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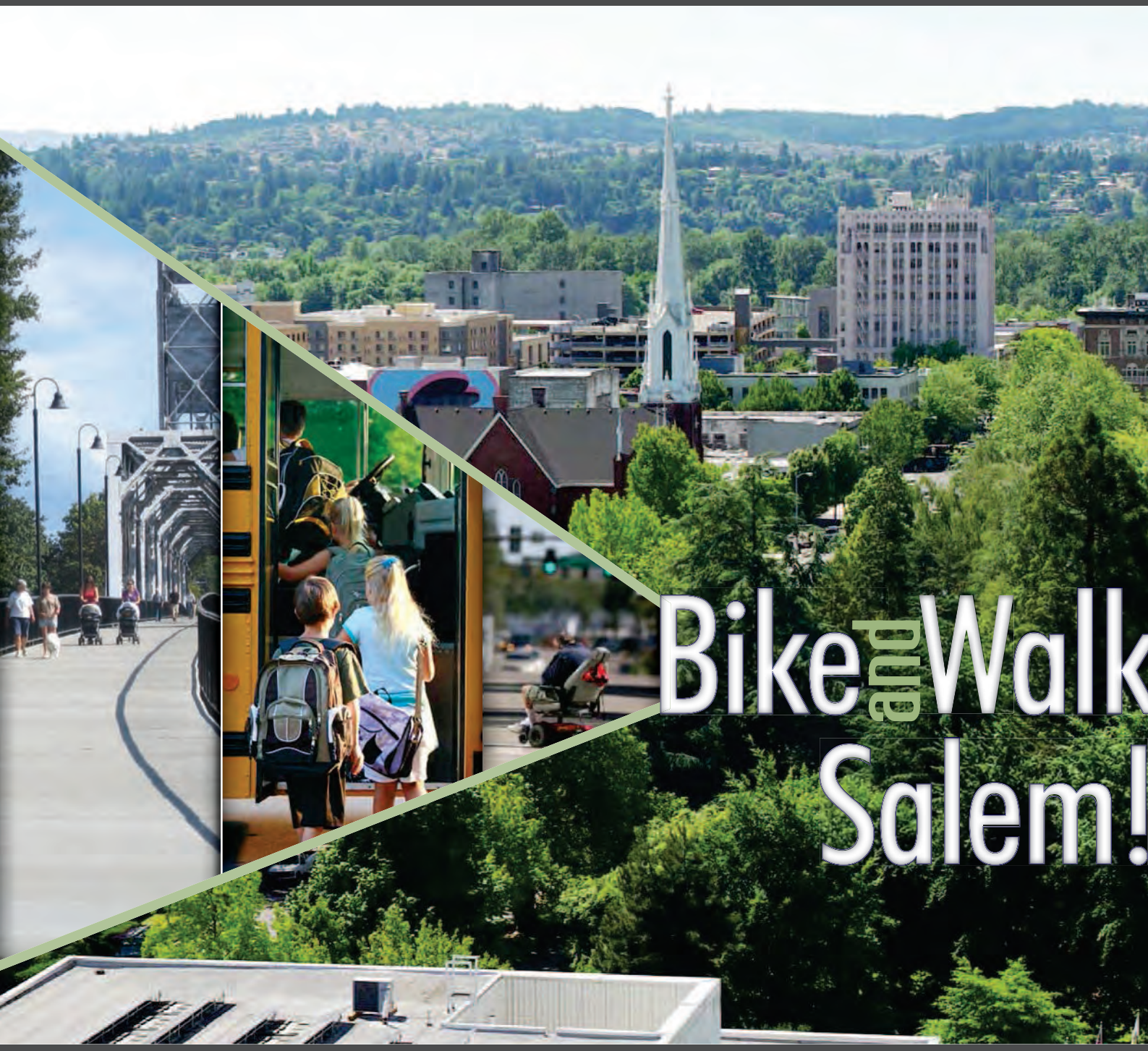

Bike and Walk Salem!

Bike and Walk Salem!

October 2011

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Introduction

The Bike and Walk Salem Plan provides the City of Salem with the projects and policies necessary to create a balanced, multimodal, transportation system that connects users to everyday places, increases the convenience and availability of non-motorized transportation modes, and reduces emissions that contribute to climate change. The Bike and Walk Salem Plan serves as an update to the Bicycle System Element and the Pedestrian System Element of the Salem Transportation System Plan (TSP). These elements were originally developed in 1996 and adopted as part of the Salem TSP in 1998. While there have been a number of updates to the Salem TSP since its original adoption in 1998, this is the first update that has focused primarily on the bicycle and pedestrian systems.

The project began in June 2010 and was completed in January 2012. This document is Volume I of the Bike and Walk Salem Plan. Volume II contains the technical memoranda that document the planning, public involvement, and technical processes used to complete this Plan. Please see Volume II for supplementary information to this Plan.

Why plan for bicycling and walking?

Planning for bicycling and walking has multiple economic, social, and environmental benefits and can help the City of Salem reach many of its goals. Most importantly, however, many residents report that they *want* to bike and walk more in Salem. In a questionnaire completed for this project that received 812 responses, over 80 percent of respondents said they *want* to bike and walk *more* to get places. This is despite the fact that most respondents reported having access to a private automobile. Some of the benefits of planning for bicycling and walking are:

- Economic Benefit: Bicycle and pedestrian infrastructure are low in cost compared to automobile infrastructure and are some of the least expensive ways to increase the person-trip capacity of the transportation system.

Photo credit: David Fox

82% of questionnaire respondents said they want to **walk more** to get to places in Salem.
81% of questionnaire respondents said they want to **bike more** to get to places in Salem.

- Expanding Choice: Improving routes for bicycling and walking in Salem will increase the choices residents have about how to meet their daily travel needs.
- Vibrant, Livable Communities: Walking and bicycling helps to create more vibrant and livable communities. Research has shown that increasing walking can provide significant benefits to society, including enhanced community livability, improved public health, and the support of strategic economic, land use, and equity objectives[1].
- Reducing Congestion: Residents that choose to walk or bike will help reduce the number of cars on the road, which will decrease auto congestion and minimize the need for expensive roadway capacity expansion projects.
- Improving Health: Bicycling and walking can help to increase the opportunities for physical activity in the daily lives of residents, limiting the causes and health care costs of obesity and inactivity-related disease.

[1] Litman, Todd, Economic Value of Walking, Transportation Research Record 1828, Transportation Research Board, 2003

- Increasing Safety: Research has shown that when it comes to bicycling and walking, there is safety in numbers[2]. As more people walk and ride for their daily travel needs, drivers become more aware of and expect to see pedestrians and bicyclists, reducing crash rates.
- Leaving a Legacy: Bicycling and walking reduce the use of fossil fuels, helping to improve air quality, conserve valuable non-renewable resources, and preserve the environment for future generations.
- Affordability: With the annual average cost of owning and operating a car now estimated at more than $8,500 (excluding loan payments)[3], bicycling and walking offer residents more affordable options for meeting their daily travel needs.

[2] *P. L. Jacobsen "Safety in Numbers: More Walkers and Bicyclists, Safer Walking and Bicycling" Injury Prevention, Sep. 01, 2003 9: 205-209*

[3] *American Automobile Association*

Why now?

There has been a recent surge of interest in bicycle and pedestrian travel both nationally and in the City of Salem. At the national level, US Secretary of Transportation, Ray LaHood, recently acknowledged the "enormous economic, health and environmental benefits of cycling and pedestrian investments" and has said that the "planning for non-motorized transportation modes is just as important as traditional planning for motorized modes" (2011 National Bike Summit)

"People across America who value bicycling should have a voice when it comes to transportation planning. This is the end of favoring motorized transportation at the expense of non-motorized."
– Ray LaHood, US Secretary of Transportation, 2010 National Bike Summit

In Salem, several recent events have lead to the desire to update the Pedestrian and Bicycle elements of the City's Transportation System Plan (TSP), described below:

- Two of the five themes that emerged from the City's recent Vision 2020 planning process include bicycle and pedestrian transportation improvements as important elements.
- In October of 2008, Salem was designated a "Bicycle Friendly Community" by the League of American Bicyclists. As a part of that designation, a number of recommendations were made by the League of American Bicyclists to improve Salem's bicycling environment. These touched on engineering, education, encouragement, enforcement, and evaluation/planning projects.
- Salem has an active bicycle advocacy group. Members are involved in several bicycle advocacy activities and have identified a draft list of the top 12 needs to improve bicycling in Salem

- The City recently developed an Environmental Action Plan to reduce the carbon footprint of the city government and citywide activities. Increasing the use of alternate modes, including bicycle and pedestrian transportation, is recognized as a key strategy for meeting the Plan's goals.

How will this Plan be used?

This Plan updates the Bicycle System Element and the Pedestrian System Element of the Salem TSP and will be used to seek project funding for the projects listed in the Appendices. This Plan will also be referenced on an ongoing basis as roadways are improved, to see if recommended bicycle and pedestrian improvements can be made at the same time (for example, by striping bike lanes during a repaving project).

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Planning Process

Who was involved?

Multiple stakeholders were involved in the preparation of this Plan.

- Project Management Team (PMT): The PMT consisted of representatives from the City of Salem, the Oregon Department of Transportation (ODOT) Transportation Growth Management (TGM) Program, and the consulting team.
- Stakeholder Advisory Committee (SAC): The SAC was composed of 22 representatives from the community, including the business, state and local government, disabled, minority, and transit communities, as well as representatives from neighborhood associations and the Salem-Keizer School District. The SAC reviewed all draft project deliverables and met eight times throughout the project to provide feedback to the Project Management Team.
- The Public: An extensive public involvement process was used to ensure the recommendations in this Plan reflect the needs and values of Salem's residents. More information on the public involvement process is provided in the following section.

How was the public involved?

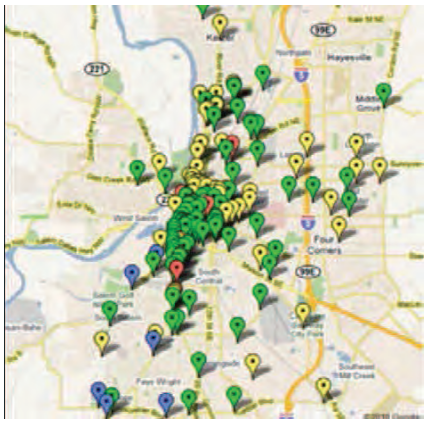
The public was involved throughout the Bike and Walk Salem planning process at multiple intervals and provided input on the Plan at key decision-making milestones. Special efforts were made to reach out to key stakeholder groups, such as families with school-aged children, the downtown

Small Group Meetings

business community, cycling advocates, senior citizens, the youth community, minority populations, the disabled community, and transit-dependent populations. The public involvement activities that occurred throughout the project are described below:

- Project website: A project website was created at and was updated with project information and materials as they became available.
- Interactive Comment Map: An online interactive comment mapping tool was developed to allow members of the public to pinpoint specific locations that have a bicycling or walking need in Salem. Approximately 160 comments were received on the map.
- Questionnaires: Two questionnaires were distributed during the project. The first questionnaire, focused on identifying walking and bicycling needs within the community, was distributed in both English and Spanish and was available both online and in paper format. The second questionnaire sought feedback on potential projects and their priority. Between the two rounds of questionnaires, a total of 932 questionnaire responses were received and were used to inform the project recommendations in this Plan.

Listening Stations


Interactive Comment Map

- Small Group Meetings: Five small group meetings were held early in the project to gather input about bicycling and walking needs in Salem. Meetings were held with representatives of the disabled community, the downtown business community, transit-dependent populations, senior citizens, and the youth community.
- Listening Stations: A total of twelve Listening Stations were held throughout the planning process to help publicize the Bike and Walk Salem project, gather input on bicycling and walking needs in Salem, and to obtain feedback on the draft pedestrian and bicycling recommendations and evaluation criteria. The Listening Stations were held at locations throughout Salem designed to reach members of the cycling community, families with school children, the Hispanic community, the youth community, senior citizens, and the general public.

- Open House Events: Eight open house events were held throughout the project at geographically diverse locations throughout the City, including the West Salem Library, Salem Center 50+, and the Pringle Hall Community Center. Over 180 people attended these events and provided comments.

More detailed information about the public involvement process is available in Volume II of the Bike and Walk Salem Plan.

What are the project goals and evaluation criteria?

Project Goals

Project goals guided Plan development. Broadly, the Bike and Walk Salem Plan aims to achieve the following goals:

- Result in a balanced, multimodal, transportation system that connects users to everyday places, such as employment, retail, entertainment, and recreational areas;
- Increase convenience and availability of alternative transportation;
- Reduce emissions that contribute to climate change.

Goals, objectives, and policies specific to the pedestrian and bicycle systems, are described in the Pedestrian Element and Bicycle Element chapters of this Plan.

Evaluation Criteria

Using the project goals as guidance, evaluation criteria were developed to help evaluate potential improvement strategies and specific projects against one another and ultimately prioritize recommendations to best meet Salem's existing and future bicycle and

pedestrian system needs. The following evaluation criteria were used to evaluate potential improvement strategies and projects during the planning process:

- System Connectivity: How well does the project fill a missing gap in the bicycle and/or pedestrian system?
- Multi-Modal Connections: How well does the project link bicyclists and pedestrians with transit and other non-single occupancy vehicle opportunities?
- User Safety and Comfort: How well does the project improve bicyclist/pedestrian safety and comfort at locations with perceived or documented safety issues, without creating additional operational hazards?

- Community Support: To what degree do Salem residents desire the proposed concept or project (based on input received during the public involvement process)?
- Cost: What financial resources are needed to implement the project? Is the project cost prohibitive, or could it be implemented through grant funding or other opportunities?
- Accommodating a Broad Range of Users: How well does the concept or project address the needs of a variety of users, including families, children, mobility-impaired, seniors, or infrequent or less-confident users?
- Environmental Justice [4]: Does the project benefit minority and/or lower-income residents (many of whom tend to bike, walk, and use transit more than the broader community)?

[4] Environmental justice is a term used to describe the process of identifying and addressing, disproportionately high and adverse human health and environmental impacts on minority and low-income populations (Executive Order 12898)."

- **Land Use Connections:** How well does the concept or project link users with major bicyclist and pedestrian destinations, such as employment centers, schools, parks, and libraries? How well does the project link users with existing land uses and areas with planned or pending development?

The evaluation criteria were prioritized based on public input from the questionnaires, listening stations, and Open House events. The evaluation criteria reported by the public as highest priority were System Connectivity, User Safety and Comfort, and Land Use Connections. These criteria were considered more heavily in the final alternative evaluation process.

Safe Routes to School

A Safe Routes to School assessment was prepared and includes recommendations for improving bicycling and walking conditions at 33 elementary schools, eight middle schools, and six high schools in the Salem-Keizer School District. The full Safe Routes to School assessment can be found in Memorandum 9 – Safe Routes to School Solutions, located in Volume II.

School crossing near Hoover Elementary School

Five schools, as selected by the City of Salem, were analyzed in more detail in late 2010. The full Safe Routes to School memorandum in Volume II includes detailed recommendations based on the fieldwork conducted at these schools, listed below:

- Walker Middle School
- Faye Wright Elementary School
- Washington Elementary School
- Hoover Elementary School
- Englewood Elementary School

Based on input from city staff, the SAC and Salem residents, the Safe Routes to School recommendations include sidewalk infill, specific streets to be classified as family friendly bikeways, accessways to be maintained, and recommendations for further study regarding

the need for grade-separated crossings at busy streets (where appropriate). The recommendations that came out of the Safe Routes to School assessment are included in the recommended bicycle and pedestrian improvement strategies and projects included in this Plan and listed in the Appendices.

Americans with Disabilities Act (ADA) Critical Routes

Salem recognizes that all pedestrian routes should safely and conveniently accommodate able-bodied and mobility-impaired users alike. In light of the need for upgraded facilities in several areas, and limited financial resources, a Critical ADA Routes network was developed as part of this Plan.

The Critical ADA Routes network comprises approximately 150 miles of streets within the Salem Urban Growth Boundary (which equates to about 300 miles of sidewalks) that connect mobility-impaired users with major destinations such as schools, employment, shopping areas, parks, residential areas and transit stops. The Critical ADA Routes network was developed based on extensive input provided by members of the disabled community, City staff, pedestrian advocates, and the public involvement process. The Critical ADA Routes network is presented in Map 1: Critical ADA Routes Network, located in the Pedestrian Element Chapter. The pedestrian improvement strategies and projects that came out of the Critical ADA Routes assessment are included in the pedestrian system recommendations that are described in the Pedestrian Element Chapter and listed in Appendix A.

The planning and design of pedestrian facilities must consider the mobility needs of all users

Pedestrian Element

Goal: To provide a comprehensive system of connecting sidewalks and walkways for a range of pedestrians with different abilities that will encourage and increase safe pedestrian travel and active transportation to support public health.

Pedestrians benefit from a complete sidewalk network in Downtown Salem.

What is the pedestrian network today?

Project staff evaluated existing conditions for walking in Salem as a basis for creating recommendations for future improvement strategies and projects. To understand what Salem's pedestrian network looks like today, the project team:

- conducted field work,
- used information from the City's Geographic Information System , planning, and public works departments,
- analyzed crash data from the Oregon Department of Transportation,
- examined existing local, regional, and state plans and policies, and
- collected extensive public input through the project website, questionnaires, an online interactive comment map, listening stations, project meetings, and public open houses.

Existing condition highlights are described in the following section.

Sidewalk Coverage

Salem's existing pedestrian network consists of sidewalks, paved and unpaved path corridors, and various crossing treatments at intersections and mid-block locations. Sidewalk coverage is highest in Downtown Salem, where sidewalks exist on both sides of most streets. Several areas outside of Downtown such as neighborhoods east of Lancaster Drive (NE and SE), near Commercial Street SE and Liberty Road S, and parts of West Salem have significant gaps in sidewalk

This mid-block pedestrian crossing on Winter Street includes high-visibility markings, signage and overhead warning lights.

coverage. In these areas, sidewalk gaps exist along some major streets, while residential streets may lack sidewalks altogether.

Sidewalk Conditions on Critical ADA Routes

In light of the need for upgraded facilities in several areas that accommodate able-bodied and mobility-impaired users alike, and limited financial resources, a Critical Americans with Disabilities Act (ADA) Routes network was developed as part of this Plan. The Critical ADA Routes network comprises approximately 150 miles of streets within the Salem Urban Growth Boundary (which equates to about 300 miles of sidewalks) that connect mobility-impaired users with major destinations. The Critical ADA Routes network was developed based on extensive input provided by members of the disabled community, City staff, pedestrian advocates, and the public involvement process. The Critical ADA Routes network is presented in Map 1: Critical ADA Routes Network.

Using existing available data, City of Salem staff conducted a broad assessment of existing sidewalk conditions along the Critical Americans with Disabilities Act (ADA) Routes network, assigning general ratings to corridor segments based on current physical conditions. While not City-wide, this assessment provides a general understanding of the sidewalk conditions facing disabled pedestrians along key routes.

- 60 percent of sidewalks along the Critical ADA Routes network are in "excellent" or "good" condition, with little or no cracking or other adverse surface conditions.
- 10 percent of sidewalks along the Critical ADA Routes network are in "fair" condition; having cracks or some other tripping hazards that make it hard for mobility-impaired pedestrians to get around.
- 30 percent of sidewalks along the Critical ADA Routes network are in "poor" or "bad" condition; having cracks or other conditions that make it hard for mobility-impaired pedestrians to get around.

The pedestrian improvement strategies and projects that came out of the Critical ADA Routes assessment are included in the pedestrian system recommendations that are described in the Pedestrian Element Chapter and listed in Appendix A.

Street Connectivity

Street connectivity represents an important issue facing pedestrians. Some areas, including the downtown core, West Salem's Edgewater District, and neighborhoods immediately to the east, north and south of Downtown benefit from generally well connected streets. However, beyond these areas, the street system is less connected with large blocks and cul-de-sacs in several areas that can make walking distances longer. Since most walking trips are for short distances (one

mile or less), long street blocks or discontinuous streets may hamper the practicality of walking.

Off-Street Path Network

Salem currently lacks a comprehensive and interconnected path network, with existing paths concentrated primarily in the city's central neighborhoods. The existing paved path system includes longer path segments along Salem Parkway, State Street, 12th Street (NE and SE), and on the Center and Union Street bridges; while shorter segments exist within Riverfront Park, Bush's Pasture Park and State Lands Ballfields City Park. Informal unpaved paths also exist between some subdivisions and along undeveloped public rights-of-way that help to provide local pedestrian connectivity.

Pedestrian Access to Transit

Ensuring that pedestrians have a safe and comfortable route to transit stops is a critical element towards greater transit use. Field observations of major transit stops were conducted to identify existing passenger infrastructure (e.g., shelters and rider information) and the current pedestrian network close to each stop. This was done because the presence or absence of these elements may influence a person's decision whether to use transit (particularly for new or infrequent transit users). Major transit stops were identified by reviewing ridership data provided by the Salem Area Mass Transit District.

Several of the observed major transit stops in Salem were found to lack important pedestrian infrastructure components and have missing sidewalks, difficult crossings, and/or steep curb ramps. Additionally, a few major transit stops, such as the stop at Lancaster Drive and State Street, were found to lack critical passenger infrastructure, such as a shelters, benches, and posted schedules.

Pedestrians walking to and from the transit stop at Lancaster Drive & State Street are forced to walk on roadway shoulders.

Needs Assessment

The technical pedestrian system needs assessment included field work and the review of background data and information to determine items such as key pedestrian destinations and existing access, high crash corridors and intersections, and the location of transportation disadvantaged populations.

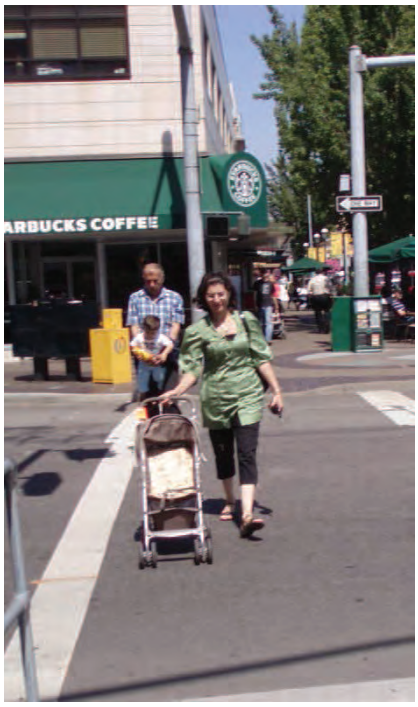
Supplementing field work and the review of background information, the project team identified pedestrian system needs based on feedback received during the public involvement process. Pedestrian system need highlights are provided below:

- Upgraded or new sidewalks are needed in the vicinity of major pedestrian destinations
- Sidewalk maintenance is critical for pedestrians, especially for pedestrians using mobility-assistance devices
- Improved wayfinding is needed to better orient pedestrians to key destinations such as libraries, parks and community centers.

Policy Framework

Pedestrian-related policies in Salem's previous Pedestrian Plan placed a major focus on connecting the pedestrian network by building new sidewalks. This updated Pedestrian Plan adds a special emphasis on ADA compliance and accommodating a wider range of pedestrians, including those that require mobility-assistance devices.

The projects and strategies included in this updated Pedestrian Plan focus on the following areas:



- Serving a broad range of pedestrians (including users of various ages, confidence levels, trip types, and abilities)
- Enhancing the existing system (e.g., upgrades to meet ADA requirements) to better serve users
- Building upon investments in the existing and planned system
- Expanding the system to streamline walking connections and developing new routes to better serve existing and future destinations
- Establishing seamless links with surrounding communities including Keizer, and Marion and Polk counties
- Enhancing user safety and comfort

This policy framework reflects the State Transportation Planning Rule requirement that a pedestrian system plan element be included in local transportation system plans.

Goals, Objectives, and Policies

The City of Salem has the following goal, objectives, and policies for the planning, development, and operation of its pedestrian system.

GOAL

To provide a comprehensive system of connecting sidewalks and walkways for a range of pedestrians with different abilities that will encourage and increase safe pedestrian travel and active transportation to support public health.

Objective No. 1

The City of Salem shall create a comprehensive system of pedestrian facilities.

Policy 1.1 Inventory Existing System and Identify Future Needs

The City shall inventory and map existing pedestrian facilities. Facility inventories and selected usage surveys shall be performed every five years to determine the success or failure of meeting the Plan's pedestrian goal, objectives, and policies.

Policy 1.2 Establish Sidewalk Construction Program

To complete the pedestrian facility network, the City shall establish a Sidewalk Construction Program that reflects the City's funding resources. This program will give priority to the construction of missing sidewalks in already developed areas of the City that would provide improved access to schools, parks, shopping, and transit services.

Policy 1.3 Focus Attention on Intermodal Connections

Sidewalks and walkways shall complement access to transit stations/stops, train stations, and multiuse paths. Activity centers and business districts should focus attention on and encourage pedestrian travel within their proximity.

Policy 1.4 Ensuring Future Sidewalk Connections

All future development shall include sidewalk and walkway construction as required by the Salem Revised Code and adopted City of Salem Design Standards. All road construction or renovation projects shall include sidewalks. The City shall support, as resources are available, projects that address identified barriers to pedestrian travel or safety.

Policy 1.5 Complete Connections with Crosswalks

All signalized intersections shall have marked crosswalks. School crosswalks will be marked where crossing guards are provided. Marked crosswalks, along with safety enhancements (medians and curb extensions), shall be provided, as resources are available, at unsignalized intersections and uncontrolled traffic locations in order to provide greater mobility in areas frequently traveled by persons with limited pedestrian capabilities. Marked crosswalks may also be installed at other high volume pedestrian locations without medians or curb extensions if a traffic study shows there would be a benefit to those pedestrians.

Policy 1.6 Compliance with ADA Standards

The City shall comply with the requirements set forth in the Americans with Disabilities Act regarding the location and design of sidewalks. To do so, the City shall establish Critical ADA Routes where compliance with Americans with Disabilities Act Accessibility Guidelines is prioritized. Critical ADA routes are to be those that provide direct, convenient, and safe on-street and off-street pathway connections to existing and planned neighborhood and community destinations such as schools, shopping areas, parks, multifamily developments, government offices, and transit stops.

OBJECTIVE NO. 2

Increase citywide journey to work walking mode share (US Census) to 7 percent by 2020, and 11 percent by 2030.

Policy 2.1 Maintaining and Assuring the Quality of Facilities

The City shall establish standards for the maintenance and safety of pedestrian facilities. These standards shall include the removal of hazards and obstacles to pedestrian travel, as well as maintenance of benches and landscaping. A minimum clear path of 36 inches shall be maintained in compliance with ADA standards, with a priority for ADA critical routes. Definition of a clear path includes an area free of debris, hazards, and obstacles, as well as substantially broken sidewalks.

Owners of property within the city limits and adjacent to sidewalks built since September 1, 1992, will be responsible for repairing or replacing damaged sidewalks, unless the damage has been caused by a City street tree. Owners of property within the city limits and adjacent to

sidewalks built prior to September 1, 1992, will be assigned responsibility for repairing or replacing damaged sidewalks after the City of Salem first repairs the existing sidewalk and brings them up to an acceptable standard. The City will remain responsible for future damage caused by City street trees.

Policy 2.2 Pedestrian Supportive Land Uses

Comprehensive Plan land use designations and zoning shall be developed to allow for mixed land uses which promote pedestrian travel.

Policy 2.3 Promotion of Walking for Health and Community Livability

The City shall encourage efforts that inform and promote the health, economic, and environmental benefits of walking for the individual and the community. Walking for travel and recreation shall be encouraged to achieve a more healthful environment that reduces pollution and noise to foster a more livable community.

Policy 2.4 Connecting Pathway Network

The City shall encourage the development of a connecting, multiuse pathway network, using linear corridors such as rivers, creeks, utility easements, and abandoned rail lines, using such programs as rail-banking, which complement and connect to the sidewalk, park, and transit systems.

OBJECTIVE NO. 3

The City of Salem shall encourage education services and promote safe pedestrian travel in order to reduce the number accidents involving pedestrians by 50 percent and aim for zero fatalities by the Year 2030 (note: 60 reported bicycle crashes in 2008).

Policy 3.1 Education of Pedestrian Safety Needs

The City shall encourage schools, safety organizations, and law enforcement agencies to provide information and instruction on pedestrian safety issues that focus on prevention of the most important

accident problems. The programs shall educate all roadway users of their privileges and responsibilities when driving, bicycling, and walking.

Policy 3.2 Taking Action to Improve Safety

The City shall enforce pedestrian safety laws and regulations to help increase safety as measured by a reduction in accidents. Attention should be focused on areas where high volumes of automobile and pedestrian travel occur. Warnings and citations given to drivers and pedestrians should serve to impress the importance of safety issues.

Policy 3.3 Completion of Street Lighting Facilities

The City shall work toward the completion of the street lighting system, designed to City illumination standards, on all Arterial and Collector streets within the USA.

Policy 3.4 Safe Access to Schools

The City shall work with the Salem-Keizer School District and neighborhood associations to maintain and improve its programs to evaluate the existing pedestrian access to local schools, estimate the current and potential use of walking as a travel mode, evaluate safety needs, and propose changes to increase the percentage of children and young adults safely using this mode.

Revised Policies for Other TSP Elements

In addition to the goals, objectives, and policies described above, policy revisions to the Transit System Element and Street System Element of the Salem TSP resulted from the Bike and Walk Salem planning process. The revised policies are listed below.

Transit System Element

Policy 1.6 Intermodal Connectivity

The City of Salem shall encourage connectivity between different travel modes. Transit stops and transfer and park-and-ride facilities should be accessible by pedestrian, bicycle, bus, and automobile travel modes. Priority should be given to completing the sidewalk network within a quarter-mile of transit stops. Intercity passenger bus, aviation, and rail terminals should be accessible by transit services.

Street System Element

Policy 2.1
Multimodal Street Design.
The City of Salem shall design its streets to safely accommodate pedestrian, bicycle, and motor vehicle travel, including transit service.

Performance Measures

Evaluating progress towards the implementation of pedestrian goals can help the City and community understand what has been achieved through project implementation. This information can inform plan updates and future plans. The performance measures and targets in the Table below rely on readily available data, specifically network implementation and journey to work mode share data collected by the US Census, to help ensure periodic evaluation.

TABLE 1
Pedestrian System Performance Measures

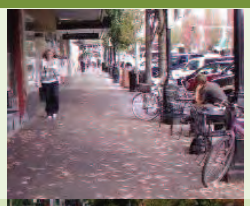
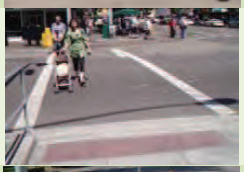
Performance Measure	Target
Pedestrian Commute Mode Share*	Increase citywide journey to work walking mode share (US Census) to 7 percent by 2020, and 11 percent by 2030.
Pedestrian Network Construction**	Construct 90 percent of the Critical ADA Routes by 2030.

*According to the American Community Survey (ACS), walking Journey to Work mode share was 3.6% for the years 2006-2008.
**Note that off-street paths should be counted only towards bicycle network construction evaluation and not pedestrian network construction so as not to double count off-street path construction.

Pedestrian Facility Types

The recommended pedestrian projects refer to a variety of pedestrian facility types.

TABLE 2
Pedestrian Facility Types

Facility Type	
	**Sidewalks**: Paved walkways adjacent to roadways; particularly important for mobility-impaired pedestrians. Design standards and guidelines are provided by FHWA, ADA and ODOT.
	**Shared-Use Paths**: Physically separated from motor vehicle traffic; serve bicyclists, pedestrians, in-line skaters, skateboarders, wheelchairs, other non-motorized users; typically serve bi-directional traffic. Design guidance is provided by FHWA and ODOT.
	**Curb Ramps**: Facilitate transitions between the sidewalk and roadway; particularly important for mobility-impaired pedestrians and other "wheel" users. Design standards and guidelines are provided by ADA.
	**Median Refuge Islands**: Enable pedestrians to break up a crossing into multiple segments, allowing pedestrians to judge conflicts with vehicles traveling in each direction separately, while also providing a resting location so that slower pedestrians can wait for a break in traffic. Design guidance is provided by FHWA and ODOT.
	**Curb Extensions**: Expand the sidewalk or curb face into the on-street parking lane at intersections or mid-block crossings; shorten the pedestrian crossing distance; commonly used for traffic calming. Design guidance is provided by FHWA and ODOT.
	**Audible Pedestrian Signals**: Used at signalized intersections to assist visually-impaired pedestrians by alerting them to when they may safely enter a crosswalk; provide additional information regarding the length of time the signal will remain in the pedestrian crossing phase. Design guidance is provided by FHWA.
	**Pedestrian Countdown Signals**: Used at signalized intersections; provide a visual cue to pedestrians indicating remaining time in the pedestrian crossing phase. Design guidance is provided by FHWA.

Citywide Pedestrian Recommendations

The following are recommendations for citywide efforts, some of which are already underway, to enhance Salem's pedestrian environment on a citywide scale.

Sidewalk Inventory and Inspection

The City will continue its Sidewalk Inspection and Repair Program to enable the City to measure progress toward upgrading the existing sidewalk network and completing the sidewalk system. Priority inspections should be assigned to the approximately 150-mile Critical ADA Routes network identified in Map 1: Critical ADA Routes Network.

Sidewalk Infill

The City will continue to pursue sidewalk infill and upgrade opportunities. Per the City's street design standards, sidewalks will be developed as part of new roadway construction, while upgrades along existing streets may occur in tandem with other planned corridor improvements. Other options include privately-funded small sidewalk gap closures on existing streets, possibly triggered upon a change in ownership of the adjacent property. For projects constructed independently of larger corridor-wide improvements, priority is assigned to the Critical ADA Routes network and corridors that serve major pedestrian destinations.

Alternatives to Sidewalks

The public right-of way located on either side of a paved roadway is typically intended for walking, whether or not a sidewalk currently exists. However, completing some sidewalk gaps can be challenging.

In areas where paved sidewalks are not feasible or appropriate, several options can be explored, including paths constructed of pervious materials, shoulder widening, traffic calming measures, and/or colored shoulders. The latter two options can visually narrow the roadway and may slow traffic, making the street more pedestrian-friendly.

The Front Street/Court Street intersection includes high-visibility crosswalks and covered plaza waiting areas.

Though meeting ADA standards for passable width, the placement of mailboxes directly on the sidewalk may complicate travel for mobility-impaired pedestrians on Commercial Street.

Crossing Improvements

Significant opportunities also exist to enhance the pedestrian crossing environment at intersections and mid-block locations throughout the city. Potential crossing treatments include pedestrian refuge islands, passive pedestrian detection, curb extensions and mid-block crossings. Additional treatments could include high-visibility crosswalks and signs, pedestrian countdown signals, and the addition of pedestrian crossings on intersection legs where crossings are currently prohibited.

Upgrades to Accommodate Pedestrians with Disabilities

Salem recognizes that all pedestrian routes should safely and conveniently accommodate able-bodied and mobility-impaired users alike. The approximately 150-mile Critical ADA Routes network provides guidance for where improvements should be prioritized to enhance mobility and accessibility for pedestrians with disabilities. Examples of potential treatments are described briefly below.

- Repair or replacement of damaged sidewalks (e.g., to address cracking, breaking, and uneven surfaces)
- Sidewalk obstruction removal or relocation (e.g., utility poles, mailboxes, encroaching vegetation)
- Reconstruction of steep driveway cross-slopes
- Pedestrian push button retrofits (placed at a location accessible by wheelchair users)
- Audible pedestrian signals at signalized intersections

As corridors and intersections are upgraded to better accommodate pedestrians with disabilities, each disability type and its corresponding limitations must be considered. It is important to also be aware of how planning and designing for people with one disability may affect users with other impairments. For instance, curb cuts and smooth transitions to the street assist people in wheelchairs, but may present challenges for sight-impaired pedestrians attempting to locate the curb.

Transit Access Enhancements

The City of Salem will work jointly with the Salem Area Mass Transit District to enhance pedestrian access to transit stops. Key recommendations include providing:

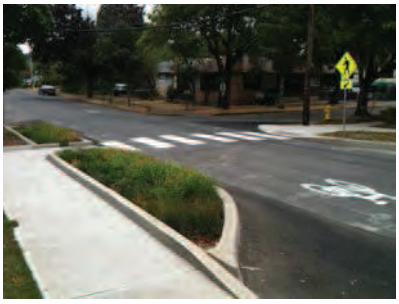
- convenient and direct pedestrian links to transit stops,
- paved landing pads to safely accommodate wheelchairs,
- covered passenger shelters,
- seating areas,
- posted system maps, route maps and schedules (additional options include providing real-time information display of upcoming bus arrivals),
- adequate lighting, and
- trash receptacles.

Streetscape Enhancements

Streetscape treatments help establish neighborhood identity, activate public spaces, and are a key ingredient in creating an attractive and inviting pedestrian environment. Examples of streetscape treatments include street trees, ornamental lighting, street furniture, outdoor

Wednesday Market attendees enjoy seating and street trees on Chemeketa Street NE

dining, awnings on building facades, and public art. Several recent planning efforts include key streetscape-related recommendations that this Plan supports, including the Salem Vision 2020 Action Plan, Salem Downtown Strategic Action Plan, and Edgewater/Second Street Redevelopment Action Plan.



Curb extension with stormwater treatments on Rosemont Avenue NW

"Green Street" Enhancements

As the City of Salem works to improve and expand the pedestrian environment, opportunities exist to implement supplemental treatments that benefit both pedestrians and the natural environment. Often referred to as "green street" treatments, these innovative applications address stormwater management while improving walkability through new sidewalk connections, traffic calming and other pedestrian-friendly elements. Common green street treatments include:

- Minimizing impermeable surfaces
- Installing bioswales,
- Installing curb extensions with stormwater treatment elements, and
- Using permeable pavements, where practical

Wayfinding signs in Downtown help to orient pedestrians

Wayfinding Signs

Wayfinding signs can vastly improve the walking environment by orienting pedestrians (especially those unfamiliar with an area) to and through destinations, and highlight features that may have otherwise been overlooked by the community. This Plan supports efforts to implement a pedestrian wayfinding signage system in Downtown and inner West Salem, and encourages the expansion of the program to eventually serve surrounding areas. Areas or intersections with complex pedestrian routing (e.g., in vicinity of the 12th Street SE/Mission Street SE intersection) should be prioritized for nearer-term implementation.

System Maintenance

System maintenance can increase user safety and comfort and encourage the use of the pedestrian network. Recommended maintenance activities include the continuation of sweeping, debris removal, sign replacement, trimming overgrown vegetation; graffiti removal, and pavement and signal repair as needed.

Programmatic Strategies

Becoming a truly pedestrian-friendly community requires a multi-faceted approach including encouragement, education, enforcement and evaluation programs to support on-the-ground infrastructure improvements. Pedestrian education and promotional programs can:

- Promote safety
- Raise awareness of walking as a legitimate transportation mode
- Connect current and potential pedestrians to existing resources
- Educate current and potential pedestrians about their rights and responsibilities
- Encourage residents to walk more often

In other communities, these efforts have provided measurable increases in the walking mode share, amount of safe walking behavior (and a corresponding reduction in crashes), and an increase in the cultural awareness of walking.

Recommended Pedestrian Projects

Recommendations for pedestrian facilities were developed based on:

- project goals, policies, and evaluation criteria;
- field work;
- findings from the pedestrian needs assessment;
- a review of background documents, plans, studies, and available data;
- input from the Project Stakeholder Advisory Committee; and
- input from the public involvement process.

The existing, planned, and proposed pedestrian network is shown on Maps 3-7 and individual pedestrian projects are listed in Appendix A.

Sidewalk Improvements

Sidewalk improvements constitute a major element of Salem's proposed pedestrian network. Most proposed sidewalk improvements are located along the major street system; however several improvements are targeted on local streets to enhance connections to schools, other neighborhood attractors, and access to transit. The improvement and expansion of Salem's sidewalk network will occur primarily through new street construction and sidewalk infill along existing roadways.

In implementing this Plan element, several methods of providing sidewalks are currently available to the City:

- **Private Development of Properties and Subdivisions.** All new streets are required to have sidewalks. Most developing properties are required to construct sidewalks on abutting street frontages as part of the building permit process. The majority of new sidewalks are constructed in this manner.

- **City-funded Street Improvement Projects.** The City will typically construct sidewalks as part of a street improvement project that brings a street up to urban standards. The City will also use Federal and State grants to enhance pedestrian facilities.
- **Assessed Projects.** An assessed project involves the direct financial participation of abutting or nearby property owners to fund the construction of public improvements. This is implemented through the creation of an assessment district called a Local Improvement District (LID). Individual properties can also be assessed for the improvements required along their own frontage.

Street Lighting

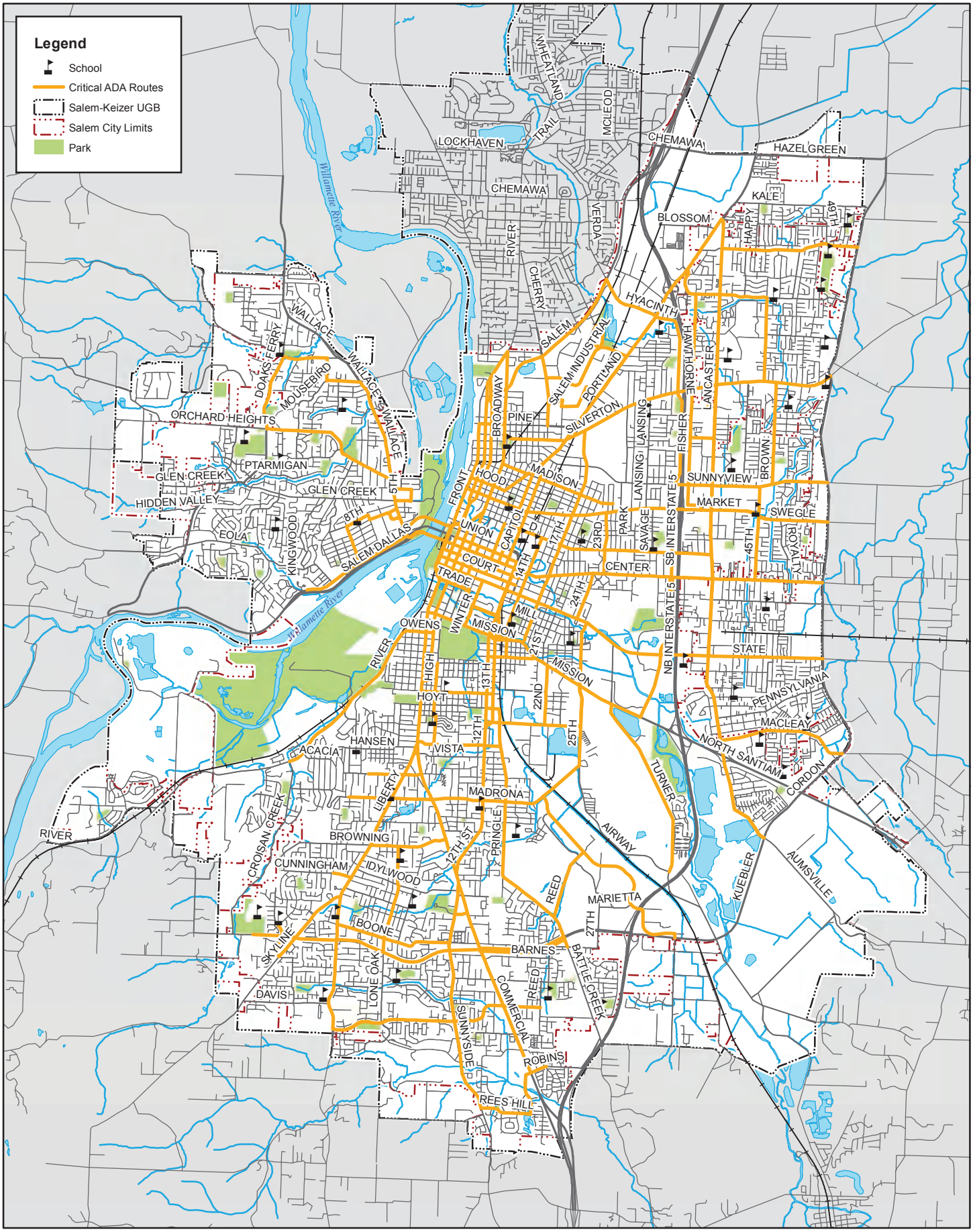
Currently, all new public streets constructed in Salem require the installation of street lighting. Several options currently exist for property owners to have street lighting in place. Individual owners can pay to have a light in front of their property or, more frequently, a group of property owners from a street lighting district.

Shared-Use Paths

Significant opportunities exist to develop an expanded shared-use path network in Salem that serves a variety of users. The proposed pedestrian network, as shown in Maps 3-7, includes a diverse shared-use path system. Some proposed path corridors would involve upgrading existing sidewalks passing through parks, widening existing narrow paths to minimize bicyclist/pedestrian conflicts, or upgrading existing unpaved paths to accommodate a broader range of users. Many of the proposed shared-use path projects will require "path feasibility studies" before a specific alignment can be determined. These studies will examine issues related to potential environmental impacts, route directness, land availability, property ownership and estimated costs.

Safe Routes to School Improvements

Projects identified as part of the proposed pedestrian network, shown in Maps 3 - 7, also incorporate relevant pedestrian improvements identified as part of Safe Routes to School Solutions. These projects generally consist of sidewalk, shared-use path, and intersection improvements near schools.



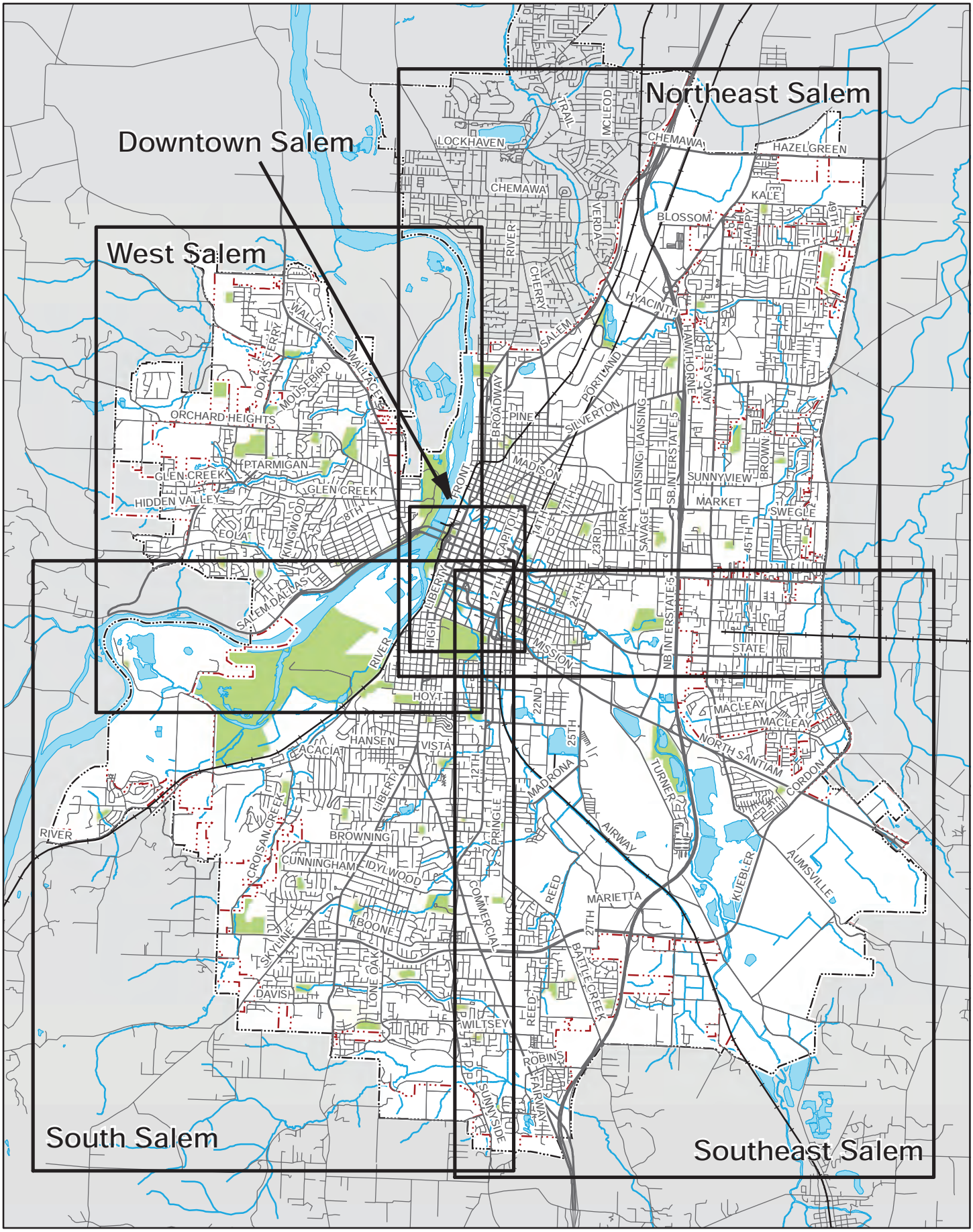
Map 1: Critical ADA Routes

Bike & Walk Salem

Source: City of Salem, ODOT, MWVCOG, Cherriots, Salem-Keizer School District

Author: Alta Planning + Design

0 0.5 1 2 Miles



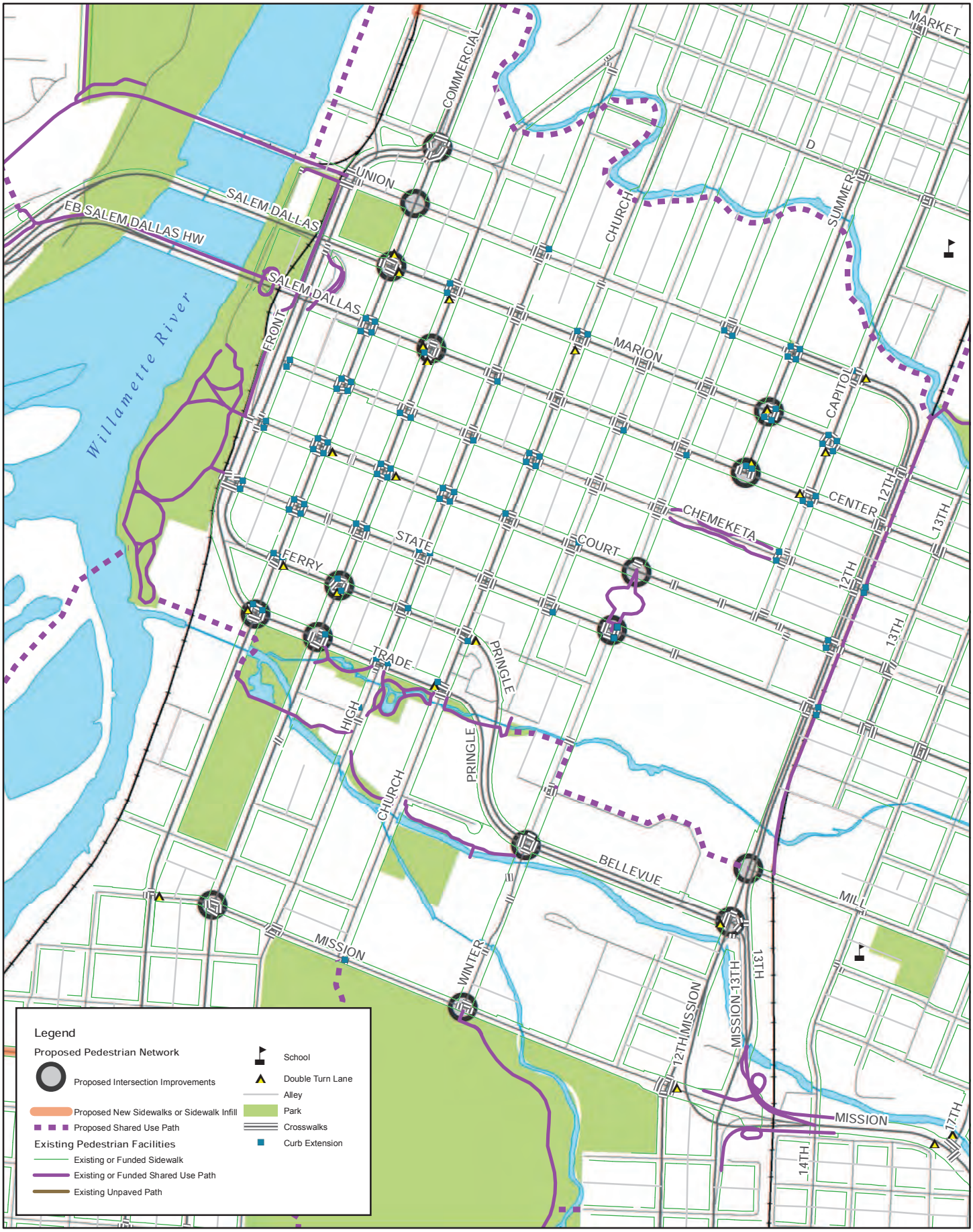
Map 2: Quadrant Key Map

Bike & Walk Salem

Source: City of Salem, ODOT, MWVCOG, Cherriots, Salem-Keizer School District

Author: Alta Planning + Design

0 0.5 1 2 Miles



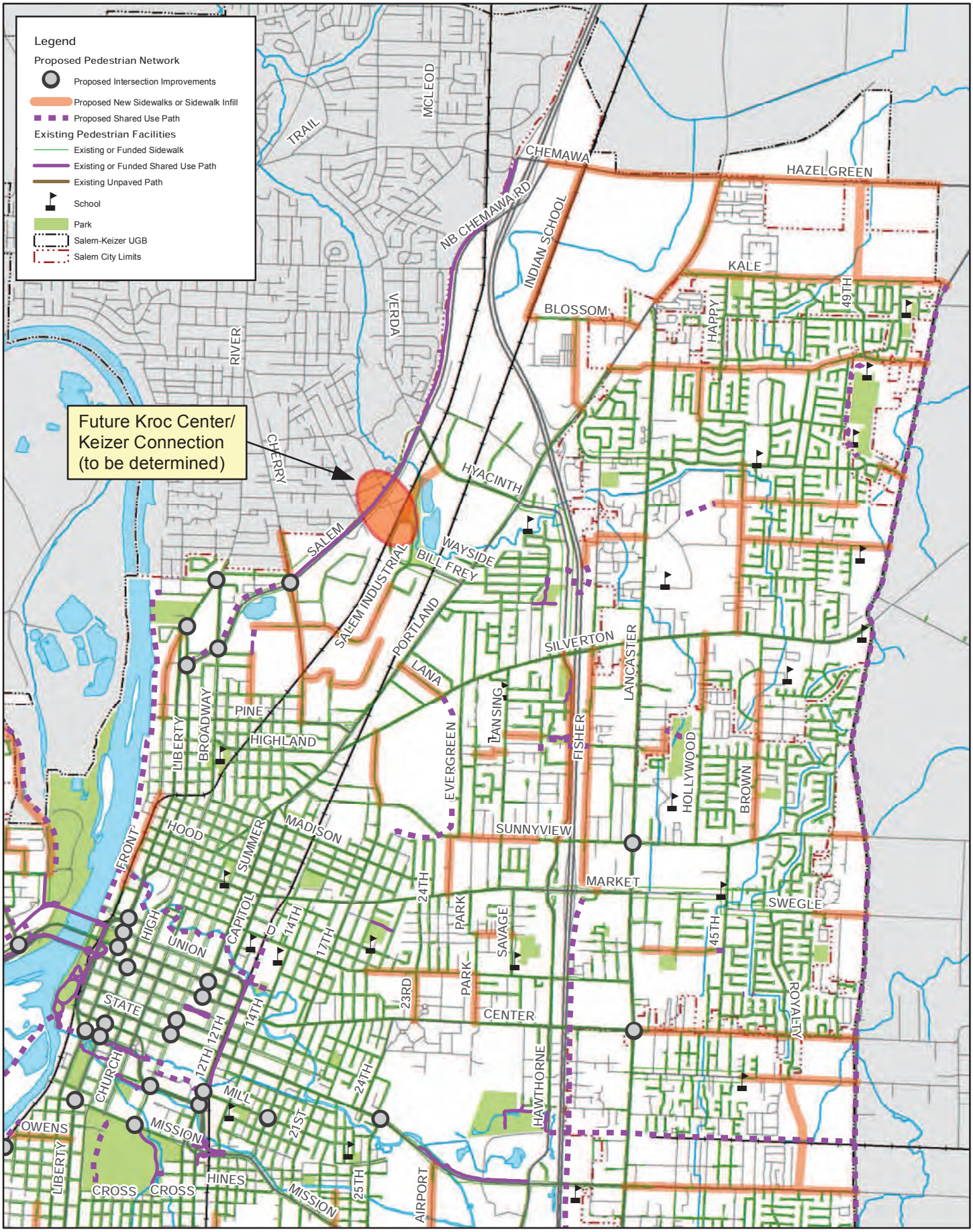
Map 3: Pedestrian Network - Downtown Salem

Bike & Walk Salem

Source: City of Salem, ODOT, MWVCOG, Cherriots, Salem-Keizer School District
Author: Alta Planning + Design

0 500 1,000 2,000 Feet

Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.



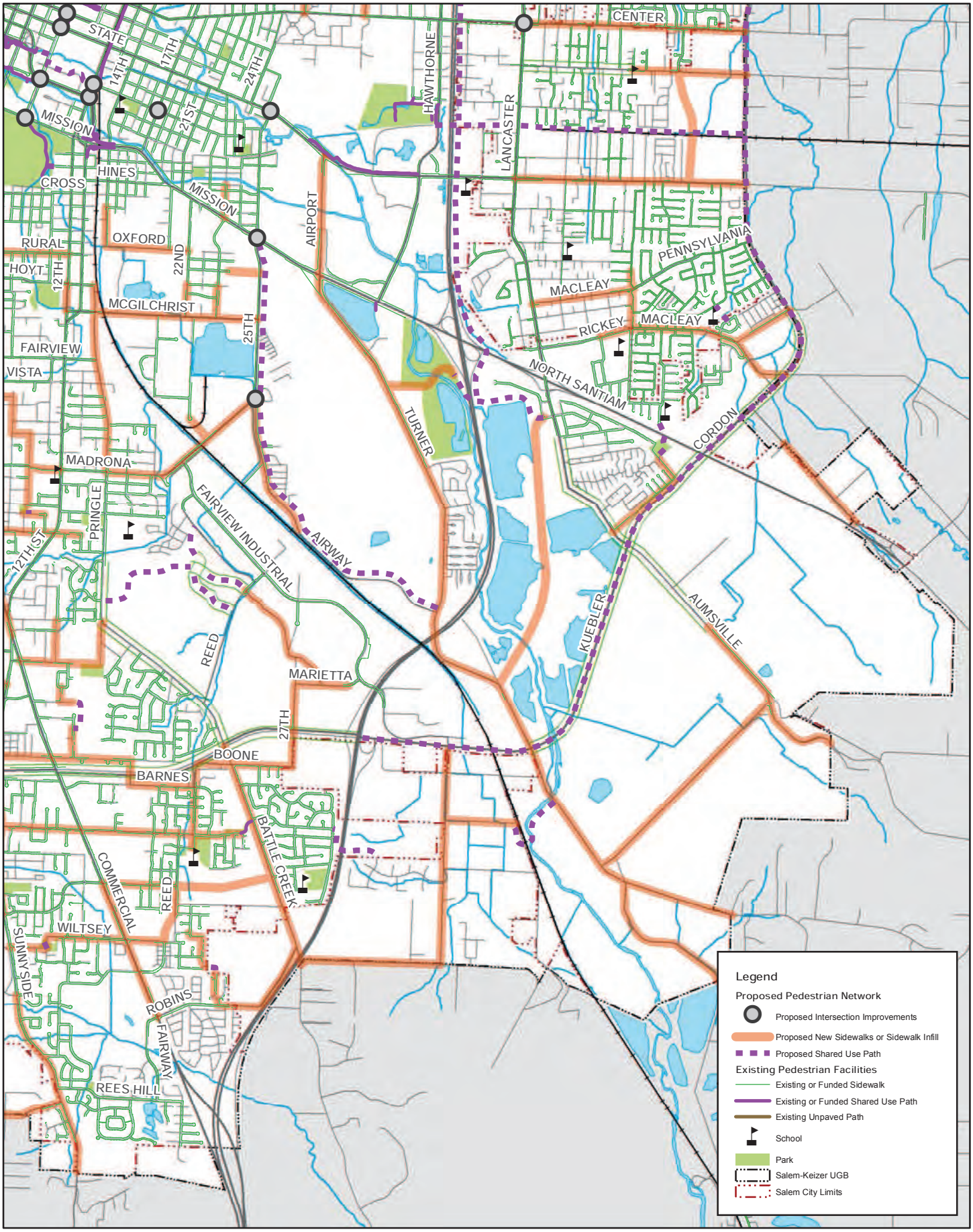
Map 4: Pedestrian Network - Northeast Salem

Bike & Walk Salem

Source: City of Salem, ODOT, MWVCOG, Cherriots, Salem-Keizer School District
Author: Alta Planning + Design

0 0.25 0.5 1 Miles

Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.



Map 5: Pedestrian Network - Southeast Salem

Bike & Walk Salem

Source: City of Salem, ODOT, MWVCOG, Cherriots, Salem-Keizer School District
Author: Alta Planning + Design

0 0.25 0.5 1 Miles

Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.

Map 6: Pedestrian Network - South Salem

Bike & Walk Salem

Source: City of Salem, ODOT, MWVCOG, Cherriots, Salem-Keizer School District
Author: Alta Planning + Design

0 0.25 0.5 1 Miles

Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.

Map 7: Pedestrian Network - West Salem

Bike & Walk Salem

Source: City of Salem, ODOT, MWVCOG, Cherriots, Salem-Keizer School District
Author: Alta Planning + Design

0 0.25 0.5 1 Miles

Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.

Project Prioritization

To prioritize projects included in the proposed pedestrian network, the project team began by identifying a "Critical Links" network and then evaluated the projects in this network using the established project evaluation criteria. The evaluation exercise resulted in a three-tiered priority list, with projects in the Critical Links network comprising the first two tiers, and the remaining projects comprising the third tier.

While these Tiers help to identify high priority projects for available funding, it should be noted that medium- and longer-term projects may be implemented at any point in time as part of a development or public works project, or as additional funding becomes available. Additionally, the Tiers should be reviewed frequently to ensure that they continue to reflect current priorities.

The three tiers represent a general implementation timeline:

- Tier 1, Near-term (0-10 years)
  These projects are identified as the highest priority pedestrian improvements, and are recommended for implementation within the first ten years of Plan adoption.
- Tier 2, Medium-term (10-15 years)
  These projects are identified as the next highest priority projects for the City of Salem, and are recommended for implementation within ten to twenty years of Plan adoption.
- Tier 3, Longer-term (15- 20 years)
  These projects are identified as lower priority projects for the City of Salem, targeted for implementation upon completion of the short- and medium-term projects. Note that the Tier 3 projects would occur within the 20 year TSP planning horizon through either development or redevelopment and in the event a bond measure is secured. The Tier 3 projects are included in Maps 3 – 12; however they are described separately in the cost estimates and in Appendix A because they are lower priority projects.

The prioritized pedestrian projects are shown in Maps 8-12 and are also listed by Tier in Appendix A.

Pedestrian Project Cost Estimates

Tables 3 and 4 summarize total planning-level cost opinions for Salem's proposed pedestrian network. Table 3 summarizes estimated costs by "Tier" while Table 4 presents aggregated costs by facility type. The pedestrian project cost estimate tables include costs for shared use paths and intersection improvements. Although these facilities benefit both pedestrians and cyclists alike, they are listed as pedestrian projects.

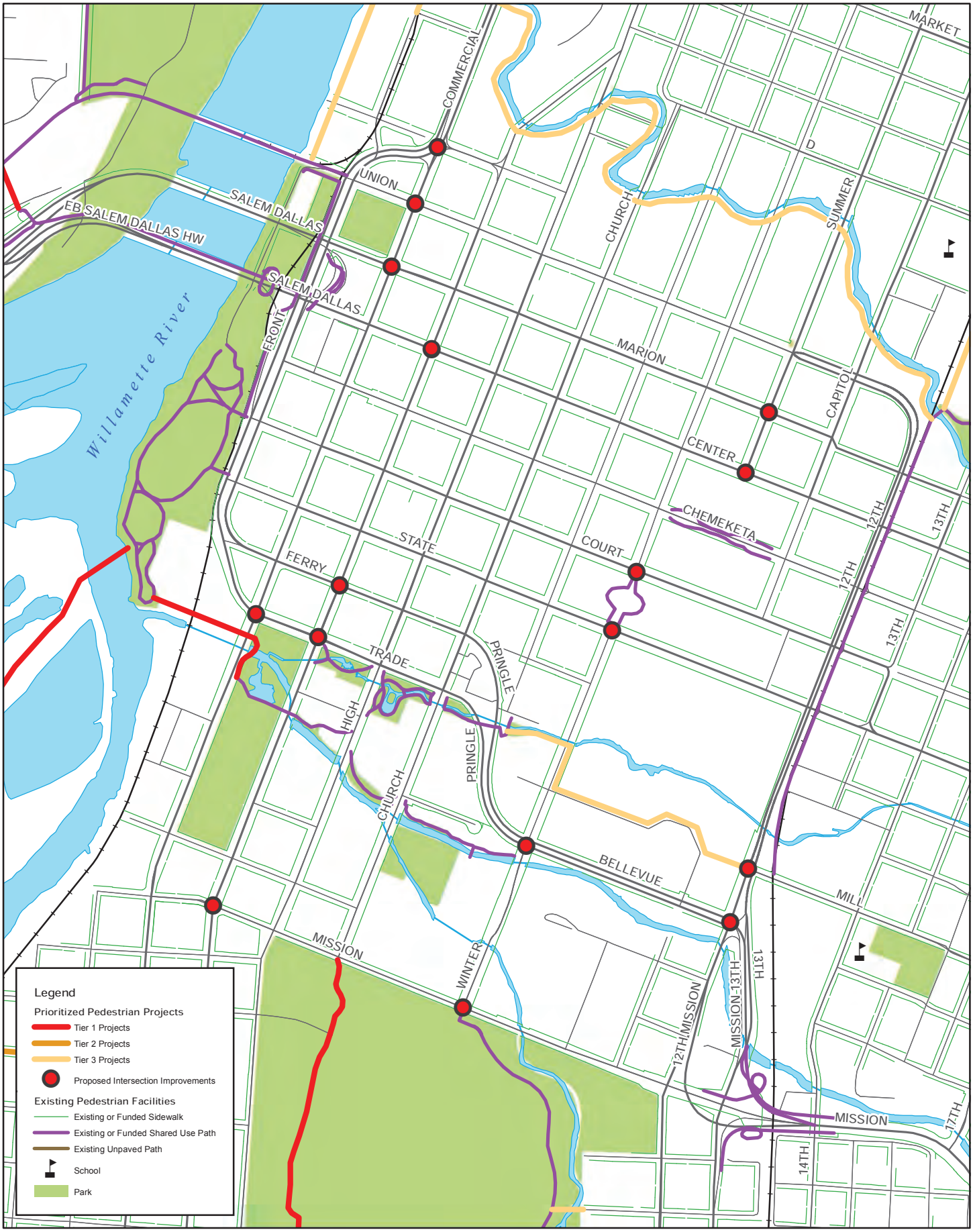
TABLE 3
Estimated Planning-Level Costs by Tier

Tier	Estimated Cost
Tier 1	$38,562,000
Tier 2	$35,100,000
Tier 3	$179,776,000

Note: Cost totals include shared-use path and intersection improvement projects, which benefit both pedestrians and bicyclists.

TABLE 4
Estimated Planning-Level Costs by Facility Type

Facility Type	Estimated Cost (all Tiers)
Shared-Use Path	$86,936,000
Proposed New Sidewalks/Sidewalk Infill	$153,287,000
Intersection Improvements	$13,215,000



Map 8: Pedestrian Project Prioritization - Downtown Salem

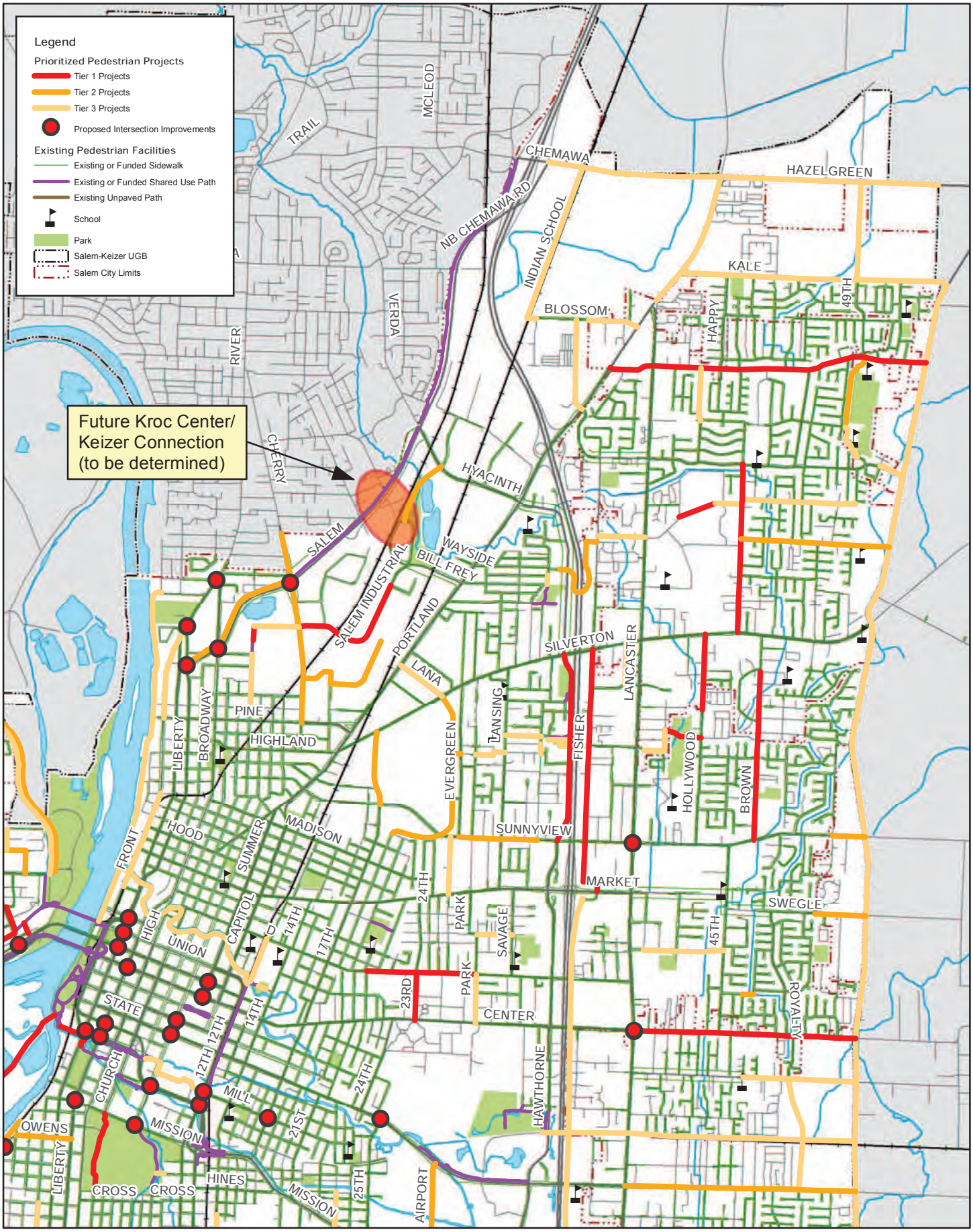
Bike & Walk Salem

Source: City of Salem, ODOT, MWVCOG, Cherriots, Salem-Keizer School District

Author: Alta Planning + Design

0 500 1,000 2,000 Feet

Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.



Map 9: Pedestrian Project Prioritization - Northeast Salem

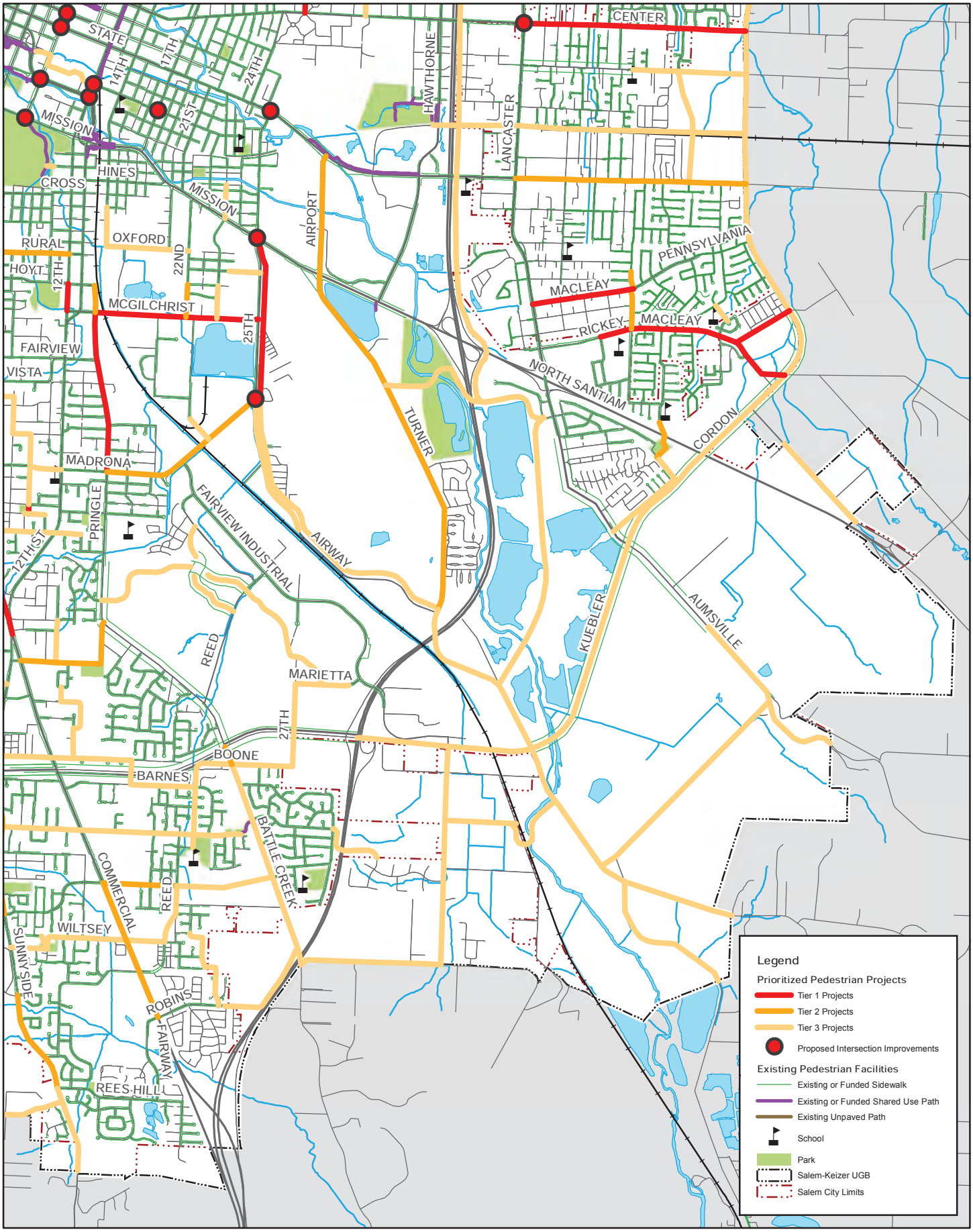
Bike & Walk Salem

Source: City of Salem, ODOT, MWVCOG, Cherriots, Salem-Keizer School District

Author: Alta Planning + Design

0 0.25 0.5 1 Miles

Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.



Map 10: Pedestrian Project Prioritization – Southeast Salem

Bike & Walk Salem

Source: City of Salem, ODOT, MWVCOG, Cherriots, Salem-Keizer School District
Author: Alta Planning + Design

0 0.25 0.5 1 Miles

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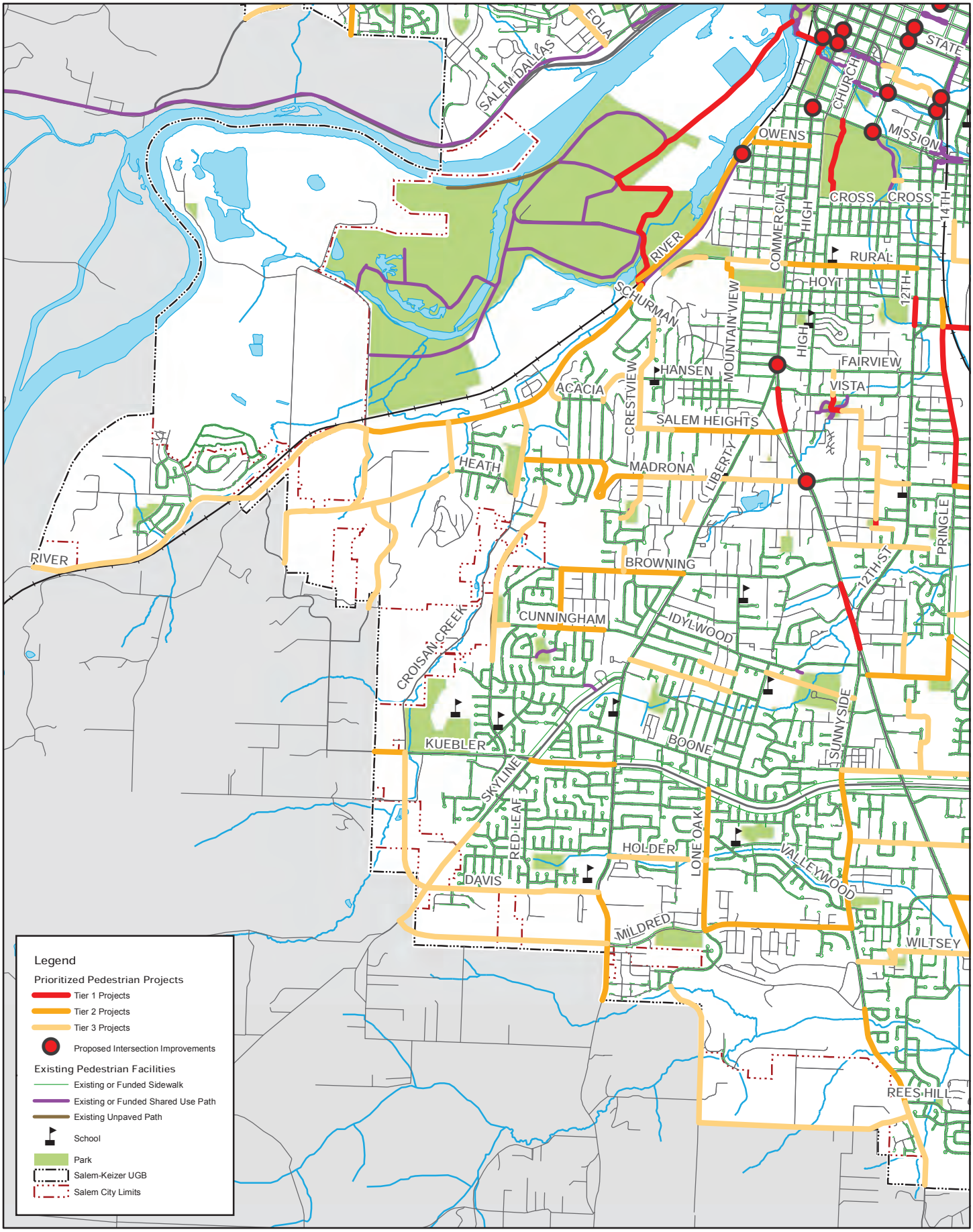

Map 11: Pedestrian Project Prioritization – South Salem

Bike & Walk Salem

Source: City of Salem, ODOT, MWVCOG, Cherriots, Salem-Keizer School District
Author: Alta Planning + Design

0 0.25 0.5 1 Miles

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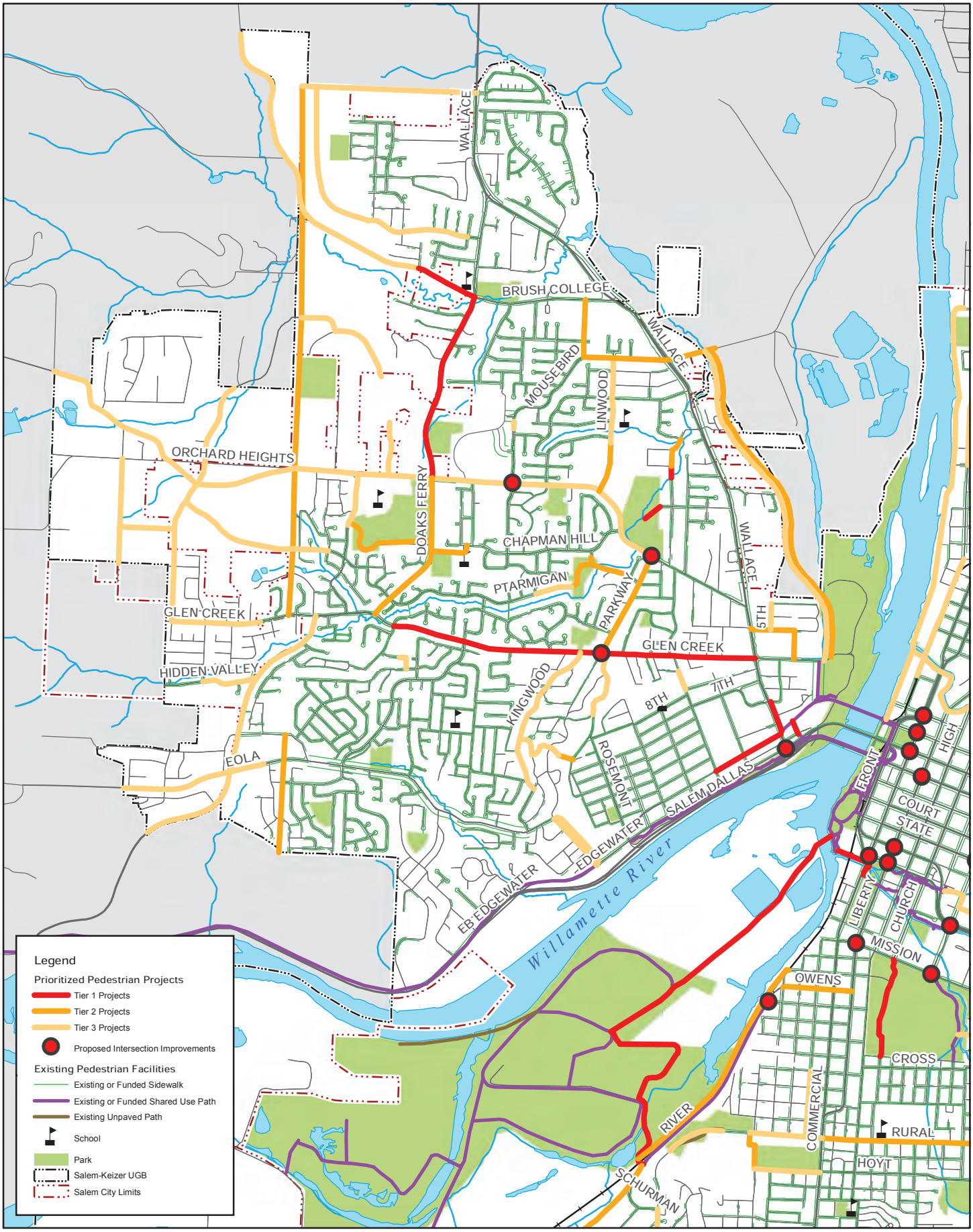

Map 12: Pedestrian Project Prioritization – West Salem

Bike & Walk Salem

Source: City of Salem, ODOT, MWVCOG, Cherriots, Salem-Keizer School District
Author: Alta Planning + Design

0 0.25 0.5 1 Miles

Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.

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Bicycle Element

Goal: To provide a comprehensive system that accommodates a range of bicyclists with varying skill levels by providing a well-connected system of bicycle facilities that will encourage increased ridership, safe bicycle travel, active transportation, and support public health.

What is the bicycle network today?

Project staff evaluated existing conditions for bicycling in Salem as a basis for creating recommendations for future improvement strategies and projects. To understand what Salem's bicycle network looks like today, the project team:

- conducted field work,
- used information from the City's Geographic Information System (GIS), planning, and public works departments,
- analyzed crash data from the Oregon Department of Transportation (ODOT),
- examined existing local, regional, and state plans and policies, and
- collected extensive public input through the project website, questionnaires, an online interactive comment map, listening stations, project meetings, and public open houses.

Existing condition highlights are described in the following section.

Network Coverage

Salem's existing bicycle network generally consists of bike lanes, paved and unpaved path corridors, and a small network of streets with recently-installed shared lane markings. Most bike lanes exist on arterial and collector streets, which provide direct and efficient routes to major destinations. The distribution of Salem's bike lane network generally reflects the distribution of major streets across the city.

However, while several streets radiating from Downtown include bike lanes, fewer options exist for cross-town travel.

Most of Salem's bike lanes exist on major roadways, such as Wallace Road.

System Connectivity

Connectivity is also an issue, as the bike lane network includes gaps in several locations. The City has recently expanded the on-street bikeway system with more diverse facility types, namely the recent installation of shared lane markings on Chemeketa Street NE and Commercial Street NE in Downtown and on Rosemont Avenue NW in West Salem. Implementation of these recent projects contributes to a more well-connected on-street system in these areas.

Bicycle Parking

The availability and type of bicycle parking in Salem varies by location. Downtown Salem provides the greatest availability of short- and long-term parking options, including an expanding inventory of bicycle racks. Bicycle lockers, available for rent on a quarterly or semi-annual basis, exist in the Liberty Square and Chemeketa parkades, YMCA, City Hall, and at the 12th Street SE Amtrak Station.

Bicycle Wayfinding Signage

The City of Salem has achieved significant progress in developing its bicycle wayfinding signage, particularly in the downtown core and surrounding neighborhoods, and in inner West Salem. The City plans to install additional signage in these areas to simplify bicyclist connections to bridges and other key destinations and routes.

Off-Street Path Network

Salem currently lacks a comprehensive and interconnected path network, with existing paths concentrated primarily in the city's central neighborhoods. The existing paved path system includes longer path segments along Salem Parkway, River Road S, State Street, 12th Street (NE and SE), and on the Center and Union Street bridges; while

Bicycle/transit integration is streamlined through the provision of bike racks on Cherriots buses.

shorter segments exist within Riverfront Park, Bush's Pasture Park and State Lands Ballfields City Park. Informal unpaved paths also exist along some undeveloped public rights-of-way. Despite the presence of short segments, paths are generally lacking in most of West Salem and in neighborhoods east of Interstate 5.

Bicycle Access to Transit

Bicycle access to transit is essential to establishing seamless multi-modal transportation connections. Bicycling and transit are mutually beneficial, and increasing bicycle access is recognized as an efficient and effective way to improve transit ridership, as bicycles effectively extend transit's reach.

The availability of transit service can also help meet the needs of bicycle users. For example, bicyclists who may not be comfortable riding at night or in inclement weather may be more inclined to make a bicycle trip knowing that transit exists as an alternative option for their return trip should conditions change during an outing. Transit can also help bicyclists overcome steep hills and provides a convenient safety net when bicyclists encounter a flat tire, equipment breakdown or other unforeseen event.

Transit stop passenger infrastructure, such as short and long term bicycle parking near transit stops, can help to improve multi-modal transportation connections. Some of the major transit stops in Salem provide bicycle parking, though most do not. Currently, Cherriots buses include bike racks with a capacity for two bicycles.

Needs Assessment

The technical bicycle system needs assessment included field work and the review of background data and information to determine items such as key bicyclist destinations and existing access, high crash corridors and intersections, and the location of transportation disadvantaged populations.

Supplementing field work and the review of background information, the project team identified bicycle system needs based on feedback received during the public involvement process. Bicycle system need highlights are provided below:

- There is a desire for improved bicycle system connectivity.
- More formalized bicycle facilities are desired along major streets (e.g., 25th Street SE, Reed Road SE, Skyline Road S, Turner Road SE, Brown Road NE).
- Enhanced visual cues (e.g., shared lane markings or physical separation) are needed to increase motorists' awareness of bicyclists on the roadway.

Bicycle User Types

Bicyclists vary substantially in their experience, confidence levels, and preferences for bicycle facility types. Since this Plan aims to enhance user safety and comfort for all potential bicyclists, it is important to understand the various types of bicyclists that may want to use the system.

"Strong and Fearless" cyclists may feel comfortable using most roads whether or not bicycle facilities exist.

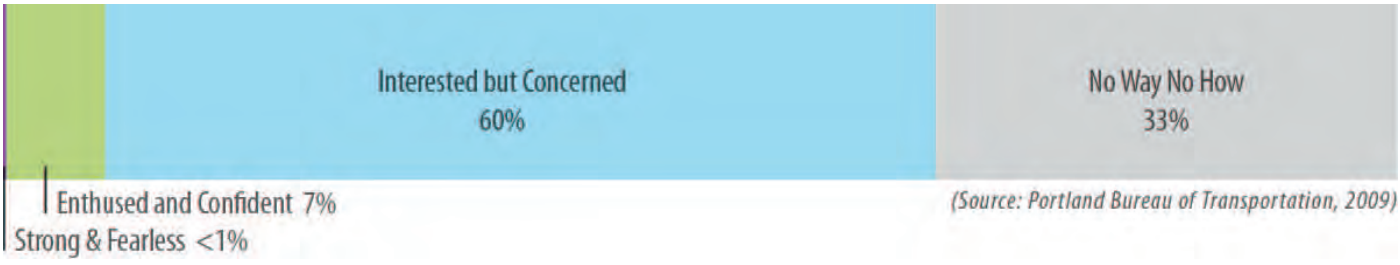
"Interested but concerned" cyclists may prefer lower volume streets.

The overall population can be divided into four general groups according to their abilities and inclination toward bicycling for transportation. The following sections briefly describe the four primary bicycle user types.

- **"Strong and fearless"** These bicyclists make up the smallest portion of the bicycling population, and are comfortable bicycling on almost any road (regardless of roadway condition and presence of bicycle facilities).
- **"Enthused and confident"** These bicyclists represent the majority of people who bike regularly. These cyclists typically prefer to ride on streets designed with bicyclists in mind (e.g., streets with bike lanes).
- **"Interested but concerned"** These bicyclists represent the majority of the general population. They likely rode a bike during childhood and may ride for recreation, but they hold concerns about riding on major streets with higher vehicle speeds and volumes. Riding on residential streets is a possibility, but these riders typically wouldn't ride on or across major streets without bicycle infrastructure.
- **"Not Interested in Bicycling ("No Way, No How")"** This population is either unable to ride a bicycle or is simply not interested in bicycling regardless of the existence of a bikeway network.

This plan aims to serve the first three categories, with an emphasis on the "Interested but concerned" category because these bicyclists represent the majority of the general population. The breakdown of the population represented by each of these four groups is represented by the relative size of the bars in the figure below. This typology is helpful for framing the discussion about how and where people may choose to bicycle.

FIGURE 1
Four Types of Cyclists by Proportion of Population



(Source: Portland Bureau of Transportation, 2009)

This Plan is targeted at increasing the user comfort and safety of the first three categories of bicyclists (those who are interested in bicycling) on Salem's bicycle network.

Policy Framework

Salem's previous Bicycle Plan placed a major focus on building new bike lanes, which typically accommodate more confident and commuter cyclists. Research in recent years has shed light on a much broader user base whose preferences and demands may differ from one another. Considering a wider range of potential bicycle facilities (such as shared lane markings, family friendly bikeways, colored bicycle lanes, cycle tracks, and buffered bicycle lanes in addition to the bike lanes and trail network recommended in the previous Bicycle Plan) increases the potential to accommodate a greater number of users. Considering a wider range of potential bicycle facilities also increase the likelihood of providing a complete bicycle network balanced with other modes, such as transit and automobiles.

This updated Bicycle Plan goes beyond an emphasis on bicycle lanes by focusing on the following areas:

- Serving a broad range of existing and potential cyclists (including users of various ages, experience and confidence levels, and trip types)
- Building upon investments in the existing and planned system and enhancing the existing system to better serve users
- Expanding the system to streamline bicycle connections and develop new routes to better serve existing and future destinations
- Establishing seamless links with surrounding communities including Keizer, and Marion and Polk counties
- Enhancing user safety and comfort

Goals, Objectives, and Policies

The City of Salem has the following goals and policies for the planning, development, and operation of its bicycle system:

GOAL

To provide a comprehensive system that accommodates a range of bicyclists with varying skill levels by providing a well-connected system of bicycle facilities that will encourage increased ridership, safe bicycle travel, active transportation, and support public health.

OBJECTIVE NO. 1

The City of Salem will create a comprehensive system of bicycle facilities.

Policy 1.1 Provide Bicycle Facilities on Arterial and Collector Streets

Bicycle lanes shall be provided on all newly constructed Arterial and Collector streets. Arterial and Collector streets undergoing overlays or reconstruction will be re-striped with bicycle lanes, as designated on Maps 13 – 17. Every effort will be made to retrofit existing Arterials and Collectors with bicycle lanes, as designated on the Maps. Where bicycle lanes are difficult to accommodate on existing Arterials and Collectors due to limited right-of-way or other environmental constraints, alternate bicycle facilities may be provided on a parallel street within the vicinity of an existing Arterial or Collector.

Policy 1.2 Mitigation of On-street Parking Loss Due to Future Bicycle Facility Projects

Where new bicycle facilities require the removal of on-street parking spaces on existing roadways, parking facilities shall be provided that mitigate, at a minimum, the existing parking demand with nearby on-street parking. This policy does not apply to street widening or major reconstruction projects.

Policy 1.3 Connecting Trail Network

To enhance the system of on-street bicycle lanes, the City shall encourage the development of a connecting, multiuse trail network using linear corridors such as: rivers, creeks, utility easements, and abandoned rail lines using such programs as rail-banking that complements the on-street bicycle system.

Policy 1.4 Eliminate Barriers to Bicycle Travel

The City shall actively pursue a comprehensive system of bicycle facilities through designing and constructing projects, as resources are available, and implementing standards and regulations designed to eliminate barriers to bicycle travel.

As a result of this policy, new developments or major transportation projects will neither create new, nor maintain existing, barriers to bicycle travel. Through the implementation of development Codes and standards, the City will require the creation of pathways and connections for bicyclists to schools, neighborhood shopping, and other activity centers, The City will adopt, include, and use bicycle supportive design and signage standards as part of roadway design standards, zoning and subdivision regulations, parking code requirements, railroad crossing standards, and other appropriate documents. As resources are available, the City will support projects designed to eliminate identified barriers relating to bicycle travel, either as stand-alone projects or as part of a major capital improvement project.

Policy 1.5 Bicycle System Identification and Signage

As resources are available, the City shall, in consultation with local bicyclists, review existing and proposed bicycle lanes, family friendly bikeways, cycle tracks, buffered bicycle lanes, crossing treatments, other bicycle facilities, and other streets, to identify a preferred bicycle system, and make improvements as necessary for these routes to function better for bicyclists. The system shall be identified using wayfinding signage on facilities, and shown on updates of the bicycle route map.

Wayfinding signage shall be prioritized to aid cyclists' ability to navigate from arterials or collectors to nearby, parallel family friendly bikeways, especially in areas with a high number of destinations such as shopping areas.

OBJECTIVE NO. 2

The City will seek to triple the percent modal share made by bicycles by the Year 2015 by fostering an environment that eliminates deterrents to bicycling and encourages bicycle use citywide for all types of trips.

Policy 2.1 Establish a Baseline of Bicycle Use

Upon adoption of the Plan, the City will conduct the necessary research to establish a baseline of bicycle use for all trips. Necessary facility inventories and usage surveys will be performed every five years to determine the success or failure of the Plan's bicycle goal, objectives, and policies.

Policy 2.2 Complete the Bicycle System

Recognizing that a completed system of bicycle facilities is one of the most important factors in encouraging bicycle travel, the City will work toward annually completing a minimum 5 percent of the bicycle system, as designated on the Bicycle Route and Facility System Map, with priority given to projects that fill a missing link in the bicycle system or address an identified safety hazard.

Policy 2.3 Establish Minimum Standards for Bicycle Facility Maintenance

The City shall develop minimum standards that will maintain bicycle facilities clean of debris, properly striped, and clearly marked and signed.

Policy 2.4 Develop a Maintenance Reporting Program

To assist the City in achieving a high standard of maintenance on existing bicycle facilities, a program shall be developed that allows the public to identify repair, sweeping, and other maintenance needs.

Policy 2.5 Require Relevant Bicycle Accommodations During All Transportation Construction Projects

The City shall require each urban street construction project within the city to include consideration of bicyclists in the traffic control plan; including placement of signs, routing, and lane width. High standards

for resurfacing and sweeping shall be required of all construction projects in the roadway right-of-way.

Policy 2.6 City Code Requirements for Bicycle Parking

The City of Salem Revised Code will contain bicycle parking supply requirements and standards that require new developments to provide a minimum amount of bicycle parking, based on the needs of the specific zone or land use type.

Policy 2.7 Develop a Bicycle Parking Program for Businesses

To assist businesses desiring to install bicycle parking, standards and placement criteria will be developed for acceptable short and long-term bicycle parking facilities, including bicycle parking corrals. Annually, the City will provide a limited number of installed bicycle racks to existing businesses and agencies in commercial districts that were developed prior to bicycle parking requirements, by request, on a first come, first served basis, as resources are available.

Policy 2.8 Bicycle Parking at Transit and Intermodal Facilities

The City shall encourage the installation of secure, public bicycle parking facilities for both short-term and long-term parking needs at park and ride facilities, transit stations, bus terminals, train stations, airports, and other intermodal facilities. The City shall encourage the continuation of bicycle racks on transit vehicles.

Policy 2.9 Promote Bicycle Use

The City shall encourage bicycling by sponsoring or participating in activities that promote bicycle transportation and recreation.

OBJECTIVE NO. 3

The City will promote bicycle safety and seek to reduce the number of accidents reported in 1995 involving bicyclists by 50 percent by the Year 2015.

Policy 3.1 Target and Eliminate Key Behaviors that Lead to Bicycle Accidents

The City shall encourage schools, safety organizations, and law enforcement agencies to provide information and instruction on bicycle safety issues that focus on the most important accident problems.

Policy 3.2 Bicycle Safety Awareness Programs

The City shall develop training and awareness programs that encourage the public to ride safely and use bicycle safety equipment when bicycling. These programs shall encourage all roadway users to courteously share the road and be aware of their privileges and responsibilities when driving, bicycling, and walking.

Policy 3.3 Safe Access to Schools

The City shall work with the Salem-Keizer School District and neighborhood associations to maintain and improve its programs to evaluate the existing bicycle access to local schools and supporting infrastructure at schools (bicycle racks, lockers, etc.), estimate the current and potential use of bicycling as a travel mode, evaluate safety needs, and propose changes to increase the percentage of children and young adults safely using this mode.

OBJECTIVE NO. 4

The City will seek to triple its bicycle modal share of all trips its employees make and reduce bicycle accidents involving City employees by 10 percent by the Year 2015, thereby serving as an institutional model for other agencies and businesses.

Policy 4.1 Increase Bicycle Trips Among City Employees

The City shall provide incentives for bicycle commuters, provide bicycles for use on agency business, and provide incentives for the use of employees' bicycles on City business.

Policy 4.2 Enhance Bicycle Access to All City Offices

Where practicable, the City shall provide secure bicycle parking and lockers for employees and visitors at all City offices and provide showers and lockers for employees.

Policy 4.3 Reduce the Number of Bicycle Accidents Involving City Staff

The City shall provide training and awareness programs, and encourage staff to use bicycle safety equipment when bicycling.

Performance Measures

Evaluating progress towards the implementation of bicycle goals can help the City and community understand what has been achieved through project implementation. This information can inform plan updates and future plans. The performance measures and targets in the Table below rely on readily available data, specifically network implementation and journey to work mode share data collected by the US Census, to help ensure periodic evaluation.

TABLE 5
Bicycle System Performance Measures

Performance Measure	Target
Bicycle Commute Mode Share*	Increase citywide journey to work (US Census) bicycling mode share to 3 percent by 2020, and 5 percent by 2030.
Bicycle Network Construction	Construct 70 percent of the bicycle network by 2030. The "bicycle network" is defined as shared lane markings, family friendly bikeways, bike lanes (buffered, raised, and colored included), off-street paths**, and cycle tracks.

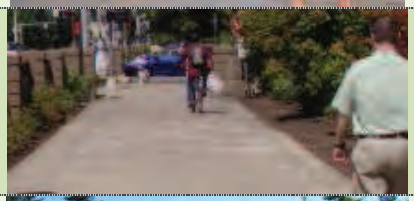
*According to the American Community Survey (ACS), bicycle Journey to Work mode share was 1.6% for the years 2006-2008.
**Note that shared-use paths should be counted only toward bicycle network construction evaluation and not pedestrian network construction so as not to double count shared-use path construction.

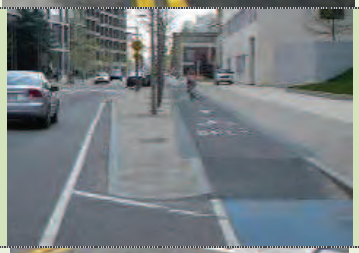
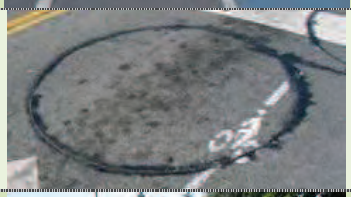
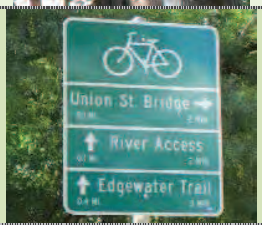
Bicycle Facility Types

The recommended bicycle projects refer to several different bicycle facility types. A brief description of each facility type and purpose is provided below for reference.

TABLE 6

Bicycle Facility Types and Treatments

Facility Type	
	**Bike Lanes**: Designated exclusively for bicycle travel; separated from vehicle travel lanes with striping and also include pavement stencils; typically most appropriate on major streets where higher traffic volumes and speeds create a greater need for separation between cyclists and motorists. This is an FHWA approved treatment.
	**Shared Lane Markings**: High-visibility pavement markings that heighten the awareness of cyclists sharing the road with motorists; often used on streets where bike lanes are desirable but not possible due to physical or other constraints; positioned strategically in the travel lane to encourage cyclists to ride in a straight line so their movements are predictable to motorists, while also riding at an appropriate distance from the "door zone" of adjacent parked cars; may not be used on streets with posted speeds greater than 35 M.P.H. This is an FHWA approved treatment.
	**Family Friendly Bikeways**: Also known as bicycle boulevards, these are lower-volume, lower-speed streets optimized for bicycle travel through treatments such as traffic calming, bicycle wayfinding signs, pavement markings, and intersection crossing treatments; intended to prioritize bicycle circulation while discouraging non-local cut-through traffic; intended for the "interested, but concerned" bicycle user types, appropriate treatments should be determined on a case-by-case basis through engineering analysis and coordination with agencies including Public Works and emergency services. Note that standards/ guidelines vary depending on the specific treatment under focus.
	**Shared-Use Paths**: Physically separated from motor vehicle traffic; serve bicyclists, pedestrians, in-line skaters, skateboarders, wheelchairs, other non-motorized users; typically serve bi-directional traffic. Design guidance is provided by FHWA and ODOT.
	**Colored Bike Lanes**: Similar to conventional bike lanes, with an added coloring treatment to heighten the facility's visibility; particularly effective on bike lanes with frequent vehicle/cyclist conflict points; coloring may take the form of an asphalt mix, pavement dye or skid-resistant application material. The focus of colored bike lanes should be conflict areas. FHWA has issued interim approval for green bike lanes.
	**Buffered Bike Lanes**: Conventional bike lanes paired with a delineated buffer space (typically through pavement striping) further separating the bike lane from the adjacent motor vehicle travel lane and/or parking lane; provide greater shy distance between motor vehicles and bicyclists; typically used on streets with excess width (either in the number of lanes or lane width). This is an FHWA-approved treatment, provided MUTCD-compliant markings are used.

Facility Type	
	**Contra-Flow Bike Lanes:** Enable bicyclists to safely ride in the opposite direction of vehicle traffic on one-way streets; placed on the opposite side of vehicle travel lanes (to the motorists' left), and typically separated from traffic with a double yellow line; signs should be posted at intersecting streets, alleys and driveways, informing motorists to expect two-way traffic; intersection traffic controls along the street should also be installed and oriented toward the contra-flow lane; on-street parking prohibited between the contra-flow lane and the curb. This is an FHWA-approved treatment, provided MUTCD-compliant signs and markings are used.
	**Cycle Tracks:** Exclusive bicycle facility combining the user experience of a shared-use path with the on-street infrastructure of a conventional bike lane; separated from vehicle travel lanes, parking lanes and sidewalks; can be either one-way or two-way, on one or both sides of a street; careful design attention is necessary at intersections, driveways and other bicycle/vehicle conflict points. Design guidance is provided by FHWA and ODOT.
	**Bicycle Detection (Signalized Intersections):** Enables cyclists to trigger a green signal phase through the use of a push-button, loop detector or video detector. This is an FHWA-approved treatment
	**Advanced Stop Bars ("Bike Boxes"):** Designated area at the head of a traffic lane at a signalized intersection providing bicyclists a safe and visible means to maneuver ahead of queuing traffic during a red signal phase; helps prevent "right hook" collisions with turning vehicles at the start of the "green" signal indication by positioning cyclists in front of the leading vehicle; additional treatments include a right-turn-on-red prohibition, supplemental warning signs, and may also include pavement coloring to heighten visibility of the bike box. This is currently designated by FHWA as an "experimental" treatment.
	**Bicycle-Only Signals:** Traffic signal device used in conjunction with conventional signals; applied at signalized intersections to indicate bicycle-only signal phases or other bicycle-specific timing strategies; typically used to separate bicycle movements from conflicting motor vehicle movements (e.g., separating through bicycle movements from vehicle turning movements). Bicycle symbols on traffic signals are currently designated by FHWA as an "experimental" treatment.
	**Bicycle Wayfinding Signs:** Wayfinding signs specifically intended for bicyclists; placed at key locations leading to and along bicycle routes, at junctions of multiple routes, and at user "decision points"; may display destinations, distances and "riding time." This is an FHWA-approved treatment, though more limited compared with Salem's current signs. ODOT prescribes additional standards for signs within ODOT right-of-way.

Citywide Recommendations

The following section describes recommendations to enhance Salem's bicycle environment on a citywide scale.

Photo credit: David Fox

Intersection Upgrades

Facilitate convenient, safe, comfortable and intuitive bicycle movements through intersections using intersection crossing treatments. Several potential intersection crossing treatments for bicycles are described in Table 6. Additional potential treatments include the optimization of traffic signal timing for bicycle speeds, and the reduction of multiple vehicle turning lanes (to reduce the number of potential conflict points).

Appropriate treatments will vary based on site-specific conditions and issues. A detailed engineering analysis should be conducted prior to implementation to identify the appropriate treatment(s) at each intersection.

Railroad Crossing Improvements

Though most at-grade street/railroad crossings in Salem intersect perpendicularly (the ideal crossing angle for bicyclists, pedestrians and wheelchair users), the crossing angle at some locations may present difficulties for safe bicycle maneuvers. Additionally, railroad tracks imbedded in the street parallel to bicycle travel (e.g., along Front Street NE north of Downtown) may complicate travel. Where a 90-degree railroad/street crossing is not possible, additional shoulder widths are to be provided to enable a cyclist to cross at a safe angle. If a safe crossing angle cannot be provided (due to physical constraints or other factors) and where train speeds are low, commercially-available compressible flangeway fillers should be considered.

Transit Access Enhancements

The City of Salem and Salem Area Mass Transit District will need to work jointly to enhance pedestrian and bicycle access to transit stops. Key recommendations include providing:

- convenient and direct bicycle links to transit stops,
- paved landing pads to safely accommodate wheeled users,
- covered passenger shelters,
- seating areas,
- posted system map, route map and schedule (additional options include real-time information display of upcoming bus arrivals),
- adequate lighting,
- trash receptacles, and
- short- and long-term bicycle parking.

Inverted-U style bike rack, also referred to as a "Staple Rack"

On-street bicycle corral

Bicycle Parking

Destinations in Downtown and throughout Salem could benefit from improved bicycle parking facilities. Based on international best practices for cost, simplicity of design and theft-resistance, the recommended single-rack design is the inverted-U style rack mounted parallel to the curb.

For higher capacity bicycle parking, "bike corrals" provide increased bicycle storage options. Bike corrals involve converting a specific number of on-street vehicle parking spaces into bicycle parking (one on-street parking space typically has the capacity for up to ten bicycles). In addition to providing greater capacity (compared with a single sidewalk rack), on-street bicycle parking can derive numerous benefits, including:

- Maximizing space for sidewalk café tables and seating
- Improving the pedestrian experience and mobility by reducing congestion from parked bicycles on the sidewalk
- Improving visibility for merchants and storefronts by opening sightlines from the street and passing traffic
- Creating additional activity nodes and drawing attention to storefronts

The lack of adequate bike parking can create hazards for pedestrians

This Plan supports efforts to diversify Salem's bicycle parking options, including the Downtown Vision 2020 Bicycle/Pedestrian Working Group's concepts for Downtown bike corrals. It is recommended that the City establish criteria for determining appropriate locations for bike corrals or other high-capacity facilities throughout the community (e.g., locations where parking demand exceeds capacity, locations with limited sidewalk space, and locations with clusters of cyclist destinations). Additional options include creating a bicycle rack request system whereby the City works with merchants who express interest in expanding bicycle parking within the public right-of-way. Opportunities also exist to leverage improved bicycle storage in tandem with private development.

Trip-End Facilities

The presence and quality of trip-end facilities (e.g., showers, lockers, and changing facilities) can greatly influence a person's decision to complete a trip via bicycle. These facilities enable cyclists to change into work attire (especially after riding in wet or hot conditions). The City of Salem will work with and encourage major employers to improve existing trip-end facilities and/or develop new facilities, as well as encourage developers to include trip-end facilities with new development.

The City will first work with major employers to inventory and assess existing trip-end facilities, followed by identification of locations where new or upgraded facilities are needed. New facilities could be sited at major employment sites, at gyms, and other centrally-located areas.

Wayfinding Signage

Placing signs along the bikeway network indicating to bicyclists their direction of travel, location of destinations, and the riding time/distance to those destinations will increase users' comfort and accessibility to the bicycle system. Wayfinding signs also visually cue motorists that they are driving along a bicycle route and should use caution.

Salem will build upon the existing and planned signage system by expanding on this concept to cover bikeways throughout the community. Developing a Bicycle Wayfinding Signage Plan would establish guidance for the orderly expansion of the network along existing, planned and proposed bikeways.

Bicycle Wayfinding Sign

Willamette Valley Scenic Bikeway

Stretching from Champoeg Park to Eugene and passing directly through Salem, the Willamette Valley Scenic Bikeway represents one of Oregon's most popular and well-known recreational cycling routes, and is credited with boosting bicycle tourism in the Willamette Valley. The route includes wayfinding signage created by the Oregon Parks and Recreation Department (OPRD) to help navigate bicyclists through communities in which the Bikeway passes. As Salem's bicycle network expands to provide additional route options, the City and OPRD should periodically revisit the designated Scenic Bikeway route to explore opportunities for adjustment in order to provide a premier riding experience. For example, completion of a bicycle/pedestrian bridge linking Riverfront and Minto-Brown Island parks presents an excellent opportunity to shift the Scenic Bikeway to a pleasant park-like environment (and away from heavy traffic on the Commercial Street SE/Liberty Street SE/River Road S corridors). The Bikeway's wayfinding signage will accordingly be updated in tandem with route modifications.

System Maintenance

System maintenance can increase user safety and comfort and encourage the use of the bicycle network. Recommended maintenance activities include the continuation of sweeping, debris removal, sign replacement, trimming overgrown vegetation; graffiti removal, and pavement and signal repair as needed.

Photo Credit: Bruce Ely / The Oregonian

Programmatic Strategies

Becoming a truly bicycle-friendly community requires a multi-faceted approach including encouragement, education, enforcement and evaluation programs to support on-the-ground infrastructure improvements. Bicycle education and promotional programs can:

- Promote safety
- Raise awareness of bicycling as a legitimate transportation mode
- Connect current and potential riders to existing resources
- Educate current and potential bicyclists about their rights and responsibilities
- Encourage residents to bicycle more often

These efforts should provide measurable results in the bicycling mode share, increase safe rider behavior (and correspondingly reduce crashes), and raise cultural awareness of cycling.

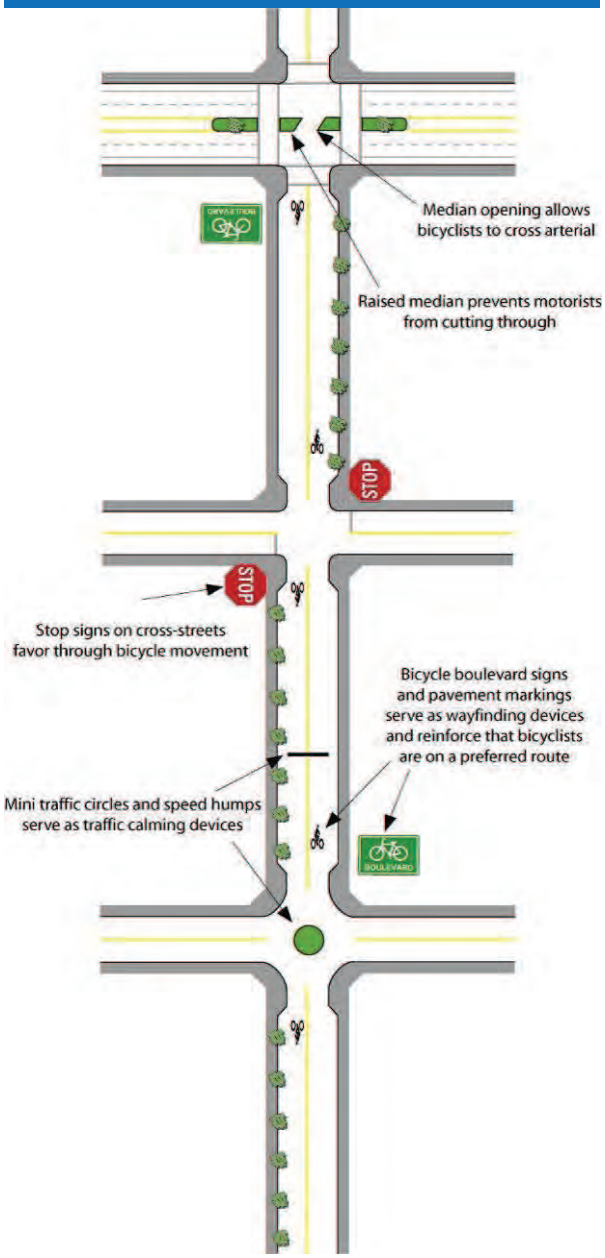
Recommended Bicycle Projects

Recommendations for bicycle facilities were developed based on:

- project goals, policies, and evaluation criteria;
- field work;
- findings from the bicycle needs assessment;
- a review of background documents, plans, studies, and available data;
- input from the Project Stakeholder Advisory Committee; and input from the public involvement process.

The existing, planned, and proposed bicycle network is shown on Maps 13-17 and individual bicycle projects are listed in Appendix B.

FIGURE 2
Sample Family Friendly Bikeway Treatments on a Hypothetical Street



Brief descriptions of the types of proposed projects are provided below.

Bike Lanes

The recommended expansion of Salem's bike lane network is illustrated on Maps 13 through 17. The expansion is envisioned to occur through new street construction, gap closures on existing streets, and as part of major reconstruction projects on existing roadways.

Shared Lane Markings

Described in Table 6, shared lane markings are recommended as an interim measure when physical or other constraints preclude the installation of bike lanes. A combination of bike lanes and shared lane markings can also be used, particularly on streets traversing hills. However, despite the presence of shared lane markings, some riders may still feel uncomfortable sharing the road with motorists on higher-volume roadways. Therefore, this treatment may have limited effectiveness in attracting a broad range of users.

Family Friendly Bikeways

Described in Table 6 and illustrated in Figure 2, family friendly bikeway treatments are intended to prioritize bicycle circulation while discouraging non-local cut-through traffic. Family friendly bikeways (also known as "bicycle boulevards") go beyond signed bike routes to create a safe and attractive riding environment for cyclists of all ages, abilities, and comfort levels.

Many local streets in Salem exhibit family friendly bikeway characteristics, including lower traffic volumes and speeds, traffic calming measures, and proximity to schools and other bicyclist destinations, The proposed network takes advantage of these attractive corridors,

particularly those needing minimal and cost-effective treatments (e.g., wayfinding signage) that could be implemented in the near-term.

Appropriate treatments for each family friendly bikeway should be determined on a case-by-case basis. As the City moves forward with project implementation, extensive outreach should also be conducted with the bicycling community and affected neighborhood groups.

Shared-Use Paths

Significant opportunities exist to develop an expanded shared-use path network in Salem that serves a variety of users. The proposed bicycle network, as shown in Maps 13 -17, includes a diverse shared-use path system. Some proposed path corridors would involve upgrading existing sidewalks passing through parks, widening existing narrow paths to minimize bicyclist/pedestrian conflicts, or upgrading existing unpaved paths to accommodate a broader range of users.

Enhanced Bikeway Treatments

Although bike lanes may be appropriate along many routes, stakeholders and residents acknowledged that bike lanes alone may not always be enough to attract new riders. Therefore, stakeholders and residents throughout the planning process identified several corridors where more innovative treatments are desired to enhanceuser safety and comfort. These corridors primarily encompass Salem's major street network.

Maps 13 through 17 identify several roadway corridors as "potential enhanced bikeways," where enhanced bikeway treatments should be considered. Enhanced bikeway treatments could include:

- Colored bike lanes,
- Buffered bike lanes, and
- Cycle tracks

These treatments are described briefly in Table 6. For each corridor under focus, further analysis will be necessary to identify and address site-specific issues, assess the benefits and trade-offs of an enhanced bikeway treatment, and to identify appropriate treatments.

Safe Routes to School Improvements

Projects identified as part of the proposed bicycle network also incorporate relevant bicycle improvements identified Safe Routes to School Solutions. These projects generally consist of on- and off-street bikeway enhancements and intersection improvements near schools.

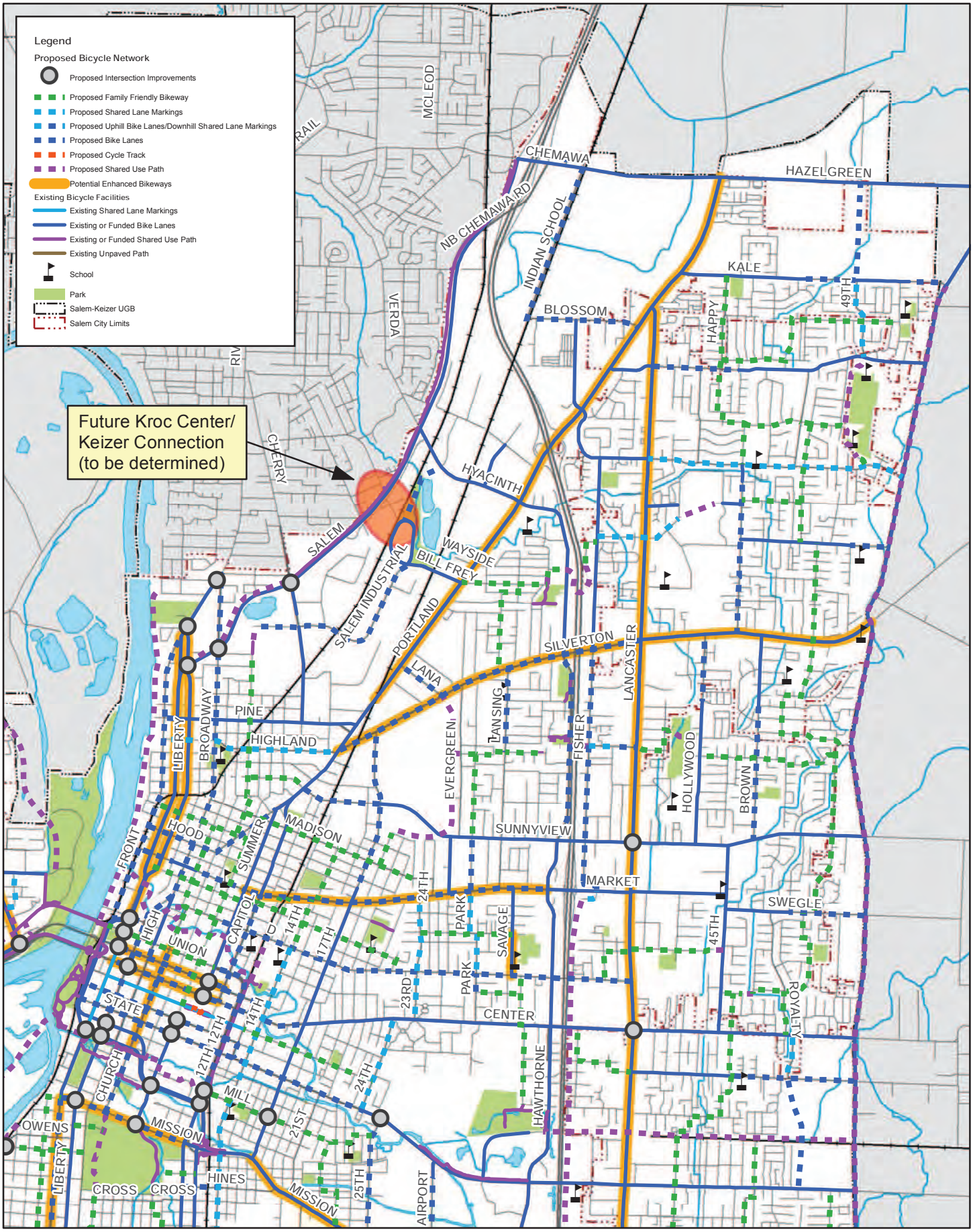
Map 13: Bicycle Network - Downtown Salem

Bike & Walk Salem

Source: City of Salem, ODOT, MWVCOG, Cherriots, Salem-Keizer School District
Author: Alta Planning + Design

0 500 1,000 2,000 Feet

Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.



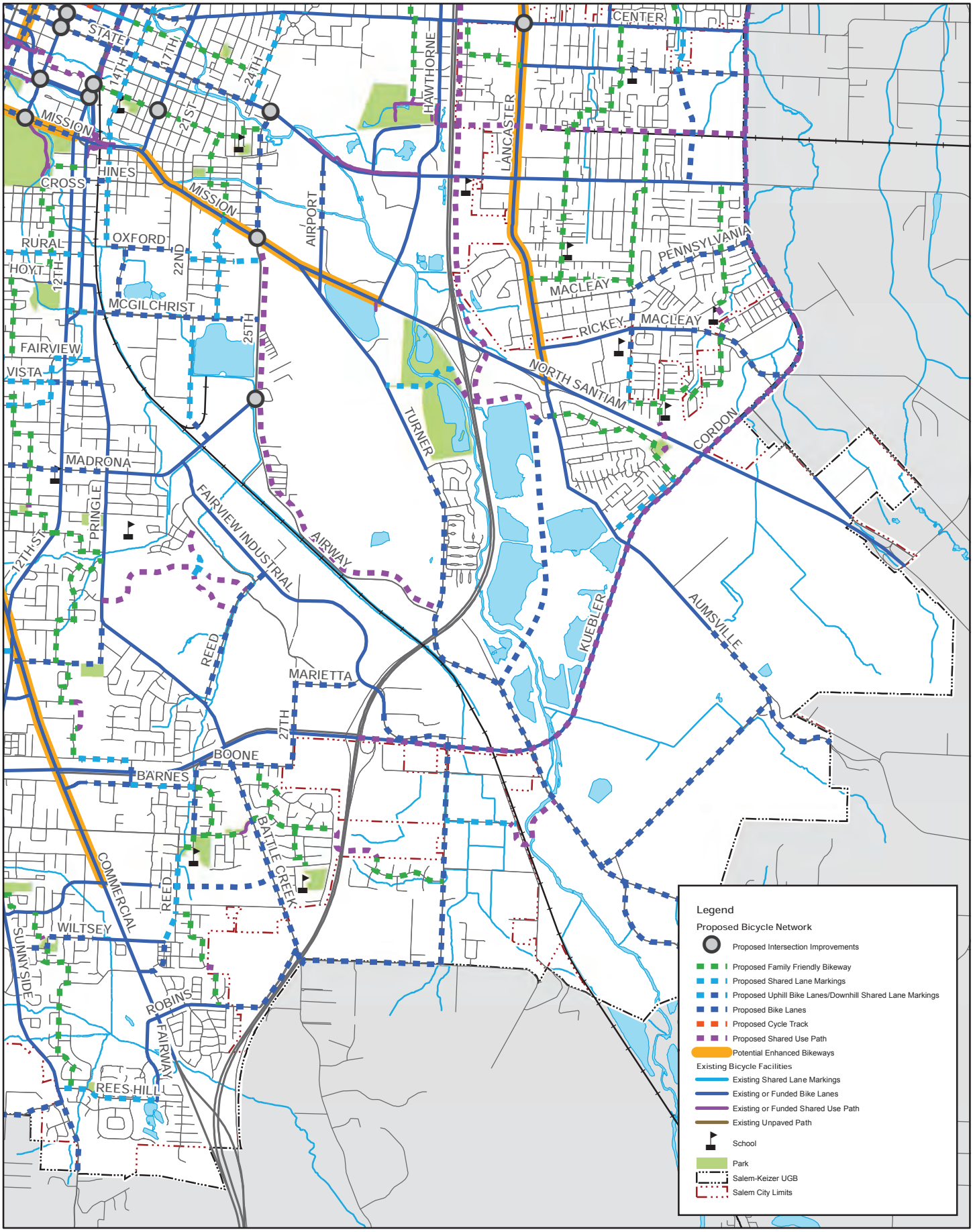
Map 14: Bicycle Network - Northeast Salem

Bike & Walk Salem

Source: City of Salem, ODOT, MWVCOG, Cherriots, Salem-Keizer School District
Author: Alta Planning + Design

0 0.25 0.5 1 Miles

Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.



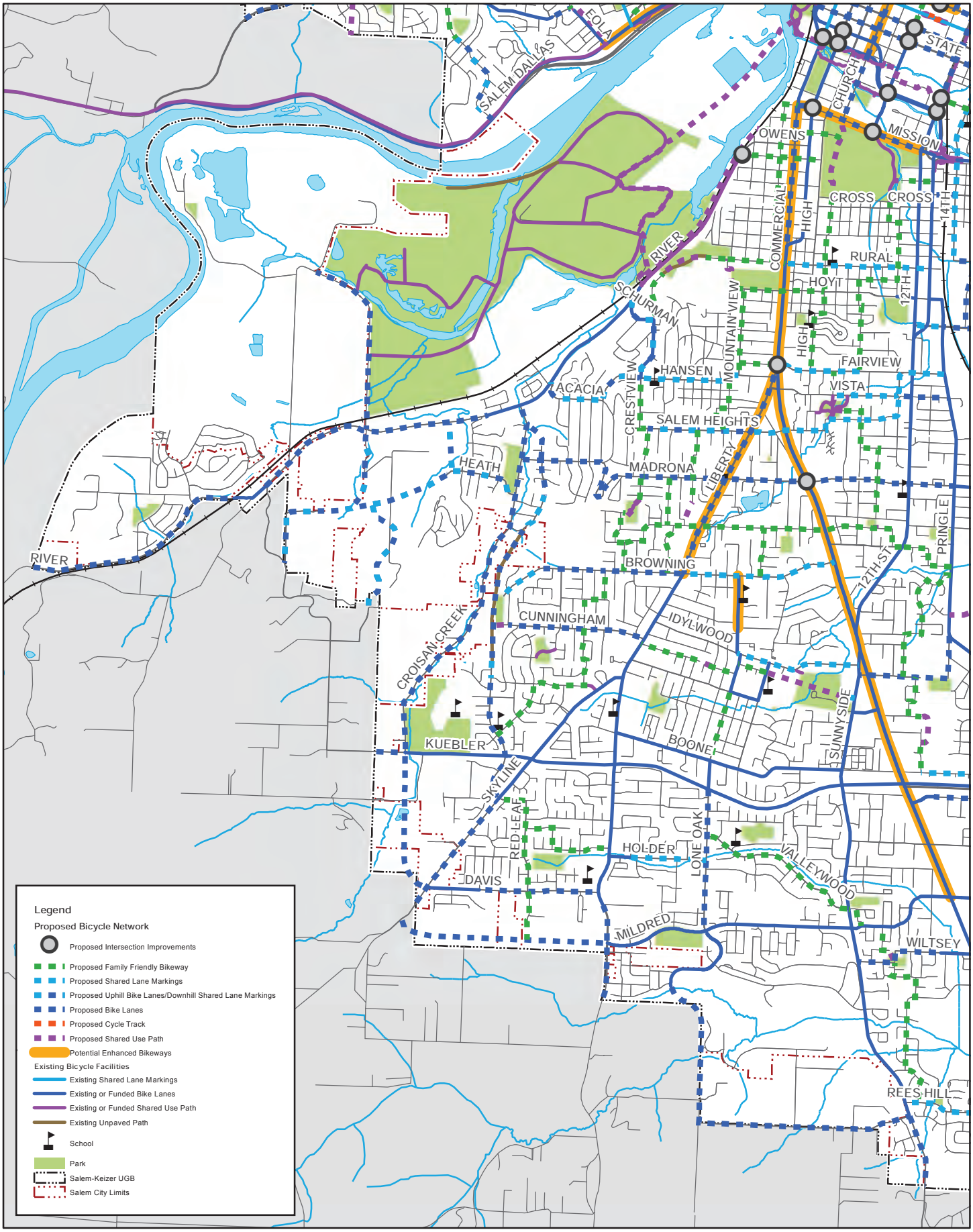
Map 15: Bicycle Network - Southeast Salem

Bike & Walk Salem

Source: City of Salem, ODOT, MWVCOG, Cherriots, Salem-Keizer School District
Author: Alta Planning + Design

0 0.25 0.5 1 Miles

Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.



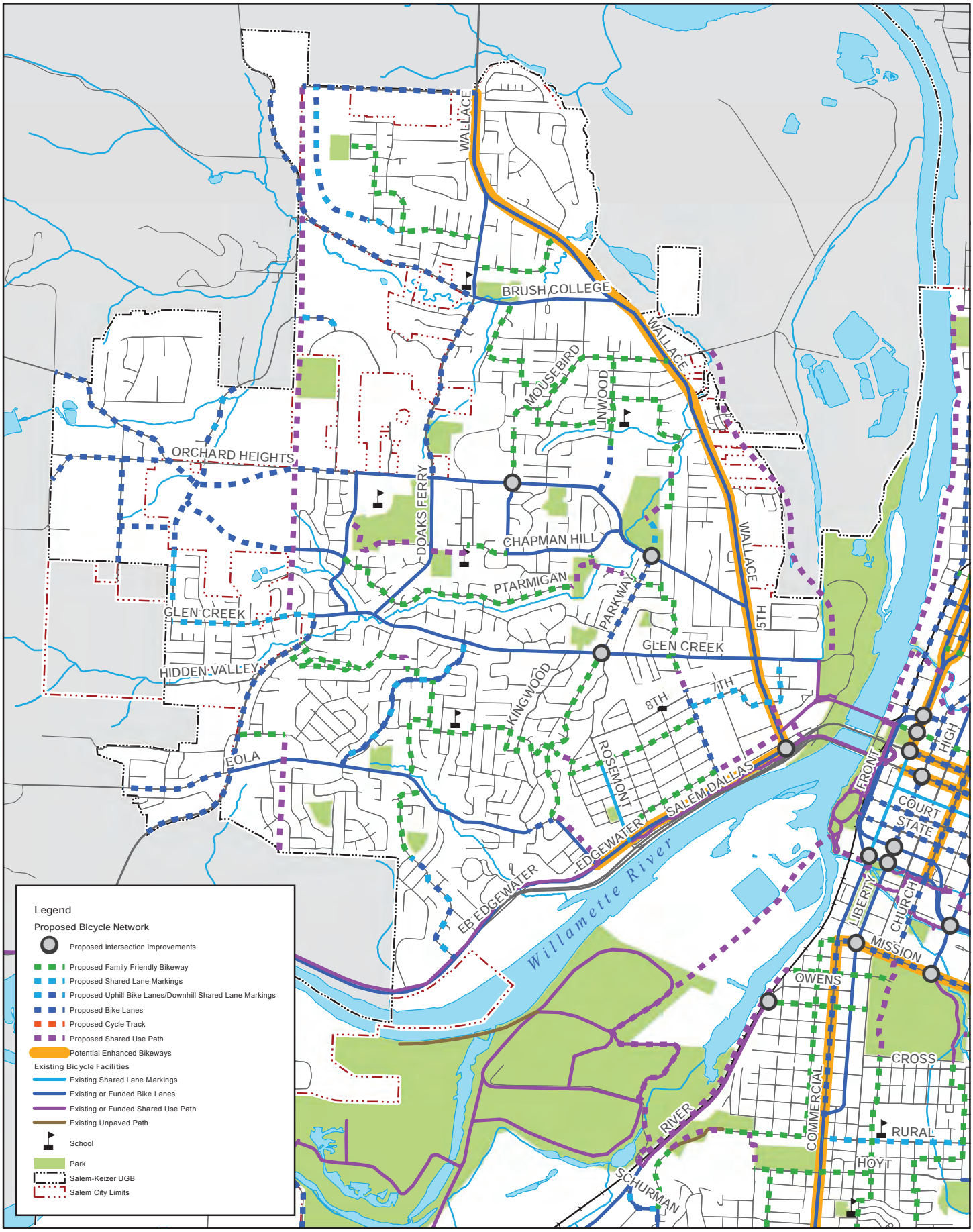
Map 16: Bicycle Network - South Salem

Bike & Walk Salem

Source: City of Salem, ODOT, MWVCOG, Cherriots, Salem-Keizer School District
Author: Alta Planning + Design

0 0.25 0.5 1 Miles

Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.



Map 17: Bicycle Network - West Salem

Bike & Walk Salem

Source: City of Salem, ODOT, MWVCOG, Cherriots, Salem-Keizer School District
Author: Alta Planning + Design

0 0.25 0.5 1 Miles

Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.

Project Prioritization

To prioritize projects included in the proposed bicycle network, the project team began by identifying a "Critical Links" network and then evaluated the projects in this network using the established project evaluation criteria. The evaluation exercise resulted in a three-tiered priority list, with projects in the Critical Links network comprising the first two tiers, and the remaining projects comprising the third tier.

There are different magnitudes of project cost that should be considered in developing implementation strategies. Lower cost projects may be more realistic in the short term. While these Tiers help to identify high priority projects for available funding, it should be noted that medium- and longer-term projects may be implemented at any point in time as part of a development or public works project, or as additional funding becomes available. Additionally, the Tiers should be reviewed frequently to ensure that they continue to reflect current priorities.

The three tiers represent a general implementation timeline:

- Tier 1, Near-term (0-10 years)
  These projects are identified as the highest priority pedestrian improvements, and are recommended for implementation within the first ten years of Plan adoption.
- Tier 2, Medium-term (10-15 years)
  These projects are identified as the next highest priority projects for the City of Salem, and are recommended for implementation within ten to twenty years of Plan adoption.
- Tier 3, Longer-term (15- 20 years).
  These projects are identified as lower priority projects for the City of Salem, targeted for implementation upon completion of the short- and medium-term projects. Note that the Tier 3 projects would

occur within the 20 year TSP planning horizon through either development, redevelopment, a fee in lieu program, or in the event a bond measure is secured. The Tier 3 projects are included in Maps 18 – 22; however they are described separately in the cost estimates and in Appendix B because they are lower priority projects.

Bicycle Project Cost Estimates

Tables 7 and 8 summarize total planning-level cost opinions for Salem's proposed bikeway network. Table 7 summarizes estimated costs by "tier" while Table 8 presents aggregated costs by facility type. It should be noted that estimated costs for shared-use paths and intersection improvements are shown in the Pedestrian Element Chapter, as these facilities benefit both pedestrians and cyclists alike.

TABLE 7
Estimated Planning-Level Costs by Tier

Tier	Estimated Cost
Tier 1	$23,108,000
Tier 2	$30,779,000
Tier 3	$106,158,000

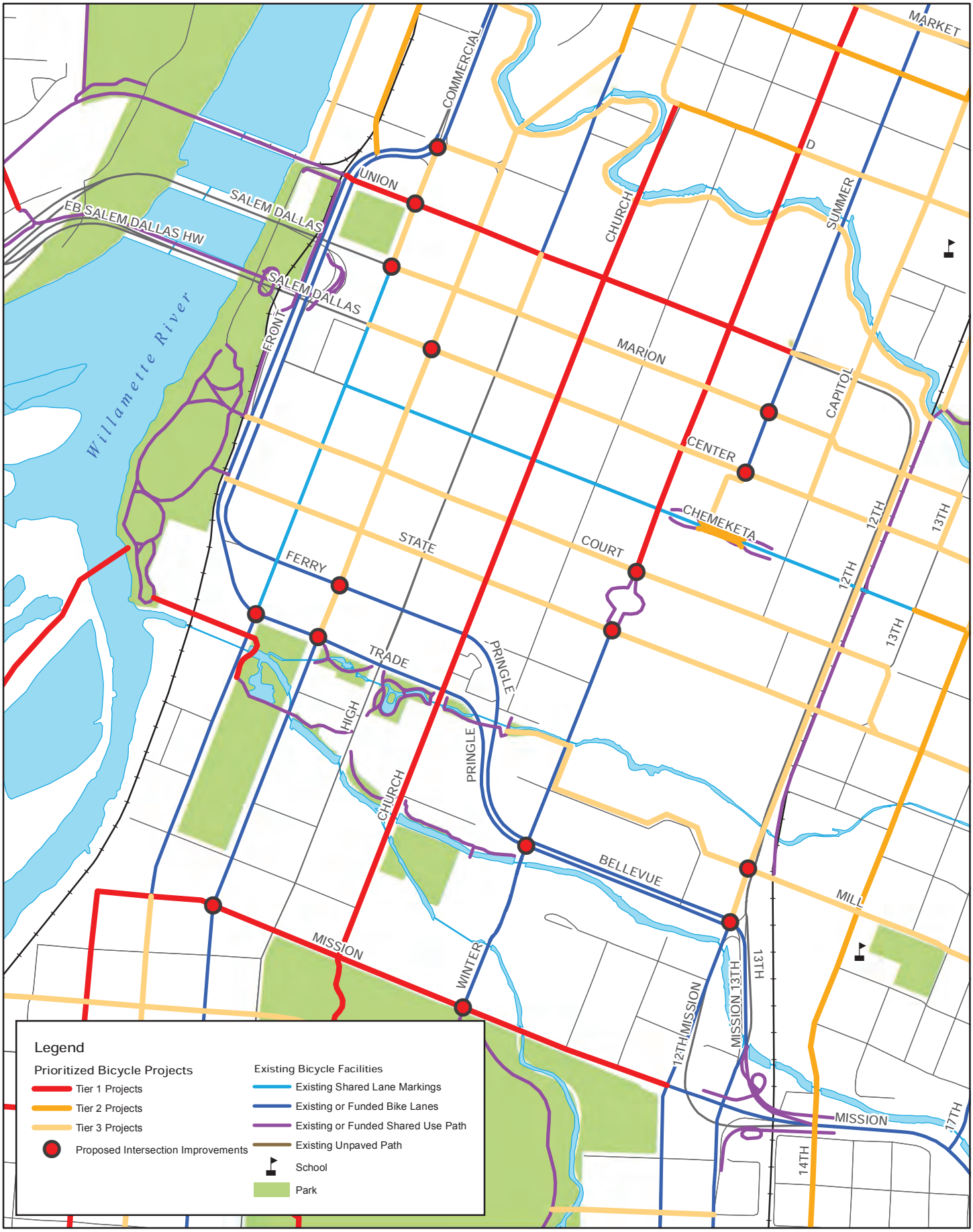
*Note: Cost totals do not include estimates for shared-use path and intersection improvement projects, which are included in the Pedestrian Plan element.

TABLE 8
Estimated Planning-Level Costs by Facility Type

Facility Type	Estimated Cost (all Tiers)
Cycle Track	$145,000
Bike Lanes*	$133,193,000
Shared Lane Markings	$2,924,000
Uphill Bike Lanes/Downhill Shared Lane Markings	$16,781,000
Family Friendly Bikeway	$7,002,000

Note: Estimated costs for shared-use path and intersection improvement projects are included in the Pedestrian Plan element.

* Costs for bike lanes recommended on streets that do not yet exist include the estimated cost for the entire street (not just the bike lane).



Map 18: Bicycle Project Prioritization - Downtown Salem

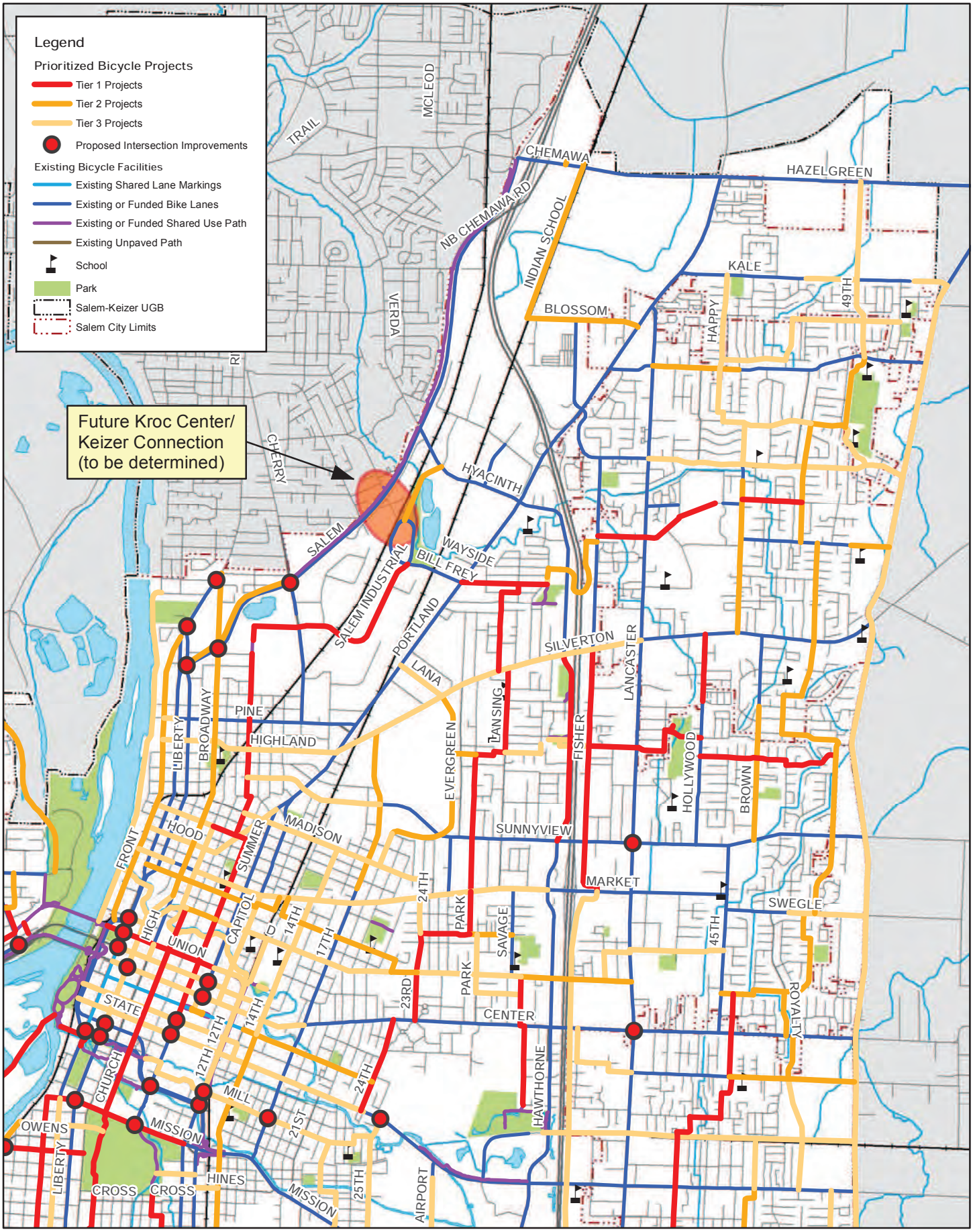
Bike & Walk Salem

Source: City of Salem, ODOT, MWVCOG, Cherriots, Salem-Keizer School District

Author: Alta Planning + Design

0 500 1,000 2,000 Feet

Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.



Map 19: Bicycle Project Prioritization - Northeast Salem

Bike & Walk Salem

Source: City of Salem, ODOT, MWVCOG, Cherriots, Salem-Keizer School District

Author: Alta Planning + Design

0 0.25 0.5 1 Miles

Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.

Map 20: Bicycle Project Prioritization - Southeast Salem

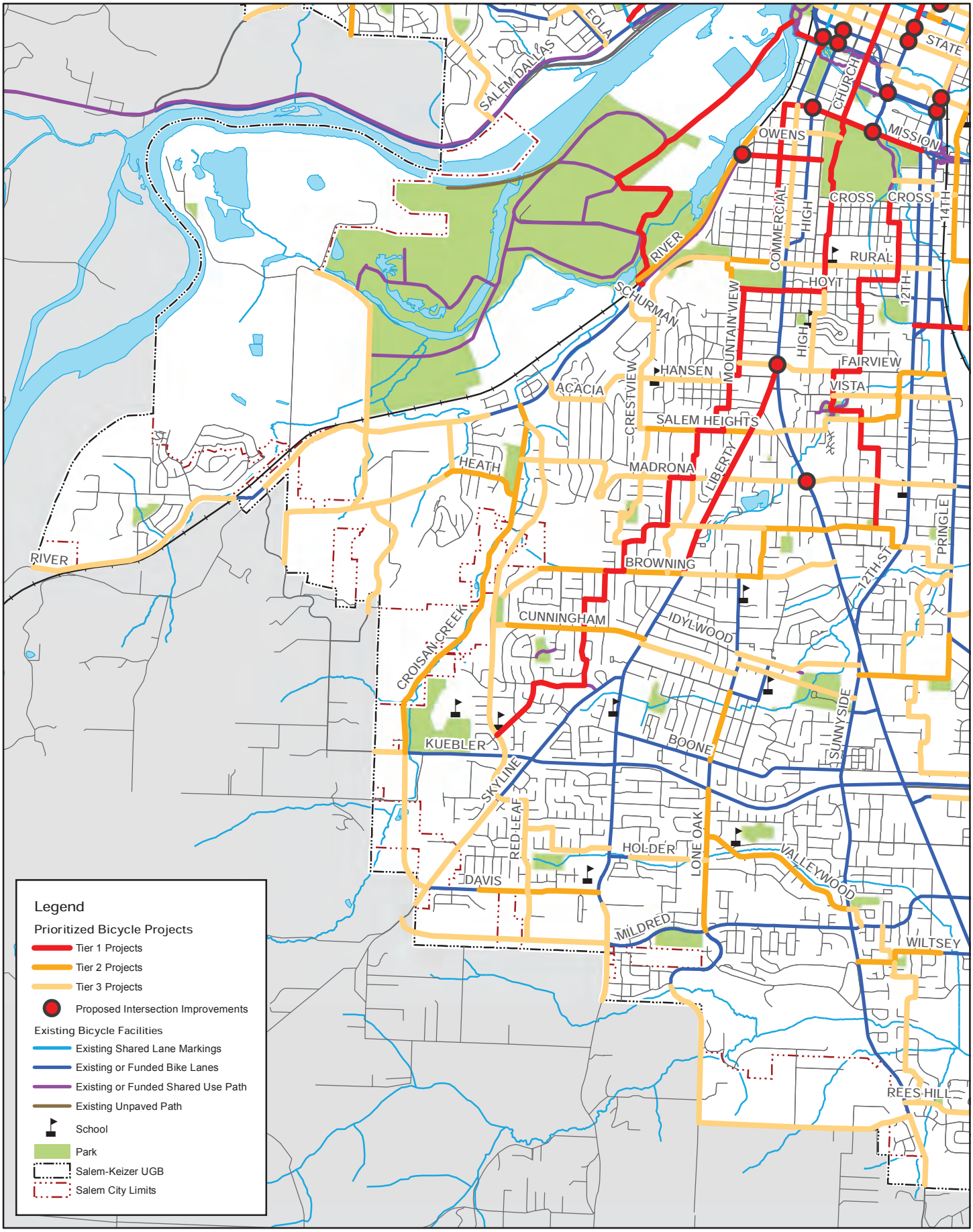
Bike & Walk Salem

Source: City of Salem, ODOT, MWVCOG, Cherriots, Salem-Keizer School District

Author: Alta Planning + Design

0 0.5 1 2 Miles

Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.



Map 21: Bicycle Project Prioritization - South Salem

Bike & Walk Salem

Source: City of Salem, ODOT, MWVCOG, Cherriots, Salem-Keizer School District
Author: Alta Planning + Design

0 0.25 0.5 1 Miles

Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.

Map 22: Bicycle Project Prioritization - West Salem

Bike & Walk Salem

Source: City of Salem, ODOT, MWVCOG, Cherriots, Salem-Keizer School District
Author: Alta Planning + Design

0 0.25 0.5 1 Miles

Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.

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Implementation

Development Code

Changes to the existing development code would help Salem implement the bicycle and pedestrian projects and policies found in this Plan. The recommended development code changes would:

- Streamline and improve bicycle parking requirements
- Allow bicycle parking facilities and other pedestrian amenities within required building setbacks
- Require bicycle and pedestrian access and connections to a site from the surrounding network
- Allow developers to request vehicle parking reductions when certain conditions are met to increase the use of alternate modes
- Provide clear guidance for addressing maintenance and liability issues on public pathways that are not sidewalks

Need for Future Agency Coordination

Several of the bicycle and pedestrian projects proposed in this Plan will require coordination among (and approval of) multiple agencies to be implemented. For example, the implementation of projects along a state highway would require the City of Salem to coordinate with the ODOT. Additionally, some projects may require approval from, or fall under the jurisdiction of, agencies such as Marion County, Polk County, the Salem-Keizer School District, or the Salem Area Mass Transit District. The project lists in the Appendices identify partner agencies for each proposed project; where multiple agencies are listed, interagency coordination may be necessary.

Recommendations for Future Planning Efforts

Several of the bicycle and pedestrian projects proposed in this Plan will require further analysis before they can be implemented. For example, many of the proposed shared-use path projects will require "path feasibility studies" before a specific alignment can be determined. Additionally, corridors where enhanced bikeway treatments are recommended will require further analysis to identify and address the appropriate treatment(s). Further study will also be required for

locations where bicycle and pedestrian intersection improvements have been identified or where family friendly bikeways are recommended.

Potential Funding Sources

This section describes potential funding options for implementing the Bicycle and Pedestrian Plan. Tables 11, 12, and 13 provide a review of potential federal, state, regional and local funding sources. A more detailed summary of current and potential funding sources is found in Memorandum 10 – Preferred Pedestrian Plan Alternative and Memorandum 11 – Preferred Bicycle Plan Alternative (in Volume II).

TABLE 11
Potential Federal Funding Sources

Potential Funding Source	Description	Eligible Project types
Transportation Enhancements	Biannual competitive grant program; pedestrian and bicycle improvements are one of four project types that are eligible for this program.	Facilities primarily designed for transportation; must be on public property or long-term easement
Safe Routes to School	Annual competitive grant program designed to reduce barriers and hazards to children walking or bicycling to school.	Transportation facilities in public right-of-way or on school property
Surface Transportation Program	Provides states with flexible funds which may be used for a variety of projects on any Federal-aid Highway. STP-funded bicycle and pedestrian facilities may be located on local and collector roads which are not part of the Federal-aid Highway System.	Projects such as on-street facilities, off-street trails, sidewalks, crosswalks, bicycle and pedestrian signals, parking, modifying sidewalks for ADA compliance, and other ancillary facilities. Bicycle/pedestrian-related Additionally, non-construction projects, such as maps, coordinator positions, and encouragement programs, are eligible for STP funds.
Highway Safety Improvement Program	Projects designed to achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways.	On- or off-street projects seeking to reduce serious crashes at highway or railway crossings or on rural roads.
Recreational Trails Program	Annual competitive grant program; provides funding to states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.	Recreation facilities on public property
Transportation, Community, and System Preservation Program	Provides federal funding for transit-oriented development, traffic calming, and other projects that improve the efficiency of the transportation system, reduce the impact on the environment, and provide efficient access to jobs, services, and trade centers. The TCSP Program funds require a 20 percent match.	The potential for winning funding for Bicycle and Pedestrian Plan projects may be low, though if the City has not applied for this funding in the past, it may be worth pursuing for selected bicycle, pedestrian, and multi-modal projects that meet the grant criteria.
New Freedom Initiative	Provides capital and operating costs for transportation services and facility improvements that exceed those required by the Americans with Disabilities Act.	Accessibility projects
Partnership for Sustainable Communities	The partnership aims to "improve access to affordable housing, more transportation options, and lower transportation costs while protecting the environment." The Partnership is not a formal agency with a regular annual grant program, but has	Projects that meet multiple livability goals (such as partnerships with the Salem Area Mass Transit District, or with affordable housing groups) are more likely to score well than initiatives that are

Potential Funding Source	Description	Eligible Project types
	led to some new grant opportunities, including both TIGER I and TIGER II grants.	narrowly limited in scope to bicycle and pedestrian efforts.
Community Development Block Grants	Provides money for streetscape revitalization, which may be largely comprised of pedestrian/bicycle improvements.	Bicycle and Pedestrian Plan projects that enhance accessibility are the best fit for this funding source. CDBG funds could also be used to prepare an ADA Transition Plan for the city.
Land and Water Conservation Fund	Provides grants for planning and acquiring outdoor recreation areas and facilities, including trails.	Right-of-way acquisition and construction funding for projects located in future parks
Rivers, Trails, and Conservation Assistance Program	This National Parks Service (NPS) program provides technical assistance via direct NPS staff involvement to establish and restore greenways, rivers, trails, watersheds and open space.	Planning and technical assistance for trail development projects; note that implementation monies are not available as this is not a capital funding source.

TABLE 12

Potential State Funding Sources

Potential Funding Source	Description	Eligible Project types
ODOT Bicycle and Pedestrian Grants	Biannual competitive grant program for design and construction of pedestrian and bicycle facilities.	Primarily transportation facilities, must be in public right-of-way
Oregon Parks and Recreation Local Government Grants	Annual competitive grant program for the acquisition, development, and major rehabilitation projects for public outdoor park and recreation areas and facilities.	Recreation facilities in public parks or designated recreation areas
Statewide Transportation Improvement Program (STIP)	The STIP is ODOT's short-term capital improvement program updated every two years. The STIP is not a funding source. Project lists and funding sources are developed through coordination with multiple jurisdictions. Projects must comply with state and transportation plans.	Stand-alone bicycle/pedestrian projects and multi-modal roadway projects and programs.
State Highway Trust Fund	The fund distributes monies collected by the state gas tax and weight-mile tax receipts.	Road operations and maintenance for on-street bicycle and pedestrians facilities. Unlikely to support stand-alone pedestrian or bicycle facilities.
Urban Trails Fund	Designed to address funding gap for bicycling and walking transportation projects outside of roadways. One-time funding program from 2010; future funding is uncertain.	Transportation facilities primarily outside of public right-of-way; must be on public property or long-term easement
Business Energy Tax Credits (BETC)	Offered through the Oregon Department of Energy, BETC rewards companies that invest in energy conservation.	Does not fund specific transportation infrastructure improvements. Supports programs and services designed to increase walking and bicycling.
Oregon Revised Statute 366.514 "Oregon Bicycle Bill"	Applies equally to bicycle and pedestrian facilities to ensure that roads accommodate bicycle and pedestrian travel. Requires at least one percent of highway funds allocated to a jurisdiction for use on bicycle/pedestrian projects	Bicycle and Pedestrian facilities on Major Arterial and Collector roads when construction, reconstructing, or relocating projects where conditions permit.
Oregon Transportation	The Banks is a statewide revolving loan fund to promote innovative transportation solutions.	Bicycle or pedestrian access projects on highway right-of-way. Bicycle and pedestrian project are

Potential Funding Source	Description	Eligible Project types
Infrastructure Bank (OTIB)		explicitly eligible for loans.

TABLE 13

Potential Regional and Local Funding Sources

Potential Funding Source	Description	Eligible Project types
Local Bond Measures	Voter-approved general obligation bonds for specific projects. Bonds are limited by time, based on the debt load of the local government or project.	Right-of-way acquisition, engineering, design, and construction of bicycle and pedestrian facilities.
Tax Increment Financing/ Urban Renewal Funds	These sources are tools to use future gains in taxes to finance current improvement that will create those gains. Increased tax revenues created by increasing property values are dedicated to finance the debt created by the original project.	Projects within an established Urban Renewal Area (URA) that are expected to increase property values
System Development Charges	Transportation SDCs are charges to developers based on trip generation rates and traffic impacts from a proposed project. They can be used to pay for both on- and off-street facilities. Park SDCs are also charges to developers to maintain and operate parks.	Onsite or offsite transportation infrastructure related directly to anticipated trips from new development for transportation SDCs, and connections through parks for park SDCs.
Transportation System Maintenance Fee	Sometimes called a street user fee dedicated to operations and maintenance of a street system.	Maintenance for on-street bicycle and pedestrian facilities.
Local Improvement Districts (LID)	Used by cities to construct local projects by assessing adjacent and served property owners within a specified area a portion of the costs via development of a LID.	Urban standards upgrades; sidewalk infill
Economic Improvement Districts	Transportation improvements can be included as part of larger efforts aimed at business improvement and retail district beautification. Districts can collect assessments or fees on businesses to fund beneficial improvements.	Pedestrian and bicycle improvements such as winder sidewalks, landscaping, and ADA compliance.
Privately Engineered Public Improvements	Privately Engineered Public Improvements (PEPIs) are typically provided by developers or outside agencies. Common improvements through PEPIs include streets and sidewalks.	Planned public facilities within the area of a private development within existing or proposed rights-of-way.
Green Streets Funding	Municipal water quality agencies are turning to green streets projects to improve water quality by minimizing and treating stormwater runoff. Fees are collected and applied to a variety of projects.	Projects that improve water quality.
City General Fund	General Fund of the City of Salem that funds city services including public safety, parks and recreation, and administrative departments.	Although funding is very limited, projects may be able to assist with connections through parks.

Appendix A
Recommended Pedestrian Project List and Cost Estimates

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TABLE 1
Recommended Tier 1 Pedestrian Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partne
Downtown	12th St. at Bellevue St.	--	--	Intersection Improvements	City of Sale
Downtown	12th St. at Mill St.	--	--	Intersection Improvements	City of Sale
Downtown	Commercial St. at Marion St.	--	--	Intersection Improvements	City of Sale
Downtown	Commercial St. at Trade St.	--	--	Intersection Improvements	City of Sale
Downtown	Commercial St. at Union St.	--	--	Intersection Improvements	City of Sale
Downtown	Liberty St. at Center St.	--	--	Intersection Improvements	City of Sale
Downtown	Liberty St. at Ferry St.	--	--	Intersection Improvements	City of Sale
Downtown	Liberty St. at Mission St.	--	--	Intersection Improvements	City of Sale
Downtown	Liberty St. at Trade St.	--	--	Intersection Improvements	City of Sale
Downtown	Pringle Creek Path	Riverfront Park	Civic Center	Shared Use Path	City of Sale
Downtown	Summer St. at Center St.	--	--	Intersection Improvements	City of Sale
Downtown	Summer St. at Marion St.	--	--	Intersection Improvements	City of Sale
Downtown	Winter St. at Bellevue St./Pringle Pkwy.	--	--	Intersection Improvements	City of Sale
Downtown	Winter St. at Court St.	--	--	Intersection Improvements	City of Sale Parks & Re Oregon Le Administrat
Downtown	Winter St. at Mission St.	--	--	Intersection Improvements	City of Sale
Downtown	Winter St. at State St.	--	--	Intersection Improvements	City of Sale Parks & Re Oregon Le Administrat
Northeast	"D"	Thompson	Park	New Sidewalks or Sidewalk Infill	City of Sale

TABLE 1
Recommended Tier 1 Pedestrian Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partne
Northeast	23rd	Center	"D"	New Sidewalks or Sidewalk Infill	City of Sale
Northeast	45th	Silverton	Ward	New Sidewalks or Sidewalk Infill	Marion Co
Northeast	Broadway St. at River Rd.	--	--	Intersection Improvements	City of Sale
Northeast	Broadway St. at Salem Pkwy.	--	--	Intersection Improvements	City of Sale
Northeast	Brown	Sunnyview	Arizona	New Sidewalks or Sidewalk Infill	City of Sale County
Northeast	Center	Lancaster	Cordon	New Sidewalks or Sidewalk Infill	City of Sale County
Northeast	Chemeketa Cross-Campus Path	Cooley	Satter	Shared Use Path	City of Sale County, Ch Comm. Co
Northeast	Cherry Ave. at Salem Pkwy.	--	--	Intersection Improvements	City of Sale
Northeast	Commercial St. at Division St.	--	--	Intersection Improvements	City of Sale
Northeast	Fisher	Existing Southern Terminus	Silverton	New Sidewalks or Sidewalk Infill	City of Sale
Northeast	Fisher	Market	Existing Southern Terminus	New Sidewalks or Sidewalk Infill	City of Sale
Northeast	Hawthorne	Sunnyview	Silverton	New Sidewalks or Sidewalk Infill	City of Sale
Northeast	Hayesville	Portland	Cordon	New Sidewalks or Sidewalk Infill	Marion Co
Northeast	Hollywood	South of Hollyridge	Silverton	New Sidewalks or Sidewalk Infill	Marion Co

TABLE 1
Recommended Tier 1 Pedestrian Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partne
Northeast	Lancaster Dr. at Center St.	--	--	Intersection Improvements	City of Sale County
Northeast	Lancaster Dr. at Sunnyview Rd.	--	--	Intersection Improvements	City of Sale
Northeast	Liberty St. at River Rd.	--	--	Intersection Improvements	City of Sale
Northeast	Liberty St. at Salem Pkwy.	--	--	Intersection Improvements	City of Sale
Northeast	Maple/ Salem Industrial Connector	Bliler	Salem Industrial	Shared Use Path	City of Sale
Northeast	McKay Park Connector	Phillips	Hollywood	Shared Use Path	City of Sale County, Sa School Dist
Northeast	Salem Industrial	Cherry	Anunsen	New Sidewalks or Sidewalk Infill	City of Sale
South	12th	McGilchrist	Hoyt	New Sidewalks or Sidewalk Infill	City of Sale
South	Bush's Pasture Park/ Church Connector	Lefelle	Mission	Shared Use Path	City of Sale
South	Clark Creek Park Connector	Norwood	Vista	Shared Use Path	City of Sale
South	Commercial	Salem Heights	Vista	New Sidewalks or Sidewalk Infill	City of Sale
South	Commercial	Sunnyside	Winding	New Sidewalks or Sidewalk Infill	City of Sale
South	Commercial St. at Alice Ave./Fairview Ave.	--	--	Intersection Improvements	City of Sale
South	Commercial St. at Madrona Ave.	--	--	Intersection Improvements	City of Sale
South	Minto-Brown Island Path	River Road	Riverfront Park	Shared Use Path	City of Sale
South	River Rd. at Miller St.	--	--	Intersection Improvements	City of Sale

TABLE 1
Recommended Tier 1 Pedestrian Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partne
South	South Village Park Connector	Ewald	Harris	Shared Use Path	City of Sale
Southeast	17th St. at Mill St.	--	--	Intersection Improvements	City of Sale
Southeast	25th St. at Madrona St.	--	--	Intersection Improvements	City of Sale
Southeast	25th St. at Mission St.	--	--	Intersection Improvements	City of Sale
Southeast	25th St. at State St.	--	--	Intersection Improvements	City of Sale
Southeast	Airway/ 25th	Madrona	Mission	Shared Use Path	City of Sale
Southeast	Caplinger	MacLeay	Cordon	New Sidewalks or Sidewalk Infill	City of Sale
Southeast	MacLeay	Lancaster	Connecticut	New Sidewalks or Sidewalk Infill	Marion Co
Southeast	McGilchrist	Pringle	25th	New Sidewalks or Sidewalk Infill	City of Sale
Southeast	Pringle	Madrona	McGilchrist	New Sidewalks or Sidewalk Infill	City of Sale
Southeast	Rickey	Houck Middle School	Cordon	New Sidewalks or Sidewalk Infill	City of Sale County
West	Brush College	Conner	Doaks Ferry	New Sidewalks or Sidewalk Infill	City of Sale County
West	Doaks Ferry	Orchard Heights	Brush College	New Sidewalks or Sidewalk Infill	City of Sale County
West	Glen Creek	Westfarthing	Wallace	New Sidewalks or Sidewalk Infill	City of Sale
West	Glen Creek Rd. at Parkway Dr.	--	--	Intersection Improvements	City of Sale
West	Orchard Heights Park/ Hope Connector	Orchard Heights Park	Hope	Shared Use Path	City of Sale

TABLE 1
Recommended Tier 1 Pedestrian Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partne
West	Orchard Heights Rd. at Mousebird Ave.	--	--	Intersection Improvements	City of Sale
West	Orchard Heights Rd. at Parkway Dr.	--	--	Intersection Improvements	City of Sale
West	Union Bridge Path Extension	Murlark	East of Wallace Road (including grade-separated crossing of Wallace Road	Shared Use Path	City of Sale
West	Union Bridge Path Extension (far western segment)	Patterson	Murlark	Shared Use Path	City of Sale
West	Union Street Bridge Path-Musgrave Connector	Union Street Bridge Path	Musgrave	Shared Use Path	City of Sale
West	Wallace Rd. at Edgewater St.	--	--	Intersection Improvements	City of Sale
West	Wallace Road Path	Union Street Bridge Path	Taggart	Shared Use Path	ODOT
West	Westhaven/Harritt Connector	Northern terminus of Westhaven	SE corner of Harritt Loop	Shared Use Path	City of Sale

TABLE 2
Recommended Tier 2 Pedestrian Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partn
Northeast	17th	Sunnyview	Silverton	New Sidewalks or Sidewalk Infill	City o
Northeast	35th	Southern Terminus	Fisher	New Sidewalks or Sidewalk Infill	Mario
Northeast	Bill Frey Extension	Kroc Center	Hyacinth	New Sidewalks or Sidewalk Infill	City o
Northeast	Cherry	Pine	City Limits	New Sidewalks or Sidewalk Infill	City o
Northeast	Dean/ Scepter Connector	Dean	Scepter	Shared Use Path	City o
Northeast	Fairgrounds Path	Garfield	Silverton	Shared Use Path	City o Oreg Fairg
Northeast	Fairgrounds Path/ Evergreen Connector	Fairgrounds Path	Evergreen	Shared Use Path	City o Oreg Fairg
Northeast	Hawthorne/ Fisher Connector (including grade-separated crossing of Interstate 5)	Rockingham	35th	Shared Use Path	City o Mario ODO
Northeast	Herrin	45th	Cordon	New Sidewalks or Sidewalk Infill	Mario
Northeast	Johnson/ McDonald	Pine	Eastern Terminus of McDonald	New Sidewalks or Sidewalk Infill	City o
Northeast	Salem Parkway Path	Liberty	Cherry	Shared Use Path	City o ODO
Northeast	Sunnyview	Walker	Cordon	New Sidewalks or Sidewalk Infill	Mario

TABLE 2
Recommended Tier 2 Pedestrian Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partn
Northeast	Sunnyview	Evergreen	Byram	New Sidewalks or Sidewalk Infill	City o
Northeast	Swegle	Walker	Cordon	New Sidewalks or Sidewalk Infill	Mario
Northeast	Yoshikai/ Adam Stephens Path	Jade	Hayesville	Shared Use Path	City o Salem Schoo
South	Browning	Kurth	Liberty	New Sidewalks or Sidewalk Infill	City o
South	Cunningham	West of High Ridge	Barrett	New Sidewalks or Sidewalk Infill	City o
South	Kuebler	Urban Growth Boundary	Croisan Creek	New Sidewalks or Sidewalk Infill	City o
South	Kuebler	Skyline	Liberty	New Sidewalks or Sidewalk Infill	City o
South	Kurth	Cunningham	Browning	New Sidewalks or Sidewalk Infill	City o
South	Liberty	Urban Growth Boundary	Davis	New Sidewalks or Sidewalk Infill	Mario
South	Lone Oak	Mildred	Kuebler	New Sidewalks or Sidewalk Infill	City o
South	Madrona	Croisan Creek	Crestview	New Sidewalks or Sidewalk Infill	City o
South	Mildred	Lone Oak	Sunnyside	New Sidewalks or Sidewalk Infill	City o Mario
South	Owens	River	Liberty	New Sidewalks or Sidewalk Infill	City o
South	River	Acacia	Minto Island	New Sidewalks or Sidewalk Infill	City o
South	River	Homestead	Acacia	New Sidewalks or Sidewalk Infill	City o
South	River Road/ Railroad Corridor Path	Minto Island Road	Bush	Shared Use Path	City o
South	Rural	Summer	12th	New Sidewalks or Sidewalk Infill	City o

TABLE 2
Recommended Tier 2 Pedestrian Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partn
South	Rural	John	Commercial	New Sidewalks or Sidewalk Infill	City o
South	Rural/ Hoyt Connector	Hoyt	Rural	Shared Use Path	City o
South	Salem Heights	6th	Commercial	New Sidewalks or Sidewalk Infill	City o
South	Sunnyside	Rees Hill	Cayuse	New Sidewalks or Sidewalk Infill	City o
South	Sunnyside	Mildred	Boone	New Sidewalks or Sidewalk Infill	City o
Southeast	22nd	McGilchrist	Hoyt	New Sidewalks or Sidewalk Infill	City o
Southeast	Battle Creek	Boone	Kuebler	New Sidewalks or Sidewalk Infill	City o Maric
Southeast	Commercial	Robins	Fabry	New Sidewalks or Sidewalk Infill	City o
Southeast	Connecticut	Rickey	Witten	New Sidewalks or Sidewalk Infill	Maric
Southeast	Fabry	Commercial	Reed	New Sidewalks or Sidewalk Infill	City o
Southeast	Hilfiker/Hillrose	Commercial	Pringle	New Sidewalks or Sidewalk Infill	City o
Southeast	Madrona	Pringle	25th	New Sidewalks or Sidewalk Infill	City o
Southeast	Miller Elementary/ Bill Riegel Park Connector	Campbell	46th	Shared Use Path	City o Maric ODO
Southeast	Pringle	McGilchrist	Hoyt	New Sidewalks or Sidewalk Infill	City o
Southeast	State	Lancaster	Cordon	New Sidewalks or Sidewalk Infill	Maric
Southeast	Turner/Airport	Airway	State	New Sidewalks or Sidewalk Infill	City o
West	BPA Corridor Trail	Urban Growth Boundary	Gehlar	Shared Use Path	City o
West	BPA Corridor Trail	Glen Creek	Michigan City	Shared Use Path	City o

TABLE 2
Recommended Tier 2 Pedestrian Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partn
West	Chandler Park Path	Eastern Terminus of Ptarmigan	Lupin	Shared Use Path	City o
West	Chapman Hill Elementary Connector	Doaks Ferry	Chapman Hill	Shared Use Path	City o Salem Schoo
West	Doaks Ferry	Glen Creek	Orchard Heights	New Sidewalks or Sidewalk Infill	City o Polk C
West	Donkey Trail	East of Cascade	Piedmont	Shared Use Path	City o
West	Harritt	SE Corner of Harritt Loop	Woodhill	New Sidewalks or Sidewalk Infill	City o
West	Linwood	Orchard Heights	South of Goldcrest	New Sidewalks or Sidewalk Infill	City o
West	Marine Drive Path	Glen Creek	Riverbend	Shared Use Path	City o Polk C
West	Parkway	Glen Creek	Orchard Heights	New Sidewalks or Sidewalk Infill	City o
West	Riverbend	Wallace	Urban Growth Boundary	New Sidewalks or Sidewalk Infill	City o
West	Taybin/Cornucopia	Wallace	Glen Creek	New Sidewalks or Sidewalk Infill	City o
West	West Salem High School Connector	Titan	Doaks Ferry	Shared Use Path	City o Salem Schoo
West	Wintergreen/ Riverbend	Brush College	Wallace	New Sidewalks or Sidewalk Infill	City o

TABLE 3
Recommended Tier 3 Pedestrian Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner
Downtown	Willamette Univ. Cross-Campus Path	Cottage	Mill	Shared Use Path	City of Sale Willamette U
Northeast	12th Street Promenade Extension	Existing northern terminus	"D"	Shared Use Path	City of Sale
Northeast	12th Street Promenade/ 14th Street Connector	Olinger Pool	14th	Shared Use Path	City of Sale Keizer Schoo
Northeast	49th	Kale	Hazelgreen	New Sidewalks or Sidewalk Infill	City of Sale
Northeast	Astoria	Portland	Blossom	New Sidewalks or Sidewalk Infill	City of Sale
Northeast	Auburn	46th	Cordon	New Sidewalks or Sidewalk Infill	City of Sale County
Northeast	Beverly/ Phillips	East of Lancaster	Carolina	New Sidewalks or Sidewalk Infill	Marion Cou
Northeast	Blossom	East of Astoria	Portland	New Sidewalks or Sidewalk Infill	City of Sale County
Northeast	Byram Street Connector	Chester	Kathleen	Shared Use Path	City of Sale
Northeast	Chemawa/ Hazelgreen	Interstate 5	Cordon	New Sidewalks or Sidewalk Infill	City of Sale County
Northeast	Cooley	Fisher	Lancaster	New Sidewalks or Sidewalk Infill	Marion Cou
Northeast	Ellis	Park	Savage	New Sidewalks or Sidewalk Infill	City of Sale
Northeast	Evergreen	Market	Sunnyview	New Sidewalks or Sidewalk Infill	City of Sale
Northeast	Florence/ Chester	Park	Lansing	New Sidewalks or Sidewalk Infill	City of Sale

TABLE 3
Recommended Tier 3 Pedestrian Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner
Northeast	Front	Pine	Riviera	New Sidewalks or Sidewalk Infill	City of Sale
Northeast	Front	"D"	South	New Sidewalks or Sidewalk Infill	City of Sale
Northeast	Geer Line Trail (east segment)	Lancaster	Cordon	Shared Use Path	City of Sale County
Northeast	Geer Line Trail (west segment, including grade-separated crossing of Interstate 5)	Geer Park	Lancaster	Shared Use Path	City of Sale County, OD
Northeast	Greencrest Street	State	Auburn	New Sidewalks or Sidewalk Infill	Marion Cou
Northeast	Harold	Silverton	Southern Terminus	New Sidewalks or Sidewalk Infill	Marion Cou
Northeast	Harold	Existing Southern Terminus	Devonshire	New Sidewalks or Sidewalk Infill	City of Sale
Northeast	Indian School/ Blossom	Niles	Chemawa	New Sidewalks or Sidewalk Infill	City of Sale
Northeast	Kale	Portland	Cordon	New Sidewalks or Sidewalk Infill	City of Sale County
Northeast	Keen	Lansing	Byram	New Sidewalks or Sidewalk Infill	City of Sale
Northeast	Kuebler/ Cordon	Interstate 5	Hazelgreen	Shared Use Path	City of Sale County
Northeast	Lana	Portland	Silverton	New Sidewalks or Sidewalk Infill	City of Sale
Northeast	Livingston Park Path	Keen	Hawthorne	Shared Use Path	City of Sale
Northeast	Livingston Park/ Fisher Connector (east segment, including grade-separated crossing of Interstate 5)	Livingston Park	Fisher	Shared Use Path	City of Sale

TABLE 3
Recommended Tier 3 Pedestrian Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner
Northeast	Livingston Park/ Fisher Connector (west segment)	Livingston Park	Future grade-separated crossing of Interstate 5	Shared Use Path	City of Sale
Northeast	Maple	Hickory	Bliler	New Sidewalks or Sidewalk Infill	City of Sale
Northeast	Mill Creek Path (downtown)	Willamette River	12th	Shared Use Path	City of Sale
Northeast	Northgate/ Wooddale Connector	Northgate	Wooddale	Shared Use Path	City of Sale
Northeast	Park	Center	"D"	New Sidewalks or Sidewalk Infill	City of Sale
Northeast	Portland	North of Lancaster	Hazelgreen	New Sidewalks or Sidewalk Infill	ODOT
Northeast	Reimann	Jade	Hayesville	New Sidewalks or Sidewalk Infill	Marion Cou
Northeast	Riverfront Path	Union	Delmar Drive	Shared Use Path	City of Sale
Northeast	Salem Industrial	Western Terminus	Cherry	New Sidewalks or Sidewalk Infill	City of Sale
Northeast	Satter	Western Terminus	45th	New Sidewalks or Sidewalk Infill	Marion Cou
Northeast	Satter	45th	Trapper	New Sidewalks or Sidewalk Infill	Marion Cou
Northeast	Ward	Hearth	Cordon	New Sidewalks or Sidewalk Infill	City of Sale
Northeast	Weathers	Clay	Eastern Terminus	New Sidewalks or Sidewalk Infill	City of Sale
Northeast	Weathers/ 45th Connector	Eastern Terminus of Weathers	45th	Shared Use Path	City of Sale

TABLE 3
Recommended Tier 3 Pedestrian Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner
Northeast	Yoshikai/ Adam Stephens Path	Plowlog	Jade	Shared Use Path	City of Sale Keizer Schoo
South	Acacia	River	Sumac	New Sidewalks or Sidewalk Infill	City of Sale
South	Bush's Pasture Park-Waller Street Connector	Bush's Pasture Park Path	Western Terminus of Waller	Shared Use Path	City of Sale
South	College	Vista	Fairview	New Sidewalks or Sidewalk Infill	City of Sale
South	Crestview	Southern Terminus	Madrona	New Sidewalks or Sidewalk Infill	City of Sale
South	Crestview	Salem Heights	Schurman	New Sidewalks or Sidewalk Infill	City of Sale
South	Croisan Creek	Heath	River	New Sidewalks or Sidewalk Infill	City of Sale
South	Croisan Creek	Skyline	Kuebler	New Sidewalks or Sidewalk Infill	City of Sale County
South	Croisan Ridge	Existing Northern Terminus	Heath	New Sidewalks or Sidewalk Infill	City of Sale County
South	Croisan Scenic	Spring	North of Roberta	New Sidewalks or Sidewalk Infill	City of Sale
South	Croisan Scenic	North of Roberta	South of Hillwood	New Sidewalks or Sidewalk Infill	City of Sale
South	Croisan Scenic	North of Brock Loop	Spring	New Sidewalks or Sidewalk Infill	City of Sale County
South	Cunningham Lane Park connector	Croisan Scenic	Cunningham	Shared Use Path	City of Sale
South	Davis	Skyline	Liberty	New Sidewalks or Sidewalk Infill	City of Sale County

TABLE 3
Recommended Tier 3 Pedestrian Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner
South	Deer Run	Viewcrest	Northern Terminus	New Sidewalks or Sidewalk Infill	City of Sale County
South	Ewald	Helen	11th	New Sidewalks or Sidewalk Infill	City of Sale
South	Fairmount Park Connector	Crestview	Rural	Shared Use Path	City of Sale
South	Felton-Winola Connector	Felton	Southern terminus of Winola	Shared Use Path	City of Sale
South	Fern	Heath	River	New Sidewalks or Sidewalk Infill	City of Sale
South	Fircrest Park Connector	Luradel	Crestview	Shared Use Path	City of Sale
South	Future Unnamed Street	Heath	Homestead	New Sidewalks or Sidewalk Infill	City of Sale
South	Hansen	Acacia	Crestview	New Sidewalks or Sidewalk Infill	City of Sale
South	Heath	Deer Run	Existing Western Terminus	New Sidewalks or Sidewalk Infill	Marion Cou
South	Holder	Liberty	Lone Oak	New Sidewalks or Sidewalk Infill	City of Sale
South	Homestead	Southern Terminus	River	New Sidewalks or Sidewalk Infill	City of Sale
South	Hoyt	Skopil	Commercial	New Sidewalks or Sidewalk Infill	City of Sale
South	Hrubetz	Liberty	Lone Oak	New Sidewalks or Sidewalk Infill	City of Sale
South	Judson Middle School/ Woodmansee Connector	Lone Oak	Woodmansee	Shared Use Path	City of Sale Keizer Schoo

TABLE 3
Recommended Tier 3 Pedestrian Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner
South	Lone Oak	Trillium	Muirfield	New Sidewalks or Sidewalk Infill	City of Sale County
South	Lone Oak/ Rees Hill	Trillium	Sunnyside	New Sidewalks or Sidewalk Infill	City of Sale County
South	Madrona	Peck	12th	New Sidewalks or Sidewalk Infill	City of Sale
South	Madrona	Crestview	Commercial	New Sidewalks or Sidewalk Infill	City of Sale
South	Marietta	Coloma	Lone Oak	New Sidewalks or Sidewalk Infill	City of Sale
South	Marietta Connector	2nd	Pullman	Shared Use Path	City of Sale
South	Mildred	Skyline	Liberty	New Sidewalks or Sidewalk Infill	City of Sale County
South	Neelon	Browning	South of Garlock	New Sidewalks or Sidewalk Infill	City of Sale
South	Oakhill	Commercial	Courtney	New Sidewalks or Sidewalk Infill	City of Sale
South	Peck/ Morningside/ Hulsey/ Norwood	Harris	Clark Creek Park	New Sidewalks or Sidewalk Infill	City of Sale
South	River	Urban Growth Boundary	Homestead	New Sidewalks or Sidewalk Infill	City of Sale County
South	Rural	Commercial	Summer	New Sidewalks or Sidewalk Infill	City of Sale
South	Saginaw	Lincoln	Rural	New Sidewalks or Sidewalk Infill	City of Sale
South	Salem Heights	Sunridge	6th	New Sidewalks or Sidewalk Infill	City of Sale

TABLE 3
Recommended Tier 3 Pedestrian Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner
South	Skyline	Mildred	North of Maplewood	New Sidewalks or Sidewalk Infill	City of Sale County
South	Sunnyside	Urban Growth Boundary	Rees Hill	New Sidewalks or Sidewalk Infill	City of Sale
South	Woodmansee	Western Terminus	Sunnyside	New Sidewalks or Sidewalk Infill	City of Sale
Southeast	12th	Hilfiker	Albert	New Sidewalks or Sidewalk Infill	City of Sale
Southeast	23rd	McGilchrist	Hoyt	New Sidewalks or Sidewalk Infill	City of Sale
Southeast	23rd	Mission	Hyde	New Sidewalks or Sidewalk Infill	City of Sale
Southeast	25th	Turner	Madrona	Shared Use Path	City of Sale
Southeast	27th/ Marietta	Kuebler	West of Fairview Industrial	New Sidewalks or Sidewalk Infill	City of Sale
Southeast	36th	Wiltsey	Kuebler	New Sidewalks or Sidewalk Infill	Marion Cou
Southeast	Airway	South of Madrona	Madrona	New Sidewalks or Sidewalk Infill	City of Sale
Southeast	Aumsville	Urban Growth Boundary	North of Deer Park	New Sidewalks or Sidewalk Infill	City of Sale County
Southeast	Battle Creek	Wiltsey	Boone	New Sidewalks or Sidewalk Infill	City of Sale County
Southeast	Baxter	Sunnyside	Eastern Terminus	New Sidewalks or Sidewalk Infill	City of Sale
Southeast	Boone	Sunnyside	Commercial	New Sidewalks or Sidewalk Infill	City of Sale

TABLE 3
Recommended Tier 3 Pedestrian Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner
Southeast	Boone/ 27th	Battle Creek	Kuebler	New Sidewalks or Sidewalk Infill	City of Sale
Southeast	Boone/ Stroh/ Barnes	Commercial	Reed	New Sidewalks or Sidewalk Infill	City of Sale
Southeast	Brentwood	East of Genesis	Battle Creek	New Sidewalks or Sidewalk Infill	Marion Cou
Southeast	Cascades Gateway Park	Turner	Eastern Terminus	New Sidewalks or Sidewalk Infill	City of Sale
Southeast	Cascades Gateway Park/ SE Salem Connector (east segment)	East of Interstate 5	Lancaster	Shared Use Path	City of Sale
Southeast	Cascades Gateway Park/ SE Salem Connector (west segment, including grade-separated crossing of Interstate 5)	Cascades Gateway Park	East of Interstate 5	Shared Use Path	City of Sale
Southeast	Crowley/ Chaparral	Eastern Terminus	Anneka	New Sidewalks or Sidewalk Infill	City of Sale
Southeast	Deer Park	Turner	Aumsville	New Sidewalks or Sidewalk Infill	City of Sale
Southeast	Electric	East of 23rd	25th	New Sidewalks or Sidewalk Infill	City of Sale
Southeast	Fabry	Reed	Battle Creek	New Sidewalks or Sidewalk Infill	City of Sale
Southeast	Future Path Along Unnamed Street #3	Future Unnamed Street 2	Old Strong	Shared Use Path	City of Sale
Southeast	Future Path Along Unnamed Street #4	Pringle	Future Unnamed Street 1	Shared Use Path	City of Sale
Southeast	Future Unnamed Street	Madrona	22nd	New Sidewalks or Sidewalk Infill	City of Sale

TABLE 3
Recommended Tier 3 Pedestrian Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner
Southeast	Future Unnamed Street	Turner	Lancaster	New Sidewalks or Sidewalk Infill	City of Sale
Southeast	Gaffin	Urban Growth Boundary (south)	Urban Growth Boundary (north)	New Sidewalks or Sidewalk Infill	Marion Cou
Southeast	Gath/ Turner	Urban Growth Boundary	Airway	New Sidewalks or Sidewalk Infill	City of Sale
Southeast	Genesis	Robins	Northern Terminus	New Sidewalks or Sidewalk Infill	City of Sale
Southeast	Interstate 5 Path (including grade-separated crossing of Highway 22)	South of Highway 22	South of Market	Shared Use Path	City of Sale County, OD
Southeast	Kashmir	36th	Eastland	New Sidewalks or Sidewalk Infill	Marion Cou
Southeast	Landan/ Tanglewood Connector (including grade-separated crossing of Interstate 5)	Landon	Serenity	Shared Use Path	City of Sale
Southeast	Mary Eyre Elementary Connector	Jenah	Buffalo	Shared Use Path	City of Sale County, Sal School Dist.
Southeast	Mill Creek Path (including grade-separated railroad crossing)	Kashmir	Turner	Shared Use Path	City of Sale County
Southeast	Mistymorning/ Genesis Connector	Mistymorning	Genesis	Shared Use Path	City of Sale
Southeast	Natalie/Wiltsey/Maggie Connector	Northern Terminus of Maggie	Natalie	Shared Use Path	City of Sale
Southeast	Oxford/ 14th	22nd	Wilbur	New Sidewalks or Sidewalk Infill	City of Sale
Southeast	Path along Future Unnamed Street 1	Reed	West of Reed	Shared Use Path	City of Sale
Southeast	Path along Future Unnamed Street 2	Reed	West of Reed	Shared Use Path	City of Sale

TABLE 3
Recommended Tier 3 Pedestrian Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner
Southeast	Pikes Pass	South of Soapstone	Mistymorning	New Sidewalks or Sidewalk Infill	City of Sale
Southeast	Reed	Soapstone	Fabry	New Sidewalks or Sidewalk Infill	City of Sale
Southeast	Reed	Baxter	Barnes	New Sidewalks or Sidewalk Infill	City of Sale
Southeast	Reed	Wiltsey	Soapstone	New Sidewalks or Sidewalk Infill	City of Sale
Southeast	Reed/ Boone	Barnes	Battle Creek	New Sidewalks or Sidewalk Infill	City of Sale
Southeast	Saddle Club	Lancaster	Campbell	New Sidewalks or Sidewalk Infill	City of Sale
Southeast	Strong	Marietta	Reed	New Sidewalks or Sidewalk Infill	City of Sale
Southeast	Textrum	Boone	South of Royvonne	New Sidewalks or Sidewalk Infill	City of Sale
Southeast	Textrum/ Crowley Connector	Textrum	Crowley	Shared Use Path	City of Sale
Southeast	Turner	Urban Growth Boundary	Gath	New Sidewalks or Sidewalk Infill	City of Sale
Southeast	Wiltsey	Battle Creek	36th	New Sidewalks or Sidewalk Infill	Marion Cou
Southeast	Wiltsey	Sunnyside	Reed	New Sidewalks or Sidewalk Infill	City of Sale
West	35th	Osage	Orchard Heights	New Sidewalks or Sidewalk Infill	City of Sale County
West	35th/Glen Creek	Existing Northern Terminus of 35th	East of 31st	New Sidewalks or Sidewalk Infill	Polk County

TABLE 3
Recommended Tier 3 Pedestrian Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner
West	37th	Urban Growth Boundary	Orchard Heights	New Sidewalks or Sidewalk Infill	Polk County
West	5th	Taybin	Cameo	New Sidewalks or Sidewalk Infill	City of Sale
West	Audubon Trail	Edgewater	Cascade	Shared Use Path	City of Sale
West	Brush College	Urban Growth Boundary	Conner	New Sidewalks or Sidewalk Infill	City of Sale County
West	Christina	West of Red Fir	Doaks Ferry	New Sidewalks or Sidewalk Infill	City of Sale
West	Christina	West of Elliot	Cherry Blossom	New Sidewalks or Sidewalk Infill	City of Sale
West	Christina	East of Cherry Blossom	West of Red Fir	New Sidewalks or Sidewalk Infill	City of Sale
West	Christina	West of Elliot	Michigan City	New Sidewalks or Sidewalk Infill	City of Sale
West	Crestbrook-Dalke Ridge Connector	Crestbrook	Dalke Ridge	Shared Use Path	City of Sale
West	Doaks Ferry	Urban Growth Boundary	Glen Creek	New Sidewalks or Sidewalk Infill	City of Sale
West	Eola	Edgewater	Cascade	New Sidewalks or Sidewalk Infill	City of Sale
West	Eola	Urban Growth Boundary	Eagle Ridge	New Sidewalks or Sidewalk Infill	City of Sale County
West	Future Unnamed Street	37th	35th	New Sidewalks or Sidewalk Infill	Polk County
West	Grice Hill	Orchard Heights	Urban Growth Boundary	New Sidewalks or Sidewalk Infill	Polk County

TABLE 3
Recommended Tier 3 Pedestrian Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner
West	Hidden Valley	34th	Doaks Ferry	New Sidewalks or Sidewalk Infill	City of Sale
West	Hillcrest/ Altimont	Kingwood	East of Cascade	New Sidewalks or Sidewalk Infill	City of Sale
West	Islander	Horse Clover	West Meadows	New Sidewalks or Sidewalk Infill	City of Sale
West	Islander	35th	Horse Clover	New Sidewalks or Sidewalk Infill	City of Sale
West	Kingwood	Lowen	Glen Creek	New Sidewalks or Sidewalk Infill	City of Sale
West	Landaggard	Orchard Heights	Northern Terminus	New Sidewalks or Sidewalk Infill	Polk County
West	Linwood	South of Goldcrest	Riverbend	New Sidewalks or Sidewalk Infill	City of Sale
West	Marine Drive	Glen Creek	Riverbend	New Sidewalks or Sidewalk Infill	City of Sale County
West	Michigan City	Western Terminus	Wallace	New Sidewalks or Sidewalk Infill	Polk County
West	Mousebird	Royal Crown	Macaw	New Sidewalks or Sidewalk Infill	City of Sale
West	Orchard Heights	Urban Growth Boundary	Future Roadway Alignment west of Grice Hill	New Sidewalks or Sidewalk Infill	Polk County
West	Orchard Heights	West of Titan	Parkway	New Sidewalks or Sidewalk Infill	City of Sale County

TABLE 3
Recommended Tier 3 Pedestrian Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner
West	Orchard Heights	Existing Roadway Alignment west of Grice Hill	Grice Hill	New Sidewalks or Sidewalk Infill	City of Sale
West	Orchard Heights	Grice Hill	Existing Roadway Alignment east of Grice Hill	New Sidewalks or Sidewalk Infill	City of Sale
West	Patterson Trail	9th	South of Glen Creek	Shared Use Path	City of Sale
West	Ptarmigan	East of Moonbeam	Eastern Terminus	New Sidewalks or Sidewalk Infill	City of Sale
West	Rosemont	Cascade	Glen Creek	New Sidewalks or Sidewalk Infill	City of Sale
West	Titan	North of Old Farm	Orchard Heights	New Sidewalks or Sidewalk Infill	City of Sale
West	Vickery/ Colorado	Urban Growth Boundary	Eastern Terminus	New Sidewalks or Sidewalk Infill	Polk County

Appendix B
Recommended Bicycle Project List and Cost Estimates

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TABLE 1
Recommended Tier 1 Bicycle Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partn
Downtown	Church	Mission	Trade	Bike Lanes	City of
Downtown	Church	Trade	Union	Bike Lanes	City of
Downtown	Mission	Commercial	12th	Bike Lanes	City of
Downtown	Union	Front	Summer	Family Friendly Bikeway	City of
Downtown	Winter	Court	Norway	Family Friendly Bikeway	City of
Northeast	23rd	Center	Ellis	Shared Lane Markings	City of
Northeast	24th	State	Center	Shared Lane Markings	City of
Northeast	Beverly	Coral	Lancaster	Bike Lanes	City of
Northeast	Beverly	Fisher	Coral	Shared Lane Markings	City of
Northeast	Beverly/ Phillips/ Carolina	Lancaster	Eastern Terminus of Carolina	Family Friendly Bikeway	Marion
Northeast	Church	Union	"D"	Family Friendly Bikeway	City of
Northeast	Cooley	Fisher	Chemeketa CC West Transit Station	Shared Lane Markings	City of Cheme
Northeast	Cottage/ Maple	Norway	Bliler	Family Friendly Bikeway	City of
Northeast	Ellis	23rd	Park	Family Friendly Bikeway	City of
Northeast	Elma/ Deana/ Monroe/ 45th	Glenwood	Dean	Family Friendly Bikeway	Marion
Northeast	Fisher	Existing Southern Terminus	Silverton	Bike Lanes	City of
Northeast	Fisher	Market	Existing Southern Terminus	Bike Lanes	City of
Northeast	Florence/ Chester	Park	Lansing	Family Friendly Bikeway	City of

TABLE 1
Recommended Tier 1 Bicycle Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partn
Northeast	Hawthorne	Sunnyview	Silverton	Bike Lanes	City of
Northeast	Hollywood	Hollyridge	Silverton	Bike Lanes	Marion
Northeast	Illinois/ Vineyard	Monroe	"D"	Family Friendly Bikeway	City of
Northeast	Lansing	Chester	Silverton	Bike Lanes	City of
Northeast	Northgate	Portland	Eastern Terminus	Family Friendly Bikeway	City of
Northeast	Norway	5th	Winter	Family Friendly Bikeway	City of
Northeast	Park	Market	Sunnyview	Bike Lanes	City of
Northeast	Park	Sunnyview	Florence	Family Friendly Bikeway	City of
Northeast	Park	Ellis	Market	Shared Lane Markings	City of
Northeast	Salem Industrial	Western Terminus	North of Anunsen	Bike Lanes	City of
Northeast	San Francisco	Hollywood	Walker	Family Friendly Bikeway	City of
Northeast	Satter	45th	47th	Family Friendly Bikeway	Marion
Northeast	Williams/ Edgewood/ 30th	Silverton	Northgate	Family Friendly Bikeway	City of
South	Browning	Barrett	Neelon	Bike Lanes	City of
South	Church	Hoyt	Leffelle	Family Friendly Bikeway	City of
South	Cottage	Vista	Fairview	Family Friendly Bikeway	City of
South	Crestview/ Ewald	Browning	Stanley	Family Friendly Bikeway	City of
South	Fairview	Cottage	Summer	Shared Lane Markings	City of
South	Hansen	Argyle	Mountain View	Shared Lane Markings	City of
South	Hoyt	Skopil	Church	Family Friendly Bikeway	City of
South	Justice/ Joplin/ 12th/ Camellia/	Croisan Scenic	Browning	Family Friendly Bikeway	City of

TABLE 1
Recommended Tier 1 Bicycle Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partn
	Barrett				
South	Liberty	Browning	Commercial	Bike Lanes	City of
South	Madrona	Stanley	Winola	Bike Lanes	City of
South	Miller	River	High	Family Friendly Bikeway	City of
South	Mountain View	Hansen	Hoyt	Family Friendly Bikeway	City of
South	Nohlgren/ King/ Argyle	Salem Heights	Hansen	Family Friendly Bikeway	City of
South	Peck/ Morningside/ Hulsey/ Norwood	Harris	Clark Creek Park	Family Friendly Bikeway	City of
South	Saginaw/ Mission	Rural	Commercial	Family Friendly Bikeway	City of
South	Salem Heights	Winola	View	Uphill Bike Lanes/Downhill Shared Lane Markings	City of
South	Stanley	Ewald	Madrona	Family Friendly Bikeway	City of
South	Summer/ Electric/ Berry/ Yew	Fairview	Leffelle	Family Friendly Bikeway	City of
South	Winola	Madrona	Salem Heights	Family Friendly Bikeway	City of
Southeast	McGilchrist	Pringle	25th	Bike Lanes	City of
Southeast	McGilchrist	12th	Pringle	Shared Lane Markings	City of
West	2nd	Rosemont	Patterson	Family Friendly Bikeway	City of
West	Cerise/ Ammon	Mousebird	Linwood	Family Friendly Bikeway	City of
West	Hope/ Westhaven	Western Terminus of Hope	Northern Terminus of Westhaven	Family Friendly Bikeway	City of
West	Linwood	Ammon	Orchard View	Family Friendly Bikeway	City of
West	Lupin/ Larkspur/ Karen	Parkway	Glen Creek	Family Friendly Bikeway	City of
West	Mousebird	Cerise	Lambert	Family Friendly Bikeway	City of

TABLE 1
Recommended Tier 1 Bicycle Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partn
West	Orchard Heights Park Access Road	Orchard Heights	Northern Terminus	Shared Lane Markings	City of
West	Orchardview/ Woodhill/ Harritt	SE Corner of Harritt Loop	Linwood	Family Friendly Bikeway	City of
West	Parkway	Lupin	Orchard Heights	Bike Lanes	City of
West	Wilark/ Waymire/ Westminster/ Lambert	Mousebird	Brush College	Family Friendly Bikeway	City of

TABLE 2
Recommended Tier 2 Bicycle Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner
Downtown	Capitol Mall Cycle Track (one-way eastbound)	East of Winter	West of Capitol	Cycle Track	City of Sale
Downtown	Capitol Mall Cycle Track (one-way westbound)	West of Capitol	East of Winter	Cycle Track	City of Sale
Northeast	"D"	22nd	23rd	Bike Lanes	City of Sale
Northeast	"D"	Vinyard	Lancaster	Bike Lanes	City of Sale
Northeast	"D"	5th	Winter	Family Friendly Bikeway	City of Sale
Northeast	17th	Pearl	Silverton	Bike Lanes	City of Sale
Northeast	32nd/ Rockingham	Wooddale	Eastern Terminus of Rockingham	Family Friendly Bikeway	City of Sale
Northeast	35th	Southern Terminus	Fisher	Family Friendly Bikeway	Marion Cou
Northeast	45th	Silverton	Letteken	Bike Lanes	Marion Cou
Northeast	47th	Herrin	Ward	Family Friendly Bikeway	Marion Cou
Northeast	Auburn	45th	UGB	Bike Lanes	Marion Cou
Northeast	Belmont/Nebraska/12th	Commercial	Market	Family Friendly Bikeway	City of Sale
Northeast	Bill Frey Extension	Kroc Center	Hyacinth	Bike Lanes	City of Sale
Northeast	Blossom/ Indian School	Portland	Chemawa	Bike Lanes	City of Sale County
Northeast	Broadway	Pine	Salem Parkway	Bike Lanes	City of Sale
Northeast	Broadway	Salem Parkway	River	Bike Lanes	City of Sale
Northeast	Broadway	"E"	Pine	Bike Lanes	City of Sale

TABLE 2
Recommended Tier 2 Bicycle Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner
Northeast	Brown	Sunnyview	Glendale	Bike Lanes	City of Sale County
Northeast	Chemeketa	13th	24th	Family Friendly Bikeway	City of Sale
Northeast	Dean	45th	Eastern Terminus	Family Friendly Bikeway	City of Sale
Northeast	Ellis	Park	Savage	Family Friendly Bikeway	City of Sale
Northeast	Florence/ Chester	West of Evergreen	Lansing	Family Friendly Bikeway	City of Sale
Northeast	Front	South of Division	Riviera	Bike Lanes	City of Sale
Northeast	Garnet/Nebraska/22nd	Market	"D"	Family Friendly Bikeway	City of Sale
Northeast	Greencrest	Auburn	Center	Shared Lane Markings	City of Sale
Northeast	Hayesville	Lancaster	Lisa	Bike Lanes	City of Sale County
Northeast	Herrin	Middle Grove	Cordon	Bike Lanes	Marion Cou
Northeast	Jade	47th	Eastern Terminus	Family Friendly Bikeway	Marion Cou
Northeast	Royalty	Center	Regal	Family Friendly Bikeway	City of Sale
Northeast	Scepter/ Regal/ Princess	Southern Terminus of Scepter	Swegle	Family Friendly Bikeway	City of Sale
Northeast	Walker/ Carolina/ Rand/ 48th	Swegle	Herrin	Family Friendly Bikeway	City of Sale County
South	Ash	Browning	Ewald	Family Friendly Bikeway	City of Sale
South	Browning	Neelon	Liberty	Bike Lanes	City of Sale
South	Browning	West of Cloud	Barrett	Bike Lanes	City of Sale
South	Browning	Lone Oak	Ash	Shared Lane Markings	City of Sale
South	Croisan Creek	Kuebler	River	Bike Lanes	City of Sale County

TABLE 2
Recommended Tier 2 Bicycle Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner
South	Cunningham	Cloudview	Liberty	Bike Lanes	City of Sale
South	Davis	West of Red Leaf	Liberty	Bike Lanes	City of Sale
South	Ewald/ Oakhill	Ash	12th	Family Friendly Bikeway	City of Sale
South	Heath	Existing Western Terminus	Croisan Scenic	Uphill Bike Lanes/Downhill Shared Lane Markings	City of Sale
South	Lone Oak	Mildred	Kuebler	Bike Lanes	City of Sale
South	Lone Oak	Boone	Hrubetz	Family Friendly Bikeway	City of Sale
South	Ratcliff/ Bluff/Fairview	Hulsey	Pringle	Shared Lane Markings	City of Sale
South	Rural	John	Saginaw	Family Friendly Bikeway	City of Sale
South	Salem Heights	View	Liberty	Uphill Bike Lanes/Downhill Shared Lane Markings	City of Sale
South	Salem Heights	Crestview	Winola	Uphill Bike Lanes/Downhill Shared Lane Markings	City of Sale
South	Valleywood	Lone Oak	Sunnyside	Family Friendly Bikeway	City of Sale
Southeast	14th	Oxford	Chemeketa	Shared Lane Markings	City of Sale
Southeast	16th	McGilchrist	Oxford	Bike Lanes	City of Sale
Southeast	46th/Wild Cherry	Southern Terminus of 46th	Connecticut	Family Friendly Bikeway	City of Sale
Southeast	Baxter	Reed	East of Salal	Family Friendly Bikeway	City of Sale
Southeast	Connecticut	Grouse	MacLeay	Bike Lanes	City of Sale
Southeast	Connecticut	Wild Cherry	Grouse	Shared Lane Markings	City of Sale
Southeast	Connecticut/ 48th	Pennsylvania	State	Family Friendly Bikeway	Marion Cou
Southeast	Eastlake	Battle Creek	Landon	Family Friendly Bikeway	City of Sale
Southeast	Hilfiker/Hilrose	Sunnyside	Pringle	Bike Lanes	City of Sale

TABLE 2
Recommended Tier 2 Bicycle Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner
Southeast	Metolius/ Foxhaven/ Cultus	Eastlake	Boone	Family Friendly Bikeway	City of Sale
Southeast	Oxford	14th	16th	Bike Lanes	City of Sale
Southeast	Pennsylvania	Connecticut	Cordon	Bike Lanes	Marion Cou
Southeast	Wiltsey	Sunnyside	Madelyn	Bike Lanes	City of Sale
West	7th/ Taggart	Patterson	Wallace	Shared Lane Markings	City of Sale
West	Brush College	Conner	Doaks Ferry	Bike Lanes	City of Sale County
West	Chapman Hill	Chapman Hill Elem. School Entrance	Mousebird	Family Friendly Bikeway	City of Sale
West	Chapman Park Access Road	Chapman Hill	Southern Terminus	Family Friendly Bikeway	City of Sale
West	Christina	West of Red Fir	Doaks Ferry	Family Friendly Bikeway	City of Sale
West	Christina	Cherry Blossom	West of Red Fir	Family Friendly Bikeway	City of Sale
West	Christina	West of Elliot	Cherry Blossom	Shared Lane Markings	City of Sale
West	Christina	West of Elliot	Michigan City	Uphill Bike Lanes/Downhill Shared Lane Markings	City of Sale
West	Doaks Ferry	Orchard Heights	Brush College	Bike Lanes	City of Sale County
West	Gehlar	Doaks Ferry	Future BPA Corridor Trail	Family Friendly Bikeway	City of Sale
West	Islander/ Ptarmigan	Doaks Ferry	Eastern Terminus of Ptarmigan	Family Friendly Bikeway	City of Sale
West	Linwood	Orchard Heights	South of Goldcrest	Bike Lanes	City of Sale
West	Linwood	Orchard View	Riverbend	Family Friendly Bikeway	City of Sale

TABLE 2
Recommended Tier 2 Bicycle Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner
West	Lupin	West of Parkway	Parkway	Family Friendly Bikeway	City of Saler
West	Michigan City	Western Terminus	Wallace	Bike Lanes	Polk County
West	Mule Deer/ Desert Deer	Eola	Whitetail Deer	Family Friendly Bikeway	City of Saler
West	Parkway	Glen Creek	Lupin	Bike Lanes	City of Saler
West	Patterson	6th	7th	Bike Lanes	City of Saler
West	Piedmont/ 6th	Altimont	Patterson	Family Friendly Bikeway	City of Saler
West	Taggart/ Bartell	Wallace	Glen Creek	Shared Lane Markings	City of Saler
West	Whitetail Deer/ Margarette/ Engel/ Hillcrest/ Altimont	Burley Hill	East of Cascade	Family Friendly Bikeway	City of Saler

TABLE 3
Recommended Tier 3 Bicycle Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partne
Downtown	12th/ Union	Bellevue	Summer	Bike Lanes	City of S
Downtown	13th/ Court	State	Front	Bike Lanes	City of S
Downtown	13th/ Marion	Center	Capitol	Bike Lanes	City of S
Downtown	Capitol	Center	Market	Bike Lanes	City of S
Downtown	Center	Commercial	Capitol	Bike Lanes	City of S ODOT
Downtown	Center	Capitol	17th	Bike Lanes	City of S
Downtown	Commercial	Marion	Division	Bike Lanes	ODOT
Downtown	High	Marion	Union	Bike Lanes	City of S
Downtown	Liberty	Trade	"E"	Bike Lanes	City of S ODOT
Downtown	Marion	Capitol	Commercial	Bike Lanes	City of S
Downtown	State	Front	24th	Bike Lanes	City of S
Downtown	Summer Street/ Capitol Mall Connector (one-way cycle track)	Summer	Chemeketa	Cycle Track	City of S
Northeast	"D"	5th	Summer	Bike Lanes	City of S
Northeast	"D"	23rd	Vinyard	Bike Lanes	City of S
Northeast	"D"	Winter	22nd	Bike Lanes	City of S
Northeast	14th	"D"	Market	Family Friendly Bikeway	City of S
Northeast	14th	Chemeketa	"D"	Shared Lane Markings	City of S
Northeast	15th	Market	Madison	Family Friendly Bikeway	City of S
Northeast	18th	Madison	Garfield	Family Friendly Bikeway	City of S

TABLE 3
Recommended Tier 3 Bicycle Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partne
Northeast	23rd	Ellis	Market	Shared Lane Markings	City of S
Northeast	36th/ Midway/ Auburn	Center	Lancaster	Family Friendly Bikeway	Marion C
Northeast	38th/ Manor/ Weathers	"D"	Eastern Terminus of Weathers	Family Friendly Bikeway	City of S
Northeast	45th/ Jade/ Happy	Ward	Kale	Family Friendly Bikeway	Marion C
Northeast	49th	Kale	Hazelgreen	Bike Lanes	City of S
Northeast	49th	Hayesville	Kale	Shared Lane Markings	City of S Marion C
Northeast	5th	"D"	Norway	Family Friendly Bikeway	City of S
Northeast	Academy	Maple	Fairgrounds	Family Friendly Bikeway	City of S
Northeast	Chester	Lansing	Byram	Family Friendly Bikeway	City of S
Northeast	Division	Liberty	High	Bike Lanes	City of S
Northeast	Fisher	South of Market	Market	Shared Lane Markings	City of S
Northeast	Greencrest	State	Auburn	Bike Lanes	Marion C
Northeast	Highland	Front	Maple	Shared Lane Markings	City of S
Northeast	Highland	Maple	Portland	Shared Lane Markings	City of S
Northeast	Hood/ Fairgrounds	Front	Summer	Bike Lanes	City of S
Northeast	Jade	45th	47th	Family Friendly Bikeway	Marion C
Northeast	Jan Ree/ Patricia/ Settlers	Happy	Bayne	Family Friendly Bikeway	City of S Marion C
Northeast	Kale	East of Bayne	Cordon	Bike Lanes	City of S Marion C
Northeast	Kale	East of Countryside	49th	Bike Lanes	City of S

TABLE 3
Recommended Tier 3 Bicycle Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partne
Northeast	Kenwood	State	Future Geer Line Trail	Family Friendly Bikeway	Marion C
Northeast	Knox	Park	Vineyard	Family Friendly Bikeway	City of S
Northeast	Lana	Portland	Silverton	Bike Lanes	City of S
Northeast	Madison/ 23rd	Cottage	Market	Family Friendly Bikeway	City of S
Northeast	Market	Front	4th	Bike Lanes	City of S
Northeast	Market	Summer	Hawthorne	Bike Lanes	City of S
Northeast	Norway	Front	5th	Family Friendly Bikeway	City of S
Northeast	Park	Knox	"D"	Bike Lanes	City of S
Northeast	Park	"D"	Ellis	Shared Lane Markings	City of S
Northeast	Pine	Front	Commercial	Bike Lanes	City of S
Northeast	Plowlog	Ward	Northern terminus	Family Friendly Bikeway	City of S
Northeast	Silverton	Portland	Lancaster	Bike Lanes	City of S
Northeast	Sunnyview	Fairgrounds	17th	Bike Lanes	City of S
Northeast	Swegle	Plateau	Cordon	Bike Lanes	City of S Marion C
Northeast	Ward	Lancaster	Cordon	Shared Lane Markings	City of S Marion C
South	Acacia	Sumac	Hansen	Shared Lane Markings	City of S
South	Acacia	River	Sumac	Uphill Bike Lanes/Downhill Shared Lane Markings	City of S
South	Alice	Mountain View	Commercial	Family Friendly Bikeway	City of S
South	Browning	Western Terminus	West of Cloud	Shared Lane Markings	City of S
South	Browning	Liberty	Lone Oak	Shared Lane Markings	City of S

TABLE 3
Recommended Tier 3 Bicycle Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partne
South	Browning	Ash	Commercial	Shared Lane Markings	City of S
South	Bush	Western Terminus	Bush's Pasture Park	Family Friendly Bikeway	City of S
South	Byers/ Deer Run	Viewcrest	Northern Terminus	Uphill Bike Lanes/Downhill Shared Lane Markings	City of S Marion C
South	Cedarcrest/ Brookwood/ Rock Creek	Red Leaf	Liberty	Family Friendly Bikeway	City of S
South	Commercial	Mission	Superior	Bike Lanes	City of S
South	Crestview	Southern Terminus	Madrona	Family Friendly Bikeway	City of S
South	Crestview	Shurman	Northern Terminus	Family Friendly Bikeway	City of S
South	Crestview	Madrona	Hansen	Family Friendly Bikeway	City of S
South	Crestview/ Shurman	Hansen	River	Uphill Bike Lanes/Downhill Shared Lane Markings	City of S
South	Croisan Creek	Skyline	Kuebler	Bike Lanes	City of S Marion C
South	Croisan Ridge	Existing Northern Terminus	Heath	Uphill Bike Lanes/Downhill Shared Lane Markings	City of S Marion C
South	Croisan Scenic	North of Roberta	Croisan Creek	Bike Lanes	City of S
South	Croisan Scenic	Skyline	Joplin	Bike Lanes	City of S
South	Croisan Scenic	North of Brock Loop	Spring	Bike Lanes	City of S Marion C
South	Croisan Scenic	Joplin	North of Brock Loop	Shared Lane Markings	City of S
South	Croisan Scenic	Spring	North of Roberta	Shared Lane Markings	City of S
South	Ewald	Stanley	Ash	Family Friendly Bikeway	City of S
South	Fairview	Commercial	Cottage	Shared Lane Markings	City of S

TABLE 3
Recommended Tier 3 Bicycle Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partne
South	Fern	Heath	River	Uphill Bike Lanes/Downhill Shared Lane Markings	City of S
South	Future Unnamed Street	Heath	Homestead	Uphill Bike Lanes/Downhill Shared Lane Markings	City of S
South	Gregory	Lone Oak	Jones	Family Friendly Bikeway	City of S
South	Hansen	Crestview	Argyle	Shared Lane Markings	City of S
South	Hansen	Acacia	Crestview	Uphill Bike Lanes/Downhill Shared Lane Markings	City of S
South	Heath	Deer Run	Existing Western Terminus	Uphill Bike Lanes/Downhill Shared Lane Markings	Marion C
South	High/ Church	Fairview	Hoyt	Family Friendly Bikeway	City of S
South	Holder	West of Seeger	Lone Oak	Shared Lane Markings	City of S
South	Homestead	River	Brown Island	Bike Lanes	City of S
South	Homestead	Southern Terminus	River	Uphill Bike Lanes/Downhill Shared Lane Markings	City of S
South	Idylwood	Lone Oak	Sunnyside	Shared Lane Markings	City of S
South	Kuebler	Urban Growth Boundary	Croisan Creek	Bike Lanes	City of S
South	Liberty	Urban Growth Boundary	Rainier	Bike Lanes	Marion C
South	Lone Oak	Rees Hill	Muirfield	Bike Lanes	City of S Marion C
South	Madrona	Crestview	Stanley	Bike Lanes	City of S
South	Madrona	Winola	Commercial	Bike Lanes	City of S
South	Madrona	Commercial	Pringle	Bike Lanes	City of S
South	Madrona	Croisan Scenic	Crestview	Bike Lanes	City of S

TABLE 3
Recommended Tier 3 Bicycle Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partne
South	Marietta	Coloma	Lone Oak	Family Friendly Bikeway	City of S
South	Marietta	Liberty	Eastern Terminus	Family Friendly Bikeway	City of S
South	Mildred	Skyline	Liberty	Bike Lanes	City of S Marion C
South	Neelon/ Garlock/ Cavalier/ Luradel	Browning	Eastern Terminus of Luradel	Family Friendly Bikeway	City of S
South	Red Leaf/ Summercrest	Future Alignment of Mildred	Skyline	Family Friendly Bikeway	City of S
South	Rees Hill	Lone Oak	Sunnyside	Bike Lanes	City of S Marion C
South	River	Urban Growth Boundary	West of Riverdale	Bike Lanes	City of S Marion C
South	River	Viewcrest	West of Equestrian	Bike Lanes	City of S Marion C
South	Rural	Saginaw	Commercial	Family Friendly Bikeway	City of S
South	Rural	Western Terminus	John	Family Friendly Bikeway	City of S
South	Rural	Commercial	Pringle	Shared Lane Markings	City of S
South	Salem Heights/ Ratcliff	Liberty	Hulsey	Shared Lane Markings	City of S
South	Skyline	Urban Growth Boundary	South of Summercrest	Bike Lanes	City of S Marion C
South	Stanley	Browning	Ewald	Family Friendly Bikeway	City of S
South	Sunnyside	Urban Growth Boundary	Rees Hill	Bike Lanes	City of S
South	Vista	Bluff	Pringle	Bike Lanes	City of S Marion C
South	Vista	Cottage	Bluff	Shared Lane Markings	City of S

TABLE 3
Recommended Tier 3 Bicycle Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partne
South	Waller	Western terminus	13th	Family Friendly Bikeway	City of S
South	Winola	Southern Terminus	Madrona	Family Friendly Bikeway	City of S
South	Woodmansee	Western Terminus	Sunnyside	Shared Lane Markings	City of S
Southeast	12th/ Albert/ Mandy/ Copper Glen	Hilfiker	Pringle	Family Friendly Bikeway	City of S
Southeast	14th/ Neahkahnie/ 13th/ Jonmart	Rees Hill	Wiltsey	Family Friendly Bikeway	City of S
Southeast	22nd	Southern Terminus	McGilchrist	Shared Lane Markings	City of S
Southeast	22nd/ Electric	Oxford	East of 23rd	Shared Lane Markings	City of S
Southeast	23rd	McGilchrist	Mission	Shared Lane Markings	City of S
Southeast	23rd/ Townsend/ Ford	Mission	Mill	Family Friendly Bikeway	City of S
Southeast	25th	Mission	State	Bike Lanes	City of S
Southeast	32nd	Litchfield	36th	Bike Lanes	City of S
Southeast	36th	Wiltsey	32nd	Bike Lanes	City of S Marion C
Southeast	46th/ Arabian/ Seattle Slew/ 49th/ Jenah	Wild Cherry	East of Honestus	Family Friendly Bikeway	City of S Marion C
Southeast	Airport	Militia	South of State	Bike Lanes	City of S
Southeast	Aumsville	South of Depot	UGB	Bike Lanes	City of S
Southeast	Barnes	West of Peterson	Stroh	Bike Lanes	City of S
Southeast	Barnes	Stroh	Reed	Uphill Bike Lanes/Downhill Shared Lane Markings	City of S
Southeast	Battle Creek	Wiltsey	Boone	Bike Lanes	City of S Marion C
Southeast	Boone	Textrum	Stroh	Shared Lane Markings	City of S

TABLE 3
Recommended Tier 3 Bicycle Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partne
Southeast	Buffalo/ 49th	Indian	State	Family Friendly Bikeway	Marion C
Southeast	Carson/ Cranston/ Campbell	Lancaster	Saddle Club	Family Friendly Bikeway	City of S
Southeast	Cascades Gateway Park Access Road	Turner	Eastern Terminus	Shared Lane Markings	City of S
Southeast	Catalina/ Monterey/ Squaw	Bastille	Eastlake	Family Friendly Bikeway	City of S
Southeast	Cinnabar/ Natalie	Eastern terminus of Natalie	Mildred	Family Friendly Bikeway	City of S
Southeast	Crowley/ Chaparral	Eastern Terminus	Hilfiker	Family Friendly Bikeway	City of S
Southeast	Deer Park	Turner	Aumsville	Bike Lanes	City of S
Southeast	Electric	East of 23rd	25th	Shared Lane Markings	City of S
Southeast	Fabry	Sugar Plum	Battle Creek	Bike Lanes	City of S
Southeast	Future Unnamed Street	Madrona	22nd	Bike Lanes	City of S
Southeast	Future Unnamed Street	Turner	Lancaster	Bike Lanes	City of S
Southeast	Future Unnamed Street 1	West of Reed	West of Reed	Shared Lane Markings	City of S
Southeast	Future Unnamed Street 2	West of Reed	West of Reed	Shared Lane Markings	City of S
Southeast	Gath/ Turner	Urban Growth Boundary	37th	Bike Lanes	City of S
Southeast	Genesis	Robins	Northern Terminus	Family Friendly Bikeway	City of S
Southeast	Glenwood	Lancaster	Connecticut	Family Friendly Bikeway	Marion C
Southeast	Hines	12th	14th	Bike Lanes	City of S
Southeast	Kashmir	36th	Eastland	Shared Lane Markings	Marion C
Southeast	MacLeay	Arabian	Cordon	Bike Lanes	City of S Marion C

TABLE 3
Recommended Tier 3 Bicycle Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partne
Southeast	Madras	East of Commercial	Wiltsey	Bike Lanes	City of S
Southeast	Mill/ Trade	12th	25th	Family Friendly Bikeway	City of S
Southeast	Oakhill/ Centennial	12th	Pringle	Family Friendly Bikeway	City of S
Southeast	Oxford	16th	22nd	Bike Lanes	City of S
Southeast	Pikes Pass/ Soapstone	Mistymorning	Reed	Family Friendly Bikeway	City of S
Southeast	Reed	Pringle	Fairview Industrial	Bike Lanes	City of S
Southeast	Reed	Jamison	Baxter	Family Friendly Bikeway	City of S
Southeast	Reed	Soapstone	Jamison	Shared Lane Markings	City of S
Southeast	Reed	Wiltsey	Soapstone	Shared Lane Markings	City of S
Southeast	Reed/ Boone/ 27th/ Marietta	Baxter	Fairview Industrial	Bike Lanes	City of S
Southeast	Rees Hill	Sunnyside	Fairway	Shared Lane Markings	City of S
Southeast	Robins/ Brentwood	East of Genesis	Battle Creek	Bike Lanes	Marion C
Southeast	Saddle Club	Lancaster	Campbell	Shared Lane Markings	City of S
Southeast	Serenity/ Tanglewood	Lois	36th	Family Friendly Bikeway	Marion C
Southeast	Stroh	Kuebler	Boone	Bike Lanes	City of S
Southeast	Textrum	Boone	South of Royvonne	Family Friendly Bikeway	City of S
Southeast	Turner	Urban Growth Boundary	Gath	Bike Lanes	City of S Marion C
Southeast	Turner	37th	South of Cascades Gateway Park	Bike Lanes	City of S Marion C
Southeast	Valleywood/ Sunstone	Sunnyside	Mildred	Family Friendly Bikeway	City of S
Southeast	Wiltsey	Battle Creek	36th	Bike Lanes	Marion C

TABLE 3
Recommended Tier 3 Bicycle Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partne
Southeast	Woodscape	Baxter	Reed	Family Friendly Bikeway	City of S
West	35th	Existing Northern Terminus	Orchard Heights	Bike Lanes	City of S
West	35th	Glen Creek	Existing Northern Terminus	Shared Lane Markings	Polk Cou
West	37th	Urban Growth Boundary	Orchard Heights	Bike Lanes	Polk Cou
West	40th	Urban Growth Boundary	Orchard Heights	Bike Lanes	Polk Cou
West	Andrew/ Elliot/ Cherry Blossom	Future Ellen Lane Park	Christina	Family Friendly Bikeway	City of S
West	Brookside	Doaks Ferry	Wallace	Family Friendly Bikeway	City of S
West	Brush College	Urban Growth Boundary	Conner	Bike Lanes	City of S County
West	Burley Hill	Eola	Glen Creek	Uphill Bike Lanes/Downhill Shared Lane Markings	City of S
West	Cascade/ Parkway	Eola	Glen Creek	Family Friendly Bikeway	City of S
West	Dalke Ridge/ Deerwind	West of Deerwind	Burley Hill	Family Friendly Bikeway	City of S
West	Doaks Ferry	Urban Growth Boundary	Glen Creek	Bike Lanes	City of S
West	Eola	Kingwood	Cascade	Bike Lanes	City of S
West	Eola	Urban Growth Boundary	Doaks Ferry	Bike Lanes	Polk Cou
West	Future Unnamed Street	37th	35th	Bike Lanes	Polk Cou
West	Glen Creek	35th	Doaks Ferry	Shared Lane Markings	City of S County

TABLE 3
Recommended Tier 3 Bicycle Projects- By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partne
West	Grice Hill	Orchard Heights	Urban Growth Boundary	Uphill Bike Lanes/Downhill Shared Lane Markings	Polk Cou
West	Islander	35th	Horse Clover	Bike Lanes	City of S
West	Islander/ Ptarmigan	Titan	Doaks Ferry	Family Friendly Bikeway	City of S
West	Limelight/ Breckenridge/ Crestbrook	Doaks Ferry	Eastern Terminus of Crestbrook	Family Friendly Bikeway	City of S
West	Linwood	South of Goldcrest	Ammon	Family Friendly Bikeway	City of S
West	Lower Breckenridge	Breckenridge	Breckenridge	Family Friendly Bikeway	City of S
West	Mousebird	South of Royal Crown	Cerise	Family Friendly Bikeway	City of S
West	Mousebird	Orchard Heights	North of Macaw	Family Friendly Bikeway	City of S
West	Mousebird	Lambert	Wallace	Family Friendly Bikeway	City of S
West	Mousebird	North of Macaw	South of Royal Crown	Family Friendly Bikeway	City of S
West	Orchard Heights	Urban Growth Boundary	Titan	Bike Lanes	Polk Cou
West	Patterson	7th	Northern Terminus	Bike Lanes	City of S
West	Patterson	Edgewater	6th	Bike Lanes	City of S
West	Patterson	Glen Creek	Lavona	Family Friendly Bikeway	City of S
West	Stoneway	Highway 22	College	Uphill Bike Lanes/Downhill Shared Lane Markings	City of S
West	Stoneway/ Kaley	College	Eola	Family Friendly Bikeway	City of S
West	Vickery	Urban Growth Boundary	Colorado	Uphill Bike Lanes/Downhill Shared Lane Markings	Polk Cou