - making them healthier, and more productive learners once they are at school.

**Investing in a safe, protected network of places for people of all ages to bike is an investment in community safety.** Traffic crashes are the leading cause of deaths for young people, including kids the age of mine.

Finally, as the world has heard time and time again, **we have to deeply redouble our efforts on climate change - moving seven times as fast as we are.** Driving is the leading cause of climate pollution in Salem, and providing people with real options is a key moral investment.

Thank you for your consideration, and your service to the City.

Warm regards,

Evan

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

**From:** [Jason Cox](#)  
**To:** [CityRecorder](#)  
**Subject:** Support for Bike Infrastructure  
**Date:** Monday, May 16, 2022 10:08:04 AM

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Greetings,

I support the proposal to add protected bike infrastructure into the community infrastructure bond at 5%, or \$15M, of bond proceeds.

Thank you,  
Jason Cox

**From:** [Jim Schepke](#)  
**To:** [CityRecorder](#)  
**Subject:** Testimony for 5/16 City Council Work Session  
**Date:** Friday, May 13, 2022 12:21:08 PM

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Mayor and City Council:

I am not opposed to including funds to replace aging fire trucks in the November bond measure. I support that. However, before giving the green light for the SFD to replace their entire fleet with diesel trucks that cost millions of dollars, I hope you will insist that the SFD explore best practices from other fire departments that have changed their practices in ways that may be more cost-effective and may even avoid GHG emissions.

Here is one, for example, from Tualatin Valley Fire and Rescue that is just up the road. This makes a lot of sense to me. I see no reason to send fire trucks to medical emergencies. Fires only make up 2% of SFD calls according to the latest annual report from the State Fire Marshall, so the chances of there being a fire during a medical emergency call are very small. Expensive fire trucks ought to sit in their bays until there is a fire.

Thank you for your service!

Jim Schepke, Ward 2

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## RESPONSE CARS

Not all calls require an engine with four firefighter EMTs/paramedics and a full cache of tools. Depending on the severity and type of situation, TVF&R can strategically respond with an engine, truck, medic unit, heavy rescue, water rescue boat, or even a car staffed by one firefighter paramedic. Now, for the first time in TVF&R's history, we have paramedics assigned to our stations who are not required to also serve as firefighters.

TVF&R has six frontline cars. The car — staffed by one paramedic — is a cost-effective option for responding to situations that don't require a traditional fire engine and four-person crew. The car is outfitted with basic equipment, supplies, and a data terminal with computerized response maps and instantaneous information on every 911 call.

Cars respond to Code 3 medical calls and structure fires in their first-due areas. As a nimbler resource, cars are dispatched in addition to a truck, engine, or medic unit to get to the incident quicker and initiate efforts to stop the progression of an emergency while additional personnel are en route to the scene.

Additionally, cars respond to non life-threatening medical and public service calls such as abdominal pain, ground-level fall, headache, odor investigation, sick person, fire alarms, and smoke alarm problems. They are deployed Tuesday through Friday between 7 a.m. and 5 p.m.





**From:** [J Stembridge](#)  
**To:** [CityRecorder](#); [citycouncil](#); [Chuck Bennett](#); [Virginia Stapleton](#); [Chris Hoy](#); [Tom Andersen](#); [Trevor Phillips](#); [Jackie Leung](#); [Jose Gonzalez](#); [Vanessa Nordyke](#); [Micki Varney](#); [Gretchen Bennett](#)  
**Cc:** [Jimmy Jones](#)  
**Subject:** Allocation of money for solving the problem of homelessness  
**Date:** Sunday, May 15, 2022 8:29:26 PM

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May 15, 2022

Dear Salem City Council Members,

I want to first applaud you for your focus on providing increased, safe, respectable housing for those who are experiencing homelessness in our community

Thank you for your efforts to be creative in finding and funding solutions to our affordable housing crisis as well as our severe problem of homelessness in Salem.

I want to encourage you to look at the \$300 million Bond Measure as one part of the solution to our problem of homelessness. By specifically designating a portion of that bond money to build or rehabilitate housing units for those who are homeless, you will be taking a giant step forward toward solving the problem of homelessness.

However, an enormous problem remains. A second part of the solution to the problem of homelessness awaits funding.

It is my understanding that Bond Measure money cannot be used for operational costs of the housing program. And with no designated revenue stream for hiring staff or providing services to those in need, the project will be a failure. And we need success, not failure.

We all know that the success of any program to house those experiencing homelessness relies on the availability and competence of staff and the services they provide. This is the simple truth.

I urge you to create sustainable funding for hiring staff and providing services to those who would be housed in the new units. (Such a designated fund for operational costs could be a modest increase in utility rates, for instance.)

Our entire Salem community is suffering from the problem of homelessness in our midst. It will take the entire community to solve the problem. Those of us who are safely housed will need to share in the solution, and then we will all benefit together.

Thank you for your consideration,  
Sincerely,  
Joan Stembridge  
Salem



**From:** [Kim Davis](#)  
**To:** [Jackie Leung](#)  
**Subject:** Salem Community Improvement Bond  
**Date:** Sunday, May 15, 2022 2:09:22 PM

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As a senior making every effort to stay fit and to do my part in reducing greenhouse gas emissions throughout my remaining years, I am asking that you make every effort to include the Salem Bike Vision plan in your bond planning efforts. I have been unable to ride my bicycle since relocating to Salem many years ago due to the lack of safe routes. While Salem continues to sprawl, traffic becomes more unruly, and air pollution worsens, you must attempt to look forward. We cannot all continue to drive our cars to go everywhere we need or want to go in and around Salem. More and more residents want to be able to ride their bicycles despite the less than ideal biking terrain and weather we often face.

Salem will achieve few improvements if its residents cannot safely get out of their cars, and the concept of community will remain a distant dream if residents cannot meet on safe, common terrain!

Thank you for getting this measure included in the bond.

Kim Davis  
97306

**From:** [Wings Catch Fire](#)  
**To:** [CityRecorder](#); [citycouncil](#); [Chuck Bennett](#); [Virginia Stapleton](#); [Chris Hoy](#); [Tom Andersen](#); [Trevor Phillips](#); [Jackie Leung](#); [Jose Gonzalez](#); [Vanessa Nordyke](#); [Micki Varney](#)  
**Subject:** Need for a sustainable to funding source to operate shelters for the homeless  
**Date:** Monday, May 16, 2022 12:40:30 AM

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Dear City of Salem Council Members,

Thank you for working to address the need for safe and affordable housing. I think a top priority to prevent growing numbers of Oregonians from becoming homeless is to ensure that affordable options like compact studio apartments, tiny homes, "micro-shelters", and affordable rooms in six-bed boarding houses (with a shared kitchen area and bathrooms) are made available and integrated evenly throughout all Salem neighborhoods. These options would be ideal for people who are working full-time or attending educational training and who have demonstrated that they are fully law-abiding and are completely able to live independently but simply need access to affordable housing.

In cases where individuals are in need of medical/mental health support and/or rehabilitative services, I think that it is critical to understand that while securing funding for shelters is an important step, it is equally important to secure a sustainable funding source to ensure that properly trained professionals will be available to provide the type of services that are essential in supporting recovery and the full potential of shelter residents.

I worked for many years in group homes for people who were developmentally disabled. It was inspiring to see how individuals could grow in confidence, enjoy a greater quality of life and give back to society in new ways with the support of qualified staff. While it seems unlikely that comparable services will be provided for people who are recovering from the trauma of living on the streets, certainly, securing on-site staff to provide basic and essential medical and mental health services could be attainable if a funding source for operating costs is secured.

The expense of quality support and rehabilitative services would be offset by the cost of chronic homelessness. In addition, the public health and safety issues that are associated with severe financial, mental and physical instability and the stress of living without adequate shelter would be greatly eased as well trained staff could help residents regain greater levels of independence, dignity and the wellness to contribute in new and positive ways to their greater community.

Councilor Stapleton suggested raising utility rates by \$2. Ideas for funding sources like this need to be seriously considered as investments in a healthier community. The infrastructure of housing must be paired with adequate funding for staffing to ensure success.

Thank you,  
Lisa Arana  
Retired Behavioral Specialist, Job Coach and Group Home House Parent

**From:** [Lindsay Bigelow](#)  
**To:** [CityRecorder](#); [citycouncil](#); [Chuck Bennett](#); [Virginia Stapleton](#); [Chris Hoy](#); [Tom Andersen](#); [Trevor Phillips](#); [Jackie Leung](#); [Jose Gonzalez](#); [Vanessa Nordyke](#); [mvarney@citypfsalem.net](mailto:mvarney@citypfsalem.net)  
**Subject:** Bond Allocation  
**Date:** Sunday, May 15, 2022 5:07:38 PM

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## **To Whom It May Concern:**

**Although the city has increased its attention to managing and solving homelessness, to which I am grateful for those projects. I believe in investing in our city infrastructure, especially now, as we have a humanitarian crisis happening with people dying on the streets because they don't have ways to meet basic human needs. A \$300 million bond enables us to invest in many projects and directions.**

**Managing homelessness via temporary shelters and other supports is humane and necessary, yet managing homelessness is an endless cost if we don't also invest much more significantly in solving homelessness. \$10 million towards buying or remodeling buildings enables some necessary infrastructure towards solving homelessness. If the bond allocation for housing doesn't also connect to sustainable operating funds, we can't make the desired dent in solving homelessness. One without the other leads us nowhere.**

**Please consider a small utility fee increase or other viable funding stream to enable sustainable operating funds. Just as we need to invest in various infrastructures now in order to meet needs and to save money in the long run, we also need to invest in homeless projects' operating costs, so we have the means to use the affordable housing infrastructures that this bond may provide.**

**Thank you for your consideration,**

**Lindsay Bigelow  
Resident of Salem**



**From:** [Laurie Dougherty](#)  
**To:** [CityRecorder](#)  
**Subject:** Comment for 5.16.22 Salem City Council Work Session  
**Date:** Sunday, May 15, 2022 9:32:10 PM  
**Attachments:** [Bond Comment on fire trucks.docx](#)

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(Also Attached)

**To:** Mayor Bennett, City Councilors, and Staff

**Re:** Supplemental Comment by 350 Salem OR

Proposed Salem Community Improvement Bond - Fire Department

**From:** Laurie Dougherty, Co-Coordinator, 350 Salem OR

**Date:** May 15, 2022

I am in complete agreement with other 350 Salem OR comments focusing on inclusion of Salem Bike Vision in the Salem Community Improvement Bond.

Furthermore, the Bond offers a once in a generation chance to move the Salem Fire Department into the 21<sup>st</sup> century. Trucks and equipment purchased now will last for decades. It's critical to make sure that this money is used for vehicles that align with Salem's climate goals, make smart use of new technologies, and make careful use of city funds.

- Electric vehicles are coming into use in Portland, Los Angeles and other cities in the US, Canada and Europe. Electric fire and medical emergency vehicles will cut back on greenhouse gas and toxic emissions, lower fuel and maintenance costs, and reduce dependence on volatile war-implicated oil markets.
- Smaller more nimble, less expensive, less polluting vehicles can be tailored for particular situations.
- Eliminate the wasteful practice of sending both fire trucks and ambulances to medical emergencies. This duplication produces unnecessary greenhouse gas and toxic emissions and unnecessary wear and tear on fire trucks. I know from experience, it is intrusive for people and families in the midst of a medical crisis. As is the case around the country, a very small percentage of emergency calls in Salem are for actual fires.

Salem needs more ambulances and rapid response vehicles, deployed around the city to achieve desired response times. Ambulances, for most emergencies today, are the appropriate vehicle. Compared to fire trucks, they are smaller, more fuel efficient, and equipped to transport patients as well as stabilize them. Specialized small rapid response vehicles, even motorcycles and bicycles can

maneuver quickly to get medical assistance to an emergency situation. In cases of minor illness or injury, a rapid response team may be all that's needed. For serious cases, first responders can quickly provide critical assistance and call an ambulance.

Salem needs to stop doing things the same old way and get smart about public safety. There are alternatives and innovations that can save money, improve emergency response, and align with climate goals to reduce greenhouse gas emissions.

Several resources addressing these issues are provided below. I would like to highlight a few:

Phil Keisling, Senior Fellow and retired Director of Portland State University Center for Public Service, and former Oregon Secretary of State, in an [article for Governing](#) titled "Why we Need to Take the 'Fire' out of 'Fire' Department," discusses the decades long decline in fires and rise in medical situations calling for emergency response. Yet all too often both fire trucks and ambulances are sent out. Keisling says, "While firefighters' working realities have changed profoundly in recent decades, their government structures and operating protocols remain largely frozen in bureaucratic amber." His research team identified both alternative vehicles and alternative response protocols to improve efficiency and save costs. He goes on to say, "Unnecessarily high operating costs are the most visible result of clinging to an expensive, "just-in-case" delivery model for this core public service. Another is the unnecessary wear and tear on expensive fire trucks, which can easily cost \$1 million or more." Quoted in a [piece on NPR](#), Keisling suggested moving resources from large firefighting staffs. "'And it's not anti-firefighter, it's not anti-union, and it's not anti-government,' he says. 'It's just, why aren't we taking limited resources and deploying them in a smarter way?'"

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Pierce, a Wisconsin-based manufacturer of fire trucks, announced in an [October 2021 press release](#) "a joint development agreement with the City of Portland, Oregon Fire and Rescue to place a Pierce® [Volterra](#)™ zero-emissions pumper into service with the city's busiest station,

Madison, WI, Los Angeles, CA and Mesa, AZ also have or will soon have electric fire trucks.

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"An Ode to Miniature Fire Trucks" in [Streets Blog USA in May 2021](#) shows

that smaller fire trucks and appropriately sized response vehicles are compatible with safer, narrower streets.

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The Eugene Springfield Fire Department has an electric [Rapid Responder](#) from Eugene-based EV manufacturer Arcimoto.

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Falck, the company that operates ambulance service in Salem, has developed an [electric ambulance](#).

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Tualatin Valley Fire and Rescue has a variety of vehicles to provide the most appropriate response to an emergency

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## **RESOURCES:**

### **Emergency Medical Response**

Reviving EMS | CBCNY The Citizens Budget Commission (CBC)

<https://cbcny.org/research/reviving-ems>

Why We Need to Take the 'Fire' Out of 'Fire Department' (PSU Senior Fellow Phil Keisling)

<https://www.governing.com/archive/col-fire-departments-rethink-delivery-emergency-medical-services.html>

Sending Firetrucks For Medical Calls : Shots - Health News : NPR

<https://www.npr.org/sections/health-shots/2017/04/11/523025987/why-send-a-firetruck-to-do-an-ambulances-job>

Tualatin Valley Fire and Rescue - Response Cars & Medic Units

<https://www.tvfr.com/163/Response-Cars-Medic-Units>

Driving the Future - Falck Launches Unique Electric Ambulance

<https://www.falckambulance.co.uk/news/Driving-the-Future---Falck-Launches-Unique-Electric-Ambulance/38>

"Rapid Responder" made by Eugene EV company Arcimoto.

<https://www.arcimoto.com/rapid-responder>

### **Smaller Fire Trucks**

The Big Red Guide - Your Guide to the Fire Industry: 25 Small Fire Trucks

<https://www.thebigredguide.com/vehicles/size-capacity--small.html>

An Ode to the Miniature Fire Truck – Streetsblog USA

<https://usa.streetsblog.org/2021/05/04/an-ode-to-the-miniature-fire-truck/>

## **Electric Fire Trucks**

Pierce & Portland Fire and Rescue Joint Development Agreement for Volterra Electric Pumper

<https://www.piercemfg.com/pierce/press-release/pierce-and-portland-fire-and-rescue-secure-joint-development-agreement-for-volterra-electric-pumper>

Los Angeles Electric fire truck

<https://www.hotcars.com/lafd-is-getting-its-first-ever-electric-fire-truck/>

<https://www.livekindly.co/la-electric-fire-truck-clean-energy-future/>

Mesa AZ E-One first electric fire truck in North America

<https://interestingengineering.com/e-one-is-delivering-the-first-fully-electric-fire-truck-in-north-america>

<https://electrek.co/2021/11/01/rev-group-receives-order-to-build-first-fully-electric-fire-truck-in-north-america/>

Electric fire trucks - Fire Fighting in Canada

<https://www.firefightingincanada.com/electric-fire-trucks/>

Wave of the future: Electric fire pumps are more than simply green technology

<https://www.firerescue1.com/fire-products/fire-apparatus/articles/wave-of-the-future-electric-fire-pumpers-are-more-than-simply-green-technology-EMnQvN3wonDMVRfh/>

Rochester (MN) Fire Department Displays Fuel-Efficient Apparatus

<https://www.fireapparatusmagazine.com/fire-apparatus/rochester-mn-fire-department-displays-fuel-efficient-apparatus/#gref>

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**To:** Mayor Bennett, City Councilors, and Staff  
**Re:** Supplemental Comment by 350 Salem OR  
Proposed Salem Community Improvement Bond - Fire Department  
**From:** Laurie Dougherty, Co-Coordinator, 350 Salem OR  
**Date:** May 15, 2022

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Several resources addressing these issues are provided below. I would like to highlight a few:

Phil Keisling, Senior Fellow and retired Director of Portland State University Center for Public Service, and former Oregon Secretary of State, in an [article for Governing](#) titled "Why we Need to Take the 'Fire' out of 'Fire' Department," discusses the decades long decline in fires and rise in medical situations calling for emergency response. Yet all too often both fire trucks and ambulances are sent out. Keisling says, "While firefighters' working realities have changed



profoundly in recent decades, their government structures and operating protocols remain largely frozen in bureaucratic amber.” His research team identified both alternative vehicles and alternative response protocols to improve efficiency and save costs. He goes on to say, “Unnecessarily high operating costs are the most visible result of clinging to an expensive, “just-in-case” delivery model for this core public service. Another is the unnecessary wear and tear on expensive fire trucks, which can easily cost \$1 million or more.” Quoted in a [piece on NPR](#), Keisling suggested moving resources from large firefighting staffs. “And it's not anti-firefighter, it's not anti-union, and it's not anti-government,” he says. “It's just, why aren't we taking limited resources and deploying them in a smarter way?”

--  
Pierce, a Wisconsin-based manufacturer of fire trucks, announced in an [October 2021 press release](#) “a joint development agreement with the City of Portland, Oregon Fire and Rescue to place a Pierce® [Volterra](#)™ zero-emissions pumper into service with the city’s busiest station,

Madison, WI, Los Angeles, CA and Mesa, AZ also have or will soon have electric fire trucks.

“An Ode to Miniature Fire Trucks” in [Streets Blog USA in May 2021](#) shows that smaller fire trucks and appropriately sized response vehicles are compatible with safer, narrower streets.

The Eugene Springfield Fire Department has an electric [Rapid Responder](#) from Eugene-based EV manufacturer Arcimoto.

Falck, the company that operates ambulance service in Salem, has developed an [electric ambulance](#).

Tualatin Valley Fire and Rescue has a variety of vehicles to provide the most appropriate response to an emergency

## RESOURCES:

### Emergency Medical Response

Reviving EMS | CBCNY The Citizens Budget Commission (CBC)

<https://cbcny.org/research/reviving-ems>

Why We Need to Take the ‘Fire’ Out of ‘Fire Department’ (PSU Senior Fellow Phil Keisling)  
<https://www.governing.com/archive/col-fire-departments-rethink-delivery-emergency-medical-services.html>

Sending Firetrucks For Medical Calls : Shots - Health News : NPR

<https://www.npr.org/sections/health-shots/2017/04/11/523025987/why-send-a-firetruck-to-do-an-ambulances-job>

Tualatin Valley Fire and Rescue - Response Cars & Medic Units

<https://www.tvfr.com/163/Response-Cars-Medic-Units>

Driving the Future - Falck Launches Unique Electric Ambulance

<https://www.falckambulance.co.uk/news/Driving-the-Future---Falck-Launches-Unique-Electric-Ambulance/38>

"Rapid Responder" made by Eugene EV company Arcimoto.

<https://www.arcimoto.com/rapid-responder>

## **Smaller Fire Trucks**

The Big Red Guide - Your Guide to the Fire Industry: 25 Small Fire Trucks

<https://www.thebigredguide.com/vehicles/size-capacity--small.html>

An Ode to the Miniature Fire Truck – Streetsblog USA

<https://usa.streetsblog.org/2021/05/04/an-ode-to-the-miniature-fire-truck/>

## **Electric Fire Trucks**

Pierce & Portland Fire and Rescue Joint Development Agreement for Volterra Electric Pumper

<https://www.piercemfg.com/pierce/press-release/pierce-and-portland-fire-and-rescue-secure-joint-development-agreement-for-volterra-electric-pumper>

Los Angeles Electric fire truck

<https://www.hotcars.com/lafd-is-getting-its-first-ever-electric-fire-truck/>

<https://www.livekindly.co/la-electric-fire-truck-clean-energy-future/>

Mesa AZ E-One first electric fire truck in North America

<https://interestingengineering.com/e-one-is-delivering-the-first-fully-electric-fire-truck-in-north-america>

<https://electrek.co/2021/11/01/rev-group-receives-order-to-build-first-fully-electric-fire-truck-in-north-america/>

Electric fire trucks - Fire Fighting in Canada

<https://www.firefightingincanada.com/electric-fire-trucks/>

Wave of the future: Electric fire pumpers are more than simply green technology

<https://www.firerescue1.com/fire-products/fire-apparatus/articles/wave-of-the-future-electric-fire-pumpers-are-more-than-simply-green-technology-EMnQvN3wonDMVRfh/>

Rochester (MN) Fire Department Displays Fuel-Efficient Apparatus

<https://www.fireapparatusmagazine.com/fire-apparatus/rochester-mn-fire-department-displays-fuel-efficient-apparatus/#gref>

**From:** [Hale, Matthew](#)  
**To:** [CityRecorder](#)  
**Subject:** Comments for Tonight's Agenda Item 3 - SALEM COMMUNITY IMPROVEMENT BOND  
**Date:** Monday, May 16, 2022 11:47:55 AM

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I'm Matt Hale from Ward #4. I encourage you to take action to help, not hurt Salem taxpayers. I urge you to only consider ESSENTIAL items listed in your proposed bond.

**First**, I want to remind you that you already passed a permanent "Bond" far greater than the combined city bonds for the police station & library without any voter approval several years ago – the Operations Fee on our water bills. Each homeowner now pays almost \$100 a year for a permanent fee/tax with annual inflation increases that was designed to address city infrastructure needs.

**Second**, consider that Optimism in the direction the City is heading continues to decline according to your own 2021 survey. A majority (57%) of respondents say the decline can be attributed to City actions and 56% of people are not satisfied with the value they receive for taxes and fees paid. I ask that you build back confidence in local government, and modify your bond proposal to a bare minimum that addresses critical safety areas - \$26 million for fire engines and equipment and \$14 million for future fire stations in one bond. Additionally, you could separate the \$39.4 million for Civic Center earthquake safety into a separate bond measure. **That's it – no more.**

**Third**, Salem taxpayers need a break. Persistent and entrenched inflation is a painful regressive tax – and according to Bloomberg News in March, "Inflation means the average U.S. household has to spend an extra \$5,200 this year". In 2018, according to the Salem Reporter, "Average property taxes in Salem and Keizer rose 11 percent due to new school and library bonds, and increasing property values across the region". Doing the math, in just the past 5 years, Salem taxpayers have seen a massive 20% increase in their property taxes. And those bonds don't even begin to expire until the year 2048.

**Finally**, Focus on just the absolute and essential priorities please. According to the Pew Research Center this month, "seven-in-ten Americans view inflation as a very big problem for the country". Salem taxpayers, in this multi-year, persistent and crushing inflationary environment, can't afford MORE taxes but COULD USE a much-deserved tax break.

**From:** [Meg Hummon](#)  
**To:** [CityRecorder](#)  
**Subject:** City Council work session on community infrastructure bond  
**Date:** Monday, May 16, 2022 10:14:23 AM

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City Council:

Let's be smart about how we invest infrastructure bond funds. Please be sure that bicycle and pedestrian infrastructure is supported generously. I believe the proposal is for 5% of the total, which is a bare minimum. We are all pedestrians at least some of the time. Better bicycle and pedestrian infrastructure is a win-win-win, and gets us:

- A healthier population
- Safety for pedestrians (and bicyclists)
- Attractive alternatives to the use of private cars
- Reduced fossil fuel use
- A citizen-friendly cityscape

I'm a relative newcomer to Salem (4.5 years now), am in my mid-eighties, and ride my bicycle for almost all my personal errands, and for pleasure. Yes, it's more pleasant when it's not raining, but with safer bikeways and routes, and some rain gear, biking is reasonable for much of the year.

Meg Hummon  
South Salem resident

**From:** [Matt Neznanski](#)  
**To:** [CityRecorder](#)  
**Subject:** Support for Salem Bike Vision in the Community Infrastructure Bond  
**Date:** Monday, May 16, 2022 11:22:12 AM

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I'm writing in support of adding the robust bicycle infrastructure plan put forward by Salem Bike Vision to the projects outlined in the Salem Community Improvement Bond.

As a resident of Northeast Salem who crosses and uses Market Street for access to neighborhood parks and downtown, I attest that without protective measures, Market Street is a dangerous road for anyone but drivers. The sidewalk is immediately next to the roadway, multiple traffic lanes encourage speeding, and even though crossing signals were installed at some intersections, motorists passing vehicles stopped for pedestrians is a deadly accident waiting to happen. I'm happy to learn that Market Street is on the list of proposed citywide connectors under the Bike Vision plan and I advocate for a road diet on Market Street, particularly in the residential area between Evergreen Ave NE and Summer St NE.

Salem has the opportunity to set the mark for the next decade of our city's transportation needs. Think of what's changed in the last 10 years in terms of driving and usage patterns. Let's think ahead to a better way to accommodate all road users with safety and access in mind and include the Bike Vision plan in the Salem Community Improvement Bond.

Thank you,  
Matt Neznanski  
1690 19th St NE

**From:** [noreply@cityofsalem.net](mailto:noreply@cityofsalem.net) on behalf of [mikeproduct@gmail.com](mailto:mikeproduct@gmail.com)  
**To:** [CityRecorder](#)  
**Subject:** City meeting public comment  
**Date:** Monday, May 16, 2022 10:02:45 AM  
**Attachments:** [ATT00001.bin](#)

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Your Name	Michael Wright
Your Email	mikeproduct@gmail.com
Your Phone	919-450-5435
Street	458 21st ST NE
City	Salem
State	OR
Zip	97301
Message	<p>I am writing in support of allocationg 5% of the bond measure toward bike infrastructure in Salem. My family of three bikes at least once a week within Salem for the obvious reasons of personal and mental health, as well as contributing to a healthy environment. We often ride with our 8-year old to school and downtown for specific activities, or just to get out. As Salem grows, a bike infrastructure will be increasingly important to cut down on congestion and pollution. I'm sure having a green vision will also attract like-minded folks who want to live in a progressive community. Thanks for your support!</p>

This email was generated by the dynamic web forms contact us form on 5/16/2022.

**From:** [melanie.zermer](#)  
**To:** [CityRecorder](#)  
**Subject:** Community Infrastructure Bond - Request for Bicycle Infrastructure  
**Date:** Monday, May 16, 2022 12:17:16 PM

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Councilors

Thank you for taking the steps to generate more revenue for city services. One area that needs a lot of attention is alternative modes of transportation. Making our city more accessible and safe to bicyclists could improve the quality of life in a number of ways: less traffic fatalities, a more exercised citizenry, less carbon dioxide in the air, a slower pace of life. Please consider setting aside funds that will improve our city's bike infrastructure.

Melanie Zermer  
Ward 2, City of Salem



**From:** [Phil Carver](#)  
**To:** [CityRecorder](#)  
**Subject:** Comments for 5/16 Council Work Session  
**Date:** Sunday, May 15, 2022 7:55:25 PM  
**Attachments:** [350 Salem Comments for Bond workshop 5 16.docx](#)

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Greetings to the Mayor and City Council  
Attached as a MicroSoft Word document and below are  
The comments of 350 Salem

Phil Carver  
Co-Coordinator  
350 Salem Oregon

Comments by 350 Salem Oregon  
RE: Proposed Salem Bond Levy  
Phil Carver  
May 15, 2022

350 Salem is focused on the community achieving the City Council's goal of a 50 percent reduction in greenhouse gas (GHG) emissions by 2035 from the 2016 base year. It is also working to make Salem a more livable and vibrant city. Using five percent of the Bond funds (\$15 of \$300 million) to include the Salem Bike Vision (SBV) in the bond levy is a major way that bond funds can achieve both these goals.

The biggest effect on livability will be decreased injuries and deaths of bike riders from funding the SBV. No one wants to hear of another bike rider injured or killed in Salem.

Cities are leading the effort to reduce GHG emissions. A recent report finds that: "cities are often the first to set ambitious climate goals, including some two dozen U.S. cities that are on track to surpass the Paris Agreement climate targets for greenhouse gas (GHG) emissions reductions goals by 2025."

Transportation accounts for more than half of Salem's GHG emissions. 350 Salem estimates that dollar-for-dollar the SBV will provide the largest reduction in these emissions. Increased bike use is essential for Salem to make substantial progress toward meeting the Council's GHG emission goal for 2035.

The timing of the 2035 Council GHG goal and spending from the ten-year bond levy almost perfectly overlap. Some of the spending might occur in 2033-2035. Also, once the SBV projects are complete, it will take several years of word-of-mouth communication before people fully use the safe bike lanes and paths. If a strategy in the Salem Climate Action Plan is not in this bond levy, it is unlikely to get funded before 2035. The SBV most closely relates to the Climate Action Plan strategies TL01 and TL02.<sup>1</sup> 350 Salem estimates the SBV would be more effective than the combined effect of these two strategies.

Making biking safer through the SBV is one of the best ways to increase the use of bikes. In addition to reduced injuries and GHG emissions, the SBV will reduce congestion, encourage healthy exercise, decrease regular air pollution and attract new businesses that want to be part of a vibrant community. This has been the experience of Ft. Collins, Colorado and many other cities the size of Salem.

350 Salem does not have specific proposals about where to trim other funding to provide the \$15 million for the SBV and keep to a \$300 million total for the bond levy. The bond levy should retain funding for other bike routes, sidewalks, pedestrian safety improvements, branch libraries, and most park improvements. Bike and sidewalk improvements and pedestrian safety measures encourage alternatives to driving. Branch libraries and park improvements that serve neighborhoods help reduce greenhouse gas (GHG) emissions by meeting needs locally.

Any opposition to the SBV would be more than outweighed by the enthusiasm for funding the SBV by people concerned about bike safety and GHG emissions. Voter turnout for the November elections will be key to passage of the bond levy.

Bike supporters and members and friends of 350 Salem will be unenthusiastic about a bond levy that does not include the SBV. Some may even oppose the levy if it does not include the SBV, although 350 Salem will not. If the levy includes the SBV, 350 Salem will work to help pass it.

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Footnote 1

- TL01 "Review the bike network in the Salem Transportation System Plan (TSP) to identify and prioritize E-W and N-S routes that connect major employment centers with areas of high density housing, essential services (schools, grocery stores, food pantries, health care), and entertainment (restaurants, retail, event venues). Priority emphasis should be placed on connecting underserved areas with essential services."
- TL02 "Select and improve the safety of bike access along key routes identified in TL01 with a goal to select and improve at least one key corridor every year."

To Mayor Bennett, City Councilors, and Staff,  
Comments by 350 Salem Oregon  
RE: Proposed Salem Bond Levy  
Phil Carver and Laurie Dougherty  
May 15, 2022

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- 
- <sup>1</sup> TL01 "Review the bike network in the Salem Transportation System Plan (TSP) to identify and prioritize E-W and N-S routes that connect major employment centers with areas of high density housing, essential services (schools, grocery stores, food pantries, health care), and entertainment (restaurants, retail, event venues). Priority emphasis should be placed on connecting underserved areas with essential services."
  - TL02 "Select and improve the safety of bike access along key routes identified in TL01 with a goal to select and improve at least one key corridor every year."

**From:** [noreply@cityofsalem.net](mailto:noreply@cityofsalem.net) on behalf of [skazz999w@hotmail.com](mailto:skazz999w@hotmail.com)  
**To:** [citycouncil](mailto:citycouncil)  
**Subject:** Contact City Council  
**Date:** Wednesday, May 11, 2022 9:20:14 PM  
**Attachments:** [ATT00001.bin](#)

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Your Name	Philip Ratcliff
Your Email	skazz999w@hotmail.com
Your Phone	5039744858
Street	4665 Tragen Ct SE
City	Salem
State	OR
Zip	97302
Message	<p>Salem Bike Vision (SBV) says with just 5% of the \$300 million Community Improvement Bond we can build the complete SBV network creating a safe and fully integrated bike system for Salem. I lived in Eugene for six years. Eugene is a bike-friendly city with many bile lanes. Salem's bike lanes consist only of a stripe at the street's edge. Eugen has bike lanes that are accessible to bikers and pedestrians, not motorized traffic. Salem should invest in bicycling, if it's serious about the climate situation.</p>

This email was generated by the dynamic web forms contact us form on 5/11/2022.

## Amy Johnson

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**From:** Paul Tigan <paultigan@hey.com>  
**Sent:** Sunday, May 15, 2022 9:07 PM  
**To:** CityRecorder  
**Cc:** Sam Skillern; Aaron Terpening; Jeanne and Corbey Boatwright; SUSAN NAPACK; Virginia Stapleton  
**Subject:** BOND WORK SESSION: Grant Neighborhood Park Improvement  
**Attachments:** Grant Community Park Revitalization.pdf

Mr. Mayor and City Council -

Thank you for the opportunity to provide input on potential projects for the upcoming bond. I am writing tonight to ask that you consider a modest project to improve fencing and a playground surface at the Grant Community School Park. My understanding is that there is a \$6 million dollar project for 10 established parks that need improvement, though Grant was not identified as one of them.

In the past, the Grant Neighborhood Association has done a great deal of work to improve the amenities at the park (both the city and school portions), but it is beyond our means or the Salem Park Improvement Fund (SPIF) to replace the fencing and playground surfacing. I have attached a proposal and very rough budget (~\$200,000) for this kind of project. Adding it to the existing parks project would be a huge uplift for our neighborhood for very little cost, comparatively.

We know, as budget committee compatriots, that there is very little potential for this kind of park improvement outside the bond process. It has been many many years since the park saw this kind of improvement and I hope that you consider adding it to the list of projects. I have also submitted this proposal for consideration in the Capital Improvement Plan (CIP).

The Grant Neighborhood Association was not able to formalize a position on this specific request before tonight's meeting, though I can speak with some confidence that this project would be welcomed by our board. I plan to send a letter of support to the council in due course and have cc'd our chairs and secretary to this email.

Sincerely,  
Paul Tigan  
Ward 1

Grant Neighborhood Association  
Land Use Chair

City of Salem Citizen Budget Committee  
Ward 1 Citizen Member

## GRANT COMMUNITY PARK REVITALIZATION PROPOSAL

The Grant Community Park (0.93 acres) is loved by the residents of Grant Neighborhood and the students and staff at Grant Community School. Common uses of the park are field games (soccer, football, tag), baseball, softball, t-ball, and pet exercise. Families, children, and neighbors regularly gather at the city and school playgrounds and the park is frequently used by the nearby Knudson Branch of the Boys & Girls Club.

Grant Community Park is the only City park within the Grant Neighborhood. The Neighborhood is likely to welcome an influx of residents after the adoption of *Our Salem* and the conversion of commercially zoned property to multi-use, including on the Fairgrounds Road NE Corridor between Broadway St NE and Capitols St NE. (Ex: *Salem for Refugees* proposes a 20-unit family development at Cottage/Fairgrounds 1-2 blocks from the park).

As important and utilized as the park is, it has only seen modest improvements in recent memory, with a new shelter installed 5 years ago and playground equipment replaced with the support of Grant Neighborhood Association about 10 years ago. Some of the most visually important elements to creating a welcoming and valued space are in most need of improvement.

This project proposes replacing existing worn out and rusty chain-link fence at the Grant Neighborhood Park with new, heavy duty black vinyl fencing in the same location as the existing fence. The hope would be to install the fencing in a concrete footer to ease maintenance of the park and improve the visual character. The project also includes the replacement of bark chip surfacing in the city-owned playground with a fully accessible poured rubber surface that ensures inclusive use of the park and more weather friendly use year round.

Other park improvements would bring basic elements of the park (trash cans, etc.) up to the City of Salem's current design standards, improve underutilized areas in the park for community and education purposes (outdoor classroom) and encourage use of the park by different demographics of residents in the hope of maintaining and celebrating a safe and welcome "community backyard" in the Grant Neighborhood (concrete table tennis, etc).

The proposals are not dependent on one another, each would mean a dramatic improvement for the park and can be combined for maximum effect. These proposals have been discussed at the Grant Neighborhood Association, though acknowledged as being too expensive for the Neighborhood Association to pursue by its own means or through the Salem Parks Improvement Fund.

## Grant Community Park Revitalization Proposal

Fencing				
	Height	Length	Unit Cost	Total
Winter St	12 ft	100 ft	\$100/ft	\$10,000
	6 Ft	250 ft	\$30/ft	\$7,500
Hood St	12 ft	100 ft	\$100/ft	\$10,000
	6 ft	150 ft	\$30/ft	\$4,500
Cottage St	4 ft	200 ft	\$25/ft	\$5,000
Interior	4 ft	330 ft	\$25/ft	\$8,250
				<b>\$45,250</b>

Park Improvements			
	Qty	Unit Price	Total
Accessible Resurfacing of City Playground Area	2,000 sq.ft.	\$30/sq.ft.	\$60,000
Outdoor Classroom/Community Space		(See Woodmansee Plan)	\$22,000
			<b>\$82,000</b>

Etc.			
Demolition & Site Prep			\$20,000
Contingency (30%)			\$44,175
		<b>Project Total</b>	<b>\$191,4250</b>



**From:** [Rachael Spada](#)  
**To:** [CityRecorder](#)  
**Subject:** Protected Bike Lanes  
**Date:** Monday, May 16, 2022 1:09:13 PM

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To whom it may concern:

I support protected bike lanes as outlined by Salem Bike Vision for Salem in the community infrastructure bond. We need protected bike lanes on our busiest thoroughfares to protect cyclists and to encourage citizens to travel via bike as much as possible. Not only will we work on reducing our environmental impact by increasing daily commute cyclists but we will be working together towards a healthier citizenry.

Kind regards,  
Rachael Spada

**From:** [Sally Cook](#)  
**To:** [CityRecorder](#)  
**Cc:** [Virginia Stapleton](#); [Trevor Phillips](#); [Vanessa Nordyke](#); [Tom Andersen](#); [Chris Hoy](#); [jgonzales@cityofsalem.net](mailto:jgonzales@cityofsalem.net); [Micki Varney](#)  
**Subject:** [EXTERNAL]Funding for connected, protected bikeways is critical for all road users  
**Date:** Monday, May 16, 2022 11:11:15 AM

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Greetings Councilors,

I support investing in future transportation options for our city that will increase access, safety, and improve health for all residents.

Please remember investing in equitable infrastructure requires vision and commitment to defend the values of our community. Fairness, access, equity and sustainability for all residents are values residents practice each day. Infrastructure investments reveal our concern for each other and display our priorities publicly. Who is valued, has access to public space and who has personal choice on our roads is foundational for how neighbors connect with each other and to civic services.

Investing in connected, protected bikeways in Salem is really an investment in lives. Don't measure it in dollars, measure it in years to come, memories made, independence gained and neighborhoods strengthened.

Changing the tactics we use to travel in a community can seem controversial, but please remember, some in our community travel out of necessity with few options for safety or health. These same residents may be under reported for many reasons making their struggles largely invisible to others. It is these very communities we must remember when making infrastructure investments to build equity where we live.

I support you making this critical and proportional investment for the most vulnerable road users in Salem. Investing in residents, their health and safety will provide an impressive rate of return for many years to come. We are resilient and worth this investment.

Thank you for all that you do in our community,  
~Sally

**From:** [Tim Hay](#)  
**To:** [citycouncil](#)  
**Subject:** Bond Measure  
**Date:** Monday, May 16, 2022 1:10:58 PM

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Hello City Council

In regard to the suggested \$300 Million Bond Measure. I am in support of items that make sense for Salem. The majority of Salem does not ride bikes. You need to be directing dollars that supports infrastructure that the majority use, roads and bridges. I have never seen a bike use any of the dedicated bike lanes in Salem, we do not need to be building more bike lanes or take away any of the existing vehicle lanes.

I am also against the proposed work on State Street. It makes no sense to me to have two lanes of two traffic reduced to one lane, just to have it open back up to two lanes again. It is an unneeded funnel that will increase congestion.

Please be smart with how you decide the projects and focus on the silent majority who drive cars.

Thank you

Tim Hay

(503) 371-7121  
[tim.hay@outlook.com](mailto:tim.hay@outlook.com)