



Infrastructure Bond Engagement Steering Committee

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Meeting Agenda

Friday, March 18, 2022

1:00 p.m. – 2:30 p.m.

City of Salem Public Meeting Channel (YouTube)

To register to provide oral testimony to the committee, please sign up the day of the meeting between 8AM and 12PM on the [Committee webpage](#).

Committee Members

Mayor Chuck Bennett, *Chair*
Councilor Jose Gonzalez
Councilor Chris Hoy
Councilor Virginia Stapleton

City Staff

Kristin Retherford, *Interim City Manager*
Kelli Blechsmidt, *Management Analyst*
Josh Eggleston, *Chief Financial Officer (AIC)*
Peter Fernandez, *Public Works Director*
Krishna Namburi, *Employee, Enterprise and
Technology Director*
Mike Niblock, *Fire Chief*
Michelle Teed, *Assistant City Attorney*
Courtney Knox Busch, *Strategic Initiatives Manager*
Brian Martin, *City Engineer*
Robert Romanek, *Parks Planner*

Guests

Libby Barg Bakke, Barney and Worth
Clark Worth, Barney and Worth
www.cityofsalem.net

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1. Call to Order
2. Approval of 2/18/2022 Meeting Minutes
3. Public Comment – each person has 3 minutes to address the Committee.
 - a. Written Testimony from Matthew Hatler regarding futsal pitches
 - b. Written Testimony from Jim Scheppke regarding libraries
 - c. Written Testimony from SCAN regarding various Transportation projects
4. Updates: Communications and Engagement
 - Barney and Worth – Other Community Examples
5. Discussion: Bond Criteria & Composition
 - Prepare recommendation to Council for bond scope and projects
 - Bond ideas submitted from February 18 through March 16
6. Proposed Next Steps:
 - On-going community engagement
 - Tentative Work Session - 4/4/2022
 - Council Recommendation – 4/11/2022
 - Next Bond Committee Meeting – 4/15/2022
7. Adjourn

City of Salem Infrastructure Bond Engagement Steering Committee Minutes

DATE: February 18, 2022

CHAIRPERSON: Chuck Bennett

PLACE: ZOOM

STAFF LIAISONS:

Courtney Knox Busch

cbusch@cityofsalem.net

Josh Eggleston

jeggleston@cityofsalem.net

Members Present:

Mayor Bennett

Councilor Jose Gonzalez

Councilor Chris Hoy

Members Absent:

Councilor Virginia Stapleton

Guests Present:

Clark Worth, Barney and Worth

Libby Barg Bakke, Barney and Worth

John Horvick, DHM Research

Staff Present:

Steve Powers, City Manager

Dan Atchison, City Attorney

Josh Eggleston, AIC Chief Financial Officer

Peter Fernandez, Public Works Director

Courtney Knox Busch, Strategic Initiatives
Manager

Krishna Namburi, Employee Enterprise &
Technology Director

Mike Niblock, Fire Chief

Kristin Retherford, Urban Development Director

James Wharton-Hess, Management Analyst II

Kelli Blechschmidt, Management Analyst I

Trevor Smith, Public Works PIO

Kathy Ursprung, Program Manager

Shengnan Thomas, Administrative Analyst I

1. CALL TO ORDER: 1:00 PM / Quorum

2. APPROVAL OF JANUARY 14, 2022 MINUTES:

Motion by: Chair Bennett

Second by: Member Hoy

Action: Motion passes

Vote:

Aye: Unanimous

Nay:

Abstentions:

3. PUBLIC COMMENT:

a. Jim Schepke regarding branch libraries

b. Lynn Takata from North East Neighbors regarding sidewalks

Questions or Comments by: Member Hoy

Answers or Comments by: Lynn Takata

c. Lois Stark from the Library Advisory Board regarding branch libraries

Questions or Comments by: Chair Bennett

Answers or Comments by: Lynn Takata

- d. Victor Dodier regarding tax rates & public engagement / projects
Questions or Comments by: Chair Bennett
Answers or Comments by: Victor Dodier & Josh Eggleston, AIC Chief Financial Officer
- e. Phil Carver from 350 Salem regarding projects, climate and green-house gas reduction goals.

4. UPDATES: COMMUNICATIONS AND ENGAGEMENT

- a. Consultants John Horvick from DHM Research and Clark Worth with Libby Barg Bakke of Barney and Worth shared with the committee results of their research.

Clark Worth of Barney and Worth reviewed with the committee the findings & highlights of their in-depth community interviews.

Questions or Comments by: Mayor Bennett
Answers or Comments by: Clark Worth, Barney and Worth, John Horvick, DHM Research

John Horvick provided results and details of DHM's telephone poll with likely Salem voters about the bond.

Questions or Comments by: Mayor Bennett, Member Hoy
Answers or Comments by: John Horvick, DHM Research, Clark Worth, Barney and Worth, Courtney Knox Busch, Strategic Initiatives Manager

5. PRESENTATION: CIP (Capital Improvement Plan) Scoring

- a. Josh Eggleston reviewed with the Committee how general CIP scoring happens and how it could be helpful to the Committee as they discuss or review projects to be considered in the bond proposal.

Questions or Comments by: Mayor Bennett
Answers or Comments by: Courtney Knox Busch, Strategic Initiatives Manager, Josh Eggleston, AIC Chief Financial Officer

6. NEXT STEPS:

- a. Courtney Knox Busch touched on next steps for the Committee which will include a meeting on March 18th which will include projects in a scoring format. Meeting would hopefully result in a general recommendation to provide to Council.

Questions or Comments by: Mayor Bennett
Answers or Comments by: Courtney Knox Busch, Strategic Initiatives Manager

7. ADJOURNMENT: 2:32 PM

The next meeting is scheduled for Friday, March 18, 2022 at 1:00 PM.

I appreciate the opportunity to share, with the city of Salem, an idea to enhance health and emotional wellness for our community through building mini-pitches for soccer. As a pediatrician my focus is helping children develop a lifetime of healthy habits. Physical inactivity and obesity are risk factors for cancer, diabetes, heart disease, stroke, and depression. The most expensive preventable illness, diabetes, costs 237 billion dollars in direct medical costs in the US each year. I think that we can do better to create a culture of prevention.

Two obstacles we need to overcome are the long rainy winters where grass fields are water logged and the financial barrier to participate in sports. In our country we have a "Pay to Play" model for sports which leaves out families who cannot afford to pay.

In order to provide an alternative to the "Pay to Play" model I started a Facebook Group called Free Soccer Salem. This is meant to be a place where parents can organize soccer games for themselves or their children. It has resulted in many pick-up soccer games. A few months after I created this group, I became aware that there were actually 2 other groups in Salem for adults with the same purpose. Between the 3 groups there are about 1,000 members. Sadly, since October all of the soccer being played is at indoor places where you have to "Pay to Play."

My proposal is that we develop small soccer courts at several city parks around Salem. These have also been called mini-pitches or futsal courts. There are several tennis courts which are approximately 100 ft by 50 ft which would be perfect for a mini-pitch capable of accommodating sides of 3-5 players each. Using the already existing Facebook Groups we will have immediate ability to start coordinating pick-up games. This kind of presence in the community would visibly enhance the culture of physical activity in Salem. The surface dries quickly providing a year-round outdoor option to stay active through soccer.

I have been in contact with a member of the Oregon House of Representatives who is overseeing several mini-pitches in Gresham, OR and he reports that they are very highly used. They have 8 mini-pitches and they are looking to add more. He tells me that "80% of the time the mini-pitches are used by local youth and families who simply want to play soccer. The rest of the time is typically used by local community organizations to organize competitive tournaments for local youth."

Nationally, The US Soccer Foundation has an initiative called Safe Places to Play where-in they build mini-pitches. I will include a link in the chat to illustrates what they are accomplishing. They resurface existing asphalt or concrete with a vinyl flooring which is brightly colored. Their impact survey results have shown that 98% of people surveyed say that people in their community are more active, 98% say their community feels safer, and 93% say their pitch serves as a community hub. I have ongoing contact with their representative who will be happy to meet with the city as well.

A mini-pitch can also have lines placed on it for a pickle ball court and/or a basketball court. People can bring a portable pickle ball net to give the pitch multifunctionality.

Soccer is the most popular sport in the world for many reasons. It is fun, social, everyone on the field participates all the time, and it is a high calorie burning sport.

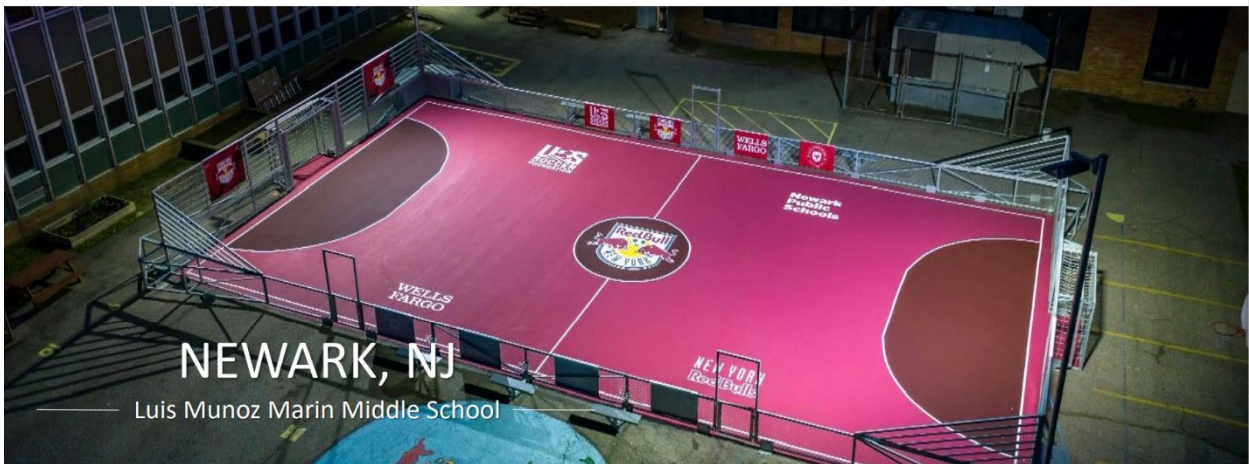
2-3 mini-pitches in lower income areas of the city would be a great start. As we discuss this further it may be better to place these courts near elementary schools. The children could use it during recess at school and on the evening and weekends adults could use it.

As I have been working on this, I have gathered information on how to decrease costs and I would be happy to discuss this further at any time. Thank you again for the opportunity.

Matthew Hatler, MD

<https://ussoccerfoundation.org/programs/safe-places-to-play/>

Here are some examples.

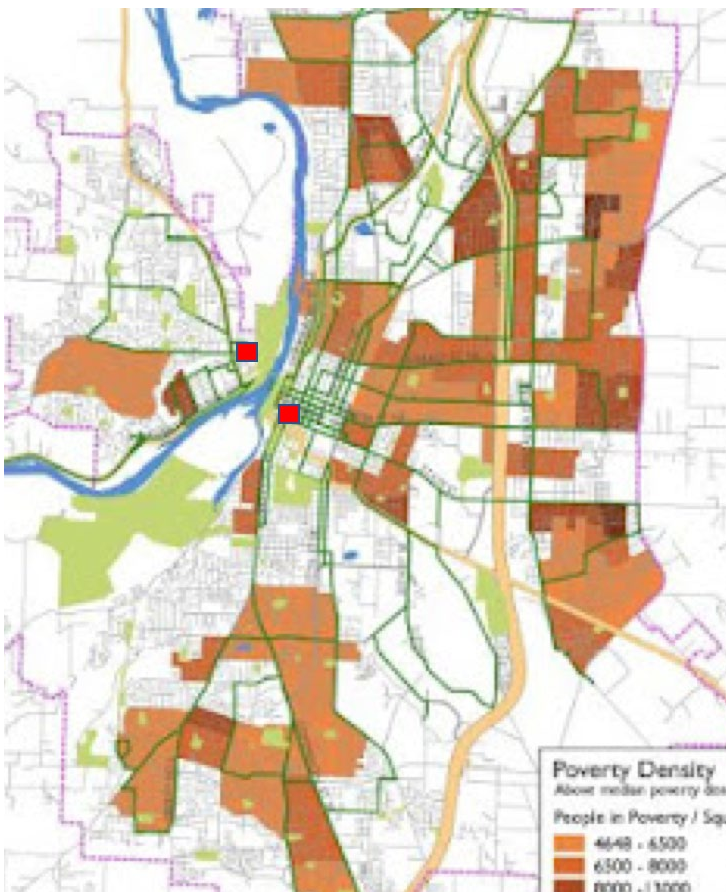




From: [Jim Scheppke](#)
To: [Bond 2022](#)
Subject: Testimony for the March 18th Meeting
Date: Tuesday, March 15, 2022 11:37:40 AM
Attachments: [Poverty Map.png](#)

Dear Infrastructure Bond Engagement Steering Committee:

This is a map of poverty in Salem in 2014. I couldn't find a more recent map that was as easy to read as this one, but I don't think the situation has changed all that much. The areas shaded brown show the parts of Salem with the greatest number of people in poverty, including children. The two red squares show the location of the only two public libraries we have, our main library and the West Salem Branch.



Now if our goal was to site our libraries as far away from people in poverty as possible, you would have to say that we have done a pretty good job. The main library and the West Salem Branch are both located many miles from our poorest neighborhoods.

So when it comes to libraries in Salem, it's the haves and the have nots. And the children and families that need libraries the most are the have nots. Tragic.

It's part of the reason why only 37% of our 3rd grade students are able to pass the 3rd grade reading test on average, and in a dozen elementary schools (most in the areas on the map shaded brown) the percentage is less than 25%. It contributes to the fact that one out of five of

our students don't graduate from high school.

Our City Council says they want to use an "equity lens" for all their decision-making from now on. If they fail to include two branch libraries in the 2022 infrastructure bond measure in NE and South Salem -- essentially in the brown areas of this map -- they will have failed to keep their commitment.

Here are 148 Salem residents who agree with your Library Advisory Board that we can't wait ten or more years for branch libraries in NE and South/SE Salem.

Alden Thompson
Alice LaViolette
Alison Kaiser
Alwin Turiel
Amber Kehoe
Amy Hiatt
Andrea Heywood
Andrea Lind
Ann Scheppke
Ashley Carson Cottingham
Becky Tei
Beth Anne Huffine
Beth Cooley
Brian Hines
Bruce Rector
Carol Goldfarb
Carol Voeller
Cathy Howell
Chastitie Angel
Chelsea Bradley
Christian Duren
Christine Acosta
Christy Peterson
crystal rickman
Cynthia Jones
Cynthia Robinson
David Lewis
Deb Patterson
Debbie Miller
Debi Rocco
Dee Buckley
Denise Duren
Dophia Caraway
Dustin Ryan

Edith Buchanan
Elaine Wolfe
Elizabeth Henderson
Erin Good
Esther Friedman
Evan Sorce
Gabriela Perez-Mendoza
GAIL MCEWEN
Gary Olsen-Hasek
Gerald Turner
Gus Frederick
Heather Hupp
Hollie Oakes-Miller
Howard Elwood
Isabelle Knorr
Isabelle Scottlind
Jane Scheppke
Jeanne Stewart
Jim Scheppke
Jo & Jim Hockenhull
John Whitfield
Jonathan Scott
Judy Rankin
Justin Castillo
Kaltwasser Susann
Kat Daniel
Katherine Daniels
Katherine Wallig
Kathleen Nelson
Kerri Cope
Kerri McGuigan
Kirbey Geissler
Krisha Horn
Kristen Klay
Kyle Elwood
LaLainya Kruger
Lana Gerber
Laurie Dougherty
Lea Spencer
Les Margosian
Linda Lockwood
Linda Snyder
Lisa Novak

Lois Stark
Loreen Wells
Lori Cole
Lorie Fontaine
Louise Meyers
Lucy Foster
Madeleine Kimmich
Madison Fowler
Margaret Stephens
Maria Young
Mark Knecht
Mary Grace West
Marya Hunsinger
Matt Swain
Mcrae Carmichael
Melissa Fey
Melissa Gomez
Melissa Montigny
Michael Broderick
Michael Kelly
Michael Slater
Michael Williams
Michelle Wardrip
Nadene LeCheminant
Nancy Ingham
Nancy MacMorris-Adix
Navneet Kaur
Nikki Paxton
Nikki Paxton
Norine Ask
Ortwin Knorr
Pamela Ruona
Pat Donenfeld
Rachel Federico
Rebecca Beaman
Rebecca Draper
Renee Jackson
Robert Vieyra-Braendle
Sage Aylon
Samantha McMahon
Sandra Oliver-Poore
Sarah Deumling
Sarah Dixon

Sarah Rohrs
Scott Mainwaring
Sean Nikas
Shabri Vignery
Shaundi W
Shelaswau Crier
Shelby Koning
Sherri Lewis
Stacey Vieyra-Braendle
Stephanie Madison
Steve Rosen
Susan Buckley
Susan Fowler
Susan Marshall
Susan Ray
Susan Tanabe
Tamra Hart
Tanya hamilton
Teresa Crall
Teresa Joslin
Terry Sawyer
Therese LaBar
Thomas Krise
Tom McConathy
Tracy Powell
Victor Dodier
Virginia Green
Wesley Jolley

Thank you for your service,

Jim Scheppke, Ward 2
jscheppke@comcast.net
503-269-1559

Suggest City of Salem 2022 Bond Projects

1. I have one or more project ideas for:

Streets, Bridges and Sidewalks

2. Please list your suggestions for Streets, Bridges and Sidewalks here.

The South Central Association of Neighbors (SCAN) Board adopted the resolution below unanimously at its March 9 meeting. Seven board members were present for the vote.

Be it resolved that:

SCAN requests that the Infrastructure Bond include funding for the following categories of transportation projects:

- Sidewalk Repair. Enough money to repair, rehabilitate and bring sidewalks along city streets up to good condition in a reasonable timeframe.
- Tier 1 bicycle projects. Money for Tier 1 Bicycle projects in the Salem Transportation Plan that are otherwise languishing for lack of funding. Bicycle projects should be connected to one another, making a usable network for cyclists. Further, bicycle projects should be done in conjunction with sidewalk repair and pavement resurfacing so that pedestrians, cyclists, skaters, and skate boarders have smooth, even surfaces.
- Pavement Preservation. A significant portion of the bond proceeds devoted to street projects should be committed to pavement preservation. City streets should be smooth, not broken, potholed and/or rutted.
- Church Street Bridge. Funding for repair and rehabilitation of the historic Church Street bridge over Pringle Creek should be included. Bond proceeds could be used as match for federal transportation funds available through ODOT.
- "Road diet" for Liberty Street S. Traffic speeds Liberty Street S north of Superior are far in excess of the 30 mph speed limit. The three lanes of Liberty S give drivers the illusion of open space after the two lanes of Commercial S. Drivers respond by accelerating to 35-40 mph, presenting a hazard to pedestrians, bicyclists and drivers entering Liberty S from side streets and parking lots.
- Pedestrian crossing lights to support mixed use development. The mixed use redevelopment along arterials (for example, Commercial S) envisioned in the Our Salem Comprehensive Plan Update is intended to be pedestrian friendly. Successful use of the mixed use zones will rely on safe and convenient pedestrian crossings to prevent the arterials from becoming barriers.

Victor Dodier
Chair, SCAN Transportation Committee

3. Please share any other comments or ideas you'd like to have considered.

Please recall that SCAN submitted a resolution that branch libraries be included in the bond funding program

4. Can we contact you if we have questions?

First Name

Victor

Last Name

Dodier

Email Address

vjdodier@teleport.com

Phone Number

5039104719

Alternate Phone Number

Thank you sharing your project ideas for the proposed 2022 bond, and for your interest in the City of Salem.



Salem Community Improvements Best Practices in Peer Communities

To gain insights on Salem’s funding efforts, Barney & Worth examined similar multi-objective capital measures presented for voter consideration in five peer communities: Denver, CO; Albuquerque, NM; El Paso, TX; Las Cruces, NM; and Seattle, WA. Except for Las Cruces (population 111,000), all of these cities are much larger than Salem.

Summary

All the ballot measures studied in these peer communities represent multi-objective “asks” for voters to consider presented by projects/topics in individual measures or combined measures. For example, the *Denver RISE* bundle consisted of five individual ballot measures sent to City voters. The same was true for Albuquerque and Las Cruces. El Paso combined multiple projects into two measures. Seattle Public Schools combined all capital projects into a single measure. Each of these capital measures were branded as a package. Voters approved most of the measures, usually by wide margins.

Best Practices

1. **Brand the initiative.** Branding was used to provide an overarching positive message that appears from the pattern of voter approval ratings to help tie the multi-objective package together
2. **Show voters what they are buying.** Projects were well described, enabling voters to understand and be enthusiastic about what they were getting.
3. **Engage partners and the community in developing the project list.** Committed partner organizations played a key role in spreading the word and building community support.
4. **Provide assurance of accountability for funds.** Some of the ballot measures included accountability components and commitments to transparency. Several measures follow previous successes on similar projects.
5. **Build a project list with community-wide benefits.** Sports arenas that catered to niche audiences with limited community-wide appeal did not attract voters’ support.
6. **Use engaging graphics / videos and eye-catching materials.** Branding and high-quality designed materials showcase the successful projects.

Peer Communities

Following are snapshots of each of the communities' measures and outcomes

City of Denver, CO (Population 716,000)

In November 2020, Denver, CO voters passed four of five bundled bond measures to maintain and expand the City's infrastructure, costing a total of \$259 million (see box). These election successes followed 2017 passage of a \$937 million bond package, branded *Elevate Denver*. Around half of that total was earmarked to cover deferred maintenance.

Denver RISE (November 2020) "Rebuilding for an Inclusive and Sustainable Economy"	
\$104 million	63% Yes
2A – Repair/improve existing facilities (zoo, theaters, visitor attractions, plus 2 new libraries)	
\$39 million	61% Yes
2B – Housing and shelter	
\$63 million	61% Yes
2C – Transportation and mobility: including bicycle and pedestrian infrastructure	
\$54 million	62% Yes
2D – Parks and recreation facilities	
\$191 million	59% No
2E – National Western Stock Show: 10,000 seat arena	



- RISE Denver - From Rescue, to Economic Recovery
<https://www.denvergov.org/Government/Agencies-Departments-Offices/Agencies-Departments-Offices-Directories/Economic-Development-Opportunity/RISE-Denver>
- RISE Denver – One Pager
https://www.denvergov.org/files/assets/public/economic-development/documents/rise-denver/risedenver_onepager.pdf

Albuquerque, NM (Population 565,000)

In November 2021, Albuquerque voters approved eleven bond measures for a variety of capital improvements totaling \$110 million (see box). In the same election, a multi-use public stadium measure proposed to be funded by a gross receipts tax was defeated by a 2:1 margin.

Albuquerque Capital Improvements (November 2021)		
\$28.4 million	72% Yes	Senior centers and community centers
\$27.3 million	74% Yes	Parks and recreation
\$24.8 million	74% Yes	Public safety
\$21.8 million	79% Yes	Streets
\$16.0 million	71% Yes	Energy and water conservation
\$4.7 million	75% Yes	Storm sewers
\$4.6 million	71% Yes	Metropolitan redevelopment
\$4.2 million	71% Yes	Libraries
\$4.0 million	71% Yes	Museums and cultural facilities
\$3.3 million	71% Yes	Affordable housing
\$1.2 million	71% Yes	Public transportation
\$50.0 million	65% No	Multi-use public stadium



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- City of Albuquerque's 2021 GO Bond program
<https://www.cabq.gov/municipaldevelopment/documents/2021-g-o-bond-program-by-purpose.pdf>
- 2021 G.O. Approved Bond Program & Scope by Purpose
<https://www.cabq.gov/municipaldevelopment/programs/2021-g-o-bond-program>

City of El Paso, TX (Population 866,000)

In November 2012, El Paso voters overwhelmingly approved two Quality of Life bond measures:

Proposition 1: \$245 million to improve parks, pools and community centers, and revitalize the zoo.

Proposition 2: \$228.25 million to upgrade museums and libraries, and build a new children’s museum and multi-purpose arena

Branded as “*Building Tomorrow Together*”, the measures were supported by the Chamber of Commerce and the *El Paso Tomorrow* political action committee.



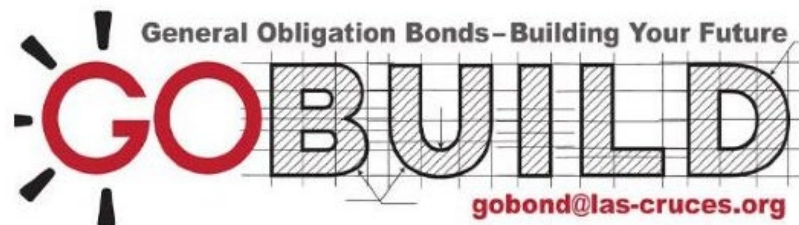
In April 2021, the El Paso City Council approved an additional \$141 million in GO bonds and certificates of obligation to complete the voter-approved projects.

- Greater El Paso Chamber of Commerce: Government Relations Division Issue Brief: Proposed Quality of Life Bond
<https://d3dkdvqff0zqx.cloudfront.net/groups/epcc/attachments/issue%20brief%20-%20qol%20bond%20initiative%20-%20final.pdf>
- 2021 El Paso Quality of Life--Year One Project List
http://legacy.elpasotexas.gov/muni_clerk/_documents/Bond%20Overview%20Advisory%20Committee/02-20-14/Item%205,%20BOAC%2002202014_%20Year%20One%20Update.pdf

City of Las Cruces, NM (Population 111,000)

In a special mail ballot election in 2018, Las Cruces voters approved four GO bond measures totaling \$35.6 million.

1. Park improvements and sports fields	\$16.9 million	57% Yes
2. Animal shelter	\$9.8 million	67% Yes
3. Replacement fire station	\$6.2 million	70% Yes
4. Recreational trails	\$2.7 million	58% Yes



- About General Obligation Bonds
www.las-cruces.org/1892/general-obligation-bond-projects
- City of Las Cruces GO Bond Questions
https://www.las-cruces.org/DocumentCenter/View/7074/clc_bond_summary_2018

Seattle Public Schools (Population 737,000)

SPS placed two levy renewals on the February 8, 2022 ballot. Both measures received over 75% “Yes” votes.

Proposition 1. Educational Program and Operations Levy (\$646 million): EP&O continues funding for day-to-day operations, staff, programs, and “student opportunities”

Proposition 2. Building, Technology, and Academic/Athletics (\$783 million): BTA-V (the fifth time for the BTA bond) funds student and staff computers, technology systems, building repairs and renovation of Memorial Stadium.



- Seattle Schools 2022 Levies
www.seattleschools.org/levies
- Voters approving school levy renewals across King County in early count
<https://www.seattletimes.com/education/lab/in-early-count-voters-approve-school-levy-renewals-across-king-county/>
- Report on Recent Levies: Promises Made, Promises Kept
<https://www.seattleschools.org/about/levy/report-on-recent-levies/>

TO: Infrastructure Bond Engagement Committee
FROM: Courtney Knox Busch
Strategic Initiatives Manager
DATE: March 18, 2022
SUBJECT: **Bond Project Context**

Possible Projects For your conversation Friday, our hope is to reach consensus on a recommended bond package to include:

1. Amount of funding dedicated to each bond category.
2. Projects for the streets and sidewalks, and for the parks categories.

We are providing you today with a **preliminary project list for streets and sidewalks, and for the parks categories** of funding. The source of this project list ideas was generated in neighborhood, advisory board, and community briefings; Salem-Keizer Transit District ADA input and School District safe routes to schools ideas; and community-sourced ideas from master planning for parks and transportation.

While we may be adjusting cost estimates until we meet on Friday, we know this project list is more than we can afford within the scope of this bond. We'll have an opportunity to discuss your preferences for specific projects to include in the bond.

For context, we're also providing a map and link to the Capital Improvement Program so that you can see what projects we are currently planning for – if something seems to be missing from this bond list.

<https://www.cityofsalem.net/Pages/capital-improvement-project-map.aspx>

Question about branch libraries. The Steering Committee has received testimony about including branch libraries within the scope of the Community Improvement Bond. To do so, and stay within the overarching \$300 million of investments within the next ten years (without increasing tax rates), it will be necessary to reduce one or a mixture of the scale-able portions of the bond (parks, or streets and sidewalks, or affordable housing) or eliminate a fixed cost portion of the bond.

Some things to note:

- Cost estimate for acquisition and construction: \$8.8 million for a branch library of about 8,000 square feet, based on recent experience for a branch of the Fort Vancouver library system.
- Operating staffing cost estimate: \$1.2 million on on-going basis to staff each location at 20 hours a week, assuming provision of some programs and services (in addition to

staffing facility during open hours). Additional costs including utilities, supplies, hardware and software will increase this figure. Approximately \$500,000 in initial set up costs would also be needed.

- For context, the West Salem branch is 5,400 square feet and has fewer staff than the projected cost to operate a new, slightly larger, branch library with program offerings.

2022 General Obligation Bond Potential Projects -

Streets and Sidewalks

Priority 1 projects are recommended for inclusion in the bond.

Definitions

Bicycle / Pedestrian I Multi-Use Paths, Sidewalks, Pavement Rehabilitation, Bicycle Lanes

Pavement R&R Pavement Rehabilitation and ADA Improvements

Urban Upgrades Curb, Sidewalk, Pavement, Bicycle Lanes, and Stormwater

Category	Project Name	Priority	Estimate (rounded to nearest \$10,000)	Overall Score	Equity Score	Ranking (Pavement Only)	Ward(s)	Quadrant	ADA Improvem ents	New or Improved Bicycle Facilities	Climate (0, 1, 2)	TSP (in or consistent with)	Pedestrian Safety	Sidewalks	Street Trees	Maintainin g what we have	Transit Priority	Within 1/2 Mile of School
Bicycle / Pedestrian Improvements	Pringle Creek Path - Civic Center to Riverfront Park	1	\$ 7,150,000	38.50	12		1, 2	SE	X		2	X	X	X				
Bicycle / Pedestrian Improvements	State Street: 13th St NE to 17th St NE Bike Lanes and Pavement	1	\$ 14,050,000	47.94	18	1	1, 2	SE	X	X	2	X	X	X	X	X		X
Bridge Rehabilitation	Liberty Street NE Bridge over Mill Creek	1	\$ 580,000	43.38	14		1	NE			0	X				X		-
Bridge Rehabilitation	17th Street NE Bridge over Mill Creek	1	\$ 1,040,000	41.56	14		1	NE			0	X				X		
Bridge Rehabilitation	Mission Street SE Bridge over Pringle Creek	1	\$ 810,000	44.56	20		2	SE			0	X				X		-
Bridge Rehabilitation	15th Street NE Bridge over Mill Creek - Bridge and Railing Rehabilitation	1	\$ 910,000	40.19	8		1	NE			0	X				X		X
Bridge Rehabilitation	Liberty Street NE Bridge Railing over Pringle Creek	1	\$ 1,870,000	43.5	8		1	NE			0	X	X			X		
Bridge Rehabilitation	Church Street NE Bridge Railing over Pringle Creek	1	\$ 1,780,000	35.88	12		1	NE			0	X	X			X		
Other	River Road S Slide Mitigation - Fairmount Ave S to Minto Island Park	1	\$ 20,000,000	38.25	8		7, (2)	SE	X		0	X	X	X		X		
Pavement R&R	Commercial Street SE: Fabry Rd SE to Interstate 5 Ramp	1	\$ 2,560,000	39.50	12		4	SE	X	X	0	X	X			X		X
Pavement R&R	Center Street NE: 17th St NE to 24th St NE	1	\$ 3,570,000	41.75	18	1	1	NE	X	X	0	X	X			X		X
Pavement R&R	12th Street SE: Mill St SE to Hoyt St SE	1	\$ 4,810,000	42.50	24		1, 2	SE	X	X	0		X	X		X		X
Pavement R&R	Silverton Road NE: 17th St NE to Williams Ave NE and Beacon St NE to Fisher Rd NE	1	\$ 4,560,000	42.50	24		5	NE	X		0		X	X		X		X
Pavement R&R	Commercial Street SE: 12th St Cutoff to Boone Rd SE	1	\$ 2,630,000	39.50	12		3	SE	X	X	0	X	X			X		
Pavement R&R	Doaks Ferry Rd NW: Brush College Dr NW to Emerald Dr NW	1	\$ 920,000	40.31	16		8	NW	X	X						X		X
Pavement R&R	Portland Road NE: Beach Ave NE to Northgate Ave NE	1	\$ 2,120,000	43.00	24		5	NE	X	X	0		X	X		X		
Pavement R&R	Liberty Street SE: Mill St SE to Trade St SE	1	\$ 440,000	41.50	18		1	NE	X	X	0	X	X		-	X		-
Pavement R&R	Madrona Avenue SE: Peck Ave SE to Commercial St SE	1	\$ 1,300,000	41.00	10		3	SE	X		0	X	X			X		X
Pavement R&R	Edgewater Street NW: Wallace Rd NW to 200 feet East of Rosemount Ave NW	1	\$ 1,040,000	40.87	20		1	NW	X	X	0		X	X		X		X
Sidewalks	Safer Pedestrian Crossings	1	\$ 7,500,000	13.81	11		Various	All City	X		2	X	X					
Sidewalks	Sidewalk Infill	1	\$ 7,500,000	43.06	11		Various	All City	X		1	X	X	X				
Traffic Signals	Portland Road NE at Lana Avenue NE	1	\$ 2,030,000	39.69	18		5	NE	X		0	X	X		-	X		-
Urban Upgrades	McGilchrist Street SE: 12th St SE to 25th St SE	1	\$ 14,150,000	72.69	12		2, (3)	SE	X	X	2	X	X	X	X	X	X	-
Urban Upgrades	Fisher Road NE: Silverton Rd NE / East-West Curve	1	\$ 27,650,000	50.75	24		6	NE	X	X	2	X	X	X	X	X	X	X
Urban Upgrades	Pringle Road SE: McGilchrist St SE to Georgia St SE	1	\$ 19,220,000	49.50	24		2, 3	SE	X	X	2	X	X	X	X	X	X	X

Total Priority 1 Projects \$ 150,190,000

2022 General Obligation Bond Potential Projects -

Streets and Sidewalks

Priority 1 projects are recommended for inclusion in the bond.

Definitions

Bicycle / Pedestrian I Multi-Use Paths, Sidewalks, Pavement Rehabilitation, Bicycle Lanes

Pavement R&R Pavement Rehabilitation and ADA Improvements

Urban Upgrades Curb, Sidewalk, Pavement, Bicycle Lanes, and Stormwater

Category	Project Name	Priority	Estimate (rounded to nearest \$10,000)	Overall Score	Equity Score	Ranking (Pavement Only)	Ward(s)	Quadrant	ADA Improvements	New or Improved Bicycle Facilities	Climate (0, 1, 2)	TSP (in or consistent with)	Pedestrian Safety	Sidewalks	Street Trees	Maintaining what we have	Transit Priority	Within 1/2 Mile of School
Bicycle / Pedestrian Improvements	State Street: 17th St SE to 24th St SE - Multi-use Paths and Pavement	2	\$ 10,670,000	44.69	18	1	1, 2	SE	X	X	2	X	X	X	x	X		X
Bicycle / Pedestrian Improvements	Market Street NE: Summer St NE to 32nd PI NE - Bike Lanes and Pavement	2	\$ 18,380,000	49.50	24	1	1, 6	NE	X	X	2		X			X		X
Bicycle / Pedestrian Improvements	Brush College Road NW: (Doaks Ferry Rd NW / Connor St NW) - Sidewalk and Bike Lanes	2	\$ 5,330,000	38.25	10		8	NW	X	X	1	X	X	X	X			X
Bicycle / Pedestrian Improvements	Orchard Heights Road NW - Pedestrian Improvements (Linwood to Chapman Dr)	2	\$ 1,930,000	44.31	16		8	NW	X		2	X	X	X				
Bicycle / Pedestrian Improvements	Winter Street NE / Maple Greenway: Court St NE to D St NE Bike Lanes	2	\$ 6,960,000	43.31	16		1	NE	X	X	2	X	X			X		
Bicycle / Pedestrian Improvements	Cherry Avenue NE Multi-Use Path	2	\$ 4,060,000	45.38	24		5	NE	X	X	2	X	X	X	X			X
Pavement R&R	Center Street NE: Commercial St NE to 14th St NE	2	\$ 2,794,000	41.75	18		1	NE	X		0	X	X			X		X
Pavement R&R	Happy Drive NE: Hayesville Rd NE to Kale Ave NE	2	\$ 3,210,000	39.94	24		5	NE	X		0		X			X		
Urban Upgrades	Davis Road S: Skyline Rd S to Liberty St S	2	\$ 9,990,000	35.75	10		4, 7	S	X	X	1	X	X	X	X			X
Urban Upgrades	Hawthorne Avenue NE: Sunnyview Rd NE to Silverton Rd NE	2	\$ 20,710,000	50.19	24		5	NE	X	X	2	X	X	X	X	X		X
Urban Upgrades	Sunnyview Road NE: Evergreen Ave NE to Byram St NE	2	\$ 21,600,000	48.56	24		5, 6	NE	X	X	2	X	X	X	X	X	X	
Urban Upgrades	Madrona Avenue S: Croisan Creek Rd S to Balsam Dr S	2	\$ 8,570,000	42.00	10		7	S	X	X	2	X	X	X	X	X		-
Total Priority 2 Projects			\$ 114,204,000															
Bicycle / Pedestrian Improvements	Broadway Street NE: (Pine Street NE to E Street NE) - Bike Lanes and Pavement	3	\$ 11,590,000	44.13	20	2	1	NE	X	X	2	X	X	X		X		X
New Street	Lone Oak Road SE Bridge	3	\$ 8,610,000	30.94	8		4	SE	X	X	1	X	X	X	X			-
New Street	Marine Drive NW: River Bend Rd NW to Glen Creek Rd NW	3	\$ 47,530,000	43.58	8		1, 8	NW	X	X	2	X	X	X	X			-
Pavement R&R	Owens Street SE: Liberty St SE to Commercial St SE	3	\$ 279,000	37.75	12		2	SE	X		0		X			X		
Pavement R&R	Owens Street SE: Commercial St SE to Fir St SE	3	\$ 1,030,000	37.75	12		7	SE	X		0		X			X		
Pavement R&R	Fairgrounds Road NE: Capitol St NE to Highland Ave NE	3	\$ 1,090,000	42.00	24		1	NE	X	X	0		X			X		
Pavement R&R	Summer Street NE: Center St NE to Union St NE	3	\$ 1,760,000	41.00	18		1	NE	X	X	0		X			X		X
Pavement R&R	Church Street NE: Marion St NE to Union St NE	3	\$ 870,000	38.75	18		1	NE	X	X	0		X			X		X
Pavement R&R	Winter Street SE: Bellevue St SE to State St	3	\$ 1,150,000	38.44	18		1	SE	X	X	0		X			X		X
Pavement R&R	Kuebler Boulevard SE: Commercial St SE to Interstate 5	3	\$ 5,330,000	36.75	24		3, 4	SE	X	X	0	X	X			X		
Pavement R&R	Cherry Avenue NE: Van Ness Ave NE to north of Shangri-la St NE	3	\$ 890,000	42.19	24		5	NE	X	X	0		X			X		
Traffic Signals	Commercial Street SE at 12th Street Cutoff	3	\$ 5,100,000	38.44	10	3	3	SE	X		0	X	X	X		X		-
Traffic Signals	Commercial Street SE at Natural Grocers	3	\$ 5,100,000	38.19	8	3	3	SE	X		0	X	X	X		X		-
Urban Upgrades	Doaks Ferry Road NW: Brush College Rd NW to Orchard Heights Rd NW	3	\$ 21,530,000	44.33	12	2	8	NW	X	X	2	X	X	X	X	X		X
Total Priority 3 Projects			\$ 111,859,000															

2022 General Obligation Bond Potential Projects -

Streets and Sidewalks

Priority 1 projects are recommended for inclusion in the bond.

Definitions

Bicycle / Pedestrian I Multi-Use Paths, Sidewalks, Pavement Rehabilitation, Bicycle Lanes

Pavement R&R Pavement Rehabilitation and ADA Improvements

Urban Upgrades Curb, Sidewalk, Pavement, Bicycle Lanes, and Stormwater

Category	Project Name	Priority	Estimate (rounded to nearest \$10,000)	Overall Score	Equity Score	Ranking (Pavement Only)	Ward(s)	Quadrant	ADA Improvem ents	New or Improved Bicycle Facilities	Climate (0, 1, 2)	TSP (in or consistent with)	Pedestrian Safety	Sidewalks	Street Trees	Maintainin g what we have	Transit Priority	Within 1/2 Mile of School
Allocation by Category	Bicycle / Pedestrian Improvements		\$ 80,120,000															
	Bridge Rehabilitation		\$ 6,990,000															
	New Street		\$ 56,140,000															
	Other		\$ 20,000,000															
	Sidewalks		\$ 15,000,000															
	Traffic Signals		\$ 12,230,000															
	Urban Upgrades		\$ 143,420,000															
	Pavement R&R		\$ 42,353,000															
			\$ 376,253,000															
Allocation by Quadrant	All City		\$ 15,000,000															
	NE		\$ 140,464,000															
	NW		\$ 78,280,000															
	S		\$ 18,560,000															
	SE		\$ 123,949,000															
			\$ 376,253,000															
Allocation by Ward	All City		\$ 15,000,000															
	Ward 1		\$ 140,034,000															
	Ward 2		\$ 15,245,882															
	Ward 3		\$ 38,680,554															
	Ward 4		\$ 21,161,366															
	Ward 5		\$ 59,180,000															
	Ward 6		\$ 27,652,745															
	Ward 7		\$ 29,601,201															
	Ward 8		\$ 29,711,274															
			\$ 376,267,022															
Priority 1 by Ward	All City		\$ 15,000,000															
	Ward 1		\$ 14,235,000															
	Ward 2		\$ 30,890,000															
	Ward 3		\$ 23,150,000															
	Ward 4		\$ 9,635,000															
	Ward 5		\$ 8,710,000															
	Ward 6		\$ 27,650,000															
	Ward 7		\$ 20,000,000															
	Ward 8		\$ 920,000															
			\$ 150,190,000															

2022 General Obligation Bond

Potential Projects - Parks

Priority 1 projects are recommended for inclusion in the bond.

Category	Project Name	Notes	Priority	Estimate (rounded to nearest \$10,000)	Overall Score	Equity	Wards (Formula)	ADA Improvements	Safety	Revenue Generation	Master Plan	Maintaining what we have
Athletic Courts	Multi-Use Athletic Court Replacement (3)		1	\$ 1,950,000	67.05	9.6	All City		X		X	X
Athletic Courts	Highland Park Tennis/Pickleball Court		1	\$ 793,000	65.25	9.6	Ward 1		X		X	X
Athletic Courts	Hoover Park Tennis/Pickleball Court		1	\$ 793,000	67.05	8.4	Ward 6		X		X	X
Athletic Courts	River Road Park Tennis/Pickleball Court		1	\$ 793,000	67.65	8.4	Ward 5		X	X	X	X
Other	New Fenced Dog Park (3)		1	\$ 1,650,000	52.15	12	All City	X	X		X	
Other	Fisher Road Park Development, Phase 1		1	\$ 2,840,000	48.50		Ward 5	X	X		X	
Parking Lots	Minto-Brown Island Park - Parking Lot No. 2 Pavement / Renovation		1	\$ 810,000	60.10	7.2	Ward 7	X	X		X	X
Parking Lots	Minto-Brown Island Park - Parking Lot No. 3 Pavement		1	\$ 730,000	59.45	7.8	Ward 7	X	X		X	X
Parking Lots	Orchard Heights Park Parking Lot Renovations		1	\$ 280,000	59.25	6	Ward 8	X	X		X	X
Parking Lots	Wallace Marine Park - Sport Field Parking Lots Pavement		1	\$ 1,260,000	63.45	7.2	Ward 1	X	X		X	X
Parking Lots	Cascades Gateway Park - Walter Wirth Parking Lot Pavement		1	\$ 1,480,000	62.95	9.6	Ward 2	X	X		X	X
Paths and Trails	Parks System-wide Park Paths and Trails		1	\$ 4,000,000	80.65	12	All City	X	X		X	X
Playground Facilities	Playground Rehabilitation/Replacements (10)	<i>Royal Oaks, Livingston, McRae, Morningside, Aldrich, Riverfront, Woodmansee, Brush College, Minto, Clark Creek</i>	1	\$ 6,000,000	71.45	10.8	All City	X	X		X	X
Restroom Facilities	McKay School Park - New 4-Stall		1	\$ 850,000	61.15	12	Ward 6	X	X		X	
Restroom Facilities	Bush's Pasture Park - Replacement 8-Stall		1	\$ 1,150,000	67.40	9	Ward 2	X	X		X	X
Restroom Facilities	Cascades Gateway Park - Replacement 4-Stall		1	\$ 850,000	80.50	10.8	Ward 2	X	X		X	X
Restroom Facilities	Wallace Marine Park - Replacement 8-Stall		1	\$ 1,150,000	92.25	10.8	Ward 1	X	X		X	X
Shelters	Bush's Pasture Park		1	\$ 690,000	58.45	9	Ward 2	X		X	X	
Shelters	Geer Park		1	\$ 690,000	60.40	12	Ward 2	X		X	X	
Shelters	Orchard Heights Park		1	\$ 690,000	55.50	10.2	Ward 8	X		X	X	
Shelters	McKay School Park		1	\$ 690,000	57.30	12	Ward 6	X		X	X	
Sport Fields	Geer Park		1	\$ 2,280,000	70.30	11.4	Ward 2		X	X	X	X
Sport Fields	McKay School Park		1	\$ 950,000	67.95	12	Ward 6		X	X	X	X
Sport Fields	Orchard Heights Park		1	\$ 460,000	67.30	7.2	Ward 8		X	X	X	X
Total Priority 1 Projects				\$ 33,829,000								

2022 General Obligation Bond

Potential Projects - Parks

Priority 1 projects are recommended for inclusion in the bond.

Category	Project Name	Notes	Priority	Estimate (rounded to nearest \$10,000)	Overall Score	Equity	Wards (Formula)	ADA Improvements	Safety	Revenue Generation	Master Plan	Maintaining what we have
Athletic Courts	Multi-Use Athletic Court Replacement (2)		2	\$ 1,300,000	67.05	9.6	All City					X
Parking Lots	Minto-Brown Island Park - New Paved Park Lot at Dog Park		2	\$ 620,000	49.90	7.2	Ward 7	X	X		X	
Parking Lots	Minto-Brown Island Park - Parking Lots No. 1 and No. 4 Rehabilitation		2	\$ 150,000	47.60	6.2	Ward 7	X	X		X	X
Parking Lots	Minto-Brown Island Park - New Large Paved Parking Lot near Parking Lot No. 3		2	\$ 1,080,000	47.80	7.8	Ward 7	X	X			
Paths and Trails	Minto-Brown Island Park - Path and Trail Paving		2	\$ 1,490,000	53.25	7.2	Ward 7	X	X		X	X
Paths and Trails	Parks System-wide Park Paths and Trails		2	\$ 4,000,000	80.65	12	All City	X	X		X	X
Playground Facilities	Playground Rehabilitation/Replacements (10)	<i>South Village, Northgate, Lower Lefelle, Englewood, Cascade, Hillview, Lee, Wendy Kroger, Thorp, Weathers</i>	2	\$ 6,000,000	71.45	10.8	All City	X	X		X	X
Restroom Facilities	West Salem Park - Replacement 4-Stall		2	\$ 850,000	62.40	7	Ward 8	X	X		X	X
Total Priority 2 Projects				\$ 15,490,000								
Restroom Facilities	Marion Square Park - Replacement 8-Stall		3	\$ 1,150,000	68.05	10.2	Ward 1	X	X		X	X
Total Priority 3 Projects				\$ 1,150,000								

Allocation by Category		
	Athletic Courts	\$ 5,629,000
	Other	\$ 4,490,000
	Parking Lots	\$ 6,410,000
	Playground Facilities	\$ 12,000,000
	Restroom Facilities	\$ 6,000,000
	Shelters	\$ 2,760,000
	Sport Fields	\$ 3,690,000
	Paths and Trails	\$ 9,490,000
		\$ 50,469,000

Allocation by Quadrant		
	All City	\$ 24,900,000
	NE	\$ 11,829,000
	NW	\$ 4,690,000
	S	\$ 3,390,000
	SE	\$ 5,660,000
		\$ 50,469,000

2022 General Obligation Bond

Potential Projects - Parks

Priority 1 projects are recommended for inclusion in the bond.

Category	Project Name	Notes	Priority	Estimate (rounded to nearest \$10,000)	Overall Score	Equity	Wards (Formula)	ADA Improvements	Safety	Revenue Generation	Master Plan	Maintaining what we have
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Allocation by Ward			
	All City		\$ 24,900,000
	Ward 1		\$ 4,353,000
	Ward 2		\$ 7,140,000
	Ward 3		\$ -
	Ward 4		\$ -
	Ward 5		\$ 3,633,000
	Ward 6		\$ 3,283,000
	Ward 7		\$ 4,880,000
	Ward 8		\$ 2,280,000
			\$ 50,469,000

Priority 1 by Ward			
	All City		\$ 13,600,000
	Ward 1		\$ 3,203,000
	Ward 2		\$ 7,140,000
	Ward 3		\$ -
	Ward 4		\$ -
	Ward 5		\$ 3,633,000
	Ward 6		\$ 3,283,000
	Ward 7		\$ 1,540,000
	Ward 8		\$ 1,430,000
			\$ 33,829,000

Community Improvement Bond Feedback: February 18, 2022 – March 16, 2022

SESNA, Parks Foundation, CATC

- Pringle creek connection.
- A new fence around Eco Earth Globe (pending its repair)
- build something to honor native peoples in bush Park (idea generated by Cultural Landscape Plan - connected to Guidance of Youth sculpture and lack of acknowledgement of native peoples),
- include funds for future public art in sidewalk installations and parks,
- add artworks to alleyways,
- include art in Pringle Creek Pathway project.
- include a City Pool
- train noise abatement projects
- speed calming measures
- park property acquisition in areas where SDCs may not help provide park land
- Minto/Homestead parking area, bike lanes and signs at entrances to notice the area as a wildlife refuges
- Saginaw from Missions to Owens pavement R&R

Transportation

- The best way to improve streets is to reduce traffic. The best way to improve traffic is to reduce trips. The best way to reduce trips is to provide viable alternatives to cars. I'd like to see more frequent buses on existing routes, and more bus routes created. I believe improving the public transportation system will pay great dividends for the city.

Bike and sidewalk projects

- Create a bike lane or sidewalk along **croisan creek Rd**. Or at least between the north end of the skyline trail and the park just north of it.
- Sidewalks all along **Michigan city lane**. It's a school bus route! Families walk there and people speed. So many places sidewalks are missing because the homeowner is responsible. Insane. The city is responsible for city space.
- A sidewalk in West Salem Park at least on the side nearest Safeway, possibly with a branch off to splash pad. Given the curve in the street, it is natural to walk along the grass, rather than on the other side. This is a frequently walked route (muddy and slippery in the winter) for kids going to and from the school bus stops. This is also a narrow street with a significant amount of traffic, including many semis and other delivery trucks. The curb at the corner has already been broken and jumped several times as evidenced by tire tracks through the grass.
- 1 - Pedestrian Scramble at busy intersections. This is a pedestrian cycle that stops traffic in all directions so pedestrians can cross safely. I grew up with this in Massachusetts and it still exists there. <https://www.strongtowns.org/journal/2018/11/27/a-pedestrian-scramble-can-make-an-intersection-safer>. 2 - Fix the intersection at Liberty & Union Streets NE. There is no light or stop sign on Liberty St. there which carries heavy, fast-moving traffic. This makes it dangerous for bikes, pedestrians (or even cars) on Union St. to cross. Union St. is the way to Riverfront Park and the bike/ped bridge to West Salem. 3 - Build sidewalks. One place that badly needs a sidewalk is McGilchrist so people can get safely to the VA and Social Security Offices. 4- Build safe bike lanes.

Many existing bike lanes are on such busy streets with no buffer from cars that they are useless, for example Pringle Parkway from Mission to Front Streets..

Cherriots (in priority order)

- Fisher Rd NE (from 500-ft south of Sunnyview Rd NE to the City limits just south of White Oak Ct NE).
- Pringle Rd SE (McGilchrist St SE to Georgia Ave SE).
- Lancaster Dr SE (Cranston St SE to Saddle Club Rd SE).
- Commercial St SE (Madras St SE to Fabry Rd SE)
- Park Ave NE (Center St NE to Frederick ST NE on the west side; Center St NE to D St NE on the east side). Park Ave NE (Market St NE to Sunnyview St NE).
- Hawthorne Ave SE (approximately 470-ft length on the east side from 200-ft South of State Street to the existing sidewalk).
- Sunnyview Rd NE (Evergreen St NE to Byram St NE).
- Madrona St SE (north side only from 12th St SE to Peck St SE).
- Salem Heights Ave SE (Liberty Rd SE to Triangle Dr SE).
- 22nd St SE (East side from Hoyt St SE to McGilchrist St SE; west side approximately 950-ft from McGilchrist St SE to existing sidewalk; east side from end of sidewalk 700-ft south of McGilchrist St SE to existing sidewalk approximately 1,010-ft to the south).
- River St NE and Grove St NE between Front St NE and Commercial St NE, and Hickory St NE between Front St NE and Liberty St NE.
- Astoria St NE (east side from Portland Rd to north property line of Harbor Freight Tools; west side from Astoria Way NE to north property line of Harbor Freight Tools).

Parks projects

- Basketball courts in all city parks. Lights for a few hours after dark in the winter... Let the people receive water until 7pm, sheesh
- I've already mentioned it to maintenance, and they checked it out, but have not replaced/repared lights-possibly due to budget. This is a security issue, especially in winter as kids are going to the bus stop in the dark.

Outside the bond scope

- We need another bridge in the Salem area to funnel traffic from the west and east side of the Willamette River. It could be in Northern Salem and go from the Parkway to 221, or near where the existing two bridges are located.
- For the love of God, build a third bridge. We can incentivize biking, encourage fewer trips, and be responsible without having our head in the sand regarding progress.
- A third bridge from between West Salem and the other Salem. No more apartment buildings in West Salem until the above is completed. Building a Eugene-like bypass around the city makes a lot of sense and would save everyone in the town the embarrassment of seeing this disaster called Salem.

Other comments on bond

- Not one more cent for Parks and Rec until the public health and mental health and drug and alcohol addiction, destruction, shoplifting, and garbage dumping are addressed and eliminated from city streets and parks. Give parks back to kids to safely play.

- 'Affordable' housing is a great PR/Marketing concept but there will never be such a thing in Salem, Oregon with building costs near \$300 a square foot. What you really mean is heavily taxpayer subsidized housing with no end to buying people homes. The federal government already has low-income housing programs in place. Better to buy a bus ticket for those without housing to travel to the Midwest and South where rent in smaller towns is less than half of what it is in Salem and a three-bedroom home can be purchased for \$150,000 or get non-profits to create and manage it, after all, they, and woke Salem city council's, are mostly responsible for Salem going from a fairly nice city to a festering pile of garbage in the last 20 years. Oregon government has made a series of taxing, land use, environmental, drug proliferation, and anti-business decisions over the last 40 years. Now government wants to tax us all for the problems it created.
- Individual homeowners and business owners should be responsible for the sidewalks that border their property. If they refuse or can't afford to repair them within a reasonable period of time, city contractors (should be inmates) can do the work and add it to the home/business owner's property taxes with that portion relating to sidewalk repair being spread over a three- year period in necessary.
- Civic Center: Rent a building that is EQ proof.
- Streets and sidewalks? Huh? The city is currently tearing out good sidewalks on Wallace Road and replacing them in what appears to be a 'make work' Build Back Better-like project, i.e., leaf raking.
- More fire stations and equipment. The stations in West Salem appear to be lightly used. A close relative worked as an EMT for Salem's ambulance contractor and she said most fire calls are for elderly mobility issues. It would make better sense to go the entity to whom Salem sells their castoff fire equipment and hire their mechanics. They must know how to keep them running.
- Affordable Housing: Allow more managed housing. Use funds to secure spaces. Make the spaces near services. Yes, in all districts, but near downtown, obviously. Incentivize the unsheltered to not sleep in the business district.
- This is an unnecessary and greedy proposal by the city. Just because you've listed the fire department doesn't make this pass. This is just a bill to fund the homeless problem. A wolf in sheep's clothing.
- Be better.
- It seems the goal of the City of Salem and of City Counciler's is to attract more low-income people to Salem to fill up apartments that aren't built yet. The Socialist's Eden, and perhaps they teach this is university planning degree curriculum, is to jam as many people into as small a space as possible and have them travel to an entire downtown of 'services' to support their existence. There are at least two problems with the above. First, higher density means higher crime and a dismal life for those incarcerated in these buildings. Salem police appear to have been overwhelmed with crime and drug, drugs, drugs, and have been recently repurposed as Goodwill Ambassadors to the underbelly of criminality in Salem. This is not to demean SPD. They can only do what is directed. I believe you have enough people in apartments now who can't relate increased rent to increased property taxes, pearl-clutchers, do-gooders, and people who, gosh darn, just want to help, to easily pass this bond issue.
- After giving the matter a tremendous amount of thought, I have 3 items I would like the City to address and include in the new bond. 1) A bookmobile to service the Salem City limits. Keizer and non-incorporated areas would be exempt from service. A bookmobile would only take 3 staff member to operate, and could go to areas that have a greater need and are deficient in public transportation. I'd love for Salem to have a few branch libraries, but, realistically our councilors and City staff feel that the expense involved in staffing, acquiring the buildings and building collections is too great. 2) REPLACEMENT and REPAIR of crumbling sidewalks. Outside of developing countries and

blighted neighborhoods, Salem has the worst sidewalks I've ever seen (and I've traveled extensively & lived abroad). For every dollar spend on new sidewalks, two dollars should be spent to replace/repair existing sidewalks that are an extreme health hazard and/or greatly inconvenience pedestrian traffic. 3) City-wide affordable high speed broadband. As the City has gone almost totally electronic, the onus has been placed on the citizenry to have internet access. As a result, many people (and a substantial number of seniors and minorities) feel disenfranchised. Subsidized broadband would GREATLY help Salemites. Final thoughts: If there will be monies in the bond to pay for even more homeless issues, this item should have stringent oversight. Maybe a work program? With so much being spent on the homeless many taxpayers are beginning to suffer from 'Homeless fatigue'. Much has been made of this new bond, and the idea that taxes won't be raised. However, should this bond fail, taxes will decrease. Therefore, it is imperative that City staff and council members listen to the citizens, we who actually pay taxes. If there aren't items we want, don't be surprised when this bond fails.

- 1 - Build more public housing. 2 - Build homeless shelters. 2 - In the interim before permanent housing and shelters can be built, stabilize homeless camps with sanitary accommodations.
- Salem is facing two emergencies: 1) climate change; 2) homelessness and lack of affordable housing. Spend the money to deal with them. To address climate change Salem must reduce the use of cars and to do that it must be safe for people to walk, bike, use mobility aids and access public transit.