

Liberty Street SE, Silverton Road NE, and Commercial Street SE.

ISSUE:

Shall City Council direct staff to follow the process and apply the criteria described in this report and recommended by the Bond Oversight Steering Committee to develop recommended project locations for the pedestrian crossings, sidewalk infill, and sidewalk replacement categories included in the 2022 Salem Safety and Livability Bond Measure, and further authorize allocation of a portion (\$1,168,000) of the sidewalk replacement funds for projects located adjacent to the Liberty Street SE, Silverton Road NE, and Commercial Street SE pavement projects?

RECOMMENDATION:

Direct staff to follow the process and apply the criteria described in this report and recommended by the Bond Oversight Steering Committee to develop recommended project locations for the pedestrian crossings, sidewalk infill, and sidewalk replacement categories included in the 2022 Salem Safety and Livability Bond Measure, and further authorize allocation of a portion (\$1,168,000) of the sidewalk replacement funds for projects located adjacent to the Liberty Street SE, Silverton Road NE, and Commercial Street SE pavement projects.

FACTS AND FINDINGS:

The Bond Oversight Steering Committee (Steering Committee) discussed and provided input on the selection process and criteria for the pedestrian crossings, sidewalk infill, and sidewalk replacement categories at meetings in March, April, June, and August 2023. At their meeting on August 31, 2023, the Steering Committee recommended a process and criteria for selecting locations as part of these three bond categories.

Project Selection Process and Criteria

The recommended process to select locations for the pedestrian crossings, sidewalk infill, and sidewalk replacement categories of funds includes opportunities for public input with oversight by the Steering Committee prior to bringing a recommendation to City Council. The following steps outline the recommended process. It is anticipated that this process will take between 14 and 21 months to complete.

- Seeking public input on possible locations. Possible locations will also be drawn from existing records of requests through the Safer Pedestrian Crossings Program and the Sidewalk Repair Program.
- Evaluate locations against criteria. Identified locations will then be evaluated against the recommended criteria contained in Table 1.
- Develop cost estimates. Staff will propose projects to the Steering Committee that address top ranking locations and will develop cost estimates.
- Preliminary recommendations. The Steering Committee will develop preliminary recommendations for each of the three categories. The preliminary recommendation will

consider the potential for nearby development, cost of projects, efficiency of delivery, and how a project contributes to creating a complete network.

- Seek public input. The Steering Committee will seek public input on the preliminary recommendations and finalize their recommendation to City Council.
- City Council approval of locations.

Table 1.

Recommended Criteria for Evaluating Locations in Pedestrian & Sidewalk Bond Categories

Criteria	Pedestrian Crossings	Sidewalk Infill	Sidewalk Replacement
Equity	25%	25%	25%
Street Classification	25%	25%	6%
Proximity to Schools	10%	15%	8%
Proximity to Transit	10%	20%	8%
Proximity to Parks	10%	15%	8%
Distance to Nearest Crossing	10%	-	-
Pedestrian Crashes	10%	-	-
Hazard Assessment	-	-	45%
Total	100%	100%	100%

Allocation of Sidewalk Replacement Funds - Liberty Street SE and Silverton Road NE

The Steering Committee reviewed candidates for sidewalk replacement, sidewalk infill, and pedestrian crossings in proximity to bond paving projects on Liberty Street SE (anticipated 2024), Silverton Road NE (anticipated 2025 to 2026), and Commercial Street SE (anticipated 2024). Coordinating delivery of sidewalk projects with pavement projects provides efficiencies due to economies of scale in both design and construction costs. Additionally, connecting these projects can result in more complete connections for pedestrians.

At its meeting on June 29, 2023, the Steering Committee recommended allocating bond funds from the sidewalk replacement category to locations adjacent to the Liberty Street SE, Silverton Road NE, and Commercial Street SE projects as described below.

Liberty Street SE

This pavement project is anticipated to proceed to construction in 2024. The project extent is from Mill Street SE to Trade Street SE. The sidewalk along the west side of Liberty Street is not passable by people with limited mobility. The estimated cost to replace the sidewalk in conjunction with the

pavement project is \$536,000.

Silverton Road NE

This pavement project is anticipated to proceed to construction in 2025 and 2026. The project extent is from 17th Street NE to Williams Avenue NE and from Beacon Street NE to Fisher Road NE. There are several segments of sidewalks needing replacement in the vicinity of this pavement project. The Steering Committee recommended that funding be allocated to replace sidewalks along the north side of Silverton Road NE in order to create a continuous accessible route along the project. The recommended allocation of bond funds is for segments between Abrams Avenue NE and Fairhaven Avenue NE, with a total estimated cost of \$592,000. Additional segments located between 17th Street NE and Beach Avenue NE are being recommended for funding through the Urban Renewal Agency.

Commercial Street SE

This pavement project is anticipated to proceed to construction in 2024. The project extent is from Fabry Road SE to the on-ramps for Interstate-5. There is a short segment of sidewalk along the west side, north of Fairway Avenue SE that needs replacement. The estimated cost to replace this section of sidewalk in conjunction with the pavement project is \$40,000.

BACKGROUND:

Residents of Salem approved a \$300 million community improvement bond measure in November of 2022. Of this amount, \$157 million was allocated to address transportation infrastructure needs. Most of these projects were identified by location; however, the bond included three categories to address pedestrian crossings, sidewalk infill, and sidewalk replacement, with specific locations to be determined by City Council. The bond funding available for each of these categories is included in Table 2.

Table 2.
Sidewalk and Pedestrian Categories

Bond Category	Description	Funding Programmed
Safer Pedestrian Crossings	Median Islands, Lighting, Rectangular Rapid Flashing Beacons, & ADA Ramps	\$3,540,000
Sidewalk Infill	Missing Sidewalks	\$6,000,000
Sidewalk Replacement	Replace Failing Sidewalk Panels	\$8,710,000

Robert D. Chandler, PhD, PE
Assistant Public Works Director

