



Legislation Details (With Text)

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Title: Winter Maple Bikeway Plan

Ward(s): 1, 5
 Councilor(s): Kaser, Ausec
 Neighborhood(s): CANDO, Grant, Highland

Sponsors:

Indexes:

Code sections:

Attachments: 1. WMB Plan, 2. 4-9-18 Written Testimony 1

Date	Ver.	Action By	Action	Result
4/9/2018	1	City Council		
4/9/2018	1	City Council	adopted as amended	Pass

TO: Mayor and City Council

THROUGH: Steve Powers, City Manager

FROM: Peter Fernandez, PE, Public Works Director

SUBJECT:

Winter Maple Bikeway Plan

Ward(s): 1, 5
 Councilor(s): Kaser, Ausec
 Neighborhood(s): CANDO, Grant, Highland

ISSUE:

Shall Council adopt the Winter Maple Bicycle and Pedestrian Plan?

RECOMMENDATION:

Adopt the Winter Maple Bicycle and Pedestrian Plan.

SUMMARY AND BACKGROUND:

The Winter Maple Bicycle and Pedestrian Plan (Plan) is the first planned family-friendly bikeway in the City (Attachment 1). Family-friendly bikeways prioritize bicycle circulation while discouraging non-local cut-through vehicle traffic. They are located on low-volume and low-speed streets that have been optimized for bicycle travel by using traffic calming and traffic reduction devices, signage and pavement markings, and specialized intersection crossing treatments. Elements that benefit bicycle travel are also beneficial to safe, comfortable pedestrian travel. Family-friendly bikeways are an important component of providing a balanced, interconnected, and safe transportation system in Salem that supports a variety of transportation options. The Plan supports safe and convenient biking and walking to employment, schools, shopping, and parks. The Plan alignment follows a portion of the 134-mile Willamette Valley Scenic Bikeway.

FACTS AND FINDINGS:

Purpose

The *Salem Transportation System Plan* (Salem TSP) identified the Plan as a High Priority project for implementation. While the general alignment has been approved, specific physical, operational, and signage improvements are necessary to create an attractive, safe, and convenient route for bicycling and walking while, at the same time, providing local vehicular access at appropriate speeds. The City received project funding from the Oregon Department of Transportation's Transportation and Growth Management Program to develop the Plan. Deliverables for the project include concept design plans for Winter Street NE and Maple Avenue NE consisting of a plan view, typical cross-sections, and conceptual drawings where necessary to illustrate specific proposed improvements.

Study Area

The Plan's study area extends from the Capitol Mall north to the Keizer city limits. The route begins at the intersection of Winter Street NE and Court Street NE, then runs north on Winter Street NE to Norway Street NE, Cottage Street NE, and South Street NE, and continues north on Maple Avenue NE. The route runs along Maple Avenue NE to Auto Group Avenue NE and Cherry Avenue NE before concluding at the intersection of Cherry Avenue NE and Salem Parkway, where it connects to the multi-use path that parallels Salem Parkway. The Plan covers a linear distance of approximately 2½ miles. The study area includes nearby areas, with parallel and crossing facilities as necessary, for complete analysis and development of alternatives.

The Plan crosses through a total of 32 intersections:

- 4 Major Arterials
- 3 Minor Arterials

- 6 Collectors
- 19 Local Streets

The route is centrally located and is within a quarter mile of eight schools. It serves the Boys and Girls Club, local parks, the Salem Farmers Market, and is part of the Willamette Valley Scenic Bikeway as designated by the Oregon Parks and Recreation Department.

Recommendations in the Plan

The primary objective of the Plan is to develop a streetscape to better accommodate multimodal circulation, improve safety for all modes, encourage a healthy lifestyle, and support uses adjacent to the route. The treatments recommended in the Plan address:

- Create a safe, comfortable, and convenient corridor design that will prioritize bicycle and pedestrian transportation modes.
- Provide better bicycle and pedestrian links between downtown Salem and significant destinations such as local commercial areas, employment centers, activity centers, schools, and parks.
- Use design features that result in lower motor vehicle volumes and speeds that are conducive to shared-lane bicycle use for the “interested but concerned” riders (see Table 1 of Attachment 1 for a description of cycling comfort levels).
- Develop a toolkit of potential treatments for specific sets of conditions that can be applied to the Plan and future bikeways (see Appendix C of Attachment 1).

All recommendations are consistent with the goals, objectives, and policies of the Salem TSP.

Public Involvement

The Plan results from a public planning process that employed a variety of methods designed to incorporate feedback from the community. These methods included:

- Project Advisory Committee (PAC)-Members of the PAC were selected to represent diverse interests and to provide guidance throughout the project.
- Technical Advisory Committee (TAC)-This group of technical experts provided guidance and feedback at different stages of the project.
- Open House Workshops-Two public open house workshops were conducted to provide the community served by the Plan with the opportunity to review and comment on its different

aspects. Each workshop was held jointly with another event. The first, held March 7, 2017, took place concurrently with a Safe Routes to School Town Hall. The second, held on May 24, 2017, was accompanied by a presentation followed by a question and answer session with nationally recognized walkability expert Dan Burden. Both workshops were supported by an extensive public outreach campaign spearheaded by Salem Bike Boulevard Advocates (SBBA). SBBA distributed fliers advertising these workshops (in English and Spanish) along the length of the route. As a result of the efforts of SBBA, the workshops were a success with a combined attendance of approximately 300 individuals. The feedback received at these two events was instrumental in shaping the final Plan.

- Participation in Salem Open Streets - Salem Open Streets was held on September 23, 2017, along a portion of the Plan's route. A member of City staff led a tour during which the public had the opportunity to visit critical locations, ask questions, and provide feedback.
- Staff presented the Plan to the Salem Planning Commission at their February 6, 2018 meeting. During this meeting, members of the Planning Commission and members of the public recommended changes to the Plan. Most of the changes were incorporated into the Plan, even though many were related to design details outside the scope of this study.
- All Plan-related materials have been posted on the City's web site: <https://www.cityofsalem.net/winter-maple-family-friendly-bikeway>

Next Steps

The Plan identifies potential funding opportunities and contains short and long term prioritization of improvements. The City has secured funding for two enhanced crossings on the route - the crossing at Fairgrounds Road NE and Norway St NE and at Pine Street NE and Maple Ave NE. Funding for these crossing improvements is programmed for 2020. The City also applied for a Community Development Block Grant (CDBG) to install speed humps and to construct a sidewalk at the northern end of the route that would help serve the JGEMS Charter School and Oregon School for the Deaf. The City's Community Services and Housing Commission is not recommending CDBG funding for the project. Staff will continue to seek grant funding for implementation of the Plan.

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

Attachments:

1. Winter Maple Bicycle and Pedestrian Plan