



Oregon

Theodore R. Kubongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us



NOTICE OF ADOPTED AMENDMENT

06/17/2014

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Plan Amendment Program Specialist

SUBJECT: City of Salem Plan Amendment
DLCD File Number 003-14

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Tuesday, July 01, 2014

This amendment was submitted to DLCD for review prior to adoption pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

*NOTE: The Acknowledgment or Appeal Deadline is based upon the date the decision was mailed by local government. A decision may have been mailed to you on a different date than it was mailed to DLCD. As a result, your appeal deadline may be earlier than the above date specified. NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.

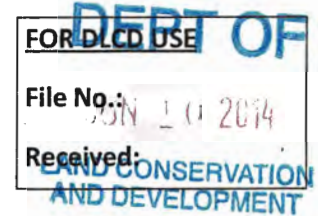
Cc: Julie Warncke, City of Salem
Gordon Howard, DLCD Urban Planning Specialist
Angela Lazarean, DLCD Regional Representative
Gary Fish, DLCD Transportation Planner

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DLCD FORM 2



**NOTICE OF ADOPTED CHANGE
TO A COMPREHENSIVE PLAN OR
LAND USE REGULATION**



Local governments are required to send notice of an adopted change to a comprehensive plan or land use regulation **no more than 20 days after the adoption.** (See OAR 660-018-0040). The rules require that the notice include a completed copy of this form. **This notice form is not for submittal of a completed periodic review task or a plan amendment reviewed in the manner of periodic review.** Use Form 4 for an adopted urban growth boundary including over 50 acres by a city with a population greater than 2,500 within the UGB or an urban growth boundary amendment over 100 acres adopted by a metropolitan service district. Use Form 5 for an adopted urban reserve designation, or amendment to add over 50 acres, by a city with a population greater than 2,500 within the UGB. Use Form 6 with submittal of an adopted periodic review task.

Jurisdiction: City of Salem

Local file no.:

Date of adoption: 5/27/2014

Date sent: 6/9/2014

Was Notice of a Proposed Change (Form 1) submitted to DLCD?

Yes: Date (use the date of last revision if a revised Form 1 was submitted): 2/11/2014

No

Is the adopted change different from what was described in the Notice of Proposed Change? Yes No

If yes, describe how the adoption differs from the proposal:

The adoption includes text describing the new local street connection between Airport Road and 25th Street. This new road was shown on the map in the proposal, but the text had inadvertently been left out. See new text on p. 3-48 of the Street System Element (adopted version).

Local contact (name and title): Julie Warncke, Transportation Planning Manager

Phone: 503-588-6211

E-mail: jwarncke@cityofsalem.net

Street address: 555 Liberty Street SE, Room 325

City: Salem

Zip: 97301-

PLEASE COMPLETE ALL OF THE FOLLOWING SECTIONS THAT APPLY

For a change to comprehensive plan text:

Identify the sections of the plan that were added or amended and which statewide planning goals those sections implement, if any:

Salem Transportation System Plan, Street System Element, Bicycle Element, Pedestrian Element, and Appendix G (Special Street Right-of-way). These implement Goal 12. New policies and text pertaining to critical transportation routes implement Goal 7.

For a change to a comprehensive plan map:

Identify the former and new map designations and the area affected:

- Change from _____ to _____ acres. A goal exception was required for this change.
- Change from _____ to _____ acres. A goal exception was required for this change.
- Change from _____ to _____ acres. A goal exception was required for this change.
- Change from _____ to _____ acres. A goal exception was required for this change.

Location of affected property (T, R, Sec., TL and address):

The subject property is entirely within an urban growth boundary

The subject property is partially within an urban growth boundary

If the comprehensive plan map change is a UGB amendment including less than 50 acres and/or by a city with a population less than 2,500 in the urban area, indicate the number of acres of the former rural plan designation, by type, included in the boundary.

Exclusive Farm Use – Acres:	Non-resource – Acres:
Forest – Acres:	Marginal Lands – Acres:
Rural Residential – Acres:	Natural Resource/Coastal/Open Space – Acres:
Rural Commercial or Industrial – Acres:	Other: – Acres:

If the comprehensive plan map change is an urban reserve amendment including less than 50 acres, or establishment or amendment of an urban reserve by a city with a population less than 2,500 in the urban area, indicate the number of acres, by plan designation, included in the boundary.

Exclusive Farm Use – Acres:	Non-resource – Acres:
Forest – Acres:	Marginal Lands – Acres:
Rural Residential – Acres:	Natural Resource/Coastal/Open Space – Acres:
Rural Commercial or Industrial – Acres:	Other: – Acres:

For a change to the text of an ordinance or code:

Identify the sections of the ordinance or code that were added or amended by title and number:

For a change to a zoning map:

Identify the former and new base zone designations and the area affected:

Change from	to	Acres:
Change from	to	Acres:
Change from	to	Acres:
Change from	to	Acres:

Identify additions to or removal from an overlay zone designation and the area affected:

Overlay zone designation:	Acres added:	Acres removed:
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Location of affected property (T, R, Sec., TL and address):

List affected state or federal agencies, local governments and special districts: Salem Keizer Transit District, ODOT, Marion and Polk Counties, City of Keizer

Identify supplemental information that is included because it may be useful to inform DLCD or members of the public of the effect of the actual change that has been submitted with this Notice of Adopted Change, if any. If the submittal, including supplementary materials, exceeds 100 pages, include a summary of the amendment briefly describing its purpose and requirements.

The focus of these amendments was to support transportation system connectivity. This included amendments recommended through recently completed studies, including the Central Salem Mobility Study and the Salem Parkway - Kroc Center Access Feasibility Study. An overview of the amendments is included in the Council staff

report (May 12, 2014) along with the findings of consistency with the criteria for a Major Comprehensive Plan Amendment (per Salem Revised Code 64.020).

NOTICE OF ADOPTED CHANGE – SUBMITTAL INSTRUCTIONS

1. A Notice of Adopted Change must be received by DLCD no later than 20 days after the ordinance(s) implementing the change has been signed by the public official designated by the jurisdiction to sign the approved ordinance(s) as provided in ORS 197.615 and OAR 660-018-0040.

2. A Notice of Adopted Change must be submitted by a local government (city, county, or metropolitan service district). DLCD will not accept a Notice of Adopted Change submitted by an individual or private firm or organization.

3. **Hard-copy submittal:** When submitting a Notice of Adopted Change on paper, via the US Postal Service or hand-delivery, print a completed copy of this Form 2 on light green paper if available. Submit **one copy** of the proposed change, including this form and other required materials to:

Attention: Plan Amendment Specialist
Dept. of Land Conservation and Development
635 Capitol Street NE, Suite 150
Salem, OR 97301-2540

This form is available here:

<http://www.oregon.gov/LCD/forms.shtml>

4. **Electronic submittals** of up to 20MB may be sent via e-mail. Address e-mails to plan.amendments@state.or.us with the subject line "Notice of Adopted Amendment."

Submittals may also be uploaded to DLCD's FTP site at http://www.oregon.gov/LCD/Pages/papa_submittal.aspx.

E-mails with attachments that exceed 20MB will not be received, and therefore FTP must be used for these electronic submittals. **The FTP site must be used for all .zip files** regardless of size. The maximum file size for uploading via FTP is 150MB.

Include this Form 2 as the first pages of a combined file or as a separate file.

5. **File format:** When submitting a Notice of Adopted Change via e-mail or FTP, or on a digital disc, attach all materials in one of the following formats: Adobe .pdf (preferred); Microsoft Office (for example, Word .doc or docx or Excel .xls or xlsx); or ESRI .mxd, .gdb, or .mpk. For other file formats, please contact the plan amendment specialist at 503-934-0017 or plan.amendments@state.or.us.

6. **Content:** An administrative rule lists required content of a submittal of an adopted change (OAR 660-018-0040(3)). By completing this form and including the materials listed in the checklist below, the notice will include the required contents.

Where the amendments or new land use regulations, including supplementary materials, exceed 100 pages, include a summary of the amendment briefly describing its purpose and requirements.

7. Remember to notify persons who participated in the local proceedings and requested notice of the final decision. (ORS 197.615)

If you have any questions or would like assistance, please contact your DLCD regional representative or the DLCD Salem office at 503-934-0017 or e-mail plan.amendments@state.or.us.

Notice checklist. Include all that apply:

<http://www.oregon.gov/LCD/Pages/forms.aspx>

Completed Form 2

A copy of the final decision (including the signed ordinance(s)). This must include city *and* county decisions for UGB and urban reserve adoptions

The findings and the text of the change to the comprehensive plan or land use regulation

If a comprehensive plan map or zoning map is created or altered by the proposed change:

A map showing the area changed and applicable designations, and

Electronic files containing geospatial data showing the area changed, as specified in OAR 660-018-0040(5), if applicable

Any supplemental information that may be useful to inform DLCD or members of the public of the effect of the actual change

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ORDINANCE BILL NO. 6-14

AN ORDINANCE RELATING TO AMENDING THE SALEM TRANSPORTATION SYSTEM PLAN; A COMPONENT OF THE SALEM AREA COMPREHENSIVE PLAN; AND AMENDING SRC 64.005

The City of Salem ordains as follows:

Section 1. Findings. The amendments to the Salem Transportation System Plan are consistent with the criteria found in SRC 64.020 as set forth in "Exhibit 1," which is attached hereto and incorporated herein by reference.

Section 2. The *Salem Transportation System Plan, Street System Element*, is hereby amended as set forth in "Exhibit 2," which is attached hereto and incorporated herein by reference.

Section 3. The *Salem Transportation System Plan, Bicycle System Element, Maps 7-1 through 7-10 and Tables 7-5 through 7-7*, are hereby amended as set forth in "Exhibit 3," which is attached hereto and incorporated herein by reference.

Section 4. The *Salem Transportation System Plan, Pedestrian System Element, Maps 8-3 through 8-12 and Tables 8-5 through 8-7*, are hereby amended as set forth in "Exhibit 4," which is attached hereto and incorporated herein by reference.

Section 5. The *Salem Transportation System Plan, Appendix G, Table G-1*, is hereby amended as set forth in "Exhibit 5," which is attached hereto and incorporated herein by reference.

Section 6. The *Salem Transportation System Plan, Appendix G*, is hereby amended to add Figure G-3 as set forth in "Exhibit 6," which is attached hereto and incorporated herein by reference.

Section 7. SRC 64.005(k) is amended to read as follows:

The Salem Transportation System Plan means that certain document of that title adopted by Ordinance No. 64.98, enacted August 24, 1998; and amended by Ordinance 9-2000, enacted February 14, 2000; Ordinance No. 27-2001, enacted May 14, 2001; Ordinance No. 2-05, enacted January 25, 2005; Ordinance No. 11-05, enacted March 28, 2005; Ordinance No. 85-07, enacted July 9, 2007; Ordinance No. 119-07, enacted November 5, 2007; Ordinance No. 12-10, enacted April 26, 2010; and Ordinance No. 20-12, enacted December 10, 2012; and Ordinance No. 6-14, enacted [insert date].

1 **Section 8. Codification.** In preparing this ordinance for publication and distribution, the City
2 Recorder shall not alter the sense, meaning, effect or substance of this ordinance, but within such
3 limitations, may:

- 4 (a) Renumber sections and parts of sections of the ordinance;
- 5 (b) Rearrange sections;
- 6 (c) Change reference numbers to agree with renumbered chapters, sections or other parts;
- 7 (d) Delete references to repealed sections;
- 8 (e) Substitute the proper subsection, section or chapter, or other division numbers;
- 9 (f) Change capitalization and spelling for the purpose of uniformity;
- 10 (g) Add headings for purposes of grouping like sections together for ease of reference; and
- 11 (h) Correct manifest clerical, grammatical or typographical errors.

12 **Section 9. Severability.** Each section of this ordinance, and any part thereof, is severable, and
13 if any part of this ordinance is held invalid by a court of competent jurisdiction, the remainder of
14 this ordinance shall remain in full force and effect.

15
16 PASSED by the City Council this 27th day of may, 2014.

17 ATTEST:

18 *Kathy Hill*

19 City Recorder


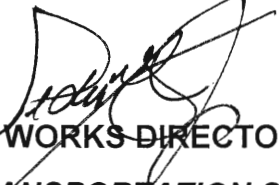
20 Approved by City Attorney: *[Signature]*

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23 Checked by: J. Warncke

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FUTURE REPORT: April 28, 2014
FOR COUNCIL MEETING OF: May 12, 2014
AGENDA ITEM NO.: _____

TO: MAYOR AND CITY COUNCIL
THROUGH:  LINDA NORRIS, CITY MANAGER
FROM:  PETER FERNANDEZ, P.E., PUBLIC WORKS DIRECTOR
SUBJECT: AMENDMENTS TO THE SALEM TRANSPORTATION SYSTEM PLAN

ISSUE:

Shall City Council advance Ordinance Bill No. 6-14 amending the *Salem Transportation System Plan*, to second reading?

RECOMMENDATION:

Advance Ordinance Bill No. 6-14 amending the *Salem Transportation System Plan*, to second reading.

BACKGROUND:

The *Salem Transportation System Plan* (TSP) is the City's master plan for transportation programs and infrastructure serving all modes of travel. It is reviewed and amended on a periodic basis to reflect changes in circumstances, assumptions, and priorities. Most recently, City Council adopted amendments to the Bicycle and Pedestrian Elements of the Salem TSP in December 2012.

The focus of the currently proposed amendments is on supporting transportation system connectivity. A number of these amendments have been pending for some time (for example, the reclassification of Hilfiker Lane SE) or have arisen from recently completed studies, including the Central Salem Mobility Study and the Salem Parkway – Kroc Center Access Feasibility Study.

FACTS AND FINDINGS:

Overview of Proposed Amendments

These amendments to the Salem TSP were initiated by the Salem City Council as a major amendment to the Comprehensive Plan by adoption of Resolution 2014-16 on February 10, 2014 (Agenda Item 3.2(c)).

The amendments proposed in Ordinance Bill No. 6-14 include changes to the following sections of the Salem TSP:

- Street System Element (text, tables, and maps);
- Bicycle System Element (tables and maps);
- Pedestrian System Element (tables and maps), and
- Appendix G: Refinements to Typical Street Requirements.

An overview of the proposed amendments is below.

- (1) Adopt a special street right-of-way for Trade, Ferry, and Front Streets SE from west of Commercial Street SE to east of Church Street SE. These street segments are not planned to be widened. The special street right-of-way would establish the existing street right-of-way as the basis for future improvements within the existing right-of-way width.
- (2) Add project detail for a shared use path connection from Bill Frey Drive NE to Hyacinth Avenue NE. Website: www.kroconnections.org
- (3) Add a project to extend 22nd Street SE south to connect to Madrona Avenue SE. Reclassify 22nd Street SE from a local street to a collector street between McGilchrist Street SE and Madrona Avenue SE.
- (4) Reclassify Hilfiker Lane SE from a minor arterial to a collector street east of Commercial Street SE, including future street extension to connect to Pringle Road SE. Reclassify Hilfiker Lane SE from a collector to a minor arterial between Commercial Street SE and Sunnyside Road SE.
- (5) Make amendments to reflect recommendations from Central Salem Mobility Study. Website: www.cityofsalem.net/mobilitystudy
- (6) Adopt new policies that support planning for natural hazards, including identification of critical routes.
- (7) Add a new local street connection to the street plan between Airport Road SE and 25th Street SE north of Mission Street SE, possibly connecting to Militia Way SE. Alignment to be determined through future development planning.
- (8) Amend the policy on vacating right-of-way to reflect criteria adopted into the *Salem Revised Code* (SRC) 255.065.

Public Involvement

Information on the proposed amendments was mailed to Neighborhood Association Chairs and Traffic Chairs on October 8, 2013, with an offer to present at upcoming neighborhood meetings. In October and November 2013, staff made presentations to the five neighborhood associations that expressed interest, including Morningside Neighborhood Association, Northeast Neighbors, Northgate Neighborhood Association, South East Salem Neighborhood Association, and Central Area Neighborhood Development Organization. These included the four neighborhood associations within whose boundaries project amendments are proposed (including Morningside Neighborhood Association, Northgate Neighborhood Association, South East Salem Neighborhood Association, and Central Area Neighborhood Development Organization).

Several of the proposed amendments arose from recently completed studies, including the Central Salem Mobility Study (2013) and the Salem Parkway – Kroc Center Access Feasibility Study (2013). Both of these studies sought input from citizen committees, including representatives of neighborhood associations, business groups, and advisory boards. These studies also held multiple open house events and provided information and opportunities for input on project websites (see web addresses above). Through these efforts, many people had the opportunity to weigh in on the proposals that are now being recommended for adoption into the Salem TSP. In addition, the Morningside Neighborhood Plan (draft, March 24, 2014) supports changing the street classification for Hilfiker Lane SE east of Commercial Street SE from a minor arterial to a collector street.

The Planning Commission held a public hearing on the proposed amendments on March 18, 2014. Mailed and published notice of this public hearing was provided pursuant to SRC 300.1110. The Planning Commission unanimously recommended the City Council adopt the amendments to the Salem TSP (Attachment). The Planning Commission public hearing fulfilled the requirement for a public hearing established in SRC 300.1110(b)(1).

Amendment Criteria and Findings

The Salem TSP is a component of the *Salem Area Comprehensive Plan* per SRC 64.015. The procedure and criteria for amending the comprehensive plan is established in SRC 64.020. The proposed amendments are considered Major Comprehensive Plan Amendments. The criteria for approving a Major Comprehensive Plan Amendment are:

1. The amendment is in the best interest of the public health, safety, and welfare of the City, and
2. The amendment conforms to the applicable Statewide Planning Goals and administrative rules adopted by the Department of Land Conservation and Development.

The ordinance contains findings (Exhibit 1 of the ordinance) indicating the proposed amendments are in the best interest of the public health, safety, and welfare of the City, and are consistent with the applicable Statewide Planning Goals and DLCD rules.

In summary, the findings indicate the proposed amendments allow for the safe and efficient movement of people and goods by providing for: alternative transportation routes; separated pedestrian and bicycle paths; and, by adding redundancy to the transportation network.

The proposed amendments are consistent with the Statewide Planning Goals, particularly Goal 12 – Transportation, by supporting *accessibility* through enhanced transportation connectivity and supporting a *multimodal* and *comprehensive*

transportation system that provides for moving goods and people by the mode of their choice.

Options

Pursuant to the legislative procedures established in SRC 300, the City Council may:

1. Advance Ordinance Bill No. 6-14 to second reading for enactment;
2. Refer the proposal back to the Planning Commission;
3. Abandon the proposal, or
4. Hold a public hearing before Council.



Robert D. Chandler, Ph.D., P.E.
Assistant Public Works Director

Attachment: Planning Commission Recommendation, dated March 18, 2014
Wards All
April 15, 2014

NOTICE OF RECOMMENDATION

PLANNING DIVISION
555 LIBERTY ST. SE, RM 305
SALEM, OREGON 97301
PHONE: 503-588-6173
FAX: 503-588-6005



*Si necesita ayuda para comprender esta informacion, por favor llame
503-588-6173*

RECOMMENDATION OF THE PLANNING COMMISSION *Salem Transportation System Plan Amendments*

WHEREAS, on February 10, 2014, amendments to the Salem Revised Code (SRC) were initiated by the Salem City Council to the Street System Element, Bicycle System Element, Pedestrian System Element and Appendix G: Refinements to Typical Street Requirements of the *Salem Transportation System Plan*; and

WHEREAS, after due notice, a public hearing on the proposed code amendments was held before the Planning Commission on March 18, 2014, at which time witnesses were heard and testimony received; and

WHEREAS, the Planning Commission having carefully considered the entire record of this proceeding, including the testimony presented at the hearing, and after due deliberation and being fully advised; NOW THEREFORE

BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF SALEM, OREGON:

Section 1. FINDINGS:

The Planning Commission hereby adopts as its findings of fact the staff report on this matter dated March 18, 2014, herewith attached and by this reference incorporated herein.

Section 2. ORDER:

Based upon the foregoing findings and conclusions, the Planning Commission RECOMMENDS the City Council adopt the amendments to the *Salem Transportation System Plan* as presented in Attachment of the March 18, 2014, staff report.

PLANNING COMMISSION VOTE

YES 6 NO 0 ABSENT 0


Rich Fry, President
Salem Planning Commission

Pursuant to SRC 300.1110(h) the City Council may proceed with adoption of an ordinance, hold a public hearing to receive additional evidence and testimony, refer the proposal back to the Planning Commission for additional deliberation, or abandon the proposal.

The City Council will make a final decision on the proposal. Appeal of the Council decision would be to the Oregon Land Use Board of Appeals. The appeal period is 21 days from the mailing date of the Council decision.

The case file and copies of the staff report are available upon request at Room 305, Civic Center, during City business hours, 8:00 a.m. to 5:00 p.m. Contact Julie Warncke, Case Manager, at 503-588-6211 or jwarncke@cityofsalem.net to review the case file.

**To Learn More about Planning in Salem, visit our website:
<http://www.cityofsalem.net/planning>**

Criteria and Findings for Proposed Amendments
Salem Transportation System Plan
March 2014

Amendment Criteria

The *Salem Transportation System Plan* (Salem TSP) is a component of the Salem Area Comprehensive Plan per *Salem Revised Code* (SRC) 64.015. The procedure and criteria for amending the comprehensive plan is established in SRC 64.020. The proposed amendments are considered Major Comprehensive Plan Amendments. The criteria for approving a Major Comprehensive Plan Amendment are;

- 1) the amendment is in the best interest of the public health, safety, and welfare of the City, and;
- 2) the amendment conforms to the applicable Statewide Planning Goals and administrative rules adopted by the Department of Land Conservation and Development.

Procedural Findings

These amendments to the Salem TSP were initiated by Salem City Council as a major amendment to the Comprehensive Plan with adoption of Resolution 2014-16 on February 10, 2014. Notice of the proposed amendments was submitted to the Department of Land Conservation and Development on February 11, 2014, as required by OAR 660-018-0020 and SRC 300.1110.

Mailed and published notice of the public hearing was provided pursuant to SRC 300.1110.

Public Health, Safety, and Welfare of the City

The proposed amendments to the Salem TSP support transportation connectivity. Having multiple transportation connections is in the best interest of public health, safety, and welfare of the City by allowing safe and efficient movement of people and goods. For example, extending 22nd Street SE to connect to Madrona Avenue SE will provide an alternate route for all of the properties currently reliant on McGilchrist Avenue SE for access.

The recommended path connection from Bill Frey Drive NE to Hyacinth Street NE will provide a much more direct bicycle and pedestrian connection between the Claggett Creek Natural Area and the residential areas located on the north side of Salem Parkway. This proposed path will also be separated from motor vehicle traffic, thereby increasing safety for vulnerable users by reducing potential conflict points.

The proposed new Street System Element, Policies 1.8 and 1.9 would be in the best interest of public health and safety because they would align with the Salem Natural Hazards Mitigation Plan (Multi-Hazard Action Item 8) and the City's Floodplain Management Plan. These policies support public health and safety by adding redundancy to the transportation network, particularly as it relates to accessing critical services and supporting emergency services.

State of Oregon: Statewide Planning Goals

Goal 1: Citizen Involvement

(To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.)

Finding

The amendment process complies with Goal 1 because citizens were provided opportunities for input as part of individual studies including the Central Salem Mobility Study and the Salem Parkway-Kroc Center Access Study, and via announcements to neighborhood associations, and publication of notices in the newspaper. Both the Central Salem Mobility Study and the Salem Parkway-Kroc Center Access Study sought input from citizen committees, held multiple open house events, and provided information and opportunities for input on project websites. Through these efforts, many people had the opportunity to weigh in on the proposals that are now being recommended for adoption into the Salem TSP. A public hearing is scheduled for March 18 before the Planning Commission, the City's committee for citizen involvement under Goal 1.

Goal 2: Land Use Planning

(To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.)

Finding

The Salem Area Comprehensive Plan contains the following transportation goal: *"To provide a balanced, multimodal transportation system for the Salem Urban Area that supports the safe and efficient movement of goods and people."*

The Salem TSP is a component of the Salem Area Comprehensive Plan and is the document that contains goals, objectives, policies, plan maps, and project lists to guide provision of transportation facilities and services in the Salem area. The amendments proposed to the Salem TSP support the overall goal of the Salem Area Comprehensive Plan by enhancing connectivity for the movement of people and goods. The extension of 22nd Street SE will allow improved access to industrial land in the area between McGilchrist Street SE and Madrona Avenue SE. Identification of bicycle facilities in downtown and the conversion of streets from one-way to two-way operation support a balanced and multimodal transportation system by enhancing circulation opportunities for multiple modes of travel. The addition of policy language aimed at supporting critical transportation facilities is intended to enhance the ability to move people and goods when one or more routes are blocked. Based on the above reasons, the proposed amendments to the Salem TSP comply with Goal 2.

*Goal 3: Agricultural Lands
(To preserve and maintain agricultural lands.)*

Finding

The proposed amendments are consistent with the land use designations contained in the Salem Area Comprehensive Plan. Neither new projects, nor any of the other proposed amendments, will convert land designated for Exclusive Farm Use by the Zoning Ordinance to non-agricultural uses beyond what is anticipated in the Salem Area Comprehensive Plan.

*Goal 4: Forest Lands
(To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.)*

Finding

The proposed amendments to the Salem TSP are limited to the lands contained within the Salem Urban Growth Boundary (UGB). Because there are no forest lands within the Salem UGB, the proposed amendments will have no impact on forest lands and therefore comply with Goal 4.

*Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces
(To protect natural resources and conserve scenic and historical areas and open spaces.)*

Finding

The proposed amendments are mostly confined to areas already located within right-of-way that has been dedicated for transportation use and will not impact natural resources, scenic and historic areas, or open space.

Four proposed amendments are associated with future street or path connections and comply with Goal 5 as described below. As individual projects move forward, they will be designed in a manner that is consistent with the design standards adopted by the City of Salem and will have the least impact on the environment as possible. The proposed street and path extensions do not impact any properties identified on Salem's inventory of historic resources.

- The extension of 22nd Street SE to connect to Madrona Avenue SE will be constructed on land already devoted to industrial uses and will not impact any natural resources, scenic and historic areas, or open space.
- The proposed future street connection north of Mission Street SE, between Airport Road SE and 25th Street SE, will serve an area that is already developed with a mix of commercial and government uses and will not impact any natural resources, scenic and historic areas, or open space.

- The proposed path connection from Bill Frey Drive NE to Hyacinth Street NE follows an access easement that was reserved for a path in the conservation easement that was applied to the Claggett Creek Natural Area. By utilizing the alignment identified in the conservation easement and following all regulatory and design standards, construction of the path will not negatively impact any natural resources, scenic and historic areas, or open space. The path will enhance bicycle and pedestrian access to this scenic and open space natural resource.
- Amending the functional classification of Hilfiker Lane SE from a minor arterial to a collector reduces the right-of-way footprint for this future street from 72 feet to 60 feet. This future roadway will also provide access to a currently undeveloped City park located along the south side of the future street extension.

Goal 6: Air, Water, and Land Resources Quality

(To maintain and improve the quality of air, water, and land resources of the state.)

Finding

The proposed amendments support maintenance and improvement of the quality of air, water, and land resources and are consistent with Goal 6 by expanding transportation connectivity and the bicycle and pedestrian network. Additional transportation connectivity reduces overall system congestion and associated emissions by providing alternate routes for vehicles. The provision of enhanced bicycle and pedestrian facilities, such as the path connection between Bill Frey Drive NE and Hyacinth Street NE and increased access via new sidewalk and bike facilities, supports trips using modes of travel other than the automobile. As individual projects move forward, they will be designed in a manner that is consistent with the design standards adopted by the City of Salem and will have the least impact on the environment as possible.

Goal 7: Areas Subject to Natural Disasters and Hazards

(To protect people and property from natural hazards.)

Finding

The proposed amendments to the Salem TSP enhance connectivity through identification of new street connections, such as 22nd Street SE extension, and enhancements to the bicycle and pedestrian network. The provision of multiple routes and facilities for all modes of travel provides options to move people and goods in the event of a natural hazard such as flooding, earthquake, or other hazard. The addition of proposed new policies 1.8 and 1.9 focuses attention on the role that transportation plays during natural disasters. The addition of these policies also brings the Salem TSP into alignment with the City's Natural Hazard Mitigation Plan, Multi-Hazard Action Item 8 and the Floodplain Management Plan. Based on the above reasons, the proposed amendments are consistent with Goal 7.

Goal 8: Recreational Needs

(To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destinations resorts.)

Finding

The proposed amendments to the Salem TSP are consistent with Goal 8 because they provide connections to existing and proposed parks identified in the Salem Comprehensive Park System Master Plan. In particular, the path connection between Hyacinth Street NE and Bill Frey Drive NE provides access to the Claggett Creek Natural Area. The change in functional classification for Hilfiker Lane SE from a minor arterial to a collector street will provide needed access to the undeveloped Hilfiker park property while allowing for context-sensitive street design cross section that is compatible with the neighborhood and future park use.

Goal 9: Economic Development

(To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.)

Finding

The proposed amendments are consistent with Goal 9 because they support the City's economic development efforts by offering transportation options (routes and modes) for residents and businesses. In particular, the extension of 22nd Street SE will increase access to the McGilchrist industrial area and a new street north of Mission Street SE connecting Airport Road SE to 25th Street SE will enhance opportunities for redevelopment of commercial property adjacent to Mission Street.

Goal 10: Housing

(To provide for the housing needs of citizens of the state.)

Finding

The proposed amendments are consistent with Goal 10 because they enhance transportation connectivity to support the housing needs of Salem consistent with the land uses designated in the Salem Area Comprehensive Plan. The amendments also enhance the options that residents have to travel from housing to commercial and employment centers, particularly with the extension of 22nd Street SE, future extension of Hilfiker Lane SE, and the future path connection between Bill Frey Drive NE and Hyacinth Street NE.

Goal 11: Public Facilities and Services

(To plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.)

Finding

The Salem TSP is the City's long-range master plan for transportation. The Salem TSP matches the provision of transportation services and facilities to the overall travel needs of the community, and strives to provide the most efficient, timely, and comprehensive transportation system possible. The amendments recommended for adoption are consistent with Goal 11 because they are supportive of timely, orderly, and efficient provision of public facilities and services. In particular, enhanced bicycle and pedestrian transportation options, such as those recommended by the Central Salem Mobility Study and the Kroc Center Access Feasibility Study, enhance access by non-motorized

vehicles to existing developed areas, thereby encouraging orderly and efficient provision of transportation.

Goal 12: Transportation

(To provide and encourage a safe, convenient, and economic transportation system.)

Finding

The Salem TSP establishes a comprehensive transportation plan that provides increased services and facilities for all modes of travel, increasing overall mobility for the community. The proposed amendments to the Salem TSP are consistent with Goal 12 because they will benefit modal connectivity, access, safety, convenience, and the increased use of non-motorized transportation. For example, the identification of projects to remove several double turn lanes in central Salem will increase safety and convenience for pedestrians by reducing the number of potential conflicts with turning vehicles and allowing some currently closed crosswalks to re-open (such as the north side of the intersection of Trade and Church Streets SE). The extension of 22nd Street SE to connect to Madrona Avenue SE will provide an alternative to McGilchrist Street SE for use by industrial traffic and others traveling to and from this area. Proposed new policies 1.8 and 1.9 support the provision of a safe transportation system that can serve the public and emergency providers in the event of a natural or manmade disaster.

Goal 13: Energy and Conservation

(To conserve energy.)

Finding

The proposed amendments expand transportation options and specifically encourage non-motorized travel. The proposed amendments are consistent with Goal 13 because they aim to reduce energy consumption by providing facilities that are designed to attract more trips by non-motorized modes of transportation.

Goal 14: Urbanization

(To provide an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.)

Finding

The proposed amendments are consistent with Goal 14 because they address transportation connectivity within the Salem UGB and the location and type of improvements proposed compliment and connect with existing and planned improvements in adjacent jurisdictions. Additionally, the amendments expand travel options for pedestrians and cyclists that help create more vibrant and livable communities, reduce congestion, improve health, increase safety, and provide lower cost travel choices.

Goal 15: Willamette River Greenway

(To protect, conserve, enhance, and maintain the natural, scenic, historical, agricultural, economic, and recreational qualities of land along the Willamette River as the Willamette Greenway.)

Finding

The proposed amendments do not identify any new projects or facilities within the Willamette River Greenway, therefore Goal 15 is not applicable to this decision.

Goals 16 (Estuarine Resources), 17 (Coastal Shorelands), 18 (Beaches and Dunes), and 19 (Ocean Resources) are not applicable to the Salem TSP.

State of Oregon: State Transportation Planning Rule (OAR 660 Division 12)

The State Transportation Planning Rule (TPR) is the implementing rule for Statewide Planning Goal 12 (Transportation). This administrative rule requires that cities prepare, adopt, and amend local TSPs for lands within their planning jurisdiction and that the local TSP establish a system of transportation facilities and services adequate to meet identified local transportation needs. The proposed amendments address needs for transportation connectivity, including:

- Central Salem (opening crosswalks, converting streets from one-way to two-way operation);
- South Salem (Hilfiker Lane SE, 22nd Street SE, and future roadway connecting Airport Road SE to 25th Street SE);
- North Salem (path connection between Bill Frey Drive NE and Hyacinth Street NE);
- Right-of-way vacation policy (update to reference code language that is intended to protect against vacation of right-of-way needed for current or future transportation), and
- New policies focused on planning for critical routes and associated transportation connectivity.

These amendments support a system of transportation facilities that is adequate to meet identified local transportation needs.

OAR 660-012-0015(3) also requires that the system of transportation facilities and services identified in the local transportation system plan be consistent with the regional and state transportation system plans.

The proposed amendments are consistent with the goals of the 2011-2035 Regional Transportation Systems Plan by supporting *accessibility* through enhanced transportation connectivity and supporting a *multimodal* and *comprehensive* transportation system that provides for moving goods and people by the mode of their

choice. Representatives of the Salem-Keizer Metropolitan Planning Organization, which is responsible for the Regional Transportation Systems Plan, were closely involved in development of the Kroc Center Access Feasibility Study and the Central Salem Mobility Study. Several of the proposed amendments stem from these studies.

The state transportation system plan is contained in the Oregon Transportation Plan (2006). As described below, the proposed amendments are consistent with the overall goals of the Oregon Transportation Plan for mobility and accessibility (Goal 1), economic vitality (Goal 3), sustainability (Goal 4), and safety (Goal 5).

Providing additional transportation connections supports provision of a balanced, efficient, and integrated transportation system (Goal 1). Enhanced bicycle and pedestrian facilities, such as the provision of buffered bike lanes on High and Church Streets NE/SE in downtown Salem, promote transportation choices that are accessible, cost-effective, and sustainable (Goals 1 and 4). Removal of double turn lanes in downtown Salem helps to promote safety of pedestrians (Goal 5). Extension of 22nd Street SE to connect to Madrona Avenue SE supports the economic vitality of the McGilchrist Urban Renewal Area (Goal 3). Representatives of the Oregon Department of Transportation were closely involved in development of the Kroc Center Access Feasibility Study and the Central Salem Mobility Study. Several of the proposed amendments stem from these studies.

For the reasons noted above, the proposed amendments are consistent with the regional and state transportation system plans.

JP/TLC/G:\Group\director\Judy\Planning Commission\PCAttachment2Findings.docx

**Criteria and Findings for Proposed Amendments to the
Salem Transportation System Plan
Exhibit 1 to Ordinance Bill No. 6-14**

Amendment Criteria

The *Salem Transportation System Plan* (TSP) is a component of the Salem Area Comprehensive Plan per the Salem Revised Code (SRC) 64.015. The procedure and criteria for amending the comprehensive plan is established in SRC 64.020. The proposed amendments are considered Major Comprehensive Plan Amendments. The criteria for approving a Major Comprehensive Plan Amendment are:

1. The amendment is in the best interest of the public health, safety, and welfare of the City, and
2. The amendment conforms to the applicable Statewide Planning Goals and administrative rules adopted by the Department of Land Conservation and Development.

Procedural Findings

These amendments to the Salem TSP were initiated by the Salem City Council as a major amendment to the Comprehensive Plan with adoption of Resolution 2014-16 on February 10, 2014. Notice of the proposed amendments was submitted to the Department of Land Conservation and Development on February 11, 2014, as required by OAR 660-018-0020 and SRC 300.1110.

The Planning Commission held a public hearing on the proposed amendments on March 18, 2014. Mailed and published notice of the public hearing was provided pursuant to SRC 300.1110. The Planning Commission unanimously recommended the City Council adopt the amendments to the Salem TSP. Notice of the recommendation was mailed as required by SRC 300.1110 (h).

Public Health, Safety, and Welfare of the City

The proposed amendments to the Salem TSP support transportation connectivity. Having multiple transportation connections is in the best interest of public health, safety, and welfare of the City by allowing safe and efficient movement of people and goods. For example, extending 22nd Street SE to connect to Madrona Avenue SE will provide an alternate route for all of the properties currently reliant on McGilchrist Avenue SE for access.

The recommended path connection from Bill Frey Drive NE to Hyacinth Street NE will provide a much more direct bicycle and pedestrian connection between the Claggett Creek Natural Area and the residential areas located on the north side of Salem Parkway. This proposed path will also be separated from motor vehicle traffic, thereby increasing safety for vulnerable users by reducing potential conflict points.

The proposed new Street System Element, Policies 1.8 and 1.9 would be in the best interest of public health and safety because they would align with the Salem Natural Hazards Mitigation Plan (Multi-Hazard Action Item 8) and the City's Floodplain Management Plan. These policies support public health and safety by adding redundancy to the transportation network, particularly as it relates to accessing critical services and supporting emergency services.

State of Oregon: Statewide Planning Goals

Goal 1: Citizen Involvement

(To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.)

Finding

The amendment process complies with Goal 1 because citizens were provided opportunities for input as part of individual studies including the Central Salem Mobility Study and the Salem Parkway-Kroc Center Access Study, and via announcements to neighborhood associations, and publication of notices in the newspaper. Both the Central Salem Mobility Study and the Salem Parkway-Kroc Center Access Study sought input from citizen committees, held multiple open house events, and provided information and opportunities for input on project websites. The change in road classification of Hilfiker Lane SE east of Commercial Street SE from a minor arterial to a collector street designation is supported by the Morningside Neighborhood Association as Action Item A10.2 in the Morningside Neighborhood Plan (draft, March 24, 2014). Through these efforts, many people had the opportunity to weigh in on the proposals that are now being recommended for adoption into the Salem TSP. A public hearing was held on March 18 before the Planning Commission, the City's committee for citizen involvement under Goal 1.

Goal 2: Land Use Planning

(To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.)

Finding

The Salem Area Comprehensive Plan contains the following transportation goal: *"To provide a balanced, multimodal transportation system for the Salem Urban Area that supports the safe and efficient movement of goods and people."*

The Salem TSP is a component of the Salem Area Comprehensive Plan and is the document that contains goals, objectives, policies, plan maps, and project lists to guide provision of transportation facilities and services in the Salem area. The amendments proposed to the Salem TSP support the overall goal of the Salem Area Comprehensive Plan by enhancing connectivity for the movement of people and goods. The extension of 22nd Street SE will allow improved access to industrial land in the area between McGilchrist Street SE and Madrona Avenue SE. Identification of bicycle facilities in downtown and the conversion of streets from one-way to two-way operation support a

balanced and multimodal transportation system by enhancing circulation opportunities for multiple modes of travel. The addition of policy language aimed at supporting critical transportation facilities is intended to enhance the ability to move people and goods when one or more routes are blocked. Based on the above reasons, the proposed amendments to the Salem TSP comply with Goal 2.

*Goal 3: Agricultural Lands
(To preserve and maintain agricultural lands.)*

Finding

The proposed amendments are consistent with the land use designations contained in the Salem Area Comprehensive Plan. Neither new projects, nor any of the other proposed amendments, will convert land designated for Exclusive Farm Use by the Zoning Ordinance to non-agricultural uses beyond what is anticipated in the Salem Area Comprehensive Plan.

*Goal 4: Forest Lands
(To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.)*

Finding

The proposed amendments to the Salem TSP are limited to the lands contained within the Salem Urban Growth Boundary (UGB). Because there are no forest lands within the Salem UGB, the proposed amendments will have no impact on forest lands and therefore comply with Goal 4.

*Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces
(To protect natural resources and conserve scenic and historical areas and open spaces.)*

Finding

The proposed amendments are mostly confined to areas already located within right-of-way that has been dedicated for transportation use and will not impact natural resources, scenic and historic areas, or open space.

Four proposed amendments are associated with future street or path connections and comply with Goal 5 as described below. As individual projects move forward, they will be designed in a manner that is consistent with the design standards adopted by the City of Salem and will have the least impact on the environment as possible. The proposed street and path extensions do not impact any properties identified on Salem's inventory of historic resources.

- The extension of 22nd Street SE to connect to Madrona Avenue SE will be constructed on land already devoted to industrial uses and will not impact any natural resources, scenic and historic areas, or open space.
- The proposed future street connection north of Mission Street SE, between Airport Road SE and 25th Street SE, will serve an area that is already developed with a mix of commercial and government uses and will not impact any natural resources, scenic and historic areas, or open space.
- The proposed path connection from Bill Frey Drive NE to Hyacinth Street NE follows an access easement that was reserved for a path in the conservation easement that was applied to the Claggett Creek Natural Area. By utilizing the alignment identified in the conservation easement and following all regulatory and design standards, construction of the path will not negatively impact any natural resources, scenic and historic areas, or open space. The path will enhance bicycle and pedestrian access to this scenic and open space natural resource.
- Amending the functional classification of Hilfiker Lane SE from a minor arterial to a collector reduces the right-of-way footprint for this future street from 72-feet to 60-feet. This future roadway will also provide access to a currently undeveloped City park located along the south side of the future street extension.

Goal 6: Air, Water, and Land Resources Quality

(To maintain and improve the quality of air, water, and land resources of the state.)

Finding

The proposed amendments support maintenance and improvement of the quality of air, water, and land resources and are consistent with Goal 6 by expanding transportation connectivity and the bicycle and pedestrian network. Additional transportation connectivity reduces overall system congestion and associated emissions by providing alternate routes for vehicles. The provision of enhanced bicycle and pedestrian facilities, such as the path connection between Bill Frey Drive NE and Hyacinth Street NE and increased access via new sidewalk and bike facilities, supports trips using modes of travel other than the automobile. As individual projects move forward, they will be designed in a manner that is consistent with the design standards adopted by the City of Salem and will have the least impact on the environment as possible.

Goal 7: Areas Subject to Natural Disasters and Hazards

(To protect people and property from natural hazards.)

Finding

The proposed amendments to the Salem TSP enhance connectivity through identification of new street connections, such as 22nd Street SE extension, and enhancements to the bicycle and pedestrian network. The provision of multiple routes and facilities for all modes of travel provides options to move people and goods in the

event of a natural hazard such as flooding, earthquake, or other hazard. The addition of proposed new policies 1.8 and 1.9 focuses attention on the role that transportation plays during natural disasters. The addition of these policies also brings the Salem TSP into alignment with the City's Natural Hazard Mitigation Plan, Multi-Hazard Action Item 8 and the Floodplain Management Plan. Based on the above reasons, the proposed amendments are consistent with Goal 7.

Goal 8: Recreational Needs

(To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destinations resorts.)

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The proposed amendments to the Salem TSP are consistent with Goal 8 because they provide connections to existing and proposed parks identified in the Salem Comprehensive Park System Master Plan. In particular, the path connection between Hyacinth Street NE and Bill Frey Drive NE provides access to the Claggett Creek Natural Area. The change in functional classification for Hilfiker Lane SE from a minor arterial to a collector street will provide needed access to the undeveloped Hilfiker park property while allowing for context-sensitive street design cross section that is compatible with the neighborhood and future park use.

Goal 9: Economic Development

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The proposed amendments are consistent with Goal 9 because they support the City's economic development efforts by offering transportation options (routes and modes) for residents and businesses. In particular, the extension of 22nd Street SE will increase access to the McGilchrist industrial area and a new street north of Mission Street SE connecting Airport Road SE to 25th Street SE will enhance opportunities for redevelopment of commercial property adjacent to Mission Street.

Goal 10: Housing

(To provide for the housing needs of citizens of the state.)

Finding

The proposed amendments are consistent with the Goal 10 because they enhance transportation connectivity to support the housing needs of Salem consistent with the land uses designated in the Salem Area Comprehensive Plan. The amendments also enhance the options that residents have to travel from housing to commercial and employment centers, particularly with the extension of 22nd Street SE, future extension of Hilfiker Lane SE, and the future path connection between Bill Frey Drive NE and Hyacinth Street NE.

Goal 11: Public Facilities and Services

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Goal 12: Transportation

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Finding

The Salem TSP establishes a comprehensive transportation plan that provides increased services and facilities for all modes of travel, increasing overall mobility for the community. The proposed amendments to the Salem TSP are consistent with Goal 12 because they will benefit modal connectivity, access, safety, convenience, and the increased use of non-motorized transportation. For example, the identification of projects to remove several double turn lanes in central Salem will increase safety and convenience for pedestrians by reducing the number of potential conflicts with turning vehicles and allowing some currently closed crosswalks to re-open (such as the north side of the intersection of Trade and Church Streets SE). The extension of 22nd Street SE to connect to Madrona Avenue SE will provide an alternative to McGilchrist Street SE for use by industrial traffic and others traveling to and from this area. Proposed new policies 1.8 and 1.9 support the provision of a safe transportation system that can serve the public and emergency providers in the event of a natural or manmade disaster.

Goal 13: Energy and Conservation

(To conserve energy.)

Finding

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Goal 14: Urbanization

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The proposed amendments are consistent with Goal 14 because they address transportation connectivity within the Salem UGB and the location and type of improvements proposed compliment and connect with existing and planned improvements in adjacent jurisdictions. Additionally, the amendments expand travel options for pedestrians and cyclists that help create more vibrant and livable communities, reduce congestion, improve health, increase safety, and provide lower cost travel choices.

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These amendments support a system of transportation facilities that is adequate to meet identified local transportation needs.

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For the reasons noted above, the proposed amendments are consistent with the regional and state transportation system plans.

STREET SYSTEM ELEMENT

The Salem street system represents the community's single largest investment in public infrastructure. The system consists of highways, arterial, collector, and local streets. The public street is a conduit for different travel modes, containing facilities for vehicle, bicycle, transit, and pedestrian travel. Achieving mobility requires fully utilizing our community's street system. Planning for our street system begins with a set of goals, objectives, and policies that will guide its design.

Goal, Objectives, and Policies

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

GOAL: Provide a comprehensive system of streets and highways that serves the mobility and multimodal travel needs of the Salem Urban Area.

OBJECTIVE NO. 1

Develop a comprehensive, hierarchical system of streets and highways that provides for optimal mobility for all travel modes throughout the Salem Urban Area.

Policy 1.1 Multimodal Capacity

The City shall fulfill its systemwide travel capacity needs through the utilization of multiple travel modes within the public rights-of-way.

Policy 1.2 Radial System of Arterial Streets and Highways

The City's street system shall contain a network of radial arterial streets and highways that link the central core area with outlying districts and with major regional and statewide highways.

Policy 1.3 System of Peripheral Arterial Streets

The City's street system shall contain a network of peripheral arterial streets that intercept radial street routes, linking outlying residential, commercial, and business districts without having to travel through the central core area.

Policy 1.4 Circumferential Travel Route

The City's street system shall contain a circumferential travel route around the outlying districts of the Salem Urban Area east of the Willamette River.

Policy 1.5 System of Collector Streets

The City's street system shall contain a network of collector streets that serve to connect local traffic to and from the arterial street system.

Policy 1.6 Local Access and Circulation

The City's street system shall contain an interconnected network of local streets that provide property access and neighborhood circulation.

Policy 1.7 City of Salem Street Classification System and Basic Design Guidelines

The City shall classify streets and highways within the Salem Urban Area based on how they are to ultimately function within the overall system. (See Street Classification Section.)

Policy 1.8: Transportation System Redundancy

The City's street system shall be planned and constructed to provide multiple routes between locations, including making reasonable efforts to eliminate existing, and prevent creation of new, transportation chokepoints, both natural and manmade.

Policy 1.9: Enhance Safety

The City shall identify, maintain, and periodically review a network of existing and planned critical routes to support timely emergency response and evacuation in the event of a natural or man-made disaster.

OBJECTIVE NO. 2

Design City streets in a manner that maximizes the utility of public rights-of way, is appropriate to their functional role, and provides for multiple travel modes, while minimizing their impact on the character and livability of surrounding neighborhoods and business districts.

Policy 2.1 Multimodal Street Design

The City of Salem shall design its streets to safely accommodate motorized and non-motorized transportation including transit service.

Policy 2.2 Multimodal Intersection Design

Arterial and collector street intersections shall be designed to promote safe and accessible crossings for pedestrians and bicyclists. Intersection design should incorporate measures to make pedestrian crossings convenient and less of a barrier to pedestrian mobility. Accommodations shall be made for transit stops at or near street intersections.

Policy 2.3 Arterial and Collector Street Intersections

Left-turn pockets shall be incorporated into the design of all intersections of arterial streets with other arterial and collector streets, as well as collector streets with arterials and other collectors.

Policy 2.4 City of Salem Street Design Standards

The City of Salem Street Design Standards shall be the basis for all street design within the Salem Urban Area. The Street Design Standards shall reflect the functional role of different street classifications and shall consider the impact on the character and livability of surrounding neighborhoods and businesses. Street design standards shall consider managing vehicle speeds as appropriate for the given functional classification, with particular attention given to this consideration in residential areas.

Policy 2.5 Capacity Efficient Design and Level of Service (LOS) Standards

The City of Salem shall apply the street design standard that most safely and efficiently provides motor vehicle capacity respective to the functional classification of the street. The City shall design its streets and intersections to the following LOS criteria:

1. **Definition of Capacity Deficient.** A street or intersection shall be determined to be capacity deficient when traffic volumes exceed its peak hour design LOS. A street or intersection shall be determined to be over-capacity when traffic volumes exceed its effective peak hour capacity.
2. **Peak Travel Periods**
 - a. The City shall design its streets and intersections to function at the lower end of LOS D (where traffic volumes approach 90 percent of the street's effective capacity) during the peak hour.
 - b. When the peak hour LOS exceeds LOS D on existing streets and intersections, the City shall first employ transportation system management measures, where feasible, to alleviate congestion. (See Transportation System Management Element.)
 - c. The City shall allow its existing streets and intersections to function at LOS E (where traffic volumes generally are approaching or at 100 percent of the street's effective capacity) during the morning and evening peak travel hours. However, traffic impacts created by new development, as identified in a traffic impact analysis, must be mitigated to maintain peak hour LOS D or better.
 - d. When existing streets and intersections experience, or are expected to experience, extended periods of LOS E or instances where the street is at LOS F (where traffic volumes exceed the effective capacity of the street) despite the aggressive use of transportation system management measures, the City shall consider designing and constructing additional physical capacity.
 - e. Regardless of its peak hour operating LOS designation, both transportation system management measures and additional physical capacity shall be considered for the effective mitigation of violations of regional air quality standards.

Policy 2.6 Streetscape Design and Aesthetics

Wherever possible the City of Salem shall incorporate safely designed, aesthetic features into the streetscape of its public rights-of-way. These features may include: planting of street trees, shrubs, and grasses; incorporation of planting strips and raised medians; and, in some instances, the installation of street furniture, planters, special lighting, public art, or nonstandard paving materials.

Policy 2.7 Development of New Streets Outside of the USA

New development occurring outside of the USA shall provide linking streets to the existing street system per the provisions of the Salem Revised Code, Chapter 66, Urban Growth Management Program.

Policy 2.8 Physical Improvements to Existing City Streets

Existing streets that are to be widened or reconstructed shall be designed to the adopted street design standards for the appropriate street classification. Adjustments to the design standards may be necessary to avoid existing topographical constraints, historic properties, schools, cemeteries, existing on-street parking, and significant cultural features. Whenever possible, the design of the street shall be sensitive to the livability of the surrounding neighborhood.

Policy 2.9 Access Management

To maintain the utility of the public right-of-way for the mobility of all users, access location and spacing to arterial and collector streets shall be controlled. (See Transportation System Management Element.)

Policy 2.10 ~~Criteria for Evaluating Proposed Vacation of Rights-of-way~~

~~Right-of-way vacations may be initiated by the City Council or by private citizen petition.~~

Vacation of public rights-of-way in the city of Salem are governed by State law (ORS Chapter 271) and SRC 76.130 to 76.144~~255.065~~.~~The~~In its consideration of a proposed right-of-way vacation, the City shall use the following evaluation criteria in its consideration of a proposed right-of-way vacation contained in the SRC which address future transportation and land use needs.:

- ~~a. Is the right-of-way proposed for vacation actively used for transportation purposes? Many public rights-of-way, while platted, are either not open or not actively used by the public. Actively used rights-of-way may be considered for vacation conditioned upon the provision of nearby facilities for the existing users and if there is not a significant degradation in transportation services and accessibility in the surrounding neighborhood.~~
- ~~b. Does the proposed vacation restrict the City's compliance with the State Transportation Planning Rule (TPR) and the Salem Transportation System Plan's policies on transportation system connectivity? A proposed vacation should not limit, nor make more difficult, safe and convenient pedestrian and bicycle access to community activity centers such as schools, parks, shopping, and transit stops. Additionally, local street connectivity, traffic circulation, emergency vehicle access, and accessibility to transit service should be maintained within and between neighborhoods.~~
- ~~c. Is the right-of-way proposed for vacation improved or unimproved to urban standards? While right-of-way in either condition may be vacated, an improved right-of-way is an indication of use and should be more closely scrutinized before recommended for vacation.~~
- ~~d. Is the right-of-way proposed for vacation part of or near a planned transportation improvement? Rights-of-way that have the potential to be used for a future transportation project should not be vacated.~~
- ~~e. Does the vacation of the right-of-way satisfy a compelling public need? Issues that address health and safety concerns may outweigh the transportation criteria listed above and should be given proper consideration.~~

Policy 2.11 Undergrounding of Overhead Utilities

In order to improve the aesthetic appearance of the streetscape, the undergrounding of overhead utilities shall be required of all newly constructed streets in the city. The undergrounding of overhead utilities shall not be required of existing streets undergoing widening, major reconstruction, or paving unless required through an existing underground utility district in the Salem Revised Code. The undergrounding of overhead utilities will be considered, however, dependent upon the availability of financial resources, public sentiment, and design feasibility.

OBJECTIVE NO. 3

Promote traffic safety by working to reduce the number of reported motor vehicle accidents per capita in Salem, as measured in 1995, by 10 percent by the Year 2015.

Policy 3.1 Traffic Safety Education and Awareness

The City shall work with other Federal, State, and local government agencies to promote traffic safety education and awareness, emphasizing the responsibilities and courtesies required of drivers when operating a motor vehicle.

Policy 3.2 Enforcement of City and State Motor Vehicle Code

Through its law enforcement resources, the City shall work to increase traffic safety by actively enforcing the City and State Motor Vehicle Codes.

Policy 3.3 Street Safety Improvement Projects

The City shall place a higher priority on funding and constructing street projects that address identified vehicular, bicycle, and pedestrian safety problems than those projects that solely respond to automotive capacity deficiencies in the street system. An exception are those capacity improvements that, through their design, also resolve identified safety problems.

Policy 3.4 Removal of Vision Hazards on Private Property

The City shall work to increase traffic safety by requiring private property owners to maintain vision areas adjacent to intersections and driveways clear of fences, landscaping, and foliage that obstruct the necessary views of motorists, bicyclists, and pedestrians. Regulations to this effect shall be found in the Salem Revised Code.

OBJECTIVE NO. 4

Efficiently plan, design, and construct City-funded street improvement projects to meet the safety and travel demands of the community.

Policy 4.1 Citizen Participation in Project Planning and Transportation Studies

The City shall involve citizens in an advisory role in the planning of major new street projects, transportation studies, and updates to the Salem Transportation System Plan. Planning for transportation projects include: establishment of need and purpose; study of alternatives; and selection of a preferred alternative. Citizen involvement may include such activities as: citizen advisory committees, task forces, open houses, forums, surveys, workshops, informational meetings, and public hearings.

Policy 4.2 Project Identification

The City shall select City-funded street improvement projects from those listed in the *Salem Transportation System Plan* when making significant increases in system capacity or bringing arterial or collector streets up to urban standards. The selection of improvement projects should be prioritized based on consideration of improvements to safety, creation of system redundancy, relief of existing congestion, response to near-term growth, systemwide benefits, geographic equity, designation as critical routes, and availability of funding.

Policy 4.3 Project Design Life

To maximize the longevity of its capital investments, the City shall design street improvement projects to meet existing travel demand and, whenever possible, accommodate the anticipated travel demand of the next 20 years for that facility.

Policy 4.4 Survey and Determination of Arterial and Collector Street Alignments

New arterial and collector streets alignments shall be surveyed and delineated after their adoption in the Salem Transportation System Plan. The determination of alignments will allow for the preservation of land for public rights-of-way and give advance notice to property owners and citizens of where future expansions of the street system will occur.

Policy 4.5 Deviation of Future Street Alignments

Between its intersections with arterial and collector streets, the location of a street right-of-way can be varied up to 200 feet on either side of the planned roadway centerline as identified in the Salem Transportation System Plan with the approval of the Public Works Director. Deviations greater than 200 feet shall require an amendment to the Salem Transportation System Plan.

Policy 4.6 Right-of-way Requirements

The minimum right-of-way requirements for typical arterial and collector streets are set forth in Table 3-1 and Figures 3-1 and 3-2. Some streets have special right-of-way requirements as set forth in Table G-1 and Figure G-1. City-funded street improvement projects on existing streets may necessitate variation from the typical right-of-way requirements in order to minimize impacts to abutting businesses, historic properties, schools, and other significant community features. Whenever possible, the design of the street shall be sensitive to the livability of the surrounding neighborhood. (This Policy is consistent with Policy 2.8.)

Policy 4.7 Additional Intersection Improvements and Right-of-way

Additional right-of-way and roadway improvements may be required at the intersections of arterial and collector streets. Intersections and access points for high traffic generators such as shopping centers, schools, major recreational sites, office complexes, etc., may require additional intersection right-of-way and improvements. The dimensional requirements of all intersections shall be determined by the Public Works Department. (This Policy is consistent with Policies 2.3 and 2.8.)

Policy 4.8 Additional improvements and Right-of-way to Accommodate Physical Constraints

Additional right-of-way, easements, and improvements may be required to accommodate the design and construction of street improvement projects due to steep slopes, soils, water features, wetlands, transit bus bays, and other environmental and physical constraints.

Policy 4.9 Citizen Involvement in Project Design

The City shall involve representatives of affected neighborhood associations and citizens in an advisory role in the design of street improvement projects. The purpose of citizen involvement in project design is to be a resource to project staff in the design process. The need for, and purpose of, the project have been determined as part of the earlier planning process undertaken when including the project in the Salem Transportation System Plan.

OBJECTIVE NO. 5

A street system that is improved to accommodate travel demand created by growth and development in the community.

Policy 5.1 Traffic Impact Analysis Requirements

The City shall require Traffic Impact Analyses as part of land use development proposals to assess the impact that a development will have on the existing and planned transportation system. Thresholds for having to fulfill this requirement and specific analysis criteria are established in the City of Salem Street Design Standards.

Policy 5.2 Exactions Required of Development

The City may require new development to make site-related, right-of-way dedication and transportation system improvements that are identified through the Traffic Impact Analysis process and other Code requirements.

Policy 5.3 Transportation Improvements Funded Through System Development Charges

The City may require new development to pay charges towards the mitigation of systemwide transportation impacts created by new growth in the community. These funds can be used towards improvements to the street and transit system. Improvements funded through these charges are growth-related and should be selected from the approved list, and prioritized based upon the criteria in Policy 4.1.

For other goals, objectives, and policies related to the function and design of the street system see the Local Street Connectivity, Transportation System Management, Bicycle System, Pedestrian System, and Freight Movement Elements of this Plan.

Street Classification System

The Street Classification System determines the function or “mission” of each street in the City’s street system. A street’s functional classification determines what type of traffic should use the street—regional, intra-city, or neighborhood. The type of traffic, combined with expected traffic volumes, determines whether a street is an arterial, collector, or local street. Local topography may also be a factor in assigning a classification to a street. It is important to note that traffic volumes alone do not determine the functional classification of a street. All of the characteristics listed play a role in the determination. Once the street’s function is determined, design characteristics are assigned—the number of travel lanes, turn pockets, access controls, on-street parking, bicycle lanes, and right-of-way widths, consistent with its classification. While the right-of-way requirement is constant, the ultimate number of lanes and access controls may be phased in over time depending on the existing and projected travel demand on the facility. The importance of the Street Classification System cannot be overstated. The City of Salem uses the Street Classification System to reserve future rights-of-way, determine street design, and develop future street improvement projects. This system provides the “blueprint” of how the City wants its street system to develop and function over the next 20 years and beyond.

Table 3-1 describes the different characteristics that comprise each street classification in the Salem Urban Area. Each classification has: an assigned function or purpose; an ADT (average daily traffic) design range of volumes; an ultimate traffic design in number and configuration of lanes; a bicycle and pedestrian facilities design; allowance, or not, for on-street parking; guidelines for access control; and required right-of-way widths. These classifications are used to guide the development of new roads as they are brought into the system, as well as determining the types of improvements needed for existing streets.

The entire street classification system for the Salem Urban Area is shown on Map 3-1. Each individual street has been assigned a classification based on the criteria described above. It is vital that each street perform according to its function in the system. Individual street classifications should not be changed without consideration of the impacts that those changes will have on the rest of the street system.

Critical Routes

The City's arterial street system connects people to critical facilities as well as providing emergency response and evacuation routes in the event of natural hazards. Planning for and maintaining a robust network of critical routes supports the health and safety of the community. Identification of transportation improvement projects for both existing and new facilities should take into consideration the function of the street as a critical route for emergency management purposes. Data available to support this analysis includes identification of street segments that are prone to flooding and information gained through bridge inspection reports. Future transportation projects should consider opportunities to reduce the potential for critical routes to be blocked during major floods or other hazards.

Street Design Standards (Typical Street Standards)

Once a classification has been assigned to an individual street, it needs to be designed in a manner that allows it to perform its function. Each street classification has a typical, or ideal, cross section design. This design determines how a "typical" street of that classification should be built. For a variety of reasons, not every street with a given classification can be ultimately built to the ideal standard. Topography, historic landmarks, and business and residential districts, are just a few limiting factors. The typical cross section design gives City staff the basis for requiring rights-of-way as part of development reviews, and the proper standards for how an existing street should be brought up to urban standards. Figures 3-1 and 3-2 illustrate the typical cross section design for each street classification.

COLLECTOR STREET CROSS SECTIONS

Streets classified as collectors distribute traffic between neighborhoods, activity centers, and the arterial street system, while also providing property access. Figure 3-2 includes three different "typical" cross sections for collector streets based on the nature of a given collector. All of the cross sections require the same right-of-way width (60 feet). The different cross sections are designed to address varying needs for accommodating bicycles and parking. While all arterial streets are designated for future bicycle lanes on the Bicycle Plan Map (Map 7-1), only a portion of the collectors are so designated. This is because on lower volume and speed collectors, bicycles can safely share the street with automobiles without requiring a separate striped lane. Collectors also experience different needs for parking based on the degree of property access that the collector provides. Collectors that provide limited residential access should not require room dedicated to parking, as shown in Collector A. On the other hand, collectors that provide a higher level of residential property access should accommodate some parking (Collectors B and C). This is because residential uses do not typically have sufficient off-street parking to meet all of the needs for visitor parking. Providing parking on one side of the street would serve this need, while maintaining facilities for bicycles, either through a bicycle lane (Collector B) or through a wider travel lane to allow bicycles to share the lane with automobiles (Collector C). City staff

shall review the Bicycle Plan Map, ultimate design ADT, anticipated speeds, and proposed development pattern to determine which typical cross section best fits a particular collector street.

Street System Inventory

The street system for the Salem Urban Area is composed of a series of radial arterial streets that connect outlying City and regional areas with the central core area of Salem. Of greater significance are the several State highways that connect Salem to the rest of Oregon and beyond. In addition to radial arterial streets, several peripheral arterial streets interconnect areas outside of the central core area. A route around Salem, referred to as the circumferential travel route and mostly designated as a parkway, provides connectivity with major arterial streets and regional highways. A system of collector streets serve as connectors between residential neighborhoods and higher level arterial streets. Finally, a system of local streets provides access to properties as well as neighborhood circulation. Map 3-2 shows the streets, roads, and highways within the Salem Urban Area by jurisdiction.

The street and highway system for the Salem Urban Area contains over 593 miles of roadway within Salem and about 247 roadway miles within the UGB but outside of Salem, giving a total of 840 miles of roadways. Table 3-2 shows the amount of mileage by street classification in the Salem Urban Area.

Although each street in the system has a classification, it may not, as yet, be fully improved to its ultimate physical design. The status of streets can be divided into three groups: streets not improved to urban standards; streets improved to urban standards, but not to the ultimate design for its classification; and streets built to urban standards based on their classification. Streets that are fully improved to urban standards are constructed with appropriate substrate, curbs, gutters, storm drainage, sidewalks, illumination, and bicycle lanes where designated. Improved streets that are not currently built to their ultimate design capacity will be constructed to their ultimate design as travel demand warrants.

Street System Capacity

An important measure of the street system's ability to provide mobility is its capacity in relation to traffic demand. Traffic demand is not uniform throughout the day. Certain peak travel periods, usually centering around the morning commute to and evening commute from work, place a greater demand on the system's capacity. Traditionally, the capacity of the street system is planned and constructed to operate within an acceptable LOS during the peak travel hours. In Salem, these hours tend to occur between the hours of 7-8 a.m. and 4:30-5:30 p.m. Several measures are used to evaluate the performance of the street system:

AVERAGE DAILY TRAFFIC VOLUME (ADT)

This is the number of vehicles that use a segment of street over a 24-hour period of an average weekday. An ADT is of itself, not a measure of the performance of the street. It does, however, form the basis for an analysis. Fractions of the ADT, such as peak hour volumes, are used for analysis purposes.

VOLUME/CAPACITY RATIO

This measures the traffic volume on a segment of street compared to its ability to move traffic. An example of a volume-to-capacity (v/c) ratio is as follows: If a single freeway lane has a capacity of 2,200 vehicles per hour, and 1,800 vehicles use the lane during a given hour, the v/c ratio is .82 or its volume is 82 percent of its capacity.

LEVEL OF SERVICE (LOS)

LOS is a qualitative measure used to describe traffic operations. It is expressed as a letter designation A through F. LOS A indicates that traffic flows freely and that, generally, no vehicle waits longer than one red traffic light signal. LOS E indicates that an intersection or street is approaching capacity, with significant traffic delays during peak travel periods. LOS F indicates that the intersection has exceeded its effective capacity. For a full explanation of LOS, see Appendix A.

CONGESTION

Congestion is a condition where traffic experiences reduced speeds, little freedom of movement in the traffic stream, and lengthy delays at intersections. Two levels of congestion are used to describe capacity deficiencies on the Salem street system:

Approaching Capacity Deficient conditions are characterized by one or more of the following: reduced speeds, restricted freedom of movement within the traffic stream, and long waits at signalized intersections. The degree of congestion associated with these conditions is defined by LOS E (a v/c ratio of .88 to .99).

Capacity Deficient conditions are characterized by one or more of the following: extremely reduced speeds, very little freedom of movement, inability to weave/merge, and average waiting at red lights for longer than 60 seconds due to lengthy lines of vehicles at intersections. The degree of congestion associated with these conditions is defined by LOS F (a v/c ratio of 1.0 or greater).

Street System Performance

Using computer traffic models, SKATS staff evaluated the performance of the Salem-Keizer regional street system. The following two scenarios were developed:

2000 BASE YEAR SYSTEM

2000 population and employment estimates applied to the 2000 street system. Model results are calibrated to actual traffic counts taken around the Salem-Keizer area.

2030 REGION PLAN (RTSP) BUILD ALTERNATIVE

2030 population and employment forecasts applied on a street network that includes the existing system, committed future projects, and projects recommended in the Regional Transportation System Plan. Recommended projects include only those that can be funded with reasonably expected revenues. Only a portion of the projects shown in the Salem TSP are included in the Build Alternative.

Table 3-3 shows the results of the computer model runs on the existing 2000 Base Year land use and street network and on the SKATS 2030 Build Alternative land use and street networks for the Salem-Keizer region. The Salem Transportation System Plan deals with those streets and

highways found within the Salem Urban Area, comprising about 90 percent of the total regional street mileage. In 2000, the total amount of streets either capacity deficient (12.0 miles) or approaching capacity deficient (11.8 miles) during the P.M. peak travel period was 21.8 miles (see Table 3-3 and Map 3-3). It is forecast that if those projects included in the Build Alternative were constructed by year 2030, the amount of congested streets would increase to 83.1 miles during the P.M. peak travel period (see Map 3-4).

It is important to note that even if the Salem-Keizer region is able to build all of the projects contained in the Regional Plan and many from the Salem Plan, we will still experience nearly a fourfold increase in the mileage of congested streets during the P.M. peak travel period by 2030 compared to 2000. Thus, we will be unable to build enough capacity into the system to handle all the peak hour traffic demand expected in the coming years. While it is important that these projects be built to reduce congestion, we cannot completely build our way out of congestion! Over the long term our community will need to find other means of accommodating peak hour travel demand in addition to constructing street capacity. Other elements of the Salem Transportation System Plan deal with how to increase mobility through other modes of travel and how to better manage travel demand.

Traffic Safety

Promoting traffic safety in Salem is a key objective of the Salem Transportation System Plan (refer to Street System Element, Objective No. 3). Red light photo radar is a relatively new tool that could assist in this effort, specifically related to Policy 3.2, Enforcement of City and State Motor Vehicle Code. The Oregon Legislature approved the use of red light photo radar for cities with a population of 30,000 or more in 2001 (ORS 810.434–810.436). By State law, this tool may be used at no more than eight intersections in the city and must be operated with City funds. While this tool has not been implemented in Salem as of 2006, it is being actively pursued jointly by the Public Works Department Transportation Services Division and Police Department Patrol Division. Additional tools available to increase safety on residential streets are described in the Neighborhood Traffic Management Element and the accompanying Neighborhood Traffic Management Program Handbook.

Improvements to the Salem Highway and Street System

Our community will need to make investments in our street system if it is to provide the level of mobility that is important to economic vitality and overall livability. Based on the current and expected performance of the street system, it is evident that additional investments will need to be made to improve system capacity. In addition to increasing capacity, some arterial streets need to be improved to full urban standards to increase bicycle and pedestrian mobility. Street system improvement projects include needs on functionally classified streets (collector and higher) and are shown on Map 3-5. They are categorized as follows:

Committed Projects: Funds are available from an existing, ongoing, or authorized source. The project has a construction time frame.

Recommended Projects (High, Medium, and Low Priority): These projects are recommended to be completed in the future as funding becomes available. A general funding priority and time frame is listed for construction. Note that most of the high, some of the medium, but none of the

low priority projects from this Plan are included in the region's recommended projects used for traffic modeling purposes. This is because the Regional Plan is required by Federal law to be "financially constrained."

Local Street Improvements: Local street improvements are needed to bring local residential streets up to urban standards, including curbs, sidewalks, drainage, and street lighting. These improvement needs for local streets are not individually identified in this Plan.

Projects are also categorized by jurisdiction, since projects within the Salem Urban Area shown in this Plan may be completed by other jurisdictions such as the Oregon Department of Transportation or Marion County. Each project is numbered to correspond with the numbered projects shown on the city sector maps (Maps 3-6 to 3-9).

COMMITTED PROJECTS

See Map 3-5 for the location of each of these projects.

New Collector Street (Between Madras Street SE and Commercial Street SE) (295)

Funds have been identified in the FY 2010-11 Budget to construct a new Collector Street connection between Madras Street SE and Commercial Street SE. This new Collector will be constructed to Collector Street standards with bicycle lanes. A bridge crossing will be required over Waln Creek.

Aumsville Highway SE (Kuebler Boulevard SE to Marion County Jail Entrance) (163)

Funds are identified in the Capital Improvement Plan to improve this section of roadway to a Minor Arterial turnpike standard, with two travel lanes, a center turn lane, paved shoulders, bioswales on both sides, and a 12-foot multi-use path. This project will also widen all approaches to the intersection at Kuebler Boulevard SE.

Doaks Ferry Road NW (Brush College Road NW to Orchard Heights Road NW) (82)

Funds are identified in the Capital Improvement Plan to improve this Major Arterial street to interim Minor Arterial standards.

Front Street Construction, Phase 2 (52)

The Front Street project was designed to facilitate pedestrian access between Riverfront Park and Downtown Salem. This project is fully funded with funds from the Riverfront-Downtown Urban Renewal District. Phase 1 was completed in 2004. Phase 2 includes widening the Center Street Bridge off-ramp to Front Street to two lanes.

Interstate 5 (Highway 22 to Kuebler Boulevard SE) (ODOT) (123)

ODOT has funded and begun this project to widen Interstate 5 to six lanes, to improve the interchanges at Highway 22 and at Kuebler Boulevard, and to replace seven bridges along this section of highway. This project is scheduled for completion in 2008.

Kuebler Boulevard SE (Interstate 5 Interchange to Commercial Street SE) (131)

Funds are committed to construct the westbound (north) side of this section of roadway to a modified Parkway standard, including intersection improvements at Battle Creek and a new signal at 27th Street SE.

Lancaster Drive Access Management (Marion County) (21)

The SKATS Transportation Improvement Program identifies funds to plan and possibly implement some access management measures on Lancaster Drive NE/SE in the Marion County portion of this major arterial.

McGilchrist Street SE (12th Street SE to 25th Street SE) (116)

Classified as a Major Arterial, McGilchrist Street SE provides a major east-west connection between inner Southeast Salem, the industrial district, and the airport. The 1993 daily traffic volumes of approximately 11,000 vehicles have increased to approximately 13,000 in 2006. A funding package has been created to reconstruct this roadway to a three-lane standard from 12th Street SE to 22nd Street SE, and to a four-lane standard (two eastbound lanes and a center turn lane) from 22nd Street SE to 25th Street SE. This project will also add or upgrade signals at five intersections, realign 22nd Street SE and widen both 22nd and 25th Streets in the vicinity of McGilchrist Street SE.

River Road S (Acacia Drive S to Croisan Creek Road S) (69)

Funds are committed to install a new traffic signal at Croisan Creek Road S and to construct left-turn pockets at intersections with Acacia Drive S, Golf Course Road S, and Valley High Street S.

Salem Industrial Drive NE (Cherry Avenue NE to Bill Frey Drive NE) (42)

Funds are committed to improve the southbound and westbound (north) side of this street to urban Collector standards, including travel lane with curb, gutter, sidewalk, bicycle lane, and storm drainage.

Turner Road SE (Cascade Gateway Park extending south 2,100 feet) (153)

Funds are committed to widen this roadway section to provide two travel lanes, a center turn lane, bicycle lanes, and curbs. The drainage ditch on the west side of the road will be relocated further to the west to make room for the widening project.

Ward Drive NE (Ward Court NE to Lancaster Drive NE) (Marion County) (28)

This segment of Ward Drive NE is classified as a Minor Arterial street in the Salem Transportation System Plan. This project will widen the roadway to two travel lanes and a center turn lane to improve traffic flow. This project will also construct curbs, sidewalks, and bicycle lanes.

Broadway Street NE (at Stark Street N) (258)

Funds are committed to construct a queue jump for northbound bus traffic at Stark Street N. This is a High Priority Transportation Corridor project.

Brown Road NE (at Sunnyview Road NE) (162)

Funds are committed to construct a dedicated southbound right-turn lane on Brown Road to westbound Sunnyview Road NE.

Center Street Bridge Ramp at Front Street Signal (50)

Replace stop sign on ramp with a signal to allow more bridge traffic to exit onto northbound Front Street NE; would require some modification to the median on Front Street NE. This project came from the 1998 Willamette River Bridgehead Engineering Study.

Cordon Road SE at Macleay Road SE and Gaffin Road SE (127)

Funds have been identified to install a traffic signal at the Macleay Road SE intersection and to make some improvements to the intersection. As traffic volumes increase, additional improvements will be needed to provide turn lanes on the Macleay Road SE approaches to Cordon Road SE. A southbound left-turn pocket will also be constructed at the intersection of Cordon Road SE with Gaffin Road SE.

Cordon Road SE (at State Street) (Marion County) (161)

Construct improvements to the intersection with State Street that include turn pockets where appropriate.

Cordon Road SE (at Pennsylvania Avenue SE) (Marion County) (104)

Pennsylvania Avenue SE is classified as a Collector street in the Salem Transportation System Plan. This project will add a northbound to westbound left-turn pocket on Cordon Road SE. This is a high hazard intersection and a high priority project for the Salem Urban Area.

Interstate 5 (at Kuebler Boulevard SE) (ODOT) (192)

Construct a new westbound to northbound ramp at the Kuebler Boulevard Interchange.

Market Street NE (at Broadway Street NE) (62)

Construct eastbound and westbound left-turn pockets on Market Street NE at Broadway Street NE. This project is a part of the High Priority Transportation Corridor.

Market Street NE at Lancaster Drive NE (24)

Funds are identified in the Capital Improvement Plan to construct right-turn lanes along the westbound and southbound legs of this intersection.

Salem Parkway (at Hyacinth Street NE and at Cherry Avenue NE) (35)

Provide upgrades at both intersections in order to improve safety.

Sunnyview Avenue NE at Lancaster Drive NE (43)

Funds are identified in the Capital Improvement Plan to construct eastbound and westbound right-turn lanes at this intersection.

Traffic Signals at Various Intersections (203)

Install five new Traffic Signals at various intersections based on meeting signal warrants.

Wallace Road NW at Glen Creek Road NW (90)

A high priority should be given to solving the capacity and circulation problems on Wallace Road NW, especially the segment between Edgewater Street NW and Orchard Heights Road NW. With existing peak hour operations at LOS F, the City will need to work with ODOT to construct a second dedicated left-turn lane and a dedicated right-turn lane northbound on

Wallace Road NW at the intersection with Glen Creek Road NW. The western approach to the intersection on Glen Creek Road NW will need to be expanded up the hill to accommodate vehicle queues and right turns eastbound on Glen Creek Road NW. Other improvements planned for this intersection include adding both an eastbound and a westbound approach lane on Glen Creek Road NW.

Wiltsey Road SE at Commercial Street SE (253)

Construct eastbound and westbound left-turn lanes at Commercial Street SE and signalize.

Bridge Replacement and Rehabilitation Projects

Several bridges in the Salem area have recently been improved using State funds. The following bridges are also scheduled to be either replaced or rehabilitated in the near future: State Street bridge at Mill Creek (237); 25th Street SE bridge at Shelton Ditch (238); Cottage Street NE bridge at Mill Creek (250); Capitol Street NE bridge at Mill Creek (239); and Summer Street NE bridge at Mill Creek (240).

Sundance Court NW Extension (End of Sundance Court NW to Olympia Avenue NW) (170)

A new local street connection should be built that will connect Ptarmigan Street NW to Olympia Avenue NW via a northward extension of Sundance Court NW. This local street connection is to be constructed to provide an improved connection to Chapman Hill Elementary School from residential neighborhoods to the south. It will also serve as a replacement connection for the former extension of Ptarmigan Street NW to Chapman Hill Road NW.

Traffic Signal Interconnect Projects/ITS

Funds have been committed to interconnect several traffic signals around the Salem area. Signal upgrading and interconnection allows for centralized computer control and coordination of traffic signals, thus allowing for greater efficiency in systemwide traffic control. These interconnect projects are one form of Intelligent Transportation System (ITS) improvements. For more information, see the Transportation System Management Element of the Plan. (See Table 4-1.)

Table 3-4 shows the estimated costs involved in constructing the committed street improvement projects in the Salem Urban Area. The table also indicates inside which wards and neighborhood associations each project is located along with other project information. When State highway projects are included, the total amount of committed projects waiting to be constructed in the Salem Urban Area amounts to nearly \$120 million.

Recommended Highway and Arterial Street Improvements

STATE OF OREGON HIGHWAYS

There are five State of Oregon Highway routes that traverse the Salem Urban Area: Interstate 5, Highway 22, Highway 99E (Portland Road NE), Salem Parkway NE, and Highway 221 (Wallace Road NW/Edgewater Street NW). Improvements to these highways are typically done by the Oregon Department of Transportation (ODOT), or by local jurisdictions with the permission of ODOT. These highways provide Salem with regional and statewide connections. They also serve

as major freight and commute routes for businesses and residents in Salem. Access onto State of Oregon highways is regulated per OAR 734-051.

Interstate 5 is the principal north-south highway in Oregon. In 1993, Interstate 5 carried 67,000 vehicles per day at the north end of the Salem Urban Area, and 47,000 vehicles per day at the south end of the Salem Urban Area. By the Year 2005, traffic levels increased to 88,800 and 57,100 vehicles per day, respectively. Currently, there are only minor capacity deficiencies on several Interstate 5 interchanges as shown on Map 3-3. However, by the Year 2030, even after the completion of the widening projects, much of Interstate 5 will be Approaching Capacity Deficient in the P.M. peak hour, including all of the main line between Kuebler Boulevard S and Portland Road (see Map 3-4).

Issues with the eventual widening of Interstate 5 to six lanes through the Salem Urban Area and the improvement to area interchanges, primary north-south mobility will be assured through Salem. The major issues concerning State highways in Salem now relate to how our community utilizes State facilities as community thoroughfares without degrading their ability to serve as regional travel routes. Can the capacity of these highways be improved without creating physical barriers that divide our community? Another question is whether Salem should continue to rely on State highways as our only means to cross the Willamette River.

The Oregon Highway Plan (1999) includes a variety of different designations that can be applied to State highways to reflect the different roles that highways play in serving statewide and local transportation needs. These include Freight Route, Expressway, and National Highway System, as well as a classification for each highway (interstate, statewide, regional, or district). In addition there are four highway segment designations that can be applied to highways to foster compact development patterns in communities. These highway designations are Special Transportation Areas, Commercial Centers, Urban Business Areas, and Urban. These designations guide ODOTs position on local land use planning and development standards and actions and define the application of access management standards and broad types of highway facility design. None of these latter four highway segment designations have been applied in Salem. The City may wish to work with ODOT in the future to apply highway segment designations on State highways that serve core areas of the community.

Alternatives

Several State highway corridors within Salem are currently being studied, or planned to be studied, over the next five years. It is important that many of the questions listed above are answered through these studies.

Interstate 5

The remaining phases of construction are needed on Interstate 5 to complete the six-lane widening effort through the Salem Urban Area.

- Phase IIIb: Widening from Santiam interchange to Kuebler Boulevard SE interchange. Construction is underway and scheduled for completion in 2008.
- Phase IV: Widening from Kuebler Boulevard SE to Delaney Road SE, Illahe Crossing. Construction is needed within next 15 years.

Highway 22—Willamette River Bridges (Center Street and Marion Street Bridges)

The Rivercrossing Capacity Study identified the need for an additional bridge across the Willamette River to solve long-term capacity and circulation issues. The City is working cooperatively with other regional jurisdictions to proceed with the planning and environmental work required to locate and construct a new bridge. This effort is referred to as the Salem River Crossing Project. The initial goal of this process will be to identify an alignment specific enough so the City and the region can begin to acquire and preserve right-of-way that will be needed for the eventual construction of an additional bridge. This issue is discussed further in the sections of this Plan that address Issues Requiring Future Study and the Long-range Transportation Strategy.

The 1998 Willamette River Bridgehead Engineering Study identified several improvements that could be made in the relative short term to increase the carrying capacity of the bridgehead area and extend the operational life of the bridges throughout the next 10 to 20 years. Some of these improvements have been constructed. The remaining are included in the project sections of this Plan.

Highway 22 Corridor

The Highway 22 Corridor Study, begun in 1994, has identified several refinement studies that will look at ways to improve the performance and safety of the highway as it traverses the Salem Urban Area. These studies are expected to look specifically at:

Highway 22 Expressway Management Plan (25th Street SE to Gaffin Road SE)

This planning effort, which was close to being completed in 2006, is defining improvement projects to the Mission Street SE/Highway 22 corridor that will be needed over the next 20 years to ensure that it continues to function properly. This Plan has been developed as a part of the Southeast Salem Area Transportation Study (SESATS), which is also being used to produce the Interstate 5/Kuebler Boulevard Interchange Management Plan.

Highway 22/Mission Street SE Through Central Salem (25th Street SE to the Willamette River Bridges)

Is the current route through Central Salem the best for the community? What can be done to expedite traffic movement through Central Salem? This could include recommendations that eventually eliminate direct property access to this portion of Highway 22.

Highway 22—West of the Willamette River (From the Marion Street and Center Street Bridges to the Salem UGB, including the Rosemont Avenue NW interchange, intersections at Stoneway Drive NW, College Drive NW, and Doaks Ferry Road NW)

The current Rosemont Avenue NW interchange requires drivers to merge from the left to go eastbound on Highway 22. Should the existing interchange be improved or replaced by a new interchange at Eola Drive NW? Such a new interchange would provide arterial street access to the established and developing areas of West Salem. Should actions be taken to improve safety at nonsignalized intersections at Rosewood Drive NW, Stoneway Drive NW, College Drive NW, and Doaks Ferry Road NW? Such actions could include prohibiting left turns to and from the highway to some or all of these city streets. Long-

term actions could include the construction of frontage roads that would eliminate direct property access to the highway. In the future, should the intersection at Doaks Ferry Road NW be built as a grade-separated interchange?

One promising concept in this area is to realign Doaks Ferry Road NW to the east so that it intersects with Highway 22 closer to College Drive NW. A new connection then could be constructed between College Drive NW and the new alignment of Doaks Ferry Road NW. In the future, the new intersection with Highway 22 created by the realigned Doaks Ferry Road NW could be constructed as a grade-separated interchange much more easily than the current intersection of Highway 22 and Doaks Ferry Road NW. The existing College Drive NW intersection could either be closed or restricted to right-in/right-out. This potential future transportation improvement would help address circulation needs in the western portion of the Salem UGB and improve safety along Highway 22. While promising, the City, Polk County, and ODOT will need to complete significant planning, public involvement, and design work to determine if this concept is the best solution to transportation problems on this section of Highway 22.

Wallace Road NW (Highway 221)

Wallace Road NW serves as one of the primary routes into the city of Salem, connecting the Willamette River bridges with Dayton and McMinnville. Wallace Road NW is classified as a Major Arterial in the Salem classification system and as a District Highway in the State of Oregon highway system. Most of West Salem's east-west arterials begin at Wallace Road NW, making it the primary north-south route in West Salem. With the majority of traffic heading to or from the Center Street and Marion Street Bridges and the commercial district south of Orchard Heights Road NW, significant congestion occurs on the southern end of Wallace Road NW during peak travel hours.

In 1993 daily traffic volumes on Wallace Road NW ranged from 27,000 north of Edgewater Street NW to 6,800 north of Michigan City Lane NW. By the Year 2005, these traffic volumes had increased to 40,700 and 8,700 respectively. Volumes at the Edgewater location represent a 50 percent increase in the 12-year period.

A major issue concerning Wallace Road NW now and in the future is the ability of the highway, between Orchard Heights Road NW and Edgewater Street NW, to handle the tremendous traffic load expected over the next 20 to 40 years. The Wallace Road Local Access and Circulation Study, adopted by Council in November 1997, identified ways to increase local street circulation, connectivity between properties, consolidating access, and the potential of a collector level street that would parallel Wallace Road NW on the east.

LOCAL ACCESS AND CIRCULATION RECOMMENDATIONS

The following recommendations are adopted as part of the Salem Transportation System Plan:

1. The City of Salem shall work with the Salem Area Mass Transit District to modify or expand the current "pulse system" scheduling of transit bus service in West Salem to improve availability of buses during each service hour.
2. Bicycle lanes should be included in all plans for improvements to Wallace Road NW and all existing and new arterial and collector streets within West Salem.

3. Transportation alternatives need to be identified that will allow Wallace Road NW to remain in its existing configuration, whether it be a five-lane cross section with a continuous center turn lane or four travel lanes with a raised median and turn lanes, between Glen Creek Road NW and Edgewater Street NW.
4. At the Wallace Road NW intersection with Glen Creek Road NW, add a northbound right-turn lane on Wallace Road NW and one eastbound right-turn lane on Glen Creek Road NW, and reduce northbound left-turn green time by adding an additional left-turn lane on Wallace Road NW.
5. A new north-south collector street (Marine Drive NW) should be constructed east of Wallace Road NW that will provide a spine for local access and circulation. The alignment should begin at Moyer Lane NW and continue north parallel to Wallace Marine Park, then follow the UGB, ending at River Bend Road NW. An alternate alignment that extends 5th Avenue NW northward along the UGB should be built if there are difficulties in constructing the preferred eastern alignment along Wallace Marine Park.
6. To facilitate local access and circulation, new local streets should be constructed as development and redevelopment occurs to provide access and circulation to the area east of Wallace Road NW. These streets include:
 - a. An eastward extension of Moyer Lane NW to intersect with the new north-south collector street.
 - b. An eastward extension of Veall Lane NW to intersect with the new north-south collector street.
 - c. A new north-south local street that provides a connection between Taybin Road NW and Glen Creek Road NW. (Completed.)
 - d. A new north-south local street that provides a connection between Glen Creek Road NW and Veall Lane NW. (Completed.)
 - e. A new north-south local street that provides a connection between Veall Lane NW and Moyer Lane NW. (Completed.)
 - f. A new local street connection between Moyer Lane NW and a new intersection with Wallace Road NW. (Completed.)
 - g. An eastward extension of Narcissus Court NW across Wallace Road NW to intersect with the new north-south collector street.
 - h. An eastward extension of Hope Avenue NW across Wallace Road NW to intersect with the new north-south collector street.
 - i. An eastward extension of Harritt Drive NW across Wallace Road NW to intersect with the new north-south collector street.

The location of future street alignments are shown on Map 3-5. The exact location of these future streets may need to be adjusted over time to take advantage of changing circumstances and opportunities. The primary focus is to establish a grid-like street system between Wallace Road NW and the new Marine Drive NW.

7. To facilitate local access and circulation for future commercial and retail development or redevelopment, new local streets should be constructed in the area west of Wallace Road NW. These streets include:
 - a. A new north-south collector street that partially bisects the block created by 7th Street NW, Murlark Avenue NW, Bassett Street NW, and Wallace Road NW. This street will

provide a new collector street connection between 7th Street NW and a new east-west collector street. (Completed.)

- b. A new east-west collector street that bisects the block created by 7th Street NW, the new north-south local street, Bassett Street NW, and Wallace Road NW. This street will provide a collector street connection between the new north-south collector street and Wallace Road NW. (Completed.)

The exact location of future streets in this area may need to be adjusted over time to take advantage of changing circumstances and opportunities. The primary focus is to establish a grid-like street system between Wallace Road NW and Murlark Avenue NW as the area redevelops into commercial or retail uses. It is not intended that this recommendation be implemented to the detriment of existing industrial uses.

8. To improve traffic progression and signal spacing on Wallace Road NW, the City shall relocate the existing traffic signal at the intersection of 7th Street NW and Wallace Road NW to a new location approximately one block south at the intersection of the new streets described in recommendations 6.f. and 7.a. The relocation of this signal shall occur only after these new streets are constructed. (Completed.)
9. To provide adequate right-of-way for future improvements, the Wallace Road NW right-of-way width requirement for the segment between Edgewater Street NW and Orchard Heights Road NW should be maintained at a minimum of 108 feet. Additional right-of-way may be required to construct turn lanes at intersections.
10. When resources are available, a raised landscaped median should be constructed between Edgewater Street NW and Orchard Heights Road NW, with appropriate locations for openings and turn lanes. The median will serve to enhance the gateway character of the area and promote safety, traffic flow, and aesthetics. This gateway treatment should include landscaped planting strips and adequate pedestrian and bicycle facilities.
11. When resources are available, overhead utility wires along Wallace Road NW, both parallel and crossings, should be undergrounded in the area between Edgewater Street NW and Michigan City Lane NW.

Salem Parkway NE

Only moderate improvements are planned for the Salem Parkway NE within the next 25 years. However, efforts will need to be made to resist pressures to create more intersections with this important thoroughfare. There may be a future need to create a raised median to better separate traffic flows. The Salem Parkway/Kroc Center Access Study recommended installation of additional pedestrian and bicycle crossing enhancements at the intersection of Salem Parkway and Hyacinth Street NE with the goal of increasing the visibility and safety of pedestrians and bicyclists.

Highway 99E

There are not many large-scale issues that involve this highway (Portland Road NE) over the next 25 years. The main emphasis will be on streetscape improvements and on maximizing the

capacity and safety of the existing roadway. Traffic signal coordination and other transportation system management measures will be utilized.

CITY OF SALEM STREET SYSTEM

West Salem

Issues

The dominant issue facing West Salem is growth. West Salem has experienced rapid growth and will face the greatest increase in population in the city over the next 25 years. With a large portion of Salem's undeveloped land located there, the incorporated population in West Salem has grown from 13,675 in 1993 to 20,725 in 2005, an increase of over 50 percent in 12 years. Over the next 25 years it is forecast to more than double. On the other hand, employment, which stood at about 3,500 in 2000, is expected to increase by less than 1,000 jobs through 2030, representing a 26 percent increase. Many of these jobs are expected to be located along the Wallace Road NW corridor. The existing City street system is constrained by topography and existing development patterns. Access to West Salem is an issue with only two bridges crossing the Willamette River. In addition to issues of vehicular capacity, many of the arterial and collector streets in West Salem need to be upgraded to full urban standards with curbs, sidewalks, and bicycle lanes.

Arterial Street System

In addition to the State highways, the arterial street system contains four east-west arterials: Brush College Road NW, Orchard Heights Road NW, Glen Creek Road NW, and Eola Drive NW/Edgewater Street NW. Doaks Ferry Road NW is the one north-south arterial. These roadways feed into Wallace Road NW to the northeast and Highway 22 along the south. All of the east-west arterials are classified as Minor Arterials. Doaks Ferry Road NW is classified as a Major Arterial street south of Brush College Road NW and a Minor Arterial north of Brush College Road NW. Despite topographical constraints, the east-west arterial system is well-spaced and is expected to be able to distribute traffic to the respective north-south arterials. The major constraint points in the future will be Wallace Road NW and the Willamette River bridges.

Collector Street System

Over a dozen different streets are classified as collector streets in West Salem. Their primary purpose is to take local traffic and feed it to and from the arterial street system. Many of the collector streets are through residential neighborhoods, constituting the "spine" street of a subdivision or neighborhood. It is important that collector street connections be made between the east-west arterial streets so that traffic can circulate freely through the entire system. Improving vehicular capacity on the collector street system is not so much the issue as bringing these streets up to urban standards, having curbs, sidewalks, drainage, illumination, and where needed, bicycle facilities. Although some of these streets will need to be improved through citywide bond funding, many will be improved over time as a product of land development and systems development charges.

Land Use Alternatives

The West Salem Neighborhood Plan, adopted in 2003, provides detailed goals and policies for the West Salem neighborhood. This plan is a refinement of and consistent with the Salem Area

Comprehensive Plan. The West Salem Neighborhood Plan recommends, in part, that the currently homogeneous single family land use designations for West Salem be revised so that small nodes or community centers can be developed at key intersections. This is reflected in the Generalized Land Use Map included in the neighborhood plan. By providing shopping opportunities, neighborhood services, and office space, residents will be able to reduce their travel to other areas of Salem. These centers would also provide employment opportunities in the West Salem hills. Those living near these centers will be able to walk or bicycle to shop or work, thus reducing automobile-oriented travel. More employment opportunities in West Salem will reduce the unidirectional peak hour commute patterns, thus creating a more balanced travel demand.

Transportation Alternatives

The best opportunity for improving local circulation within West Salem is to bring the area's arterial and collector streets up to full urban standards. Having access to sidewalks and bicycle lanes will provide greater mobility options for people making short trips. An example of these types of improvements include those described in the Pedestrian System Element for the Edgewater District. Multimodal improvements will also provide greater accessibility to transit routes. Increased transit services and ridership is the best alternative to building more bridge crossing capacity across the Willamette River. This will require shorter headways for current bus services, peak hour express services, and the development of additional park-and-ride facilities.

Recommended Improvements

The arterial and collector street system needs to be constructed to full urban standards with an appropriate level of system capacity. The following projects are numbered to correspond with the numbered projects shown on Map 3-6:

High Priority (Construction needed within 10 years):

Eola Drive NW (Kingwood Drive NW to Sunwood Drive NW) (79)

This street needs to be improved to full urban standards with two travel lanes, center turn lane, bicycle lanes, curbs, and sidewalks.

Orchard Heights Road NW (BPA Power Line to Orchard Heights Place NW) (290)

Realign the roadway to the south to follow the topography in the area.

Wallace Road NW (Edgewater Street NW to Orchard Heights Road NW) (88)

This access management and local street circulation project will improve traffic flow on the most congested portions of Wallace Road NW. This project will include the installation of a center, landscaped median with turn pockets to serve businesses along Wallace Road NW between Orchard Heights Road NW and Edgewater Street NW.

Wallace Road NW at Edgewater Street NW (87)

This project is part of a package of improvements needed to increase the capacity and operational life of the existing Willamette River bridges and their ramp systems. This project would increase the radius of the westbound off-ramp from Highway 22 to Wallace Road

NW/Edgewater Street NW. Additional lanes would be added on the ramp. An additional eastbound bridge entrance lane would be added on Edgewater Street NW.

35th/34th Avenue NW Extension (Osage Drive NW to Orchard Heights Avenue NW) (165)

The current terminus of 35th Avenue NW should be extended northward to connect to Orchard Heights Road NW at or near the intersection with Grice Hill Road NW. At this point the street may be numbered as 34th Avenue NW. This street connection will be classified as a Collector street.

Islander Drive NW Extension (West Meadows Drive NW to 35th Avenue NW Extension) (168)

Islander Drive NW should be extended westward to intersect with the northward extension of 35th Avenue NW.

Linwood Street NW Extension (Goldcrest Avenue NW to Orchard Heights Road NW) (171)

This street should be extended southward to connect with Orchard Heights Road NW.

Marine Drive NW and Wallace Road Area Local Street Network (173 and 174)

A new collector street (Marine Drive NW) that parallels Wallace Road NW to the east will be constructed to provide local access and circulation for existing and future development. The portion of Marine Drive NW north of Cameo Street NW will need to be constructed as development occurs. A new system of local streets will be developed on the east side of Wallace Road NW to improve local access and circulation between Wallace Road NW and the new Marine Drive NW.

Medium Priority (Construction needed within 15 years):

Cascade Drive NW (8th Avenue NW to Glen Creek Road NW)/Parkway Drive NW (Glen Creek Road NW to Orchard Heights Road NW) (86)

In order to improve safety, it is necessary to improve the Cascade Drive NW/Parkway Drive NW collector street route between 8th Avenue NW and Orchard Heights Road NW to urban standards. This includes curbs, sidewalks, bicycle lanes (where feasible), and adequate storm drainage. Given steep slopes and close proximity of adjacent residences, particularly in the section of Cascade Drive NW between 8th Avenue NW and Glen Creek Road NW, improvements should be made within existing right-of-way widths wherever possible. The need to realign Parkway Drive NW and Cascade Drive NW at Glen Creek Road NW will require future study as part of project design.

Christina Street NW Extension (Elliot Street NW to Michigan City Lane NW) (167)

Extend Christina Street NW west and north creating a new collector street that makes a connection between Doaks Ferry Road NW and Michigan City Lane NW. Also complete the missing link between Redfir Street NW and Cherry Blossom Street NW. Much of this alignment is currently outside the city limits. This connection will occur as land comes into the city and is developed.

Doaks Ferry Road NW (Glen Creek Road NW to Eola Drive NW) (83)

Based on 2030 model traffic volumes, Doaks Ferry Road NW may ultimately need to be improved to a five-lane facility south of Orchard Heights Road NW to Highway 22 when build-out of the UGB is achieved. In the interim, it is recommended that Doaks Ferry Road NW be improved to a three-lane, Minor Arterial standard, including all necessary realignments and intersection improvements. Most of the east side of this roadway segment has already been improved to this interim standard.

Eola Drive NW (Edgewater Street NW to Kingwood Drive NW) (78)

The street will need widening for a center turn lane in specific locations, plus whatever other improvements are needed to bring the street up to full urban standards. The Eola Drive NW approach to the intersection with Edgewater Street NW will need to be widened to accommodate turn lanes and additional queuing distance for vehicles.

Eola Drive NW (Sunwood Drive NW to Gehlar Road NW) (80)

Improve to Minor Arterial standards with two travel lanes, center turn lane, bicycle lanes, curbs, gutters, and sidewalks. Some of the needed improvements along this section of roadway have already been completed through development.

Mousebird Avenue NW Extension (Royal Crown Avenue NW to Macaw Street NW) (172)

This very important connection needs to be completed through the remaining undeveloped land between Royal Crown Avenue NW and Macaw Street NW. When completed, this street will offer much needed circulation between River Bend Road NW and Orchard Heights Road NW. Mousebird Avenue NW intersects Orchard Heights Road NW and continues southward to where it connects with Chapman Hill Drive NW.

Low Priority (Construction needed within 25 years):

37th Avenue NW (Orchard Heights Place NW to the UGB) (96)

Brush College Road NW (Doaks Ferry Road NW to BPA Power Lines) (95)

Doaks Ferry Road NW (Eola Drive NW to UGB) (84)

Eola Drive NW (Doaks Ferry Road NW to UGB) (81)

Glen Creek Road NW (Crescent Drive NW to Westfarthing Way NW) (85)

Michigan City Lane NW (Wallace Road NW to end of roadway) (94)

Orchard Heights Road NW (Parkway Drive NW to Snowbird Drive NW) (91)

Orchard Heights Road NW (Titan Drive NW to BPA Power Line) (92)

Orchard Heights Road NW (Orchard Heights Place NW to UGB) (291)

River Bend Road NW (Wallace Road NW to UGB) (93)

All or portions of these streets need to be improved to full urban standards, which for the Minor Arterials includes having two travel lanes, a center turn lane, curbs, drainage, illumination, sidewalks, and bicycle lanes. The center turn lane is important to increase effective capacity by getting turning vehicles out of the traffic stream. Some of these improvements will occur with development, some may need to be City-funded.

New Streets and Extensions of Existing Streets (Low Priority):

The following streets will be extended through future development, possible expansion of the UGB, or City-initiated projects. These streets should be constructed to full urban standards. Map 3-6 shows the location and approximate alignment of these new street extensions.

5th Avenue NW Extension (Cameo Street NW to Marine Drive NW) (175)

Extend 5th Avenue NW from Cameo Street NW northward to Marine Drive NW, the planned new Collector east of Wallace Road NW.

Colorado Drive NW Extension (South terminus of Colorado Drive NW to Orchard Heights Road NW) (166)

This will extend the current streets that follow the bowl-shaped contour topography north of Orchard Heights Road NW and west of Doaks Ferry Road NW to create a loop road connected to and north of Orchard Heights Road NW. The loop road will be comprised of Grice Hill Drive NW, Vickery Lane NW, Colorado Drive NW, and possibly Landaggard Drive NW. This will be a new collector, which will curve around to connect back to Orchard Heights Road NW.

New Collector Street (35th Avenue NW Extension to 37th Avenue NW) (169)

A new collector level street connection will be needed between 35th Avenue NW and 37th Avenue NW. This connection should be made south of Dahlia Swale if possible.

Northeast Salem

Northeast Salem includes everything east of the Willamette River from State Street north (see Map 3-7).

Issues

The area west of Cherry Avenue NE and 14th Street NE, previously referred to as North Salem in the TSP, is unique in that it is the only area of the city that is not anticipating significant amounts of new development. The area may experience redevelopment opportunities within some neighborhoods. An established inner city area, its issues deal more with how to maximize existing street system performance and reduce traffic infiltration in residential neighborhoods. The remainder of Northeast Salem, which encompasses a large portion of the Salem Urban Area, will continue to experience growth from development, although not at the levels of West or South/Southeast Salem. Access to Cherry Avenue Business Park continues to be a concern to businesses. Other issues include how to best serve the large and growing commercial district along Lancaster Drive NE; bringing the East Salem arterial streets up to full urban standards with necessary system capacity; and how to provide sufficient east-west system capacity without severely impacting inner northeast residential neighborhoods.

Arterial Street System

The western portion of Northeast Salem has the highest concentration of arterial streets of any area in the city, outside of downtown. There are four north-south arterial routes: Front Street NE, Liberty Street NE/Commercial Street NE couplet, Broadway Street NE, and the Summer Street NE/Capitol Street NE couplet. East-west arterials include Pine Street NE, Hood Street NE, and Market Street NE. Three of the north-south arterials are classified as Major Arterials, with Front Street NE being a Minor Arterial. All of the east-west arterials are classified as Minor Arterial streets in this portion of Northeast Salem.

The remainder of Northeast Salem is traversed by Interstate 5 and bounded on the northwest by Salem Parkway NE and the City of Keizer. Portland Road NE is a Major Arterial that runs southwest to northeast. The area is also bounded on the east and north by the Cordon Road NE/Hazelnut Road NE/Chemawa Road NE circumferential travel route that connects to Salem Parkway NE to the west and Kuebler Boulevard SE to the south. Classified as a Parkway, this route is envisioned someday to have four travel lanes with a raised, landscaped median.

Several east-west arterials serve Northeast Salem, connecting downtown with the commercial districts and residential neighborhoods of the east. These arterials include: Center Street NE (Major), D Street NE (Minor), Market Street NE (Major), Sunnyview Avenue NE (Minor), Silverton Road NE (Major), Swegle Road NE (Minor), and Kale Street NE (Minor). Northeast Salem also has several north-south arterial streets that allow traffic to travel through Salem without having to go through downtown. These arterials include: 17th Street NE (Minor), Cherry Avenue NE (Major), Lana Avenue NE (Minor), Hawthorne Avenue NE/Hyacinth Street NE (Major), and Lancaster Drive NE (Major).

Collector Street System

Over two dozen streets are classified as Collector streets in Northeast Salem. The majority of these streets provide north-south connections between the several east-west arterials. Although well developed in the inner northeast area, the collector street system needs to be completed in the area east of Lancaster Drive NE. This is especially important since no intervening north-south arterial route exists between Lancaster Drive NE and Cordon Road NE. Many of these outer northeast collectors need to be improved to full urban standards. The availability of sidewalks and bicycle lanes will improve overall mobility and access to transit routes.

Land Use Alternatives

One of the challenges facing Northeast Salem is how to increase mobility and connectivity within the commercial and residential areas east of Interstate 5. Issues that need to be addressed include better access management in commercial areas and better local street connectivity in and between residential neighborhoods. Given the high concentration of commercial activities along the Lancaster Drive NE corridor and its accompanying traffic congestion, it is recommended that the City seriously consider the traffic impacts associated with any proposal to convert more land to commercial designations in the Salem Area Comprehensive Plan in the future.

Goals associated with the area immediately north of downtown include maintaining neighborhood livability, affordable housing, and access to employment. The City completed the North Downtown Plan in 1997. As part of implementing the recommendations of this plan, land uses along Broadway Street NE were redesignated to allow for mixed use transit-oriented redevelopment. The goal is to have a small commercial retail, office, and residential district that is accessible to pedestrians, bicyclists, and transit. The Plan calls for streetscape improvements that enhance the pedestrian environment. See the Pedestrian System Element for details.

Transportation Alternatives

One way to increase the effective capacity of arterial streets north of downtown is to manage the availability of on-street parking. It is recommended that the City explore peak hour on-street

parking prohibitions as a means of providing additional peak hour capacity on streets such as Capitol Street NE, Summer Street NE, and Broadway Street NE. On the Summer Street NE/Capitol Street NE one-way couplet, on-street parking would only need to be prohibited during each street's two-hour peak period, thus allowing parking the remainder of the day.

Another remedy would require the Capitol Mall offices to institute mandatory staggered work schedules. If each agency staggered its work hours by 15 minutes, peak hour travel demand could be spread and require less overall roadway capacity.

Increasing the availability of transit services by reducing route headways and adding express peak hour service would enhance the attractiveness of transit as an option along the major east-west arterials within Northeast Salem. The addition of park-and-ride lots on outlying major arterials would help facilitate greater transit and carpool ridership.

High Priority Transportation Corridor

Providing viable, cost-effective options to driving alone is one way the City and its regional partners can help relieve traffic congestion that is expected to increase over time. As part of this effort, the City worked with its regional partners over the course of 2002-2003 to develop a High Priority Transportation Corridor Prototype Plan for how a specific corridor could achieve significant transit travel time improvement.

After a thorough study, the Broadway Street NE/River Road N corridor was selected as the preferred location for a series of low-impact improvements that will allow transit to improve schedule reliability and reduce travel time without degrading the flow of automobile traffic. Improvements identified for this corridor range from typical intersection improvements to green time extensions for approaching buses, construction of amenities for pedestrians and transit users, targeted bus stop relocation, passenger information systems, improved fare collection system, and transit service "branding." In concert with these recommendations, the transit service frequency would be increased along the corridor.

Central Salem Mobility Study (2013)

The Central Salem Mobility Study evaluated a range of multimodal transportation issues affecting downtown Salem, including circulation, access, and safety for people traveling to, through, and within central Salem. Recommendations were prepared based on two tiers of transportation analysis and feedback from advisory committees and the public. Projects were only recommended if they were able to provide adequate traffic flow while improving multimodal accessibility. Recommendations were designed to minimize parking impacts in the short term, with the understanding that management of the parking system may change over time.

Several of the recommendations are reflected in the Bicycle and Pedestrian System Elements as they relate most directly to these modes. One component of the study that would impact all modes of travel is the potential conversion from one-way to two-way operation on certain streets. The following streets are recommended for conversion from one-way to two-way operation in the future:

- Cottage Street NE from Marion Street NE to State Street (Short-term)

- Court Street NE from 12th Street NE to Commercial Street NE (Medium-term)
- State Street from 12th Street to Liberty Street (Medium-term)
- High and Church Streets NE/SE from Marion Street NE to Trade Street SE (Long-term)

Recommended Improvements

Northeast Salem street system improvements include rehabilitation of bridges over Mill Creek and traffic signal interconnections to maximize traffic capacity through intersections. The traffic signal interconnect projects are listed in the Transportation System Management Element. Additional improvements recommended for arterial streets in Northeast Salem focus on bringing them up to full urban standards. Projects that improve accessibility for commercial and industrial areas are also considered important. The following projects have been numbered to correspond with the numbered projects shown on Map 3-7:

High Priority (Construction needed within 10 years):

Blossom Drive NE (Lilac Lane NE to Portland Road NE) (Marion County) (14)

This portion of Blossom Drive NE is a Marion County street. The City portion of Blossom Drive NE has already been improved. It is a high priority to improve the remaining County section of this street to urban standards with two travel lanes, curbs, sidewalks, and bicycle lanes.

Broadway Street NE (Belmont Street NE to Shipping Street NE) (262)

This project will construct streetscape improvements to facilitate the movement of transit through this portion of the High Priority Transportation Corridor. The project will need to accommodate other modes of transportation and the needs of the adjacent Urban Renewal District.

Cottage Street NE (Marion Street NE to State Street) (300)

Cottage Street from State Street to Marion Street NE is currently configured as a one-way street southbound. The Central Salem Mobility Study recommends that this street be converted to two-way operation with shared-lane markings. This will facilitate circulation between Willamette University and downtown.

Hawthorne Avenue NE and Hyacinth ~~Road~~ Street NE (Portland Road NE to Sunnyview Road NE) (40)

Widen to two travel lanes with center turn lane where needed. Add curbs, gutters, sidewalks, bicycle lanes, and widen intersection approaches to Portland Road NE, Silverton Road NE and Sunnyview Road NE.

Market Street NE/Swegle Road NE (Lancaster Drive NE to Royalty Drive NE) (26)

This project will realign both streets to replace two intersections at 45th Avenue NE with a single one and bring the roadway up to Minor Arterial Standards. Traffic will be routed away from the front of Swegle Elementary School, increasing safety.

Portland Road NE (Beach Avenue NE to Claxter Road NE) (54)

Using North Gateway Urban Renewal District Funds, this project will extend the streetscape improvements along Portland Road NE. The project will improve safety and traffic flow through

installation of a center, landscaped median and access consolidation. Phase 1 (Capitol Street NE to the Railroad Undercrossing) was completed in 2004.

Silverton Road Realignment (East of Railroad to Pine Street/Portland Road Intersection) (272)
Realign Silverton Road NE westward to connect with Portland Road NE at Pine Street NE, allowing for the removal of the awkward existing Silverton Road NE/Portland Road NE intersection. Final approval of this realignment must be given by the Union Pacific Railroad and ODOT.

Auburn Road NE (at Cordon Road NE) (Marion County) (283)
Install eastbound and westbound left-turn lanes on Auburn Road NE to Cordon Road NE.

Center Street NE at 17th Street NE (15)
Center Street NE serves as a major connection between downtown Salem, the Willamette River bridges, and all of Northeast Salem. It provides a direct connection to Lancaster Mall. It also serves as a major transit trunk route. In addition to the completed intersection improvement at Hawthorne Avenue NE, the eastern and western approaches to the 17th Street NE intersection need to be improved to increase the capacity of the intersection.

This is part of the strategy of making improvements to the intersections on Center Street NE first before consideration of a general street widening. Over 17,000 vehicles per day used Center Street NE near Park Avenue NE in 2004 in mid-week, with that total expected to gradually rise in the coming years. If the intersection improvements at 17th Street NE and at Hawthorne Avenue NE do not provide sufficient capacity for Center Street NE, then other options will be considered such as removal of on-street parking and planting strips to provide a total of two eastbound travel lanes and one westbound travel lane. Given these options and the availability of other east-west arterials, it does not appear that a five-lane roadway is necessary within the time frame of this plan.

Commercial Street NE at Marion Street Bridge (49)
Provide two right-turn-only lanes for southbound Commercial Street NE movements onto westbound Marion Street Bridge entrance. Northwest corner of the intersection would be improved to facilitate truck turning movements. Provide bulbed corners on the south side of the intersection to improve pedestrian environment. This project came from the 1998 Willamette River Bridgehead Engineering Study.

Cordon Road NE at Carolina Avenue NE/Indiana Avenue NE (Marion County) (279)
Install northbound left-turn lane on Cordon Road NE to westbound Indiana Avenue NE.

Cordon Road NE at Herrin Road NE (Marion County) (280)
Install northbound left-turn lane on Cordon Road NE to westbound Herrin Road NE.

Cordon Road NE at Hayesville Drive NE (Marion County) (281)
Install northbound left-turn lane on Cordon Road NE to westbound Hayesville Drive NE.

Fisher Road NE Extension (Sunnyview Road NE to Market Street NE) (265)

Fisher Road NE shall be extended southward and eastward to intersect with Market Street NE at the location of the traffic signal constructed as part of the relocation of the access to the Fred Meyer property to the south of Market Street NE. The future extension will be classified as a Collector street.

Hazlgreen Road NE at Cordon Road NE/55th Avenue NE (Marion County) (282)

Construct turn lanes on all four legs, include minor intersection realignment, and install signal.

Hollywood Drive NE at Silverton Road NE (Marion County) (285)

Install northbound left-turn pocket on Hollywood Drive NE to westbound Silverton Road NE.

Lancaster Drive NE at Market Street NE (25)

Include as a high priority an improvement to widen Lancaster Drive NE to provide additional left-turn lanes both southbound and northbound at Market Street NE.

Ward Drive NE at Lancaster Drive NE (Marion County) (284)

Add eastbound right-turn lane on Ward Drive NE to Lancaster Drive NE and upgrade signal.

Geer Park Access Street (Geer Park to Hawthorne Avenue NE) (270)

Extend the Geer Park Access Street eastward to Hawthorne Avenue NE, creating a second access point to the park.

Medium Priority (Construction needed within 15 years):

17th Street NE (Norway Street NE to Sunnyview Road NE) (47)

Improve to Minor Arterial standards, including two travel lanes with curbs, gutters, sidewalks, and bicycle lanes, plus left-turn lanes at intersections.

45th Avenue NE (Silverton Road NE to Ward Drive NE) (Marion County) (31)

Improve to urban Collector standards, including two travel lanes with curbs, gutters, sidewalks, and bicycle lanes where designated.

Auburn Road NE (Lancaster Drive NE to Cordon Road NE) (Marion County) (12)

Improve to urban Collector standards, including two travel lanes with curbs, gutters, sidewalks, and bicycle lanes where designated.

Broadway Street NE (at Salem Parkway) (260)

Construct additional turn lanes for northbound and southbound traffic on Broadway Street NE and for southwestbound traffic on Salem Parkway. This is a High Priority Transportation Corridor project.

Broadway Street NE (at Salem Parkway) (257)

Construct a queue jump for northbound bus traffic at Salem Parkway. This is a High Priority Transportation Corridor project.

Brown Road NE (Sunnyview Road NE to Silverton Road NE) (13)

Improve to urban Collector standards, including two travel lanes with curbs, gutters, sidewalks, and bicycle lanes where designated.

Cherry Avenue NE (BNRR/SF to Salem Parkway NE) (16)

This project will improve capacity and access to Northgate Industrial Park by widening the roadway to four travel lanes and a center turn lane. The project will also construct curbs, sidewalks, and bicycle lanes.

Cordon Road NE (State Street to Center Street NE) (Marion County) (275)

Improve to Parkway standards, including four travel lanes, center turn lane or left-turn lanes at selected locations, curbs, gutters, sidewalks, and bicycle lanes.

Cordon Road NE (Center Street NE to Sunnyview Road NE) (Marion County) (276)

Improve to Parkway standards, including four travel lanes, center turn lane or left-turn lanes at selected locations, curbs, gutters, sidewalks, and bicycle lanes.

Cordon Road NE (Sunnyview Road NE to Silverton Road NE) (Marion County) (277)

Improve to Parkway standards, including four travel lanes, center turn lane or left-turn lanes at selected locations, curbs, gutters, sidewalks, and bicycle lanes.

Court Street NE (12th Street NE to Commercial Street NE) (301)

Convert from one-way to two-way operation, including modifications to traffic signals.

Front Street NE (Norway Street NE to Division Street NE) (66)

Reconstruct Front Street NE to a modified Minor Arterial standard and realign the railroad tracks down the center. Construct wide travel lanes as well as curbs, gutters, and sidewalks. The project includes the reconstruction of Mill Creek Bridge.

Hawthorne Avenue NE (Midway Street NE to Center Street NE) (38)

Add a northbound right-turn lane extending from Midway Street NE to the Center Street NE intersection.

Hawthorne Avenue NE (Mission Street NE to Market Street NE) (39)

As traffic volumes increase on Lancaster Drive NE, drivers will avoid congestion by using Hawthorne Avenue NE. Even without spillover traffic from Lancaster Drive NE, Hawthorne Avenue NE volumes are continuing to grow. Traffic volumes have increased from 12,000 vehicles per day in 1995 to over 15,000 in 2003 north of Center Street NE. The northbound approach to the Center Street NE intersection operates at LOS E and F during the P.M. peak travel periods. It is recommended that Hawthorne Avenue NE be widened to four travel lanes, with either a center turn lane or raised, landscaped median, between Mission Street SE and Market Street NE. Priority should be given to relieving congestion at the Center Street NE intersection approach prior to an overall widening of the corridor.

The purpose of the overall project is to alleviate congestion on Hawthorne Avenue NE and provide a much needed, second north-south Major Arterial street in East Salem. Having two

Major Arterial routes, one on either side of Interstate 5, will give traffic an alternative to Lancaster Drive NE.

Hayesville Drive NE Extension (Portland Road NE to Astoria Street NE) (269)

The Hayesville Drive NE alignment should be extended west from Portland Road NE to meet with existing Phyllis Street NE just east of the intersection of Phyllis Street NE with Niles Avenue NE. The portion of this street extension between Portland Road NE and Astoria Street NE is classified as a future Collector street. The portion of this street extension east of Astoria Street NE to where it meets Phyllis Street NE is classified as a local street. (See Phyllis Street NE project below.)

Hollywood Drive NE (City Limits North to Silverton Road NE) (Marion County) (34)

Improve to urban Collector standards, including two travel lanes with curbs, gutters, sidewalks, and bicycle lanes where designated.

Hood Street NE (at Broadway Street NE) (259)

Construct both eastbound and westbound left-turn pockets at Broadway Street NE.

Lancaster Drive NE (State Street to Silverton Road NE) (22)

One of the busiest and most congested arterial streets in the Salem Urban Area is Lancaster Drive NE. High intensity commercial activities, combined with a growing population in the East Salem area, have made traffic volumes soar along this roadway.

Widening Lancaster Drive NE to six travel lanes is not considered financially feasible, or desirable, within the time frame of this Plan. A project that is recommended as a high priority is an access management project that would help reduce the high concentration of driveways along Lancaster Drive NE. This would include: elimination of unnecessary driveways, access consolidation, connections between properties, development of a local street circulatory system, and, potentially, a raised, landscaped median that would focus access at planned locations.

Phyllis Street NE Extension (Niles Avenue NE to Astoria Street NE) (267)

Extend Phyllis Street NE eastward to connect with Astoria Street NE. This will complete the street connection discussed under the Hayesville Drive NE project above. This street segment will be classified as a local street.

State Street (12th Street to Liberty Street) (302)

Convert from one-way to two-way operation, including bike lanes. Requires modification to traffic signals and reduction in on-street parking. In the long-term, consider providing an enhanced bike facility on State Street. Options to consider may include one-way or two-way cycle tracks or buffered bike lanes. This should be looked at based on success of previously installed bike facilities downtown and taking into consideration additional cost and parking impacts.

State Street (Lancaster Drive NE to Cordon Road NE) (Marion County) (28)

Classified as a Major Arterial street in the Salem Transportation System Plan, this street will be widened to four travel lanes, with a center turn lane to improve traffic flow. The project will construct the street to urban standards having curbs, sidewalks, and bicycle lanes.

Sunnyview Road NE (Evergreen Avenue NE to Fisher Road NE) (44)

Install roundabout at Park Avenue NE, traffic signal at Lansing Avenue NE, and curbs, gutters, and sidewalks from Evergreen Avenue NE to Byram Street NE.

Evergreen Avenue NE (at Market Street NE) (18)

Add southbound right-turn lane on Evergreen Avenue NE at Market Street NE.

New Streets and Extensions of Existing Streets (Medium Priority)

Salem Industrial Drive Extension (Bill Frey Drive NE to Hyacinth Street NE) (271)

Extend Salem Industrial Drive northward to Hyacinth Street NE.

Low Priority (Construction needed within 25 years):

Capitol Street NE/Summer Street NE Couplet (D Street NE to Fairgrounds Road NE) (63 and 64)

This one-way couplet serves as a major commuter route and connection to Portland Road NE (Highway 99E) and to Interstate 5, via Market Street NE. Daily traffic volumes were about 12,500 on Capitol Street NE in 2001 and about 11,000 on Summer Street NE by 2006. Existing peak hour levels of service are already poor at the Market Street NE and Fairgrounds Road NE intersections.

It is recommended that on-street parking be permanently removed or prohibited during peak hours on both Capitol Street NE and Summer Street NE to provide for an additional lane of through traffic capacity. Peak hour prohibition of on-street parking would only be needed between 4-6 p.m. on Capitol Street NE and 7-9 a.m. on Summer Street NE. If the State agencies on the Capitol Mall are able to successfully stagger their work schedules, utilize park & ride lots, or otherwise reduce overall travel demand, these parking measures may not be necessary.

Center Street NE (Lancaster Drive NE to Cordon Road NE) (Marion County) (53)

Classified as a Major Arterial street in the Salem Transportation System Plan, this street will be widened to two travel lanes with a center turn lane to improve traffic flow. The project will construct the street to an interim Minor Arterial standard having curbs, sidewalks, and bicycle lanes.

Chemawa Road NE (Interstate 5 to Portland Road) (36)

Improve to urban Parkway standards, including four travel lanes and a center turn lane with curbs, gutters, sidewalks, and bicycle lanes.

Cherry Avenue NE (Pine Street NE to Johnson Street NE) (17)

With the completion of Bill Frey Drive NE, industrial park traffic should decrease on Cherry Avenue NE south of Johnson Street NE. However, as traffic congestion increases on the Liberty Street NE/Commercial Street NE couplet, Broadway Street NE, and Hyacinth Street NE,

commuter traffic may increase on Cherry Avenue NE. If traffic volumes increase, it may become necessary to increase the effective capacity of this portion of Cherry Avenue NE by widening the roadway to add a center turn lane and removing on-street parking.

Church and High Streets NE/SE (Marion Street NE to Trade Street SE)

Consider converting these streets from one-way to two-way operation, taking into consideration success of previously installed bike facilities in downtown and impacts to access in and out of the transit mall. Requires modification to traffic signals and reduction in on-street parking.

Front Street NE (River Road N to Pine Street NE) (65)

Improve to Minor Arterial standards, including two travel lanes with curbs, gutters, sidewalks, and left-turn pockets at intersections.

Greencrest Street NE Extension (Auburn Road NE to State Street) (Marion County) (266)

Currently no north-south collector street exists between Center Street NE and State Street, east of Lancaster Drive NE. Greencrest Street NE should be extended to the south to intersect with State Street to serve as a north-south collector.

Hazelgreen Road NE (Portland Road NE to Cordon Road NE) (48)

Improve to an interim two travel lanes with center turn lane where needed. Add curbs, gutters, sidewalks, bicycle lanes, and improve intersection approach to Portland Road NE.

Hyacinth Street NE (Portland Road NE to Salem Parkway NE) (41)

It is recommended that Hyacinth Street NE be widened and improved to serve as a major north-south arterial for Northeast Salem. The improvement would also improve access to Salem Industrial Park. The project will widen Hyacinth Street NE to four travel lanes and a center turn lane, plus curbs, sidewalks, and bicycle lanes. While daily traffic volumes have only grown slightly beyond the 16,000 level of 1993, this project will enable Hyacinth Street NE to carry the added traffic expected from the planned extension of Salem Industrial Drive NE.

Kale Street NE (Portland Road NE to Cordon Road NE) (20)

Connecting Portland Road NE to Cordon Road NE, Kale Street NE is classified as a Minor Arterial street. Kale Street NE is the only east-west arterial street serving the area between Hazelgreen Road NE and Silverton Road NE. This street should be improved to full urban standards with curbs, sidewalks, and bicycle lanes. It may be necessary to signalize the intersection of Kale Street NE and Portland Road NE within the time frame of this Plan. Some of these improvements should occur over time with the development of abutting land. The remainder will need to be accomplished through City funds.

Sunnyview Road NE (Walker Road NE to Cordon Road NE) (45)

Improve to Minor Arterial standards, including two travel lanes with curbs, gutters, sidewalks, and bicycle lanes, plus left-turn lanes at intersections.

Swegle Road NE (Hoffman Road NE to Cordon Road NE) (27)

Improve to Minor Arterial standards, including two travel lanes plus a center turn lane with curbs, gutters, sidewalks, and bicycle lanes.

Evergreen Avenue NE (Market Street NE to Sunnyview Avenue NE) (19)
Fisher Road NE (Ward Drive NE to South of Sunnyview Road NE) (32)
Hayesville Drive NE (Portland Road NE to Lancaster Drive NE) (46)
Hayesville Drive NE (Lancaster Drive NE to Cordon Road NE) (Marion County) (263)
Herrin Road NE (45th Avenue NE to Cordon Road NE) (Marion County) (33)
Indian School Road NE (Chemawa Road NE to Blossom Drive NE) (30)
Park Avenue NE (Center Street NE to D Street NE) (286)

All or portions of these Collector streets need to be improved over the next 25 years, or more, to urban standards with two travel lanes, turn lanes where needed, curbs, drainage, sidewalks, illumination, and bicycle lanes where needed. These improvements may occur through the development of adjacent land or with City funding.

New Streets and Extensions of Existing Streets (Low Priority)

The following Collector streets will be extended through future development or City-initiated projects. These streets should be constructed to full urban standards. Map 3-7 shows the location of these new street extensions.

Harold Drive NE Extension (264)

This local street will need to be extended to the south to connect to Devonshire Avenue NE. This extension will likely occur along with commercial development. The street extension should align with the existing driveway easement that extends north from Devonshire Avenue NE.

New Collector (Kale Street NE to Hazelgreen Road NE) (287)

A new Collector street should be built to connect Kale Street NE to Hazelgreen Road NE. This street should be located roughly in the area of the 49th Avenue NE or Lake Labish Road NE alignments. This connection will most likely be constructed as a result of land development.

South Salem

South Salem is defined as the area bounded by the Willamette River on the west, Mission Street SE to the north, Liberty Street SE/Commercial Street SE/Liberty Road S to the east, and the UGB to the south (see Map 3-8).

Issues

South Salem shares many of the same concerns that affect inner Northeast Salem. The historical development of the street system in South Salem has resulted in an arterial system dependent on Commercial Street SE to carry the majority of traffic and transit load. Most every arterial street in South Salem feeds into Commercial Street SE. With a large amount of developable land remaining in the far south of Salem, traffic pressure will continue to grow. Increased traffic will also place pressure on inner South Salem neighborhoods as they try to maintain livability in the face of increased traffic infiltration.

Arterial Street System

South Salem has few north-south arterial streets and even fewer east-west arterials. North-south arterials include: Commercial Street SE (Major Arterial), Liberty Road S (Major Arterial),

Skyline Road S (Major Arterial), River Road S (Minor Arterial), and Croisan Scenic Way S (future Minor Arterial). East-west arterials include: Madrona Avenue S (Minor Arterial), Mission Street SE (Minor Arterial), Mildred Lane SE (Minor), and Kuebler Boulevard S (Parkway).

Collector Street System

While South Salem may lack in arterial streets, it has an adequate number of both north-south and east-west collectors. Most of the collector streets in inner South Salem are built to urban standards. However, many of the collectors further south need to be improved with curbs, sidewalks, and bicycle lanes, where needed.

Land Use Alternatives

There are very few alternatives that can be enacted within South Salem that would alleviate the current and expected traffic pressure, as inner South Salem is well established, and outer South Salem is primarily low density residential. It is possible that the introduction of employment uses in the far south would create a more balanced “reverse commute.” Redevelopment opportunities should consider mixed use, transit-supportive design.

Transportation Alternatives

A major consideration should be the introduction of express transit service from the suburban south towards downtown. Increased transit trunk service is one relatively affordable option. Other options would require the City to expand Commercial Street SE to a wider, more costly facility such as a divided, six-lane arterial or high-speed, grade-separated expressway. Neither of these latter options will improve neighborhood livability.

Recommended Improvements

There are several strategies that are recommended for South Salem. The first priority is to maximize the capacity of the existing arterial street system through incremental improvements to traffic signalization, intersection design, and access control. Another important strategy is to bring the arterial streets up to full urban standards. As soon as funds permit, express and high-frequency transit service should be initiated in South Salem to relieve some of the traffic pressure.

High Priority (Construction needed within 10 years):

Fern Drive S Extension (Heath Street S to River Road S) (180)

A northward extension of Fern Drive S should connect with River Road S in the future as that area develops. The extension should follow the best contours possible to limit extreme grades.

Liberty Road S at Madrona Avenue S (59)

Improvements will be needed to this intersection to create left-turn lanes on all four approaches. A recent project added eastbound and westbound left-turn pockets on Madrona Avenue S. This project will add northbound and southbound left-turn pockets on Liberty Road S.

River Road S (Croisan Creek Road S to the UGB) (70)

River Road S is constrained by high terrain on the east and the Railroad and the Willamette River on the west. Daily traffic volumes approaching Owens Street S were 11,000 vehicles per day in 2005 and west of Croisan Creek Road S they were 7,000 vehicles per day. Large scale widenings do not appear feasible since there is little room available for the roadway to expand. However, as traffic volumes increase, improvements will need to be made to increase intersection capacity at Fern Drive S, Homestead Road S, Browns Island Road S, and Viewcrest Road S among others. Those intersections meeting signal warrants will be signalized. Otherwise, left-turn refuges will be constructed. Other improvements will be made to bring River Road S up to Minor Arterial standards where topography allows between Croisan Creek Road S and the UGB.

Skyline Road S (Liberty Road S to Kuebler Boulevard S) (72)

Classified as a Major Arterial between Liberty Road S and Summercrest Drive S, this street needs to have an interim improvement of two travel lanes, a center turn lane, curbs, sidewalks, and bicycle lanes. These interim improvements should accommodate the travel needs of this roadway for the next 25 years.

Medium Priority (Construction needed within 15 years):

Croisan Creek Road S (River Road S to Heath Street S) (9)

This project will improve the intersection of Croisan Creek Road S at River Road S and bring this portion of Croisan Creek Road S up to urban standards with curbs, sidewalks, and bicycle lanes. This will be the first step in preparing for the eventual connection of Croisan Scenic Way S to Croisan Creek Road S prior to the River Road S intersection.

Davis Road S (Skyline Road S to Liberty Road S) (76)

Improve to Collector standards including two travel lanes, curbs, gutters, sidewalks, and bicycle lanes where designated.

Liberty Road S (Commercial Street SE to Browning Avenue SE) (57)

This project would widen Liberty Road S to have four travel lanes with either a center turn lane or raised landscape median. This would relieve congestion caused by left-turning traffic. Bicycle lanes would be constructed as part of this project, as well as sidewalks, and other standard improvements.

Mildred Lane SE Extension (Liberty Road S to Skyline Road S) (294)

The westward continuation of Mildred Lane SE is required to complete a necessary east-west Minor Arterial roadway south of Kuebler Boulevard S. Built to Minor Arterial standards, this connection, when completed, will provide a continuous east-west connection between Skyline Road S and Battle Creek Road SE. This connection should primarily occur as the surrounding area develops. Some City participation may be necessary.

Mission Street SE at Liberty Street SE and Commercial Street SE (121)

Improvements will need to be made to increase capacity at these intersections, especially for turning movements.

Owens Street S at Liberty Street SE and Commercial Street SE (125)

Improvements need to be made to these intersections to increase turning movement capacity from Owens Street SE to Liberty Street SE (northbound). This will be important as development increases off of the River Road S area.

Red Leaf Drive S Extension (Davis Road S to Mildred Lane SE Extension) (183)

This street should be extended south to connect with the future extension of Mildred Lane S. This street should be designed so that it can be extended further south toward the UGB.

Low Priority (Construction needed within 25 years):

Browning Avenue S at Kurth Street S (2)

The intersection needs to be realigned and improved to provide increased safety and capacity.

Byers Street S—Deer Run S (Viewcrest Road S to end of roadway) (77)

Improve to Minor Arterial standards including two travel lanes, turn lanes where appropriate, curbs, gutters, sidewalks, and bicycle lanes.

Croisan Creek Road S (Kuebler Boulevard S to Heath Street S) (10)

The project will widen this section of Croisan Creek Road S to a 30-foot cross section, which will include shoulders but no curbs, gutters, or sidewalks.

Kuebler Boulevard S (Liberty Road S to Skyline Road S) (61)

The portion of Kuebler Boulevard S needs to have four travel lanes, turn pockets, curbs, sidewalks, and bicycle lanes constructed to bring it up to Parkway standards. Additional widening may be needed at the approaches to the Liberty Road S and Skyline Road S intersections.

Liberty Road S (Holder Lane to south UGB) (58)

Improve to an interim three-lane urban standard, with two travel lanes, a center turn lane, curbs, gutters, sidewalks, and bicycle lanes.

Madrona Avenue S (Biegler Lane S to Liberty Road S) (68)

This portion of Madrona Avenue S would be improved to full urban standards with bicycle lanes, sidewalks, and street lighting. Pedestrian curb extensions and other traffic calming treatments may be considered where appropriate.

Madrona Avenue S (Croisan Creek Road S to Elderberry Drive S) (67)

This project would bring a difficult one-quarter-mile segment of Madrona Avenue S up to interim Collector standards by constructing curbs, gutters, and sidewalks.

Skyline Road S (Maplewood Drive S to Mildred Lane S) (73)

Improve to Minor Arterial standards including two travel lanes, a center turn lane, curbs, gutters, sidewalks, and bicycle lanes.

Browning Avenue S (Liberty Road S to Kurth Street S) (1)

Cunningham Lane S (Kurth Street S to Barrett Street S) (3)
Kuebler Road S (Croisan Creek Road S to UGB)
Kurth Street S (Browning Avenue S to Cunningham Lane S) (56)
Salem Heights Avenue S (Liberty Road S to Sunridge Drive S) (71)

These streets need to be improved to urban standards over the next 25 years or more. Improvements should include two travel lanes, turn lanes where necessary, curbs, sidewalks, drainage, illumination, and bicycle lanes, where needed. Improvements to these streets will be funded through adjacent development or through City funds.

New Streets and Extensions to Existing Street (Low Priority)

Arterial Streets

Major roadway extensions are needed in far South Salem to accommodate future development and improve circulation opportunities (see Map 3-8). In addition to the Mildred Lane SE extension listed as a medium priority, the following street extensions are needed:

Croisan Scenic Way S Extension (Joplin Street S to Croisan Creek Road S) (185)

This roadway has been planned for many years as a new Minor Arterial connection between Kuebler Boulevard S and River Road S. Portions of the street have been completed as part of subdivision development. One of the limiting factors in constructing this street is the difficulty and expense of negotiating the hilly terrain. The alignment would extend Croisan Scenic Way S northward connecting with a section already built near Madrona Avenue S then continuing northward and westward and intersecting with Croisan Creek Road S just south of River Road S. It is anticipated that this road will be completed as more development occurs and with the participation of the City.

New Minor Arterial Street Connection (Deer Run Avenue S to River Road S) (288)

A new street connection will be created between Deer Run Avenue S to River Road S to provide access from the surrounding area without having to use Homestead Road S or Viewcrest Drive S, both of which are substandard roadways for significant amounts of traffic. The street connection is to be built to Minor Arterial standards with one travel lane per direction plus left-turn pockets or center turn lanes where necessary. The street will also have bicycle lanes.

Collector Streets

The following Collector streets will be extended through future development or City-initiated projects. These streets should be constructed to full urban standards.

Browning Avenue S Extension (Cloudview Drive S to Croisan Scenic Way S) (182)

Browning Avenue S should be extended westward to connect with Croisan Scenic Way S, as it is completed.

Croisan Creek Road S Extension (Kuebler Boulevard S to Skyline Road S) (181)

A southward extension of Croisan Creek Road S is needed to connect with Skyline Road S in the vicinity of the intersection of Davis Road S. The intersection of Croisan Creek Road S and Kuebler Boulevard S should be realigned to create a standard four-legged intersection. This will increase safety and intersection efficiency.

Croisan Ridge Way S Extension (Inland Drive S to the westward extension of Heath Street S) (179)

This Collector street should be extended to the northeast along the foot of Croisan Mountain, cross over Homestead Road S, and then connect to the westward extension of Heath Street S. A local street extension should be made to connect Croisan Ridge Way S with Crestmont Circle S.

Deer Run Avenue S Extension (Byers Street S to Heath Street S Extension) (288)

This future Minor Arterial street should be extended eastward to connect to both a westward extension of Heath Street S and the southern terminus of the new Minor Arterial street connecting to River Road S. This connection will become important as the hilly area of far South Salem begins to develop. It will also be important given that Homestead Road S, a local residential street, is not suitable to handle significant increase in traffic, due to its tight curves and substandard improvement.

Heath Street S Extension (Fern Drive S to Deer Run Avenue S Extension) (178)

A westward extension of Heath Street S should occur to connect with an eastward extension of Deer Run Avenue S and the new north/south Minor Arterial connection to River Road S. This will provide another access to the development occurring around Fern Drive S and Heath Street S.

Southeast Salem

Southeast Salem is roughly defined as the area bordered by Liberty Street SE/Commercial Street SE/Liberty Road S on the west, the UGB to the south and east, and State Street to the north (see Map 3-9).

Issues

Southeast Salem shares the other half of the mobility problem with South Salem. Almost every arterial street leads to and from Commercial Street SE. There are, however, other arterial streets in Southeast Salem that completely bypass the Commercial Street SE bottleneck. Pringle Road SE and Turner Road SE are peripheral arterials that provide access through the Fairview Industrial Area and McNary Field (airport). These roads will need to carry a larger burden of the traffic load as Southeast Salem continues to grow.

Another issue is how to provide sufficient street capacity to the Kuebler Boulevard SE/Interstate 5 interchange as the area develops. In addition, this interchange needs to provide a southerly access to the Fairview Industrial Park and a westerly access to the Mill Creek Industrial Park. City staff have been working with ODOT and other agency staff to complete the Interstate 5/Kuebler Boulevard Interchange Area Management Plan as a part the Southeast Salem Area Transportation Study. This Study will produce recommendations for future roadway improvements in this area.

A third issue is the development of an east-west Minor Arterial street south of Kuebler Boulevard SE. Final connections and upgrade need to be made to the Mildred Lane SE/Fabry Road SE arterial. This Minor Arterial street will need to be extended all the way to the west to Skyline Road S.

Arterial Street System

Southeast Salem has several north-south arterials. They include: Commercial Street SE (Major Arterial), 12th Street SE/13th Street SE (Major Arterials), Lancaster Drive SE (Major Arterial), 25th Street SE (Major Arterial), Pringle Road SE (Minor Arterial), Battle Creek Road SE (Minor Arterial), Sunnyside Road SE (Minor Arterial), Turner Road SE (Minor Arterial), Aumsville Highway SE (Minor Arterial), and Airport Road SE (Minor Arterial). The east-west arterials are fewer and include: Mission Street SE/Highway 22 (Minor Arterial/Parkway/Freeway), State Street (Major Arterial), Madrona Avenue SE (Minor Arterial/Major Arterial east of Fairview Industrial Drive SE), McGilchrist Street SE east of 12th Street SE (Major Arterial), Kuebler Boulevard SE (Parkway), and Mildred Lane SE/Fabry Road SE (Minor Arterial). Kuebler Boulevard SE provides a major portion of the region's circumferential travel route. Mission Street SE (Highway 22) also serves as a major east-west route through Salem, connecting via Pringle Parkway SE and Front Street SE to the Willamette River bridges.

Collector Street System

With so few arterial streets available in Southeast Salem compared to the amount of land area served, the collector street system must provide an additional level of circulation and capacity for the street system. Over two dozen collector streets serve Southeast Salem. Many of these streets need to be improved to urban standards to maximize their utility.

Land Use Alternatives

The City of Salem and Marion County have been working to create comprehensive plan designations for the Kuebler Boulevard SE/Interstate 5 interchange area that will limit strip commercial uses and encourage mixed uses such as neighborhood retail, residential housing, office space, and industrial land to the southeast. Southeast Salem neighborhoods share the same concerns of other inner city neighborhoods about increased traffic and street widenings. Creating employment opportunities in Southeast Salem will create a reverse commute situation, decreasing unidirectional traffic demand on arterial streets. This includes consideration of future expansions to both aviation-related and airsite business facilities at McNary Field and development of the Mill Creek Industrial Park east of Kuebler Boulevard SE, between Turner Road SE and Aumsville Highway.

Transportation Alternatives

Any strategy to improve mobility in Southeast Salem must have improved transit service and ridership as a key component. Transit ridership must increase in Southeast Salem or insufficient street capacity will cause congestion, cut-through traffic in neighborhoods, and significant degradations in air quality. Express bus service may offer some relief during the peak travel periods. If transit or other alternative travel modes are not successful in relieving automobile traffic, the City may have no alternative but to further widen 12th Street SE, Pringle Road SE, and Madrona Avenue SE.

Recommended Improvements

Increasing system capacity and improving streets to full urban standards are the two main objectives of the Plan for Southeast Salem. The following projects are numbered to correspond to the numbered projects shown on Map 3-9:

High Priority (Construction needed within 10 years):

12th Street SE (McGilchrist Street SE to Fairview Avenue SE) (98)

This project along with its lower priority companion project from Fairview Avenue SE to Vista Avenue SE completes a “missing link” in traffic capacity for 12th Street SE. This project will add turn lanes at Fairview Avenue SE and widen the bridge over Pringle Creek to allow for four travel lanes, bicycle lanes, and sidewalks.

Battle Creek Road SE (Kuebler Boulevard SE to Hillrose Street SE) (109)

This street is a part of an important north-south connection between far south and inner South Salem. This project will upgrade the street to Minor Arterial standards adding a center turn lane or left-turn pockets, curbs, gutters, sidewalks and bicycle lanes. Additional lanes may be required in the vicinity of the Kuebler Boulevard SE intersection. It is expected that a majority of this project will be completed by development.

Commercial Street SE at Kuebler Boulevard SE (196)

Widen from north of Boone Road SE to easterly Barnes Road SE to provide a second left-turn lane on both approaches to Kuebler Boulevard SE. This project will include an upgraded traffic signal and will restrict some left turns to/from Boone Road SE and Barnes Road SE.

Fabry Road SE Extension (Reed Lane SE to Battle Creek Road SE) (188)

Extend Fabry Road SE eastward from Reed Lane SE to Battle Creek Road SE. This, along with the westward extension of Mildred Lane SE, will provide an east/west Minor Arterial connection south of Kuebler Boulevard SE from Battle Creek Road SE to Skyline Road S.

Gaffin Road SE (Cordon Road SE to west of Highway 22 Interchange) (198)

Construct a 3/4 street improvement on a 1,500-foot segment bordering City-owned property to Minor Arterial standards and construct turnpike improvements to the remaining portion of the roadway (approximately 3,500 feet).

Hilfiker Drive Lane SE (Commercial Street to Pringle Road SE via Hillrose Street SE) (105)

This project will construct a new street extension between Hilfiker Lane SE and Hillrose Street SE and reconstruct both to ~~Minor Arterial~~ urban standards, creating a new connection between Commercial Street SE and Pringle Road SE. Although not expected to divert large amounts of commuting traffic away from Commercial Street SE and 12th Street SE, it this collector street will provide a much-needed east-west connection to Pringle Road SE. Design of this project should be closely coordinated with the Morningside Neighborhood Association and adjacent properties to incorporate context sensitive elements, including appropriate access to the City-owned park property.

Hilfiker Lane SE (Sunnyside Drive SE to Commercial Street SE) (304)

This project will widen this short block of Hilfiker Lane SE to provide increased capacity for vehicles traveling between Sunnyside Drive SE and Commercial Street SE.

Kuebler Boulevard SE (Sunnyside Road SE to Interstate 5) (133)

Part of the regional circumferential travel route, Kuebler Boulevard SE will continue to grow in importance as one of the City's major travelways. Kuebler Boulevard SE is classified as a Parkway, a limited access facility, ultimately having four travel lanes, divided by a raised median. In 1993, Kuebler Boulevard SE carried 14,500 vehicles per day between Liberty Road S and Commercial Street SE. By 2002 this traffic had increased to 21,000 vehicles per day. Between Commercial Street SE and Interstate 5, the 1993 level of up to 20,500 had increased to nearly 30,000 by 2005. Each of these numbers represent a growth of about 45 percent.

The segment of Kuebler Boulevard SE from Sunnyside Road SE to the Interstate 5 Interchange needs to be widened to Parkway standards within the next ten years. The project will also include bicycle lanes and sidewalks. This project is needed to relieve congestion and provide adequate east-west capacity. A portion of this improvement between Commercial Street SE and Interstate 5 will already have been made through a committed project.

Lancaster Drive SE (Cranston Street SE to Kuebler Boulevard SE) (23)

This segment of Lancaster Drive SE, classified as a Major Arterial, needs to be widened to two travel lanes plus a center turn lane. Several curves need to be realigned to better facilitate traffic flow and improve safety. The improvement will also include construction of curbs, sidewalks, drainage, illumination, and bicycle lanes.

Madrona Avenue SE Realignment (25th Street SE to UPRR) (122)

Madrona Avenue SE needs to be realigned at its intersection with 25th Street SE in order to improve traffic flow and reduce delays. The realignment will remove the two existing stop signs and relocate Aviation Loop SE 150 to 200 feet south of its current connection with 25th Street SE. Once completed, 25th Street SE will flow directly into Madrona Avenue SE, and Airway Avenue SE will bend to the west and "T" into this Major Arterial. Madrona Avenue will be rebuilt to Major Arterial standards west to the UPRR.

Madrona Avenue SE at Commercial Street SE (124)

This intersection will need a northbound right-turn lane on the east approach of Madrona Avenue SE to increase the capacity of turning movements and through traffic.

Mildred Lane SE Extension (Lone Oak Road S to Liberty Road S) (184)

The westward continuation of Mildred Lane SE is required to complete a necessary east-west Minor Arterial roadway south of Kuebler Boulevard S. Built to Minor Arterial standards, this connection, when completed, will provide a continuous east-west connection between Skyline Road S and Battle Creek Road SE. This connection should primarily occur as the surrounding area develops. Some City participation may be necessary.

Pringle Road SE (Copper Glen Drive SE to Hillrose Street SE) (111)

Improve to Minor Arterial standards with two travel lanes, center turn lane or turn pockets, bicycle lanes, curbs, gutters, and sidewalks. This is a companion project with the Battle Creek Road SE project shown above. It is expected that a majority of this project will be completed by development.

Rainier Drive SE (Rainier Drive SE to Davis Road S and to Gamma Street SE) (293)

Realign and extend Rainier Drive SE northward and then westward to align with Davis Road S at Liberty Road S. Also continue roadway farther northward to connect with Gamma Street SE.

Rainier Drive SE is a local street in an area that is experiencing increasing residential development. This realignment east of Liberty Road S to intersect with Davis Road S will provide a safe route to Crossler Middle School from the east when this intersection is signalized.

Reed Road SE (Battle Creek Road SE to Strong Road SE) (115)

Improve to Minor Arterial standards with two travel lanes, center turn lane or turn pockets, bicycle lanes, curbs, gutters, and sidewalks. This will be done largely by development.

Strong Road SE (Fairview Industrial Drive SE to Reed Road SE) (118)

Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bicycle lanes. This will be done largely by development.

Rehabilitation of Commercial Street NE Bridge over Pringle Creek (243)

Rehabilitation of 14th Street NE (244) and Winter Street NE Bridges over Shelton Ditch (241)

Replacement of Fairway Avenue SE Bridge over Battle Creek (242)

Additional Rehabilitation of Liberty Street NE bridge at Pringle Creek (278)

These projects are vitally needed to replace or extend the life of these aging and heavily used structures.

Medium Priority (Construction needed within 15 years):

~~*23rd Street SE (Rural Avenue SE to Mission Street SE) (292)*~~

~~Extend 23rd Street SE northerly to connect to Mission Street SE, and reclassify 23rd Street SE to Collector from McGilchrist Street SE to Mission Street SE. The land uses in the area are Commercial (CR) and General Industrial (IG). This street extension will enhance connectivity and circulation in the area. The additional connectivity will disperse traffic, thereby reducing overall congestion.~~

22nd Street SE (Vista Avenue SE to Madrona Avenue SE) (305)

Extend 22nd Street SE southerly to connect to Madrona Avenue SE, and reclassify 22nd Street SE to Collector from McGilchrist Avenue SE to Madrona Avenue SE. The land uses in the area are Industrial. This street extension will enhance connectivity and circulation in the area. The additional connectivity will disperse traffic, thereby reducing overall congestion.

32nd Avenue SE and Trelstad Avenue SE (Interstate 5 to 36th Avenue SE signal at Kuebler Boulevard SE) (193)

As the Interstate 5 overcrossing is rebuilt during the Interstate 5 widening project, an opportunity exists to soften the right angle alignment on the east side of the freeway. The entire street should be built to Minor Arterial standards.

Brentwood Drive SE (Battle Creek Road SE to Robins Lane SE) (197)

Fully connecting Robins Lane SE and Brentwood Drive SE will provide an east-west collector level connection between Commercial Street SE and Battle Creek Road SE in the far Southeast Salem. Currently the streets are connected by an emergency vehicle accessway. An additional

need relates to the location of Brentwood Drive SE. This street is currently located within the right-of-way for Interstate 5. The future widening of Interstate 5 may necessitate relocating this street. The eventual alignment of Brentwood Drive SE will need to be determined through future study or as a condition of future development. When the final alignment of Brentwood Drive SE has been determined, the street needs to be improved to urban Collector standards.

Boone Road SE (Between Kinsington Street SE and Southampton Street SE) (296)

Rebuild and lower Boone Road SE in the vicinity of the closed section and reopen the roadway to traffic as a local street.

Cordon Road SE (Caplinger Road SE to State Street) (Marion County) (274)

Improve to Parkway standards, including four travel lanes, center turn lane or left-turn lanes at selected locations, curbs, gutters, sidewalks, and bicycle lanes.

Cordon Road SE (Highway 22 to Caplinger Road SE) (101)

Improve to Parkway standards, including four travel lanes, center turn lane or left-turn lanes at selected locations, curbs, gutters, sidewalks, and bicycle lanes.

Cordon Road SE at Highway 22 (Santiam Highway) (100)

Construction of a grade-separated interchange is needed to improve access to the Cordon Road SE/Kuebler Boulevard SE circumferential travel route. The design of the interchange is dependent upon the findings of the Highway 22 studies.

Kuebler Boulevard SE (Interstate 5 Interchange to Turner Road SE) (134)

Widen to Parkway standards with four travel lanes, paved or raised median, bicycle lanes, curbs, gutters, and sidewalks. This project includes turn lanes at Turner Road SE and bridge improvements over the railroad.

Kuebler Boulevard SE (Highway 22 to Turner Road SE) (135)

Widen to Parkway standards with four travel lanes, paved or raised median, bicycle lanes, curbs, gutters, and sidewalks, and bridge improvements over Mill Creek.

Kuebler Boulevard SE at Lone Oak Road SE (159)

Construct both eastbound and westbound right turn lanes on Kuebler Boulevard at Lone Oak Road.

Macleay Road SE at Cordon Road SE (136)

Add left-turn pockets on both eastbound and westbound approaches to Cordon Road SE.

New Collector Streets (Pringle Road SE to Reed Road SE and Strong Road SE to Reed Road SE) (189 and 194)

The recommended land use master plan for the redevelopment of the Fairview Training Center site calls for the 152 acres to be developed primarily as residential housing, with some neighborhood commercial uses. In order to serve the travel demand generated by the redeveloped site, Collector street connections shall be constructed through the site between Pringle Road SE and Reed Road SE and between Strong Road SE to Reed Road SE. The exact alignment of the

street connection will be determined at a future time, pending additional planning work. The streets shall be designed to incorporate planting strips, street trees, and other streetscape features, as appropriate, to soften the appearance of the street and encourage desired speeds and driver behavior.

New Collector Street (Aumsville Highway to Turner Road SE) (191)

A new collector street route is needed to serve development of the Mill Creek Industrial Park. The purpose of this route is to provide on-site circulation and limit direct access to arterials and parkway designated streets. This route will be located east of Kuebler Boulevard SE and will connect Aumsville Highway to Turner Road SE. The precise alignment will be developed through the master planning process.

Reed Lane SE (Soapstone Avenue SE to Madras Street SE) (190)

This extension will connect Reed Lane SE south toward a connection with Commercial Street SE and Madras Street SE.

Turner Road SE (2,100 feet south of Cascades Gateway Park to Airway Drive SE) (138)

This project will increase traffic, bicycle, and pedestrian safety by adding paved shoulders, drainage improvements, sidewalks, and bicycle lanes.

Wiltsey Road SE (Sunnyside Road SE to Commercial Street SE) (139)

Realign “S” curve and improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bicycle lanes where designated.

Low Priority (Construction needed within 25 years):

12th Street SE (Fairview Avenue SE to Vista Avenue SE) (99)

Widen the roadway to add a southbound lane. The additional lane becomes a right-turn-only lane at Vista Avenue SE.

25th Street SE (Mission Street SE to McGilchrist Street SE) (106)

Classified as a Major Arterial, 25th Street SE connects Mission Street SE to the airport and Fairview Industrial Park. In 1993, daily traffic volumes were as much as 19,000 vehicles per day. By 2006, these daily volumes exceeded 27,000. This project will improve the effective capacity of the street by widening the existing four-lane street to add a center turn lane. Bicycle lanes and sidewalks are also to be included.

Battle Creek Road SE (Kuebler Boulevard SE to Wiltsey Road SE) (140)

As traffic volumes increase on Battle Creek Road SE, it will become necessary to widen the roadway to increase the effective capacity of the street by adding a center turn lane. Bicycle lanes and sidewalks are to be included in this project.

Commercial Street SE (Baxter Road SE to Interstate 5 Interchange) (141)

Daily traffic volumes on Commercial Street SE in 2001 ranged from 23,500 vehicles per day at Baxter Road SE to 14,300 per day at Fairway Avenue SE. This project will increase the number of travel lanes from two to four, and install a raised landscape median with turn pockets. This

improvement will be necessary to improve traffic flow. Bicycle lanes and sidewalks will be constructed as part of this project. This project will incorporate recommendations of the South Salem Gateway Plan (2002), including an entryway to Salem with a landscape treatment focused on the south end of the project. The project will make every effort to preserve the Willamette Valley Ponderosa Pine trees along this corridor as referenced in the South Salem Gateway Plan. This could include shifting the alignment of Commercial Street SE to the east, just north of Wiltsey Road SE, to protect a large stand of pine trees on public and private property. This component of the project needs to be based on an evaluation of the health of these trees prior to project design. Portions of this project will be constructed as a result of adjacent development.

Commercial Street SE (Ratcliff Drive SE to Vista Avenue SE) (107)

This project would add paved shoulders, curbs, sidewalks, and bicycle lanes, where missing, on this segment of Commercial Street SE. (31)

Mildred Lane SE (Lone Oak Road SE to Sunnyside Road SE) (137)

The entire east-west arterial should be improved to Minor Arterial standards with two travel lanes, a center turn lane where necessary and feasible, sidewalks, and bicycle lanes.

Pringle Road SE (Hoyt Street SE to Georgia Avenue SE) (110)

Although currently underutilized, this street is a part of an important north-south connection between far South and inner South Salem. This project will upgrade this street to Minor Arterial standards, adding a center turn lane or left-turn pockets, curbs, gutters, sidewalks, and bicycle lanes.

Ratcliff Drive SE and Salem Heights Avenue SE (Liberty Road S to Commercial Street SE) (126)

This collector street needs to be improved to urban standards. The intersection of Ratcliff Drive SE with Commercial Street SE will require the addition of a westbound left-turn lane on Ratcliff Drive SE and signalization to improve future traffic flow.

25th Street SE (State Street to Helm Street SE) (120)

27th Avenue SE (Kuebler Boulevard SE to Marietta Street SE) (156)

36th Avenue SE (Kuebler Boulevard SE to Langley Street SE) (142)

36th Avenue SE (Langley Street SE to Wiltsey Road SE) (143)

Airport Road SE (State Street to Mission Street SE) (112)

Airway Drive SE (Ewald Avenue SE to Turner Road SE) (113)

Baxter Road SE (Sunnyside Road SE to Commercial Street SE) (128)

Boone Road SE (Reed Lane SE/Barnes Road SE to Battle Creek Road SE) (129)

Connecticut Avenue SE (Pennsylvania Avenue SE to Rickey Street SE) (Marion County) (273)

Deer Park Road SE (Turner Road SE to Aumsville Highway) (152)

Gath Road SE (Turner Road SE to UGB) (144)

Holder Lane SE (Lone Oak Road SE to Liberty Road S)(130)

Hrubetz Road SE (Liberty Road S to Lone Oak Road SE) (132)

Lone Oak Road SE (Holder Lane SE to Mildred Lane SE) (145)

Macleay Road SE (Lancaster Drive SE to Connecticut Avenue SE) (Marion County) (147)

Macleay Road SE (Pennsylvania Avenue SE to Cordon Road SE) (146)

Marietta Street SE (27th Avenue SE to Fairview Industrial Drive SE) (155)

Oak Hill Avenue SE (Commercial Street SE to 12th Street SE) (117)
Oxford Street SE (22nd Street SE to 14th Street SE) (114)
Reed Lane SE (Fabry Road SE to Soapstone Avenue SE) (160)
Rees Hill Road SE (Sunnyside Road SE West to Champion Hill Road SE) (148)
Strong Road SE (Reed Road SE to Marietta Street SE) (154)
Sunnyside Road SE (Kuebler Boulevard SE to Mildred Lane SE) (157)
Sunnyside Road SE (Pawnee Circle SE to the UGB) (158)
Turner Road SE (Airway Drive SE to Gath Road SE) (149)
Turner Road SE (Gath Road SE to UGB) (151)
Wiltsey Road SE (Battle Creek Road SE to 36th Avenue SE) (150)

These streets need to be improved to urban standards over the next 25 years or more. Improvements would include two travel lanes, turn lanes where necessary, curbs, sidewalks, drainage, illumination, and bicycle lanes, where needed. Improvements to these streets will be funded through adjacent development or City funds.

New Streets and Extensions to Existing Streets (Low Priority)

The following streets will be extended through future development or City-initiated projects. These streets should be constructed to full urban standards. Map 3-9 shows the location of these new street extensions.

New Collector Street (Lancaster Drive SE to Turner Road SE) (186)

This new collector street will create a connection between Lancaster Drive SE and Turner Road SE. This new street will be the result of eventual closure and reclamation of the sand pit operations west of Lancaster Drive SE. This street will be constructed as the property redevelops. The street would most likely intersect with Lancaster Drive SE across from Cranston Street SE. Its intersection with Turner Road SE would most likely be a realigned intersection with 37th Avenue SE.

Lone Oak Road SE Extension (Muirfield Avenue SE to Rees Hill Road SE) (187)

As development occurs south of Muirfield Avenue SE, Lone Oak Road SE should be extended south to intersect with Rees Hill Road SE. This will create an important north-south collector street connection through this developing area.

New Local Street (Airport Road SE to 25th Street SE) (306)

Construct a new local street to connect Airport Road SE to 25th Street SE north of Mission Street SE and south of Shelton Ditch. The exact alignment will be determined through future development planning.

RECOMMENDED STREET IMPROVEMENTS: MARION COUNTY (WITHIN THE SALEM URBAN AREA)

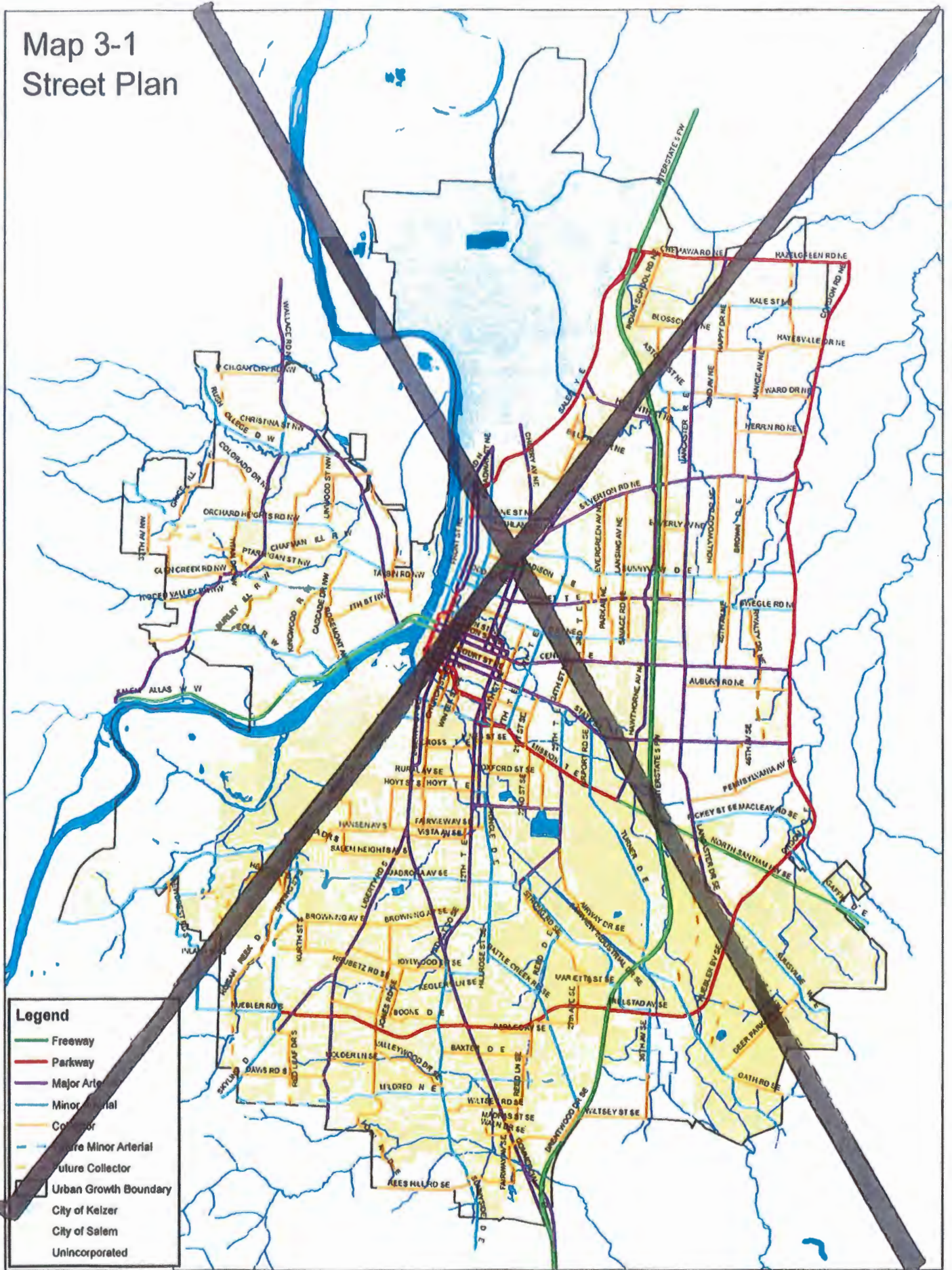
It is the general philosophy of this Plan that all collector and arterial streets currently located outside the Salem city limits, but inside the Salem UGB, will be improved to urban standards over time by either Marion County or the City of Salem. The City of Salem takes responsibility for the street upon annexation. Given this dual responsibility, these projects have been included in the previous sections of the Salem Transportation System Plan.

The extension of existing streets and creation of new streets within the unincorporated Marion County area, but affecting the City of Salem, are also included in each of the previous sections dealing with recommended Salem street projects.

LOCAL STREET IMPROVEMENTS

Bringing local residential streets up to urban standards is an important step in providing people safe and convenient places to walk, and better facilitating pedestrian access to transit services. Although important, the location of local residential streets in the overall hierarchy of street classifications tends to place it in a low priority for City construction funding. Although the provision of new local streets is generally the result of new residential subdivisions completed through private developers, improvements to existing local residential streets have traditionally been through the voluntary assessment of abutting property owners. The most common financing method used for local street improvements is a Local Improvement District.

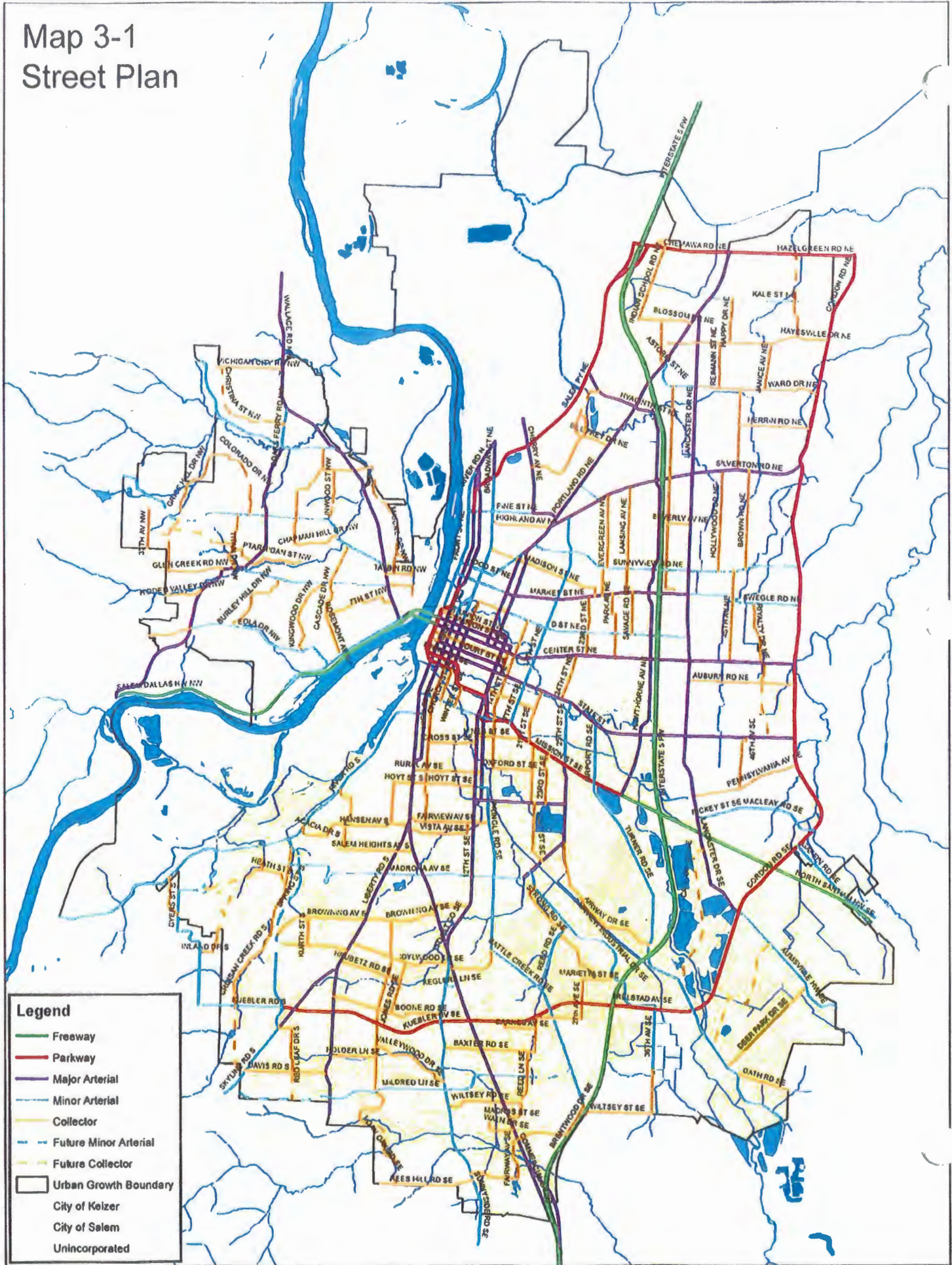
Map 3-1 Street Plan



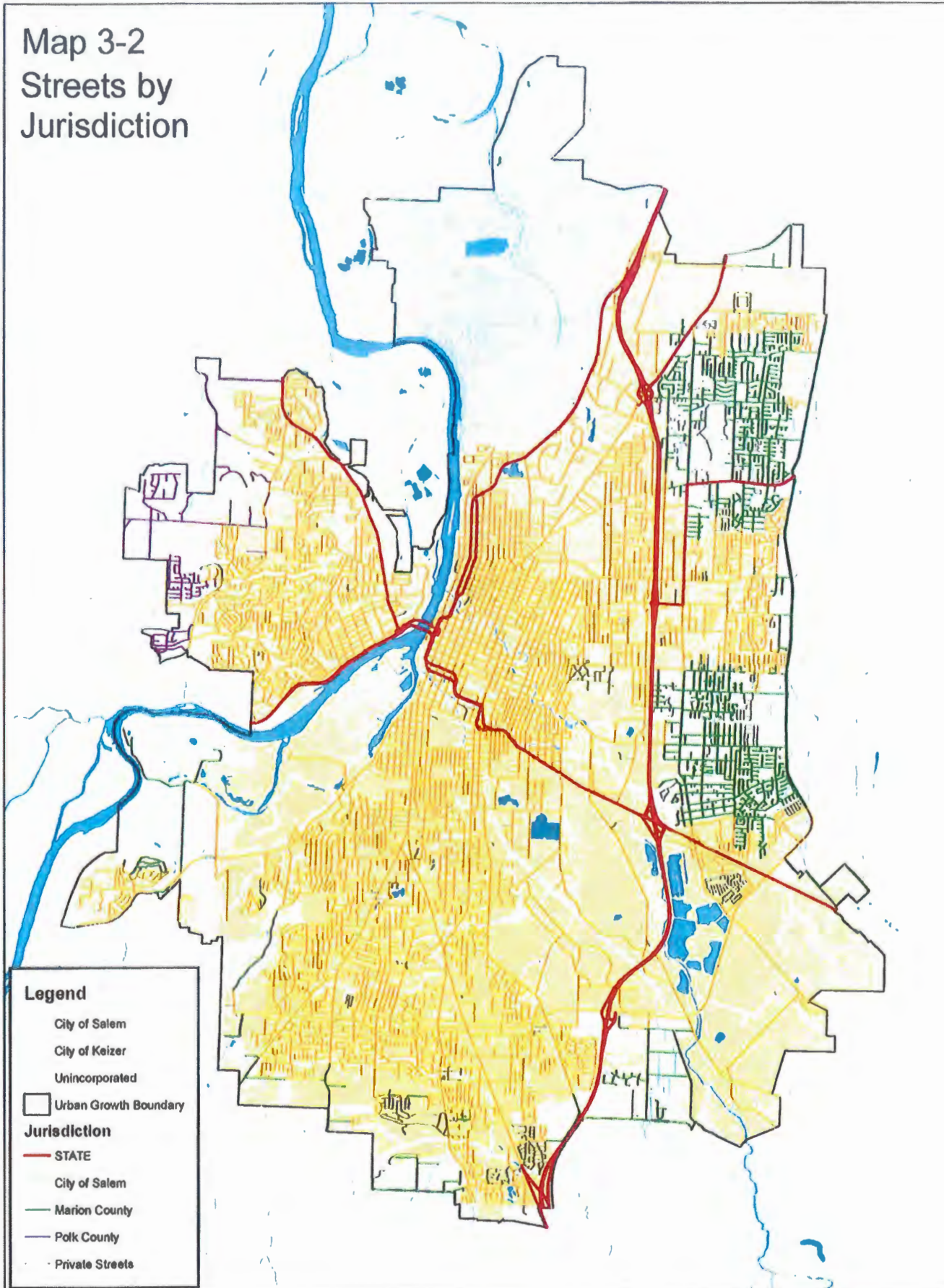
Legend

- Freeway
- Parkway
- Major Arterial
- Minor Arterial
- Collector
- Future Minor Arterial
- Future Collector
- Urban Growth Boundary
- City of Keizer
- City of Salem
- Unincorporated

Map 3-1 Street Plan



Map 3-2 Streets by Jurisdiction



Legend

City of Salem

City of Keizer

Unincorporated

Urban Growth Boundary

Jurisdiction

STATE

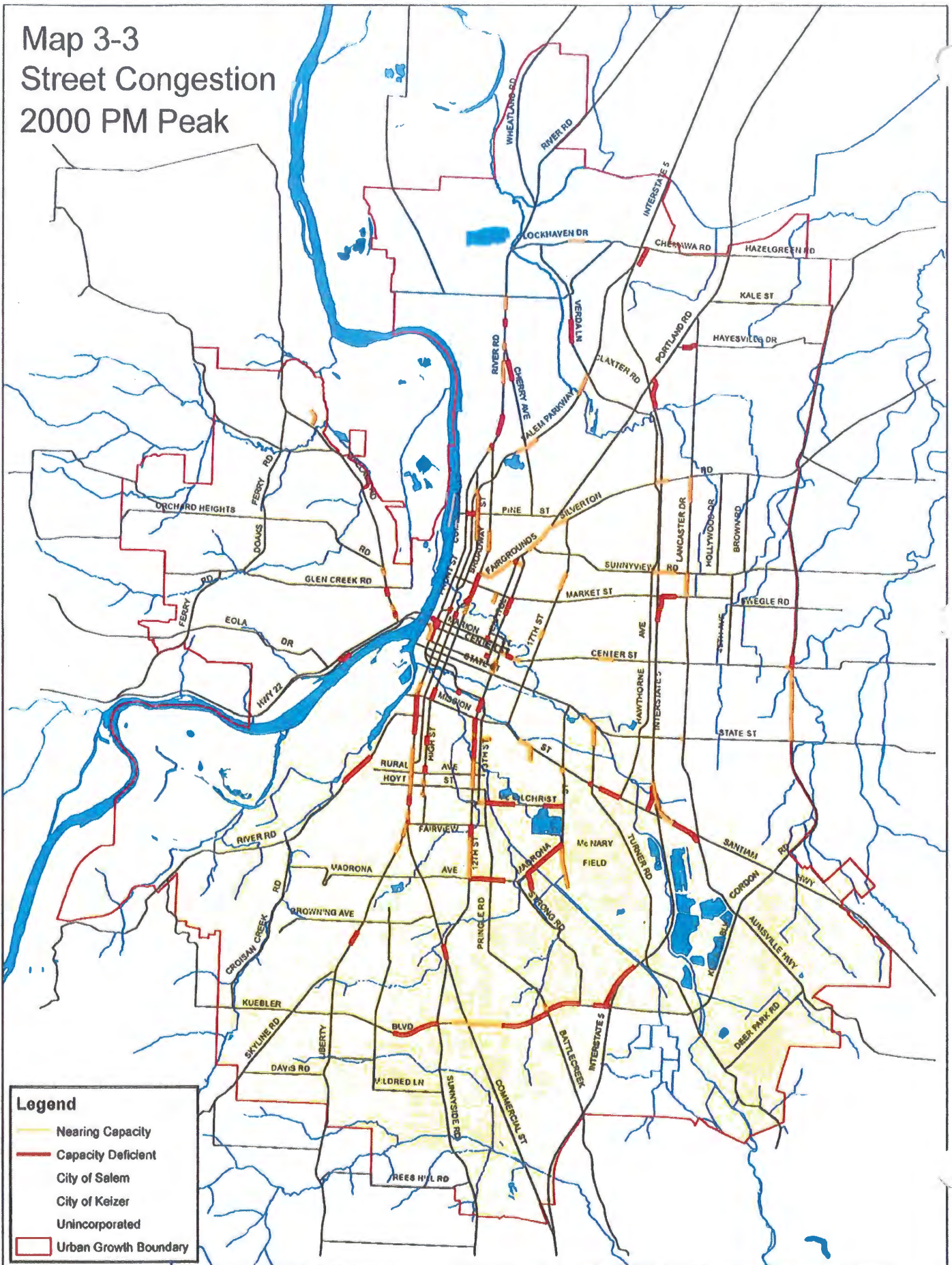
City of Salem

Marion County

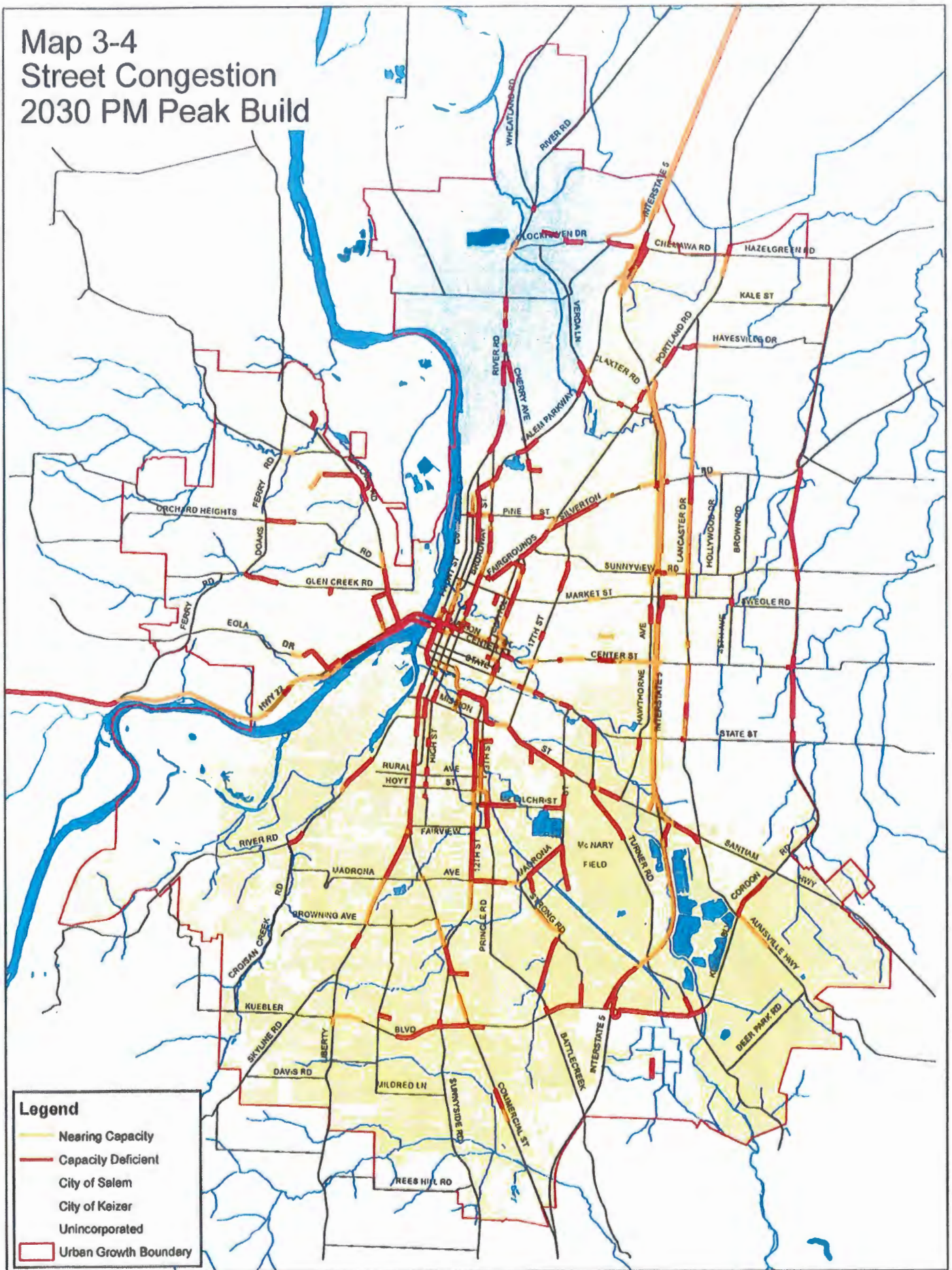
Polk County

Private Streets

Map 3-3 Street Congestion 2000 PM Peak

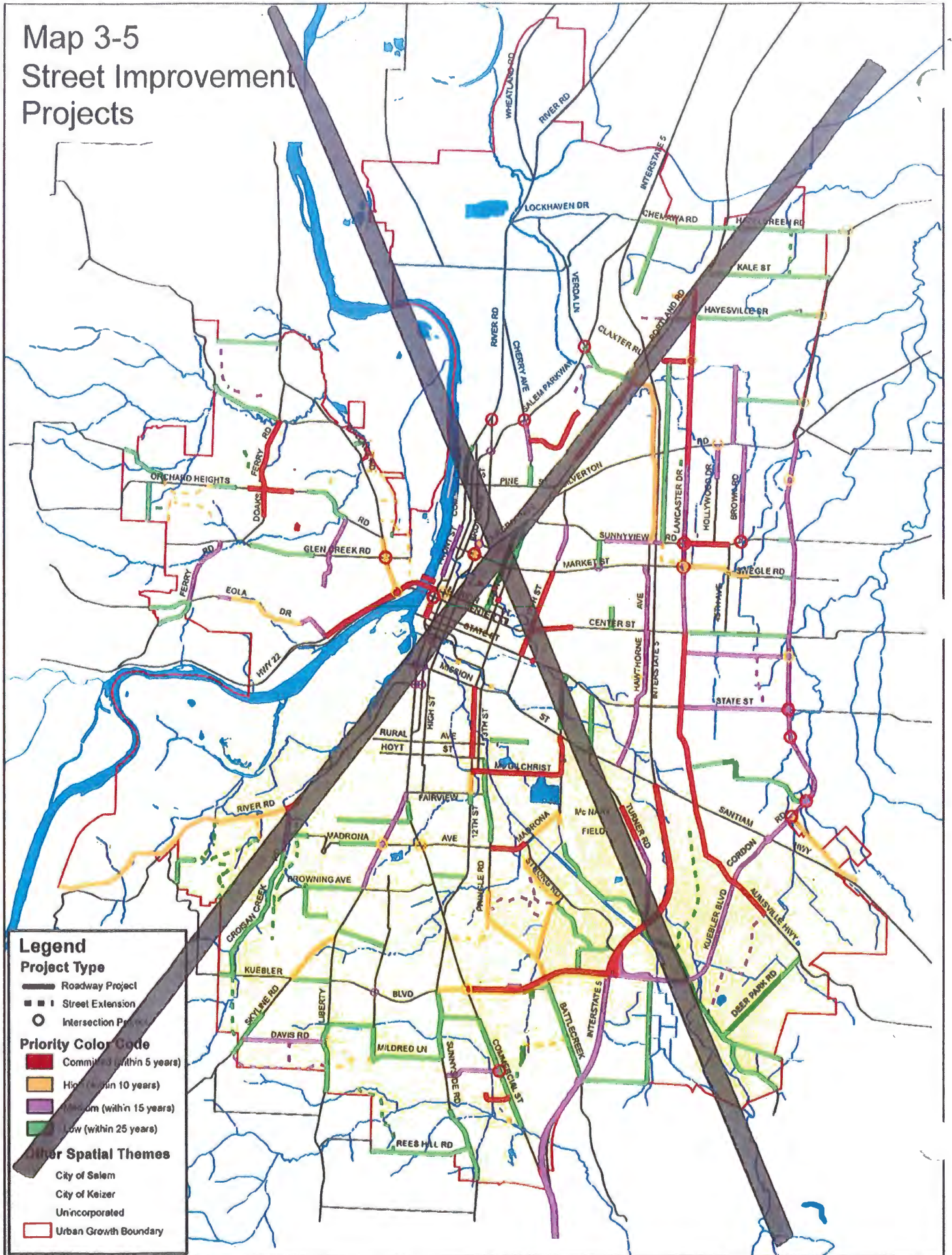


Map 3-4
 Street Congestion
 2030 PM Peak Build

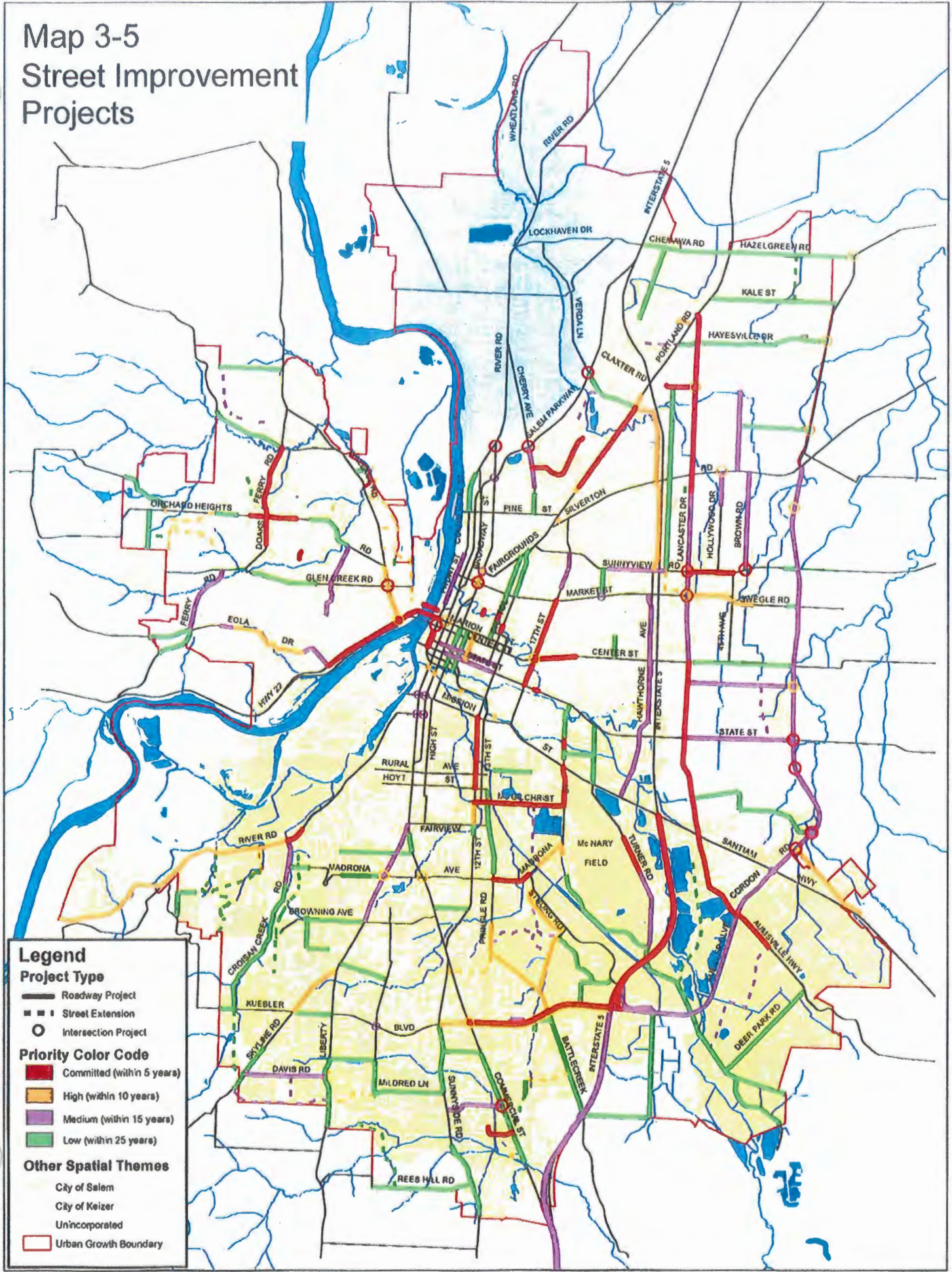


- Legend**
- Nearing Capacity
 - Capacity Deficient
 - City of Salem
 - City of Keizer
 - Unincorporated
 - Urban Growth Boundary

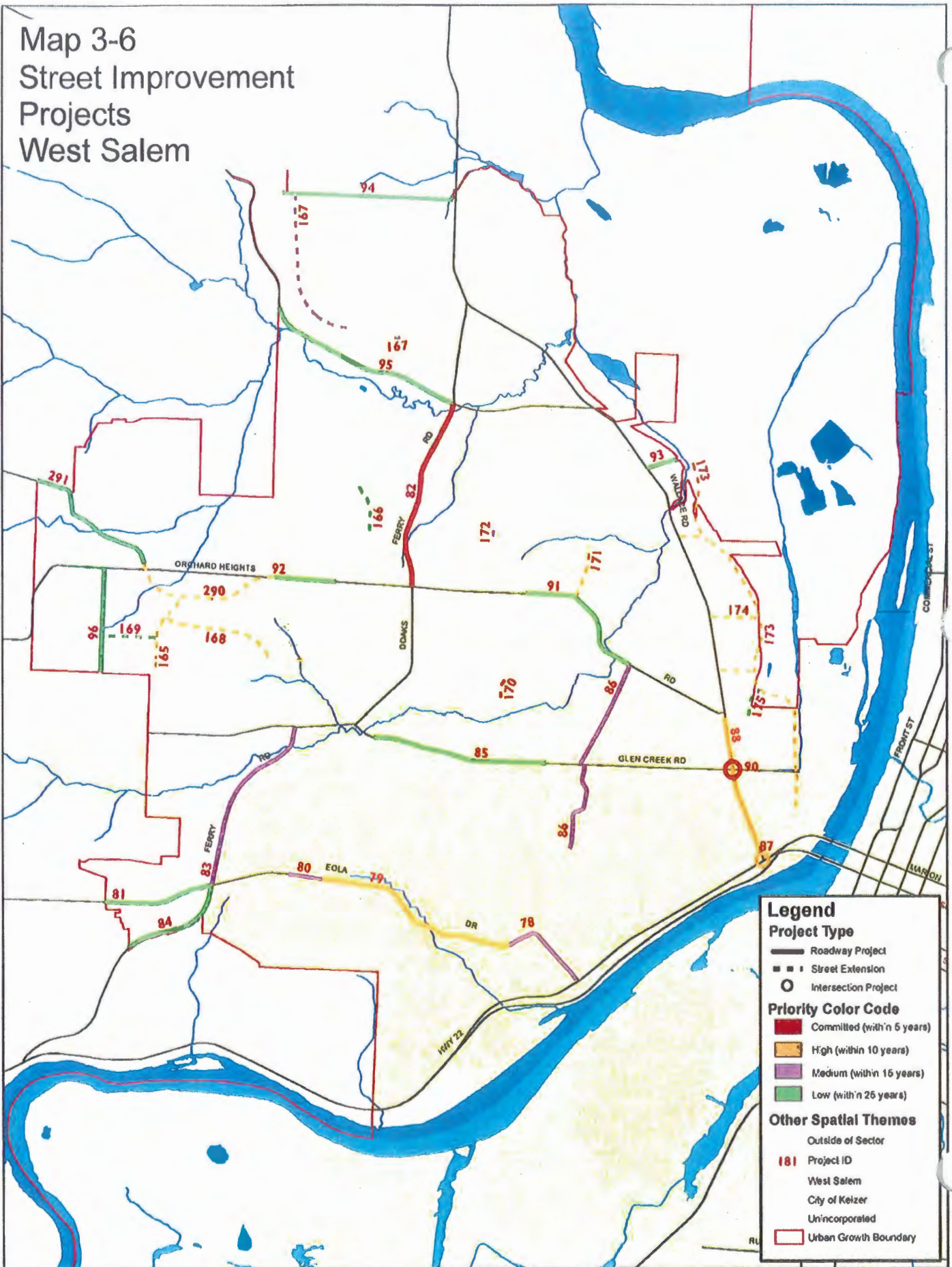
Map 3-5 Street Improvement Projects



Map 3-5 Street Improvement Projects



Map 3-6 Street Improvement Projects West Salem



Legend

Project Type

- Roadway Project
- Street Extension
- Intersection Project

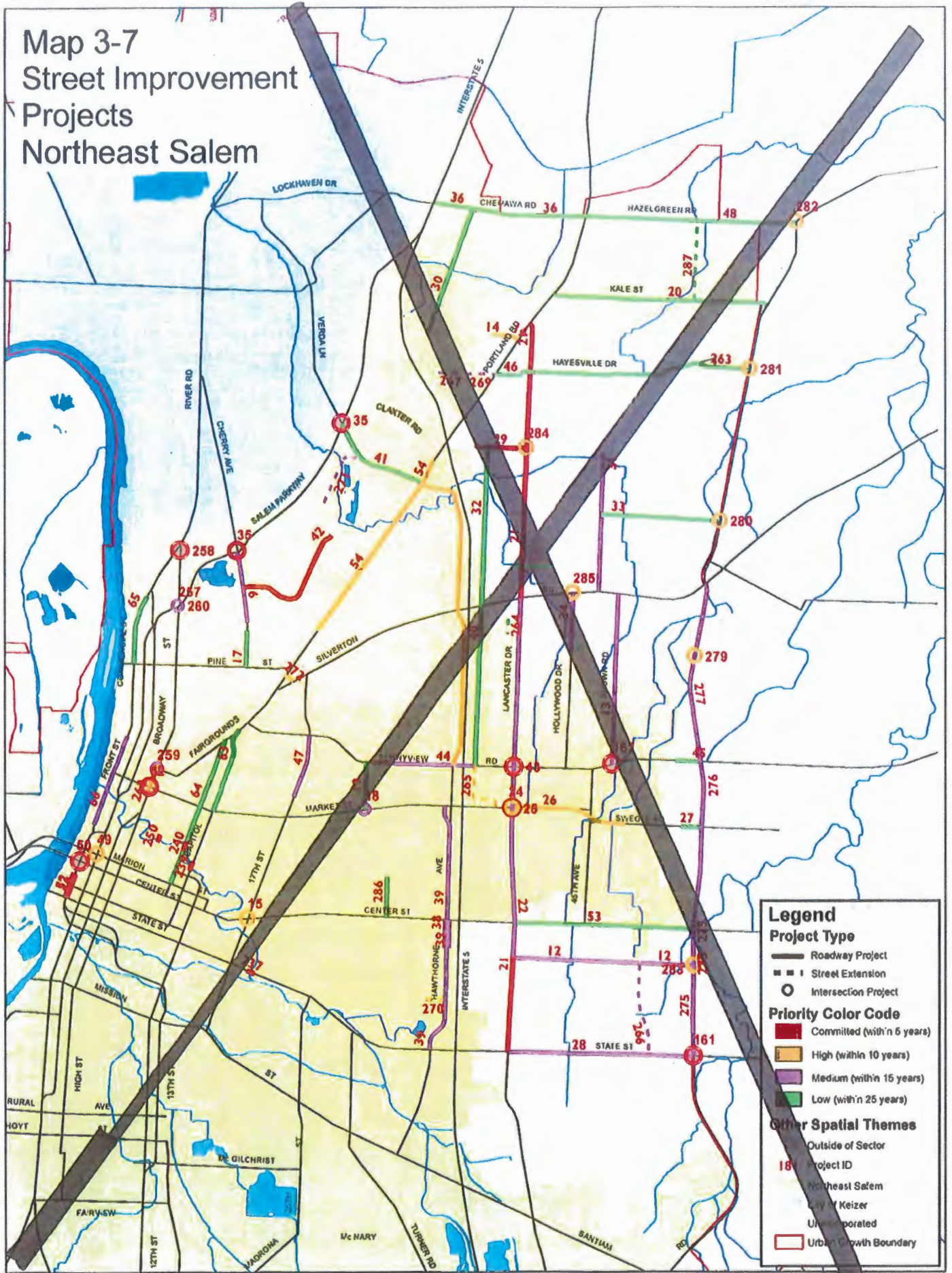
Priority Color Code

- Committed (within 5 years)
- High (within 10 years)
- Medium (within 15 years)
- Low (within 25 years)

Other Spatial Themes

- Outside of Sector
- Project ID
- West Salem
- City of Kelzer
- Unincorporated
- Urban Growth Boundary

Map 3-7 Street Improvement Projects Northeast Salem



Map 3-7 Street Improvement Projects Northeast Salem



Legend

Project Type

- Roadway Project
- - - Street Extension
- Intersection Project

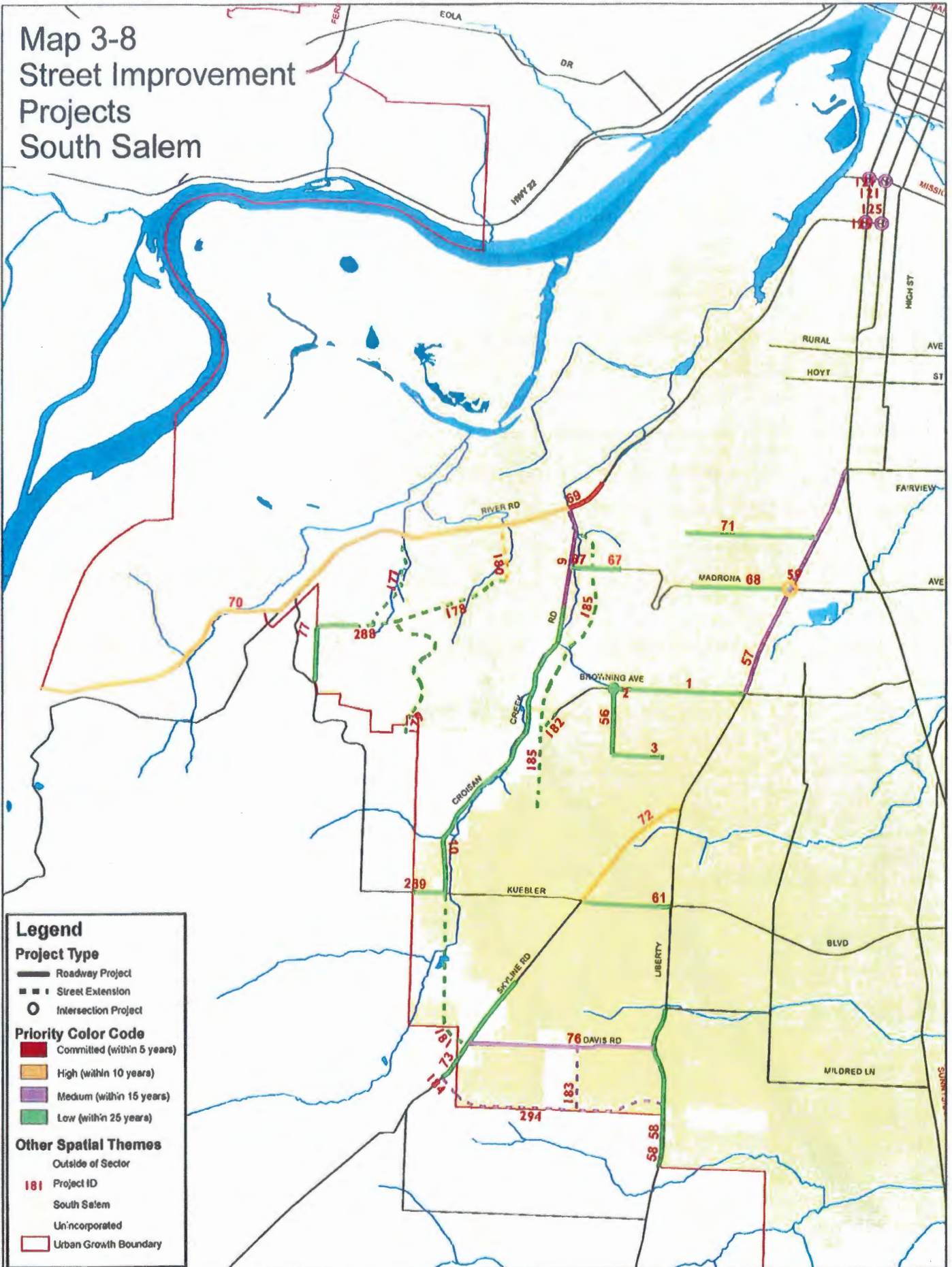
Priority Color Code

- Red: Committed (with'n 5 years)
- Orange: High (with'n 10 years)
- Purple: Medium (with'n 15 years)
- Green: Low (with'n 25 years)

Other Spatial Themes

- Outside of Sector
- 181 Project ID
- Northeast Salem
- City of Keizer
- Unincorporated
- Urban Growth Boundary

Map 3-8 Street Improvement Projects South Salem



Legend

Project Type

- Roadway Project
- - - Street Extension
- Intersection Project

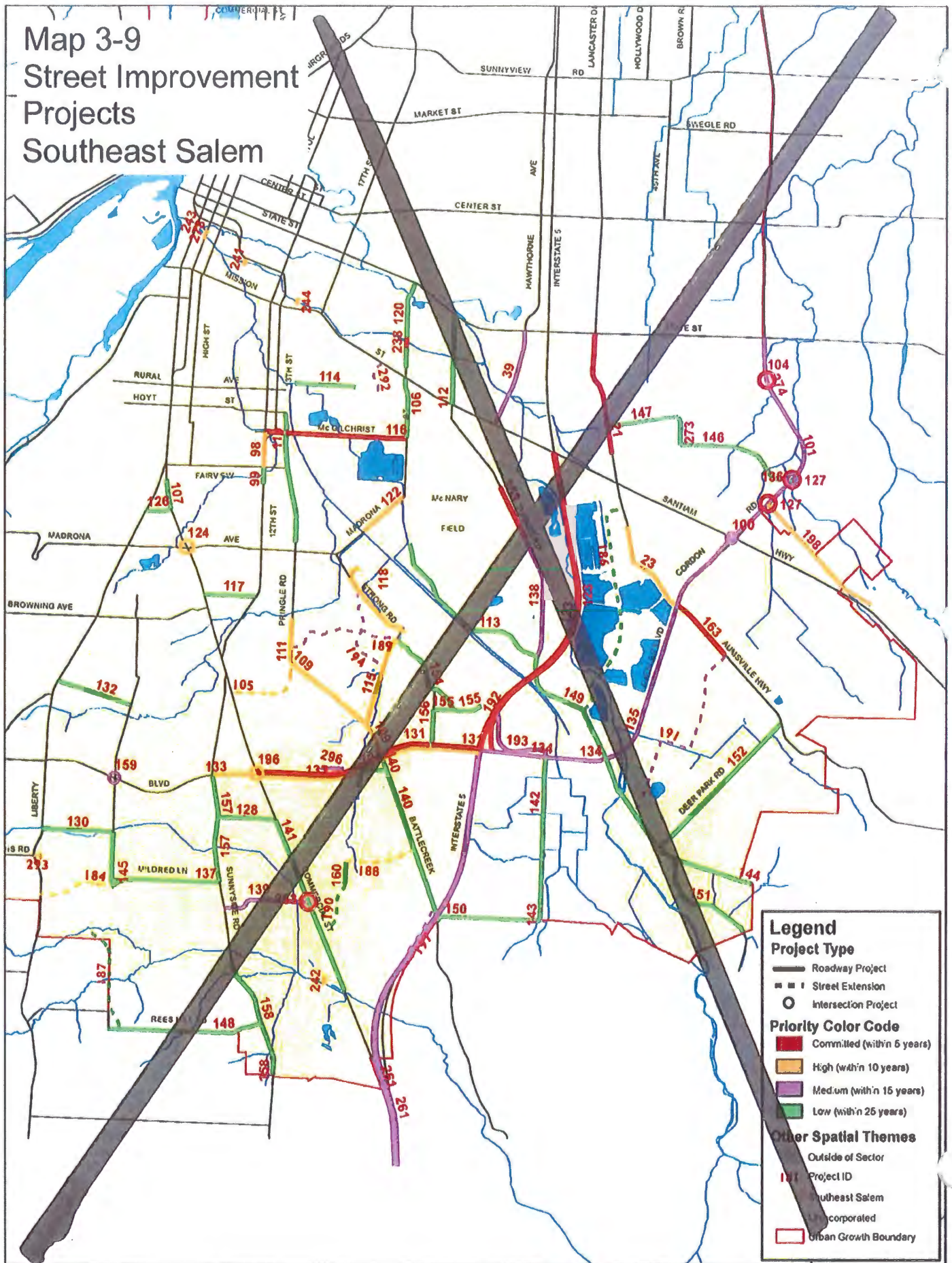
Priority Color Code

- Red: Committed (within 5 years)
- Orange: High (within 10 years)
- Purple: Medium (within 15 years)
- Green: Low (within 25 years)

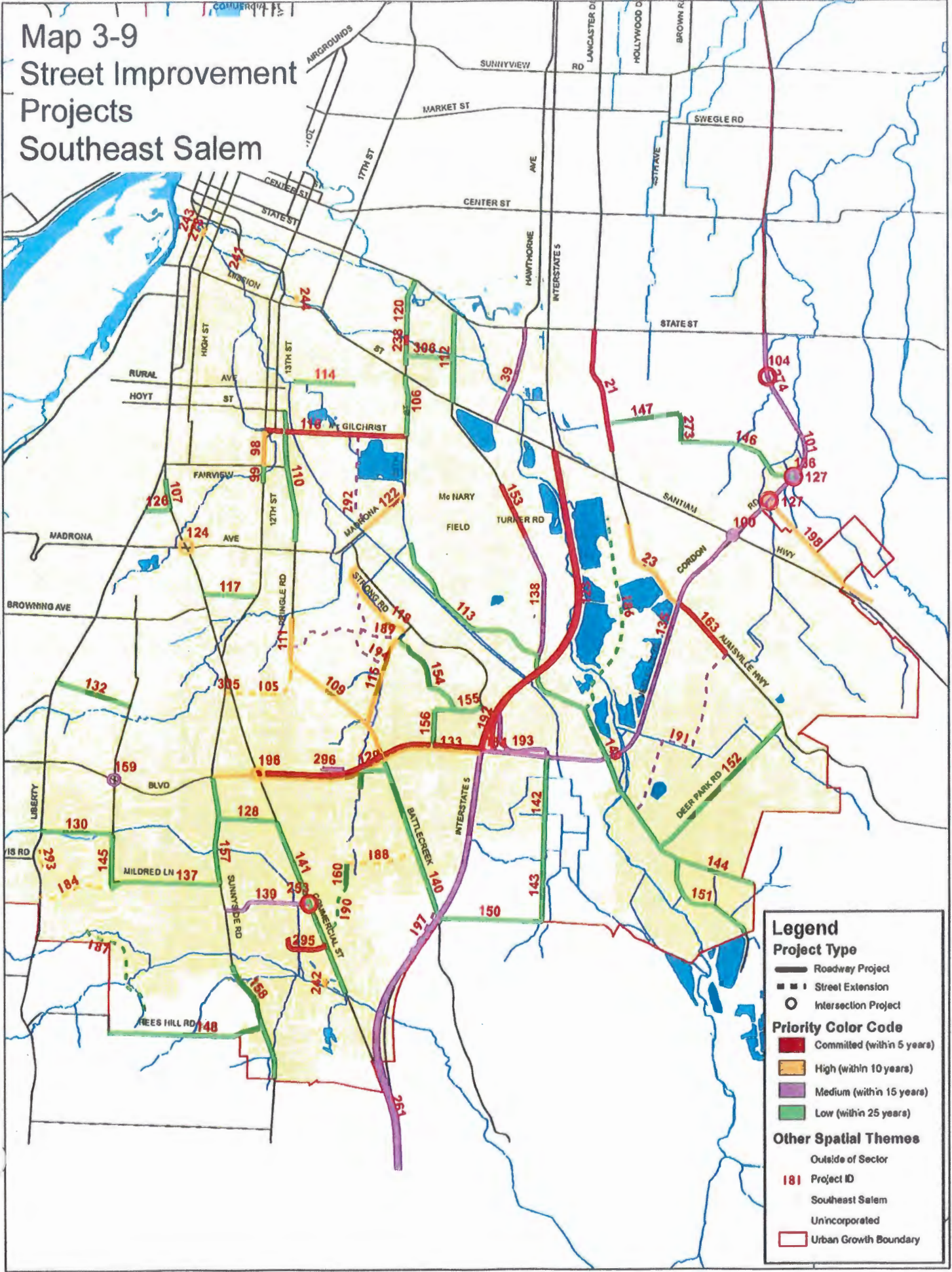
Other Spatial Themes

- Outside of Sector
- 181 Project ID
- South Salem
- Unincorporated
- Urban Growth Boundary

Map 3-9 Street Improvement Projects Southeast Salem



Map 3-9 Street Improvement Projects Southeast Salem



Legend

Project Type

- Roadway Project
- - - Street Extension
- Intersection Project

Priority Color Code

- Red: Committed (within 5 years)
- Orange: High (within 10 years)
- Purple: Medium (within 15 years)
- Green: Low (within 25 years)

Other Spatial Themes

- Outside of Sector
- 181 Project ID
- Southeast Salem
- Unincorporated
- Urban Growth Boundary

Table 3-5
High Priority Street Improvement Projects

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighborhoods	Lead Agency
12th Street SE	McGilchrist Street SE to Fairview Avenue SE	Widen the roadway to add a southbound lane. The additional lane becomes a right-turn-only lane at Fairview Avenue SE.	98	Roadway	\$1,100,000	2	Morningside	Salem
14th Street SE	at Shelton Ditch	Rehabilitate bridge over Shelton Ditch.	244	Bridge	\$428,000	2	SESNA	Salem
35th Avenue NW	Osage Drive NW to Orchard Heights Road NW	Extend 35th Street NW from its current terminus northward to connect with Grice Hill Road NW at Orchard Heights Road NW. At this point, the street may be numbered as 34th Street NW.	165	Street Extension	\$1,987,000	8	West Salem	Salem
Auburn Road NE	at Cordon Road NE	Install eastbound and westbound left-turn lanes and signal at Cordon Road NE.	283	Intersection	\$750,000			Marion County
Battle Creek Road SE	Kuebler Boulevard SE to Hillrose Street SE	Improve to Minor Arterial standards with two travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters, and sidewalks. Additional lanes may be required in the vicinity of the Kuebler Boulevard SE intersection.	109	Roadway	\$6,163,000	3	Morningside	Salem
Blossom Drive NE	Lilac Lane NE to Portland Road NE	Improve to urban Collector standards, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	14	Roadway	\$1,000,000			Marion County
Broadway Street NE	Belmont Street NE to Shipping Street NE	This project will construct streetscape improvements to facilitate the movement of transit through this portion of the High Priority Transportation Corridor. The project will accommodate other modes and the needs of the adjacent properties.	262	Roadway	\$750,000	1	Grant	Salem
Center Street NE	at 17th Street NE	Widen Center Street NE approaches to the intersection to add turn lanes.	15	Intersection	\$2,732,000	1, 2	NEN	Salem

**Table 3-5
High Priority Street Improvement Projects**

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighborhoods	Lead Agency
Commercial Street NE	at Marion Street Bridge	Restripe the through/right lane to a right-turn-only lane giving 2 right-turn-only lanes onto the bridge. Add curb extensions on the south side of the intersection and improve the northwest corner to facilitate truck turning movements.	49	Intersection	\$165,000	1	CAN-DO	Salem
Commercial Street SE	at Kuebler Boulevard SE	Widen from north of Boone Road SE to easterly Barnes Road SE to provide a second left-turn lane on both approaches to Kuebler Blvd. SE. This project will include a new traffic signal and will restrict some left-turns to/from Boone Road SE & Barnes Road SE.	196	Intersection	\$1,540,000	4, 3	South Gateway, Faye Wright, Morningside	Salem
Commercial Street SE	at Pringle Creek	Rehabilitate bridge over Pringle Creek.	243	Bridge	\$1,997,000	2	CAN-DO	Salem
Cordon Road NE	at Carolina Avenue/ Indiana Avenue NE	Install northbound left-turn lane on Cordon Road NE to westbound Carolina Avenue or Indiana Avenue NE.	279	Intersection	\$500,000	1	NOLA	Marion County
Cordon Road NE	at Hayesville Drive NE	Install northbound left-turn lane on Cordon Road NE to westbound Hayesville Drive NE.	281	Intersection	\$500,000			Marion County
Cordon Road NE	at Herrin Road NE	Install northbound left-turn lane on Cordon Road NE to westbound Herrin Road NE.	280	Intersection	\$500,000			Marion County
<u>Cottage Street NE</u>	<u>Marion Street NE to State Street</u>	<u>Convert street to two-way operation, including signal modifications</u>	<u>301</u>	<u>Roadway</u>	<u>\$700,000</u>	<u>1</u>	<u>CAN-DO</u>	<u>Salem</u>
Eola Drive NW	Kingwood Drive NW to Sunwood Drive NW	Improve to Minor Arterial standards with 2 travel lanes, center turn lane, bike lanes, curbs, gutters, and sidewalks.	79	Roadway	\$3,307,000	8	West Salem	Salem
Fabry Road SE	Reed Lane SE to Battle Creek Road SE	Extend Fabry Road SE eastward from Reed Lane SE to Battle Creek Road SE. This, along with the westward extension of Mildred Lane SE, will provide an east/west Minor Arterial connection south of Kuebler Blvd. SE from Battle Creek Road SE to Skyline Road SE.	188	Street Extension	\$2,930,000	4	South Gateway	Salem

**Table 3-5
High Priority Street Improvement Projects**

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighborhoods	Lead Agency
Fairway Avenue SE	at Battle Creek	Rehabilitate bridge over Battle Creek.	242	Bridge	\$357,000	4	South Gateway	Salem
Fern Drive S	Heath Street S to River Road S	Extend Fern Drive S northward to connect with River Road S. The extension should follow the best contours possible to limit extreme grades.	180	Street Extension	\$1,753,000	7	Croisan-Illahe	Salem
Fisher Road NE	Sunnyview Road NE to Market Street NE	Extend Fisher Road NE southward and eastward to intersect with Market Street NE and install a new signal at that intersection.	265	Street Extension	\$1,654,000	6	NESCA	Salem
Gaffin Road SE	Cordon Road SE to west of Highway 22 interchange	Construct a 3/4 street improvement on a 1,500-foot segment bordering City-owned property to Minor Arterial standards, and construct turnpike improvements to the remaining portion (approximately 3,500 feet) of the roadway.	198	Roadway	\$2,082,000	3	SEMCA	Salem
Geer Park Access Street	Geer Park to Hawthorne Avenue NE	Extend the Geer Park Access Street eastward to Hawthorne Avenue NE, creating a second access point to the park.	270	Street Extension	\$593,000	6	NESCA	Salem
Hawthorne Avenue NE and Hyacinth Road NE	Portland Road NE to Sunnyview Road NE	Widen to 2 travel lanes with center turn lane where needed. Add curbs, gutters, sidewalks, bicycle lanes, and widen intersection approaches to Portland Road NE, Silverton Road NE, and Sunnyview Road NE.	40	Roadway	\$14,546,000	5, 1	Northgate, Lansing	Salem
Hazelgreen Road NE	at Cordon Road NE/55th Avenue NE	Construct turn lanes on all four legs, include minor intersection realignment, and install signal.	282	Intersection	\$1,500,000			Marion County
Hilfiker Lane SE	Commercial Street SE to Pringle Road SE via Hillrose Street SE	Construct extension of Hilfiker Lane SE to Hillrose Street SE and reconstruct both Hilfiker and Hillrose to <u>Minor Arterial urban</u> standards, with two travel lanes, <u>center turn lane</u> or turn pockets <u>at key intersections</u> , and curbs, gutters, sidewalks, and bike lanes.	105	Street Extension	\$3,866,000	3	Morningside, Faye Wright	Salem

**Table 3-5
High Priority Street Improvement Projects**

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighborhoods	Lead Agency
<u>Hilfiker Lane SE</u>	<u>Sunnyside Drive SE to Commercial Street SE</u>	<u>Widen Hilfiker Lane SE by adding additional turn lanes.</u>	305	Roadway	TBD	3	Faye Wright	Salem
Hollywood Drive NE	at Silverton Road NE	Install signal and northbound left-turn pocket on Hollywood Drive NE to westbound Silverton Road NE.	285	Intersection	\$500,000			Marion County
Islander Avenue NW	West Meadows Drive NW to 35th Avenue NW extension	Extend Islander Avenue NW westward to intersect with the northward extension of 35th Avenue NW.	168	Street Extension	\$2,685,000	8	West Salem	Salem
Kuebler Boulevard SE	Sunnyside Road SE to I-5 Interchange	Improve to a 5-lane Parkway standard, including intersection improvements. North side between Battle Creek Road SE and I-5 interchange to be completed in another project.	133	Roadway	\$2,593,000	3, 3	Morningside, South Gateway, Faye Wright	Salem
Lancaster Drive NE	at Market Street NE	Widen Lancaster Drive NE to provide additional left- turn lanes both southbound and northbound at Market Street NE.	25	Intersection	\$5,569,000	6	NESCA, ELNA	Salem
Lancaster Drive SE	Cranston Street SE to Kuebler Boulevard SE	Realign curves and widen to 2 travel lanes plus a center turn lane with curbs, gutters, sidewalks, and bike lanes as an interim improvement.	23	Roadway	\$3,146,000	2	SEMCA	Salem
Liberty Road S	at Madrona Avenue S	Improve this intersection by adding northbound and southbound left-turn pockets on Liberty Road S.	59	Intersection	\$2,728,000	7, 3	South Salem, Faye Wright	Salem
Liberty Street SE	at Pringle Creek	Provide retaining wall repair, bridge rail concrete repair, approach roadway subsidence repair, and scour countermeasures.	278	Bridge	\$2,978,000	2	CAN-DO, SCAN	Salem
Linwood Street NW	Goldcrest Avenue NW to Orchard Heights Rd. NW	Extend Linwood Street NW southward to connect with Orchard Heights Road NW.	171	Street Extension	\$950,000	8	West Salem	Salem

**Table 3-5
High Priority Street Improvement Projects**

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighborhoods	Lead Agency
Madrona Avenue SE	25th Street SE to UPRR	Realign the Madrona Avenue SE/25th Street SE intersection as a T intersection with the primary flow going between Madrona Avenue and the north leg of 25th Street. Rebuild Madrona to Major Arterial standards west to UPRR and relocate Aviation Loop SE.	122	Intersection	\$3,748,000	2	SEMCA, SESNA	Salem
Madrona Avenue SE	at Commercial Street SE	Add a westbound to northbound right-turn lane and signal improvements.	124	Intersection	\$372,000	3	Morningside, Faye Wright	Salem
Marine Drive NW	Moyer Drive NW to River Bend Road NW	Construct a new Collector (Marine Drive NW) east of and parallel to Wallace Road NW to provide local access and circulation for development. The alignment will proceed northward from Moyer Drive NW along the west edge of Wallace Marine Park.	173	Street Extension	\$7,052,000	8	West Salem	Salem
Marine Drive NW Vicinity	Marine Drive NW to Wallace Road NW	Once Marine Drive NW is completed, construct new connections from Marine Drive NW to Wallace Road NW at Harritt Drive NW, Hope Avenue NW, and Narcissus Court NW.	174	Street Extension	\$1,784,000	8	West Salem	Salem
Market Street NE and Swegle Road NE	Lancaster Drive NE to Royalty Drive NE	Realign both Market Street NE and Swegle Road NE to connect at 45th Avenue NE, and bring both streets up to Minor Arterial standards. Install traffic signal at 45th Avenue NE if warranted.	26	Roadway	\$4,987,000	6	ELNA	Salem
Mildred Lane SE	Lone Oak Road S to Liberty Road S	Extend Mildred Lane SE westward to connect to Liberty Road S creating an east west Minor Arterial roadway south of Kuebler Boulevard.	184	Street Extension	\$3,183,000	4	South Gateway	Salem
Portland Road NE	Beach Avenue NE to Claxter Road NE	Improve the streetscape by undergrounding utilities, installing a landscaped median, and consolidating accesses among others.	54	Roadway	\$18,000,000	5	Northgate	Salem

Table 3-5
High Priority Street Improvement Projects

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighborhoods	Lead Agency
Pringle Road SE	Copper Glen Drive SE to Hillrose Street SE	Improve to Minor Arterial standards with two travel lanes, center turn lane, or turn pockets, bike lanes, curbs, gutters, and sidewalks.	111	Roadway	\$2,055,000	3	Morningside	Salem
Ranier Drive SE	Rainier Drive SE to Davis Road S and to Gamma Street SE	Realign and extend roadway northward and then westward to align with Davis Road S at Liberty Road S. Also continue roadway farther northward to connect with Gamma Street SE	293	Street Extension	\$679,000	4	South Gateway	Salem
Reed Road SE	Battle Creek Road SE to Strong Road SE	Improve to Minor Arterial standards with 2 travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters, and sidewalks.	115	Roadway	\$1,778,000	3	Morningside	Salem
River Road S	Croisan Creek Road S to UGB	Improve to Minor Arterial standards where topography allows, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes, plus left-turn pockets at intersections.	70	Roadway	\$9,800,000	7	SCAN, South Salem, Croisan-Illahe	Salem
Silverton Road NE	East of Railroad to Pine Street/Portland Road intersection.	Realign Silverton Road NE westward to connect with Portland Road NE at Pine Street NE, allowing for the removal of the awkward existing Silverton Road/Portland Road intersection.	272	Roadway	\$2,255,000	5	Northgate	Salem
Skyline Road S	Liberty Road S to Kuebler Boulevard S	Widen to an interim 3-lane urban standard with 2 travel lanes, center turn lane, curbs, gutters, sidewalks, and bike lanes.	72	Roadway	\$2,784,000	7	Sunnyslope, Faye Wright	Salem
Strong Road SE	Fairview Industrial Drive SE to Reed Road SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes.	118	Roadway	\$3,200,000	3	Morningside	Salem
Traffic Signals at Various Intersections	Multiple Locations	Install five new Traffic Signals at various intersections based on meeting signal warrants.	204	Signal	\$3,300,000	All	All	Salem

**Table 3-5
High Priority Street Improvement Projects**

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighborhoods	Lead Agency
Wallace Road NW	at Edgewater Street NW and at west end of bridge ramps.	Increase radius of westbound bridge ramp to Wallace Road NW, provide an additional eastbound bridge entrance lane on Edgewater Street NW, and close Musgrave Lane NW. Alternative access will be provided to impacted businesses.	87	Intersection	\$1,681,000	8	West Salem	Salem
Wallace Road NW	Edgewater Street NW to Orchard Heights Road NW	Improve safety through construction of a raised median with turn pockets to serve businesses. Pedestrian and bicycle facilities will be included.	88	Roadway	\$1,196,000	8	West Salem	Salem
Ward Drive NE	at Lancaster Drive NE	Add eastbound right-turn lane on Ward Drive NE to Lancaster Drive NE and upgrade signal.	284	Intersection	\$600,000			Marion County
Winter Street SE	at Shelton Ditch	Rehabilitate bridge over Shelton Ditch.	241	Bridge	\$714,000	2	CAN-DO	Salem

Table 3-6
Medium Priority Street Improvement Projects

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighborhoods	Lead Agency
17th Street NE	Norway Street NE to Sunnyview Road NE	Improve to Minor Arterial standards, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes, plus left-turn lanes at intersections.	47	Roadway	\$1,791,000	1	NEN	Salem
23rd <u>22nd</u> Street SE	Rural Vista Avenue SE to Mission Street <u>Madrona Avenue SE</u>	Extend roadway north south to connect to Mission Street <u>Madrona Avenue SE</u> . Reclassify 23rd <u>22nd</u> Street SE to Collector from McGilchrist Street SE to Mission Street <u>Madrona Avenue SE</u> .	292	Street Extension	\$1,000,000 <u>\$1,600,000</u>	2	SESNA	Salem
32nd Avenue SE and Trelstad Avenue SE	I-5 to 36th Avenue SE signal at Kuebler Boulevard SE	Improve to Minor Arterial standards, including two travel lanes, left-turn pockets where needed, curbs, gutters, sidewalks, and bike lanes.	193	Roadway	\$2,600,000	3	SEMCA	Salem
45th Avenue NE	Silverton Road to Ward Drive NE	Improve to urban Collector standards, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	31	Roadway	\$2,635,000			Marion County
Auburn Road NE	Cordon Road NE to Lancaster Drive NE	Improve to urban Collector standards, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	12	Roadway	\$3,000,000			Marion County
Boone Road SE	Between Kinsington Street SE and Southampton Street SE	Rebuild and lower Boone Road SE in the vicinity of the closed section and reopen the roadway to traffic.	296	Roadway	\$520,000	3	Morningside	Salem
Brentwood Drive SE	Battle Creek Road SE to Robins Lane SE	Realign Brentwood Drive SE, build it to Collector standards, and connect it to Robins Lane SE.	197	Street Extension	\$2,517,000	4	South Gateway	Salem
Broadway Street NE	at Salem Parkway	Construct additional turn lanes for northbound and southbound traffic on Broadway Street NE and for southwestbound traffic on Salem Parkway.	260	Intersection	\$600,000	5	Highland	Salem
Broadway Street NE	at Salem Parkway	Construct a queue jump for northbound bus traffic at Salem Parkway.	257	Intersection	\$500,000	5	Highland	Salem

**Table 3-6
Medium Priority Street Improvement Projects**

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighborhoods	Lead Agency
Brown Road NE	Sunnyview Road NE to Silverton Road NE	Improve to urban Collector standards, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	13	Roadway	\$1,621,000	1	NOLA	Salem
Cascade Drive-Parkway Drive-NW	8th Avenue NW to Orchard Heights Road NW	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes (where feasible). Make Cascade Drive NW improvements within existing ROW where feasible. Study realignment of both intersections at Glen Creek Road NW.	86	Roadway	\$3,377,000	8	West Salem	Salem
Cherry Avenue NE	BNRR to Salem Parkway NE	Widen to 5 lanes with 4 travel lanes, a center turn lane, curbs, gutters, sidewalks, and bike lanes.	16	Roadway	\$5,523,000	5	Highland, Northgate	Salem
Christina Street NW	Elliot Street NW to Michigan City Lane NW	Extend Christina Street NW west and north connecting to Michigan City Lane NW, creating a new Collector connection. Also complete missing link between Redfir Street NW to Cherry Blossom Street NW.	167	Street Extension	\$3,912,000	8	West Salem	Salem
Cordon Road NE	Center Street NE to Sunnyview Road NE	Improve to Parkway standards, including four travel lanes, center turn lane or left-turn lanes at selected locations, curbs, gutters, sidewalks, and bike lanes.	276	Roadway	\$4,600,000			Marion County
Cordon Road NE	State Street to Center Street NE	Improve to Parkway standards, including four travel lanes, center turn lane or left-turn lanes at selected locations, curbs, gutters, sidewalks, and bike lanes.	275	Roadway	\$4,600,000			Marion County
Cordon Road NE	Sunnyview Road NE to Silverton Road NE	Improve to Parkway standards, including four travel lanes, center turn lane or left-turn lanes at selected locations, curbs, gutters, sidewalks, and bike lanes.	277	Roadway	\$4,600,000			Marion County

**Table 3-6
Medium Priority Street Improvement Projects**

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighborhoods	Lead Agency
Cordon Road SE	at Santiam Highway (Highway 22)	Construct a grade-separated interchange to improve access to the Cordon Road SE/Kuebler Boulevard SE circumferential travel route.	100	Intersection	\$20,000,000	2, 3	SEMCA	Salem
Cordon Road SE	Caplinger Road SE to State Street	Improve to Parkway standards, including four travel lanes, center turn lane or left-turn lanes at selected locations, curbs, gutters, sidewalks, and bike lanes.	274	Roadway	\$2,480,000			Marion County
Cordon Road SE	Highway 22 to Caplinger Road SE	Improve to Parkway standards, including four travel lanes, center turn lane or left-turn lanes at selected locations, curbs, gutters, sidewalks, and bike lanes.	101	Roadway	\$3,390,000	2, 3	SEMCA	Salem
<u>Court Street NE</u>	<u>12th Street NE to Commercial Street NE</u>	<u>Convert to two-way operation.</u>	<u>302</u>	<u>Roadway</u>	<u>\$850,000</u>	<u>1</u>	<u>CAN-DO</u>	<u>Salem</u>
Croisan Creek Road S	River Road S to Heath Street S	The project will improve this section of Croisan Creek Road S to urban Collector standards with curbs, gutters, sidewalks, and bike lanes, and will also improve the intersection at River Road S.	9	Roadway	\$2,770,000	7	South Salem, Croisan-Illahe	Salem
Davis Road S	Skyline Road S to Liberty Road S	Improve to Collector standards including 2 travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	76	Roadway	\$2,850,000	7	Sunnyslope	Salem
Doaks Ferry Road NW	Glen Creek Road NW to Eola Drive NW	Improve to an interim 3-lane, Minor Arterial standard, with 2 travel lanes, center turn lane, bike lanes, curbs, gutters, and sidewalks. Include all necessary realignments and intersection improvements.	83	Roadway	\$3,423,000	8	West Salem	Salem
Eola Drive NW	Edgewater Street NW to Kingwood Drive NW	Improve to Minor Arterial standards adding turn lanes where needed, bike lanes, curbs, gutters, and sidewalks.	78	Roadway	\$2,138,000	8	West Salem	Salem
Eola Drive NW	Sunwood Drive NW to Gehlar Road NW	Improve to Minor Arterial standards with 2 travel lanes, center turn lane, bike lanes, curbs, gutters, and sidewalks.	80	Roadway	\$1,005,000	8	West Salem	Salem

Table 3-6
Medium Priority Street Improvement Projects

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighborhoods	Lead Agency
Evergreen Avenue NE	at Market Street NE	Add southbound right-turn lane on Evergreen Avenue NE at Market Street NE.	18	Intersection	\$116,000	1, 6	Lansing, NESCA	Salem
Front Street NE	Norway Street NE to Division Street NE	Reconstruct Front Street NE to a modified Minor Arterial standard and realign the railroad tracks down the center. Construct wide travel lanes as well as curbs, gutters, and sidewalks. The project includes the reconstruction of Mill Creek Bridge.	66	Roadway	\$4,000,000	1	CAN-DO	Salem
Greencrest Street NE	Auburn Road NE to State Street NE	Extend Greencrest Street NE south to State Street to create a north-south collector connecting Center Street NE and State Street.	266	Street Extension	\$2,470,000			Marion County
Hawthorne Avenue NE	Midway Street NE to Center Street NE	Add a northbound right-turn lane extending from Midway Street NE to the Center Street NE intersection.	38	Intersection	\$710,000	6	NESCA	Salem
Hawthorne Avenue NE	Market Street NE to Mission Street SE	Improve to Major Arterial standards, including 4 travel lanes and a center turn lane (or raised median) with curbs, gutters, sidewalks, and bike lanes.	39	Roadway	\$15,791,000	6, 2	NESCA, SESNA	Salem
Hayesville Drive NE	Portland Road NE to Astoria Street NE	Extend Portland Road NE westward to connect with Astoria Street NE.	269	Street Extension	\$767,000	5	Northgate	Salem
Hollywood Drive NE	Silverton Road NE to city limits.	Improve to urban Collector standards, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	34	Roadway	\$1,300,000			Marion County
Hood Street NE	at Broadway Street NE	Construct both eastbound and westbound left-turn pockets at Broadway Street NE.	259	Intersection	\$1,200,000	1	Grant	Salem
Interstate 5	Kuebler Boulevard SE to Delaney Road SE, Illahe Crossing	Widen Interstate 5 to six lanes.	261	Roadway	\$119,980,000	4	SEMCA, South Gateway	ODOT
Kuebler Boulevard SE	at Lone Oak Road	Construct both eastbound and westbound right-turn lanes on Kuebler Boulevard SE at Lone Oak Road SE.	159	Intersection	\$710,000	4	Faye Wright, South Gateway	Salem

**Table 3-6
Medium Priority Street Improvement Projects**

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighborhoods	Lead Agency
Kuebler Boulevard SE	Highway 22 to Turner Road SE	Widen to Parkway standards with four travel lanes, paved or raised median, bike lanes, curbs, gutters, and sidewalks, and bridge improvements over Mill Creek.	135	Roadway	\$9,840,000	2, 3	SEMCA	Salem
Kuebler Boulevard SE	I-5 interchange Turner Road SE	Widen to Parkway standards with four travel lanes, paved or raised median, bike lanes, curbs, gutters, and sidewalks. This project includes turn lanes at Turner Road SE and bridge improvements over the railroad.	134	Roadway	\$13,400,000	3	SEMCA	Salem
Lancaster Drive NE	State Street to Silverton Road NE	Provide access management improvements along this corridor to improve safety and capacity.	22	Roadway	\$4,058,000	1, 6	NESCA, ELNA, NOLA	Salem
Liberty Road S	Commercial Street SE to Browning Avenue SE	Widen to 4 travel lanes, center turn lanes or raised medians, curbs, gutters, sidewalks, and bike lanes.	57	Roadway	\$10,347,000	7, 3	South Salem, Faye Wright	Salem
Macleay Road SE	at Cordon Road SE	Add left-turn pockets on both eastbound and westbound approaches to Cordon Road SE.	136	Intersection	\$411,000	2	SEMCA	Salem
Mildred Lane SE	Liberty Road S to Skyline Road S	Continue the extension of Mildred Lane SE westward from Liberty Road S to Skyline Road S creating an east-west Minor Arterial roadway south of Kuebler Boulevard.	294	Street Extension	\$6,545,000	7	Sunnyslope	Salem
Mission Street SE	at Liberty Street SE and Commercial Street SE	Improve capacity of both intersections with additional turn lanes.	121	Intersection	\$2,680,000	2, 7	SCAN, CAN-DO	Salem
Mousebird Avenue NW	Royal Crown Avenue NW to Macaw Street NW	Construct a short missing link along Mousebird Avenue NW. When completed, this street will offer much needed circulation between River Bend Road NW and Orchard Heights Road NW.	172	Street Extension	\$120,000	8	West Salem	Salem

**Table 3-6
Medium Priority Street Improvement Projects**

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighborhoods	Lead Agency
New Collector Street	Pringle Road SE to Reed Road SE	Construct a new east-west Collector through the Sustainable Fairview Training Center property as a part of development of the Sustainable Fairview Masterplan.	189	Street Extension	\$3,602,000	3	Morningside	Salem
New Collector Street	Strong Road SE Reed Road SE	Construct a new north-south Collector through the Sustainable Fairview Training Center property as a part of development of the Sustainable Fairview Masterplan.	194	Street Extension	\$2,771,000	3	Morningside	Salem
New Collector Street within Mill Creek	Aumsville Highway to Turner Road SE	Build a new Collector street within the Mill Creek Industrial Park to provide on-site circulation and to limit direct access to the arterials in the area. The precise alignment of this street will be developed through the master planning process.	191	Street Extension	\$6,282,000	3	SEMCA	Salem
Owens Street SE	at Liberty Street SE and at Commercial Street SE	Improve intersections to increase turning movement capacity to and from Commercial Street SE and Liberty Street SE.	125	Intersection	\$4,306,000	2, 7	SCAN	Salem
Phyllis Street NE	Niles Avenue NE to Astoria Street NE	Extend Phyllis Street NE eastward to connect with Astoria Street NE	267	Street Extension	\$683,000	5	Northgate	Salem
Red Leaf Drive S	Davis Road S to Mildred Lane SE Extension	Extend Red Leaf Drive S southward to the extension of Mildred Lane SE.	183	Street Extension	\$1,243,000	7	Sunnyslope	Salem
	183	Street Extension					Salem	
Salem Industrial Drive NE	Bill Frey Drive NE to Hyacinth Street NE	Extend Salem Industrial Drive northward to Hyacinth Street NE.	271	Street Extension	\$4,688,000 \$8,500,000	5	Northgate	Salem
Salem River Crossing	East and west of the Willamette River within the Salem Urban Area	Acquire right-of-way for a new vehicular bridge crossing over the Willamette River within the Salem Urban Area.	245	Bridge	\$20,000,000			Salem
State Street	12th Street to Liberty Street	Convert to two-way operation with bike facilities.	303	Roadway	\$1,400,000	1	CAN-DO	Salem

**Table 3-6
Medium Priority Street Improvement Projects**

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighborhoods	Lead Agency
State Street	Lancaster Drive NE to Cordon Road NE	Improve to Major Arterial standards, with 4 travel lanes plus a center turn lane with curbs, gutters, sidewalks, and bike lanes.	28	Roadway	\$1,463,000	6, 2	NESCA, SESNA	Marion County
Sunnyview Road NE	Evergreen Avenue NE to Fisher Road NE	Install roundabout at Park Avenue NE, traffic signal at Lansing Avenue NE, and curbs, gutters, and sidewalks from Evergreen Avenue NE to Byram Street NE.	44	Roadway	\$2,466,000	1, 6	Lansing, NOLA, NESCA	Salem
Traffic Signals at Various Intersections	Multiple Locations	Install five new Traffic Signals at various intersections based on meeting signal warrants.	205	Signal	\$3,300,000	All	All	Salem
Turner Road SE	2100 feet south of Cascade Gateway Park to Airway Drive SE	Improvements to include bike lanes, drainage, paved shoulder on one side, and curb, gutter, and sidewalk on the other.	138	Roadway	\$3,984,000	2	SEMCA	Salem
Wiltsey Road SE	Sunnyside Road SE to Commercial Street SE	Realign S-curve and improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	139	Roadway	\$3,565,000	4	South Gateway	Salem

**Table 3-7
Low Priority Street Improvement Projects**

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighborhoods	Lead Agency
12th Street SE	Fairview Avenue SE to Vista Avenue SE	Widen the roadway to add a southbound lane. The additional lane becomes a right-turn-only lane at Vista Avenue SE.	99	Roadway	\$1,000,000	2	Morningside	Salem
25th Street SE	Mission Street SE to McGilchrist Street SE	Widen the existing four-lane street to add a center turn lane, bicycle lanes, curbs, gutters, and sidewalks, bringing it up to full standards for a Major Arterial.	106	Roadway	\$3,069,000	2	SESNA, SEMCA	Salem
25th Street SE	State Street to Helm Street SE	Improve to Minor Arterial standards with two travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters, and sidewalks.	120	Roadway	\$2,654,000	2, 6	SESNA	Salem
27th Avenue SE	Kuebler Boulevard SE to Marietta Street SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	156	Roadway	\$950,000	3	Morningside	Salem
36th Avenue SE	Kuebler Boulevard SE to Langley Street SE	Improve to Minor Arterial standards with two travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters, and sidewalks.	142	Roadway	\$889,000	4	SEMCA	Salem
36th Avenue SE	Langley Street SE to Wiltsey Road SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	143	Roadway	\$1,178,000	4	SEMCA	Salem
37th Avenue NW	Orchard Heights Place NW to the UGB	Improve to Collector standards, including two travel lanes, curbs, gutters, and sidewalks.	96	Roadway	\$1,372,000	8	West Salem	Salem
5th Avenue NW	Cameo Street NW to Marine Drive NW	Extend 5th Avenue NW from Cameo Street NW northward to Marine Drive NW.	175	Street Extension	\$530,000	8	West Salem	Salem
Airport Road SE	State Street to Mission Street SE	Improve to Minor Arterial standards with two travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters and sidewalks. This project will include a major widening or replacement of the bridge at Shelton Ditch.	112	Roadway	\$2,242,000	2	SESNA	Salem

Table 3-7
Low Priority Street Improvement Projects

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighborhoods	Lead Agency
Airway Drive SE	Ewald Avenue SE to Turner Road SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes.	113	Roadway	\$2,216,000	2	SEMCA	Salem
Battle Creek Road SE	Kuebler Boulevard SE to Wiltsey Road SE	Improve to Minor Arterial standards with two travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters, and sidewalks.	140	Roadway	\$3,520,000	4	South Gateway	Salem
Baxter Road SE	Sunnyside Road SE to Commercial Street SE	Improve to Collector standards, including two travel lanes, curbs, gutters, and sidewalks.	128	Roadway	\$2,503,000	4	South Gateway	Salem
Boone Road SE	Reed Lane SE/Barnes Road SE to Battle Creek Road SE	Improve to Collector standards, including two travel lanes, curbs, gutters, and sidewalks.	129	Roadway	\$1,116,000	4	South Gateway	Salem
Browning Avenue S	at Kurth Street S	Realign intersection and make improvements to increase safety and capacity.	2	Intersection	\$72,000	7	South Salem, Sunnyslope	Salem
Browning Avenue S	Cloudview Drive S to Croisan Scenic Way S Extension	Extend Browning Avenue S westward to connect with the extension of Croisan Scenic Way S.	182	Street Extension	\$479,000	7	Sunnyslope	Salem
Browning Avenue S	Liberty Road S to Kurth Street S	Improve to urban Collector standards, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	1	Roadway	\$2,013,000	7	South Salem	Salem
Brush College Road NW	Doaks Ferry Road NW to BPA Power Lines	Improve to Minor Arterial standards with 2 travel lanes, left-turn lanes, bike lanes, curbs, gutters, and sidewalks.	95	Roadway	\$3,756,000	8	West Salem	Salem
Byers Street S-Deer Run S	Viewcrest Road S to end of roadway	Improve to Minor Arterial standards including 2 travel lanes, turn lanes where appropriate, curbs, gutters, sidewalks, and bike lanes.	77	Roadway	\$1,977,000	7	Croisan-Illahe	Salem
Capitol Street NE	Market Street NE to Fairgrounds Road NE	Add a third travel lane and bike lane by removing parking. An alternative for adding a travel lane is to prohibit parking during peak hours.	63	Roadway	\$40,000	1, 5	Grant, Highland	Salem

Table 3-7
Low Priority Street Improvement Projects

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighborhoods	Lead Agency
Center Street NE	Lancaster Drive NE to Cordon Road NE	Improve to interim Minor Arterial standards, including 2 travel lanes and a center turn lane with curbs, gutters, sidewalks, and bike lanes.	53	Roadway	\$5,051,000	6	ELNA, NESCA	Marion County
Chemewa Road NE	I-5 to Portland Road	Improve to urban Parkway standards, including 4 travel lanes and a center turn lane with curbs, gutters, sidewalks, and bike lanes.	36	Roadway	\$2,511,000	5	Northgate	Salem
Cherry Avenue NE	Johnson Street NE to Pine Street NE	Widen to an interim 3-lane configuration, with 2 travel lanes, a center turn lane, curbs, gutters, sidewalks, and bike lanes.	17	Roadway	\$1,604,000	5	Highland	Salem
<u>Church and High Streets NE/SE</u>	<u>Marion Street NE to Trade Street SE</u>	<u>Possible conversion from one-way to two-way operation with bike facilities.</u>	<u>304</u>	<u>Roadway</u>	<u>\$3,000,000</u>	<u>1</u>	<u>CAN-DO</u>	<u>Salem</u>
Colorado Drive NW	South terminus of Colorado Drive NW to Orchard Heights Road NW	Extend street to complete a loop road connected to and north of Orchard Heights Road NW and west of Doaks Ferry Road NW, comprised of Grice Hill Drive NW, Vickery Lane NW, Colorado Drive NW, and possibly Landaggard Drive NW.	166	Street Extension	\$919,000	8	West Salem	Salem
Commercial Street SE	Baxter Road SE to I-5 Interchange	Improve to Major Arterial standards, including four travel lanes, left-turn lanes at selected locations, curbs, gutters, sidewalks, and bike lanes.	141	Roadway	\$7,329,000	4	South Gateway	Salem
Commercial Street SE	Ratcliff Drive SE to Vista Avenue SE	Add curbs, gutters, and sidewalks where missing along this segment of Commercial Street SE.	107	Roadway	\$1,803,000	3, 2	Faye Wright, Morningside, SCAN	Salem
Connecticut Avenue SE	Pennsylvania Avenue SE to Rickey Street SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	273	Roadway	\$640,000			Marion County
Croisan Creek Road S	Kuebler Boulevard S to Heath Street S	The project will widen this section of Croisan Creek Road S to a 30-foot cross section, which will include shoulders but no curbs, gutters, or sidewalks.	10	Roadway	\$7,770,000	7	Croisan-Illahe, Sunnyslope	Salem

**Table 3-7
Low Priority Street Improvement Projects**

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighborhoods	Lead Agency
Croisan Creek Road S	Kuebler Boulevard S to Skyline Road S/Davis Road S	Extend Croisan Creek Road S southward to the intersection of Skyline Road S and Davis Road S.	181	Street Extension	\$1,312,000			Marion County
Croisan Ridge Way S	End of Croisan Ridge Way S to Heath Street S Extension	Extend this street northeastward along the foot of Croisan Mountain, cross over Homestead Road S, and then connect to the westward extension of Heath Street S.	179	Street Extension	\$3,116,000	7	Croisan-IIIahe	Salem
Croisan Scenic Way S	Joplin Street S to Croisan Creek Road S	Extend Croisan Scenic Way S southward connecting with a section already built near Madrona Avenue S then continuing southward and westward and intersecting with Croisan Creek Road S just south of River Road S.	185	Street Extension	\$5,806,000	7	Sunnyslope, South Salem, Croisan-IIIahe	Salem
Cunningham Lane S	Kurth Street S to Barrett Street S	Improve to urban Collector standards, including two travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	3	Roadway	\$711,000	7	South Salem	Salem
Deer Park Road SE	Turner Road SE to Aumsville Highway	Improve to Collector standards, including 2 travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	152	Roadway	\$3,660,000	3	SEMCA	Salem
Deer Run Avenue S	Byers Street S to Heath Street S Extension	Extend Deer Run Avenue S eastward to connect to both the westward extension of Heath Street S and the southern terminus of the new Minor Arterial street connecting to River Road S.	288	Street Extension	\$440,000	7	Croisan-IIIahe	Salem
Doaks Ferry Road NW	Eola Drive NW to UGB	Improve to an interim three-lane, Minor Arterial standard, with two travel lanes, center turn lane, bike lanes, curbs, gutters, and sidewalks. Include all necessary realignments and intersection improvements.	84	Roadway	\$2,048,000	8	West Salem	Salem
Eola Drive NW	Doaks Ferry Road NW to UGB	Improve to Collector standards with 2 travel lanes, curbs, gutters, and sidewalks.	81	Roadway	\$1,448,000	8	West Salem	Salem

**Table 3-7
Low Priority Street Improvement Projects**

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighborhoods	Lead Agency
Evergreen Avenue NE	Market Street NE to Sunnyview Road NE	Improve to urban Collector standards, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	19	Roadway	\$585,000	1	Lansing	Salem
Fisher Road NE	Ward Drive NE to Sunnyview Road NE	Improve to urban Collector standards, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	32	Roadway	\$6,017,000	1, 5	Northgate, NOLA	Salem
Front Street NE	River Road N to Pine Street NE	Improve to Minor Arterial standards, including 2 travel lanes with curbs, gutters, sidewalks, and left-turn pockets at intersections.	65	Roadway	\$3,650,000	5	Highland	Salem
Gath Road SE	Turner Road SE to UGB	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	144	Roadway	\$1,178,000	3	SEMCA	Salem
Glen Creek Road NW	Crescent Drive NW to Westfarthing Way NW	Improve to Minor Arterial standards with two travel lanes, left-turn lanes, bike lanes, curbs, gutters, and sidewalks.	85	Roadway	\$2,617,000	8	West Salem	Salem
Harold Drive NE	End of Harold Drive NE to Devonshire Avenue NE	Extend Harold Drive NE to Devonshire Avenue NE in order to improve access to commercial properties in their area.	264	Street Extension	\$375,000	1	NOLA	Salem
Hayesville Drive NE	Lancaster Drive NE to Cordon Road NE	Improve to urban Collector standards, including two travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	263	Roadway	\$4,602,000	5	Northgate	Marion County
Hayesville Drive NE	Portland Road NE to Lancaster Drive NE	Improve to urban Collector standards, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	46	Roadway	\$716,000	5	Northgate	Salem
Hazelgreen Road NE	Portland Road NE to Cordon Road NE	Improve to an interim 2 travel lanes with center turn lane where needed. Add curbs, gutters, sidewalks, bicycle lanes, and improve intersection approach to Portland Road NE.	48	Roadway	\$5,984,000	5	Northgate	Salem

**Table 3-7
Low Priority Street Improvement Projects**

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighborhoods	Lead Agency
Heath Street S	Fern Drive S to Deer Run Avenue S Extension	Extend Heath Street S westward to connect with both the eastward extension of Deer Run Avenue S and the new north/south Minor Arterial connection to River Road S.	178	Street Extension	\$2,908,000	7	Croisan-Illahe	Salem
Herrin Road NE	45th Avenue NE to Cordon Road NE	Improve to urban Collector standards, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	33	Roadway	\$2,412,000			Marion County
Holder Lane SE	Lone Oak Road SE to Liberty Road SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	130	Roadway	\$1,368,000	4	South Gateway	Salem
Hrubetz Road SE	Liberty Road S to Lone Oak Road SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	132	Roadway	\$1,733,000	3, 4	Faye Wright	Salem
Hyacinth Road NE	Portland Road NE to Salem Parkway NE	Improve to Major Arterial standards, including 4 travel lanes and a center turn lane with curbs, gutters, sidewalks, bike lanes, and intersection improvements.	41	Roadway	\$3,448,000	5	Northgate	Salem
Indian School Road NE	Chemawa Road NE to Blossom Drive NE	Improve to urban Collector standards, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	30	Roadway	\$2,392,000	5	Northgate	Salem
Kale Road NE	Portland Road NE to Cordon Road NE	Improve to Minor Arterial Standards with 2 travel lanes and a center turn lane with curbs, gutters, sidewalks, and bike lanes.	20	Roadway	\$3,894,000	5	Northgate	Salem
Kuebler Boulevard S	Liberty Road S to Skyline Road S.	Improve to Parkway standards, including 4 travel lanes, left-turn pockets at selected locations, curbs, gutters, sidewalks, and bike lanes.	61	Roadway	\$1,127,000	7	Sunnyslope, Faye Wright, South Gateway	Salem

**Table 3-7
Low Priority Street Improvement Projects**

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighborhoods	Lead Agency
Kuebler Road S	Croisan Creek Road S to UGB	Improve to Minor Arterial standards, including two travel lanes, left-turn pockets where needed, curbs, gutters, sidewalks, and bike lanes.	289	Roadway	\$3,960,000	7	Sunnyslope, Croisan-Illahe	Salem
Kurth Street S	Browning Avenue S to Cunningham Avenue S	Improve to urban Collector standards, with 2 travel lanes, curbs, gutters, and sidewalks.	56	Roadway	\$1,124,000	6	Sunnyslope	Salem
Liberty Road S	Holder Lane to South UGB	Improve to an interim three-lane urban standard, with two travel lanes, a center turn lane, curbs, gutters, sidewalks, and bike lanes.	58	Roadway	\$1,822,000	7	Sunnyslope, South Gateway	Salem
Lone Oak Road SE	Holder Lane SE to Mildred Lane SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	145	Roadway	\$4,987,000	4	South Gateway	Salem
Lone Oak Road SE	Muirfield Avenue SE to Rees Hill Road SE	Extend Lone Oak Road SE southward to intersect with Rees Hill Road SE.	187	Street Extension	\$3,834,000	4	South Gateway	Salem
Macleay Road SE	Lancaster Drive SE to Connecticut Avenue SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	147	Roadway	\$1,625,000			Marion County
Macleay Road SE	Pennsylvania Avenue SE to Cordon Road SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	146	Roadway	\$4,059,000	2	SEMCA	Salem
Madrona Avenue S	Biegler Lane S to Liberty Road S	Improve to Minor Arterial standards, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes, plus left-turn lanes at intersections.	68	Roadway	\$650,000	7	South Salem	Salem
Madrona Avenue S	Croisan Creek Road S to Elderberry Drive S	Improve to an interim Collector standard, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes.	67	Roadway	\$2,203,000	7	South Salem, Croisan-Illahe	Salem
Marietta Street SE	27th Avenue SE to Fairview Industrial Drive SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	155	Roadway	\$1,200,000	3	Morningside	Salem

Table 3-7
Low Priority Street Improvement Projects

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighborhoods	Lead Agency
Michigan City Lane NW	Wallace Road NW to end of roadway	Build a 3/4 street improvement with urban Collector standards on one side. This would include two travel lanes and curb, gutter, and sidewalk on one side.	94	Roadway	\$2,283,000	8	West Salem	Salem
Mildred Lane SE	Lone Oak Road SE to Sunnyside Road SE	Improve to Minor Arterial standards with two travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters, and sidewalks.	137	Roadway	\$3,356,000	4	South Gateway	Salem
New Collector	Kale Street NE to Hazelgreen Road NE	Construct new Collector street to connect Kale Street NE to Hazelgreen Road NE. This street should be located roughly in the area of the 49th Avenue NE or Lake Labish Road NE alignments.	287	Street Extension	\$2,112,000	5	Northgate	Salem
New Collector Street	35th Avenue NW extension to 37th Avenue NW	Construct a new Collector street connection between 35th Street NW extension and 37th Street NW south of Dahlia Swale.	169	Street Extension	\$978,000	8	West Salem	Salem
New Collector Street in SE Salem	Lancaster Drive SE to Turner Road SE	Construct a new Collector Street between Lancaster Drive SE and Turner Road SE east of I-5 and west of Kuebler Boulevard SE. It will begin near Carson Drive SE and end near 37th Avenue SE.	186	Street Extension	\$6,723,000	2	SEMCA	Salem
<u>New Local Street</u>	<u>Airport Road SE to 25th Street SE</u>	<u>Construct a new Local Street to connect Airport Road SE and 25th Street SE north of Mission Street SE and south of Shelton Ditch. Alignment to be determined through future development planning.</u>	<u>306</u>	<u>Street Extension</u>	<u>TBD</u>	<u>2</u>	<u>SESNA</u>	<u>Salem</u>
New Minor Arterial Street	Deer Run Avenue to River Road S	Construct a new Minor Arterial street connection in the vicinity of Homestead Road S, extending from Deer Run Avenue S to River Road S.	177	Street Extension	\$3,271,000	7	Croisan-Illahe	Salem
Oak Hill Avenue SE	Commercial Street SE to 12th Street SE	Improve to Collector standards, including two travel lanes, curbs, gutters, and sidewalks.	117	Roadway	\$1,211,000	3	Morningside	Salem

Table 3-7
Low Priority Street Improvement Projects

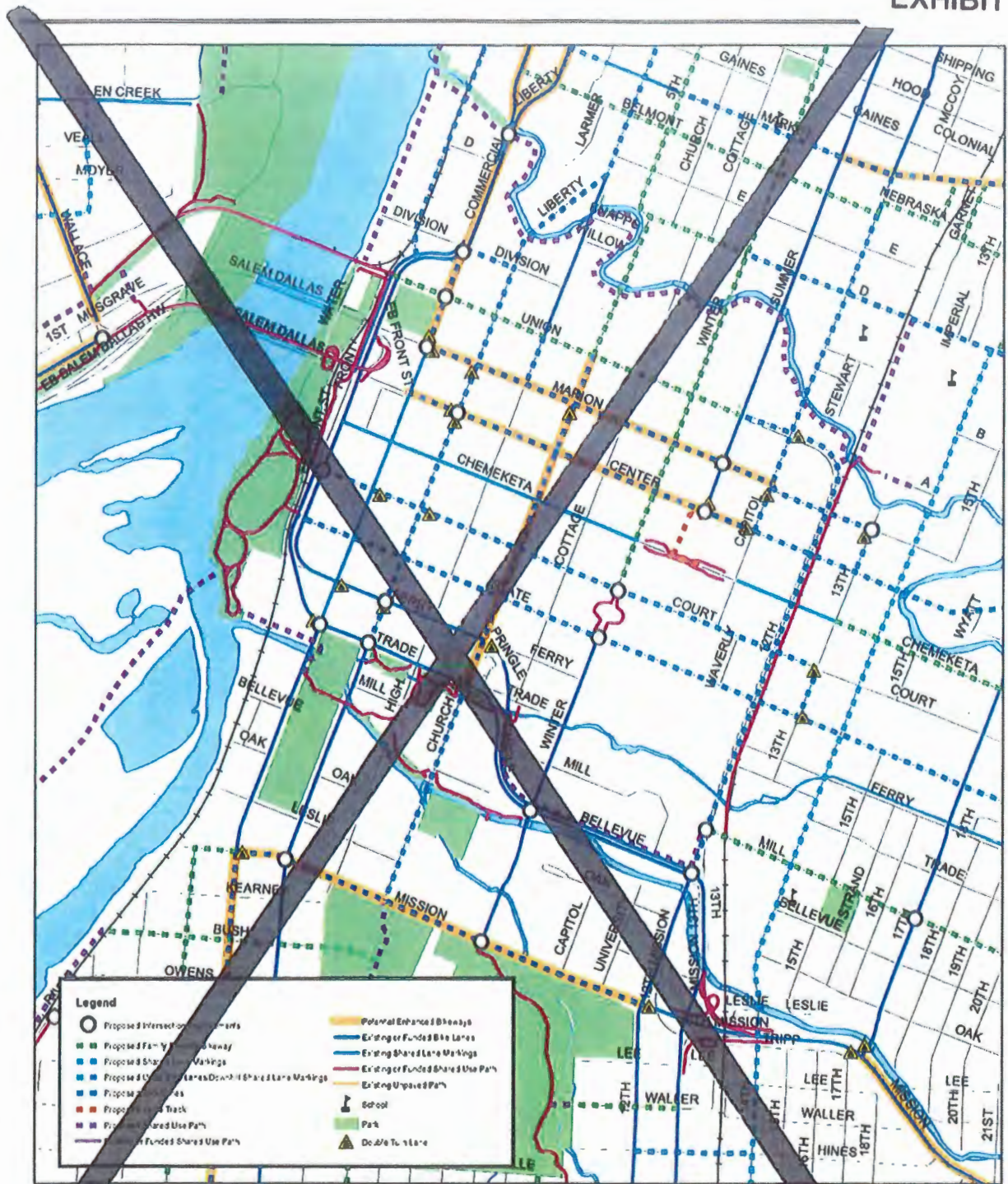
Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighborhoods	Lead Agency
Orchard Heights Road NW	Parkway Drive NW to Snowbird Drive NW	Improve to Minor Arterial standards with two travel lanes, left-turn lanes, bike lanes, curbs, gutters, and sidewalks.	91	Roadway	\$2,860,000	8	West Salem	Salem
Orchard Heights Road NW	Titan Drive NW to UGB NW	Improve to Minor Arterial standards with 2 travel lanes, left-turn lanes, bike lanes, curbs, gutters, and sidewalks.	92	Roadway	\$2,779,000	8	West Salem	Salem
Oxford Street SE	22nd Street SE to 14th Street SE	Improve to Collector standards, including two travel lanes, curbs, gutters, and sidewalks.	114	Roadway	\$902,000	2	SESNA	Salem
Park Avenue NE	Center Street NE to D Street NE	Improve to urban Collector standards, including two travel lanes with curbs, gutters, sidewalks, and bike lanes where designated.	286	Roadway	\$1,316,000	6	NESCA	Salem
Pringle Road SE	Hoyt Street SE to Georgia Avenue SE	Improve to Minor Arterial standards with two travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters, and sidewalks.	110	Roadway	\$6,000,000	3, 2	Morningside, SESNA	Salem
Ratcliff Drive SE and Salem Heights Avenue SE	Commercial Street SE to Liberty Road S	Improve to Collector standards, signalize Commercial/ Ratcliff intersection, and add westbound left-turn lane on Ratcliff Drive SE at Commercial Street SE.	126	Roadway	\$1,725,000	3	Faye Wright, Morningside	Salem
Reed Lane SE	Fabry Road SE to Soapstone Avenue SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	160	Roadway	\$1,356,000	4	South Gateway	Salem
Reed Lane SE	Soapstone Avenue SE to Madras Street SE	Realign and extend Reed Lane SE from Soapstone Avenue SE to Madras Street SE connecting to Commercial Street SE.	190	Street Extension	\$3,766,000	4	South Gateway	Salem
Rees Hill Road SE	Sunnyside Road SE to Champion Hill Road SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	148	Roadway	\$2,603,000	4	South Gateway	Salem

Table 3-7
Low Priority Street Improvement Projects

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighborhoods	Lead Agency
River Bend Road NW	Wallace Road NW to UGB	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes.	93	Roadway	\$430,000	8	West Salem	Salem
Salem Heights Avenue S	Liberty Road S to Sunridge Drive S	Improve to urban Collector standards, with 2 travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	71	Roadway	\$919,000	7	South Salem	Salem
Skyline Road S	Maplewood Drive S to Mildred Lane S	Improve to Minor Arterial standards including 2 travel lanes, a center turn lane, curbs, gutters, sidewalks, and bike lanes.	73	Roadway	\$2,535,000	7	Sunnyslope	Salem
Strong Road SE	Reed Road SE to Marietta Street SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	154	Roadway	\$2,042,000	3	Morningside	Salem
Summer Street NE	Fairgrounds Road NE to Marion Street NE	Add a third travel lane and bike lane by removing parking. An alternative for adding a travel lane is to prohibit parking during peak hours.	64	Roadway	\$56,000	1, 5	Grant, Highland, CAN-DO	Salem
Sunnyside Road SE	Kuebler Boulevard SE to Mildred Lane SE	Improve to Minor Arterial standards with two travel lanes, left-turn pockets, bike lanes, curbs, gutters, and sidewalks.	157	Roadway	\$4,520,000	4	South Gateway	Salem
Sunnyside Road SE	Pawnee Circle SE to the UGB	Improve to Minor Arterial standards with 2 travel lanes, left-turn pockets, bike lanes, curbs, gutters, and sidewalks.	158	Roadway	\$3,784,000	4	South Gateway	Salem
Sunnyview Road NE	Walker Road NE to Cordon Road NE	Improve to Minor Arterial standards, including 2 travel lanes with curbs, gutters, sidewalks, and bike lanes, plus left-turn lanes at intersections.	45	Roadway	\$765,000			Marion County
Swegle Road NE	Hoffman Road NE to Cordon Road NE	Improve to Minor Arterial standards, including 2 travel lanes plus a center turn lane with curbs, gutters, sidewalks, and bike lanes.	27	Roadway	\$586,000	6	ELNA	Salem

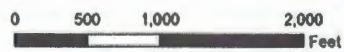
**Table 3-7
Low Priority Street Improvement Projects**

Street	Location	Full Project Description	ID	Project Type	Cost Estimate	Wards	Neighborhoods	Lead Agency
Traffic Signals at Various Intersections	Multiple Locations	Install five new Traffic Signals at various intersections based on meeting signal warrants.	206	Signal	\$3,300,000	All	All	Salem
Turner Road SE	Airway Drive SE to Gath Road SE	Improve to Minor Arterial standards with two travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters, and sidewalks.	149	Roadway	\$5,131,000	3, 2	SEMCA	Salem
Turner Road SE	Gath Road SE to UGB	Improve to Minor Arterial standards with 2 travel lanes, left-turn pockets, bike lanes, curbs, gutters, and sidewalks.	151	Roadway	\$3,502,000	3	SEMCA	Salem
Wiltsey Road SE	Battle Creek Road SE to 36th Avenue SE	Improve to Collector standards, including two travel lanes, curbs, gutters, sidewalks, and bike lanes where designated.	150	Roadway	\$2,377,000		SEMCA	Salem

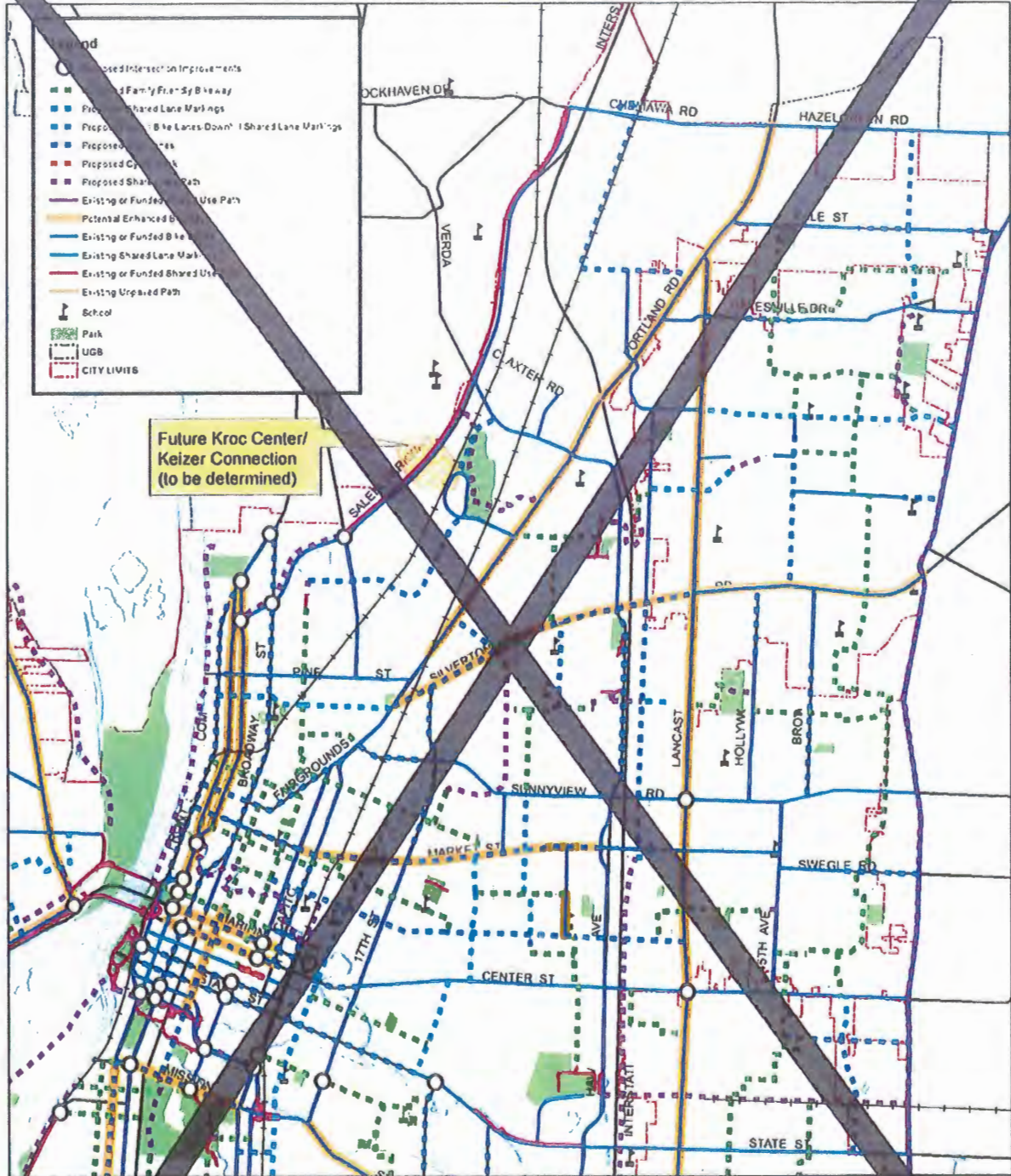


Map 7-1: Bicycle Network - Downtown Salem

Salem Transportation System Plan Bicycle System Element

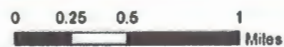


Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.

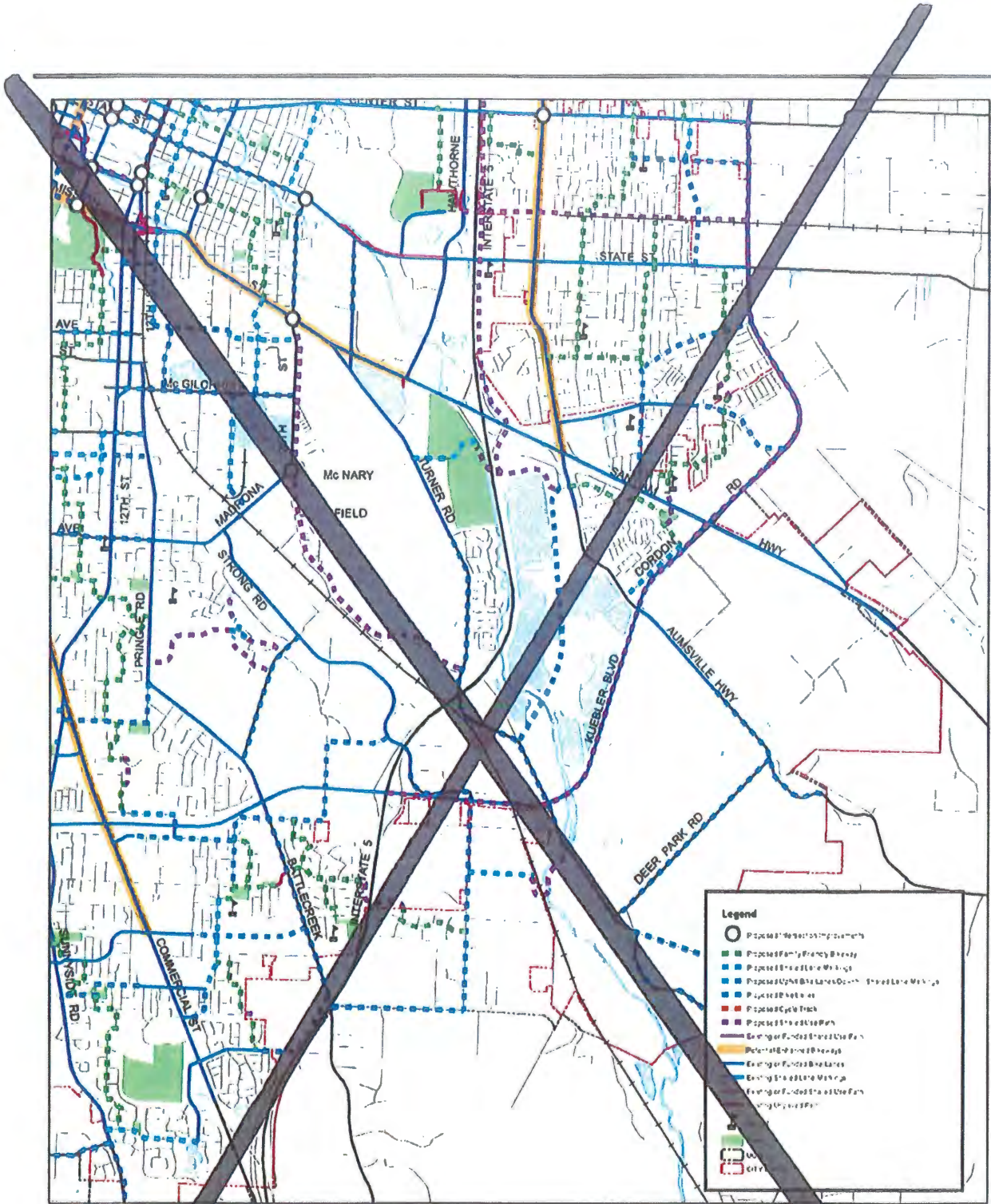


Map 7-2: Bicycle Network - Northeast Salem

Salem Transportation System Plan Bicycle System Element

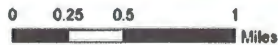


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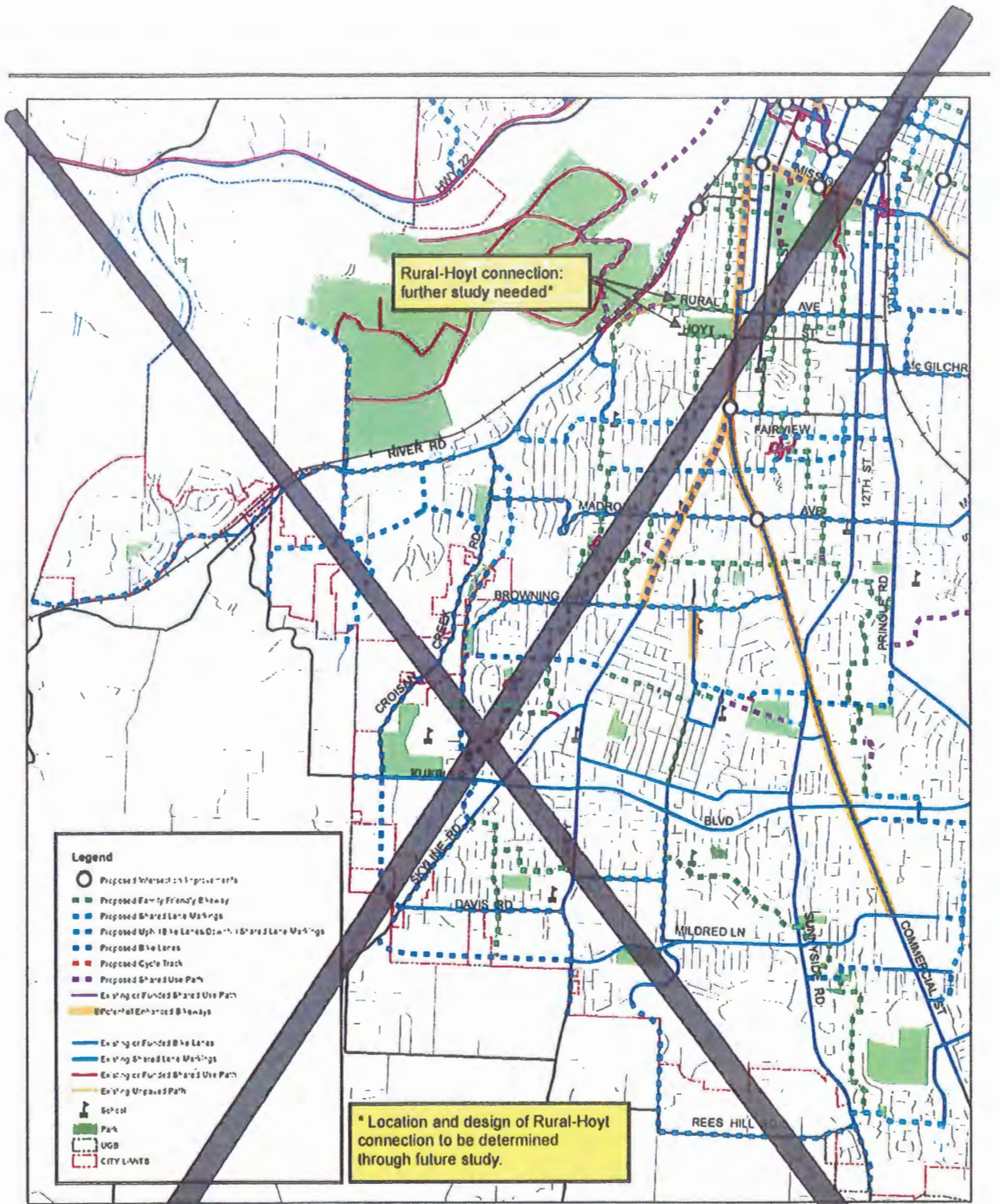


Map 7-3: Bicycle Network - Southeast Salem

Salem Transportation System Plan Bicycle System Element

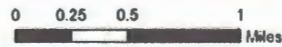


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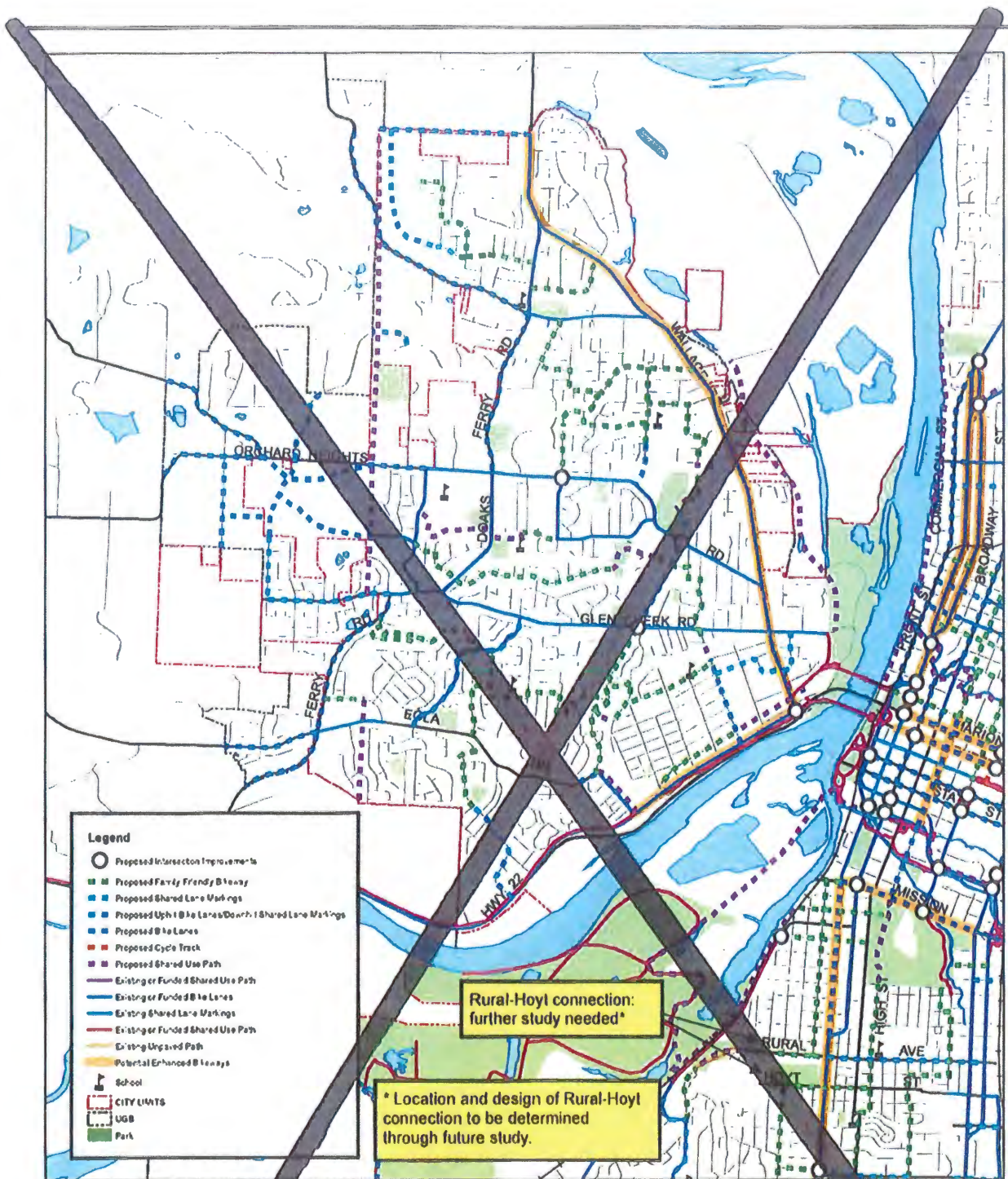


Map 7-4: Bicycle Network - South Salem

Salem Transportation System Plan Bicycle System Element

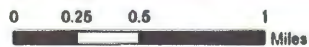


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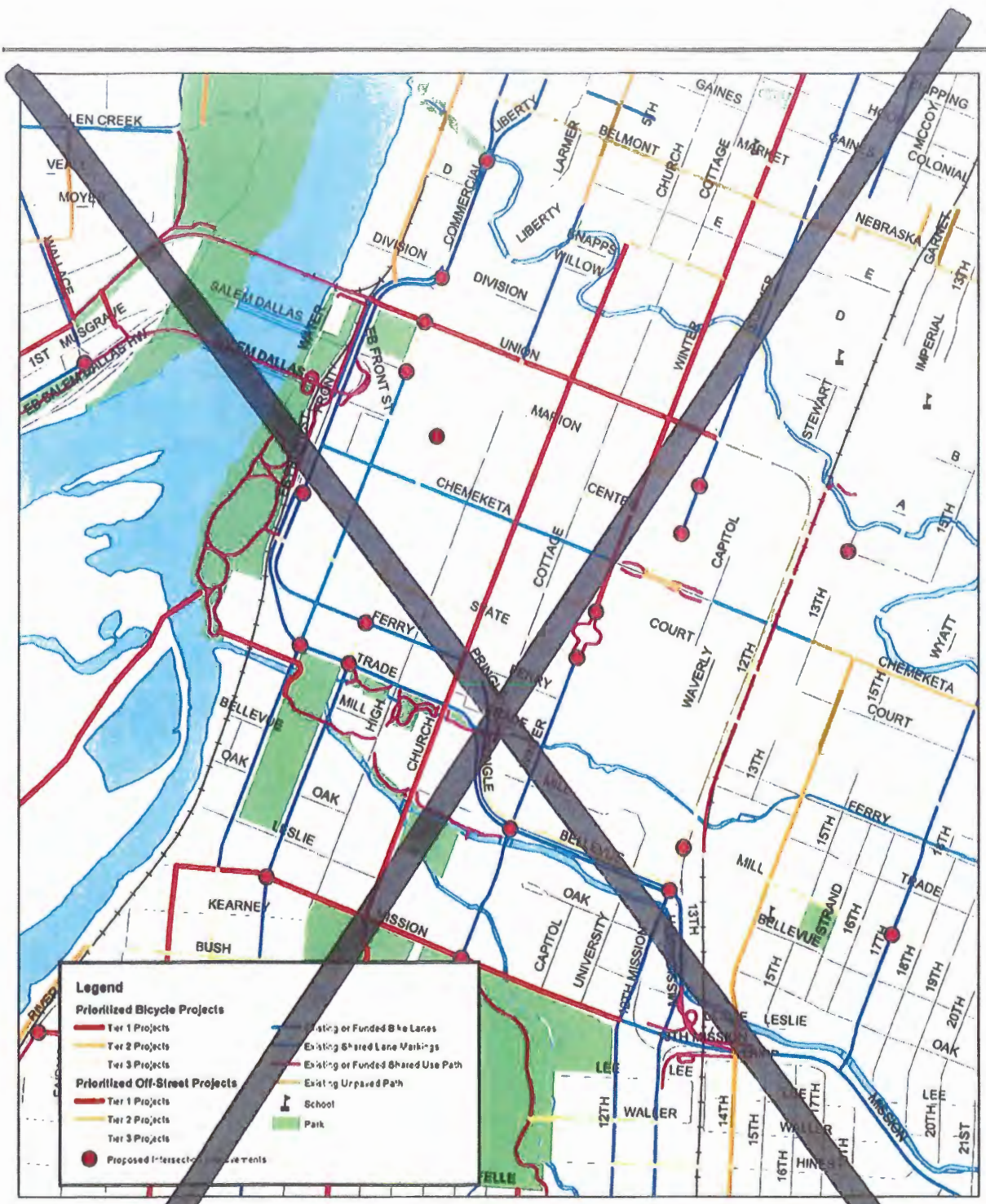


Map 7-5: Bicycle Network - West Salem

Salem Transportation System Plan Bicycle System Element

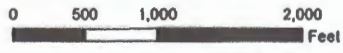


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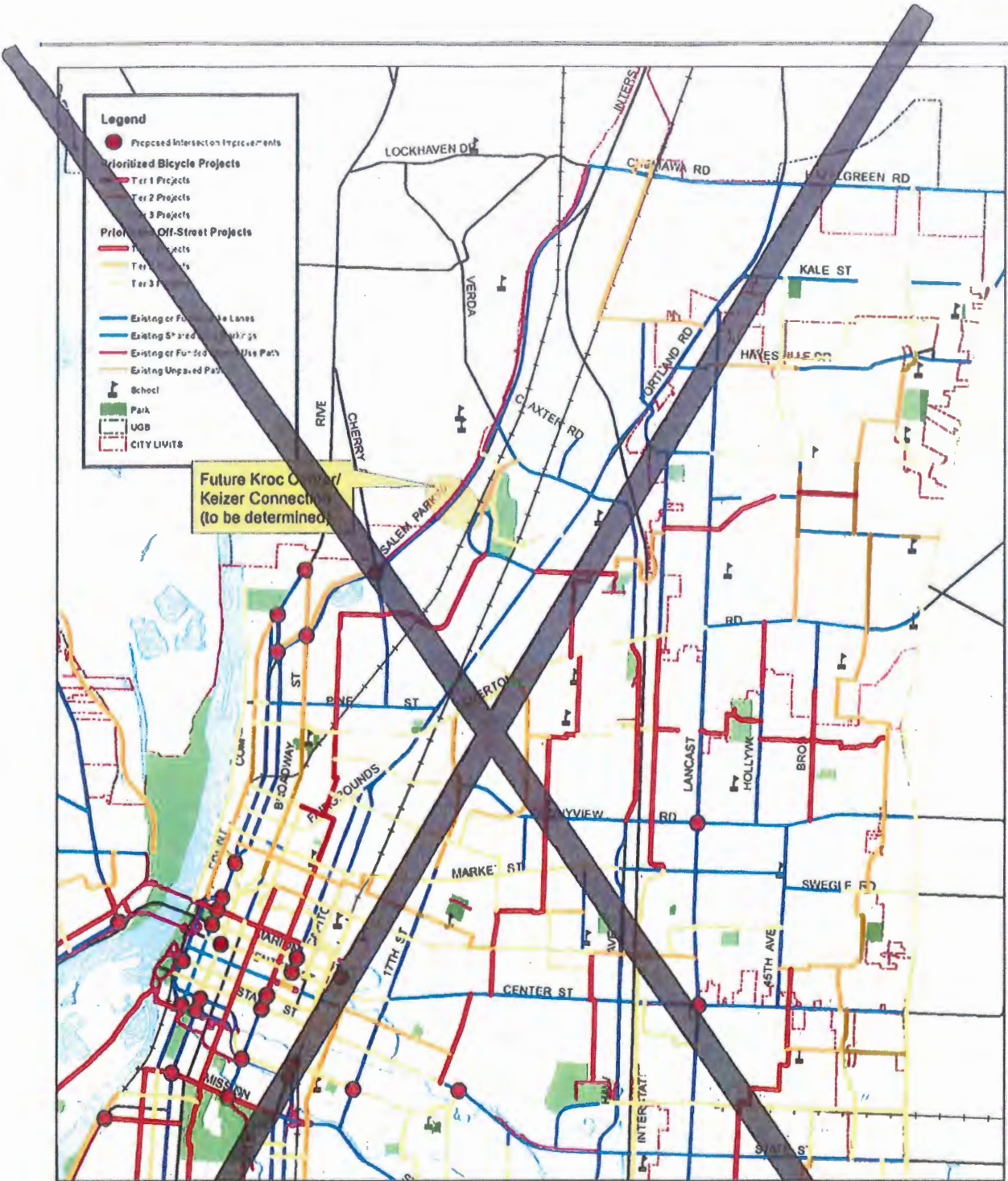


Map 7-6: Bicycle Project Priorities - Downtown Salem

Salem Transportation System Plan Bicycle System Element

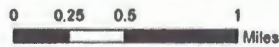


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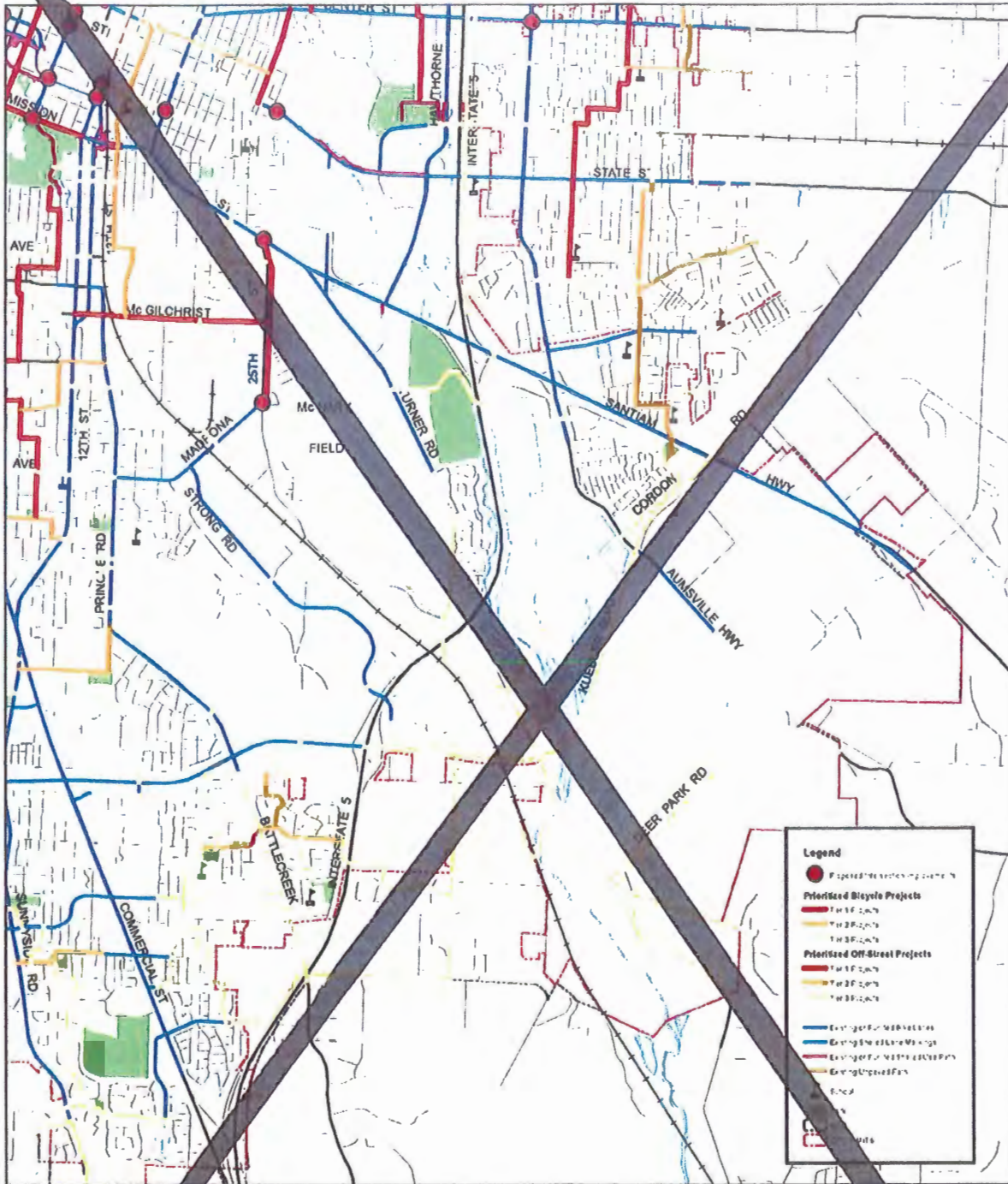


Map 7-7: Bicycle Project Priorities - Northeast Salem

Salem Transportation System Plan Bicycle System Element

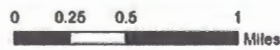


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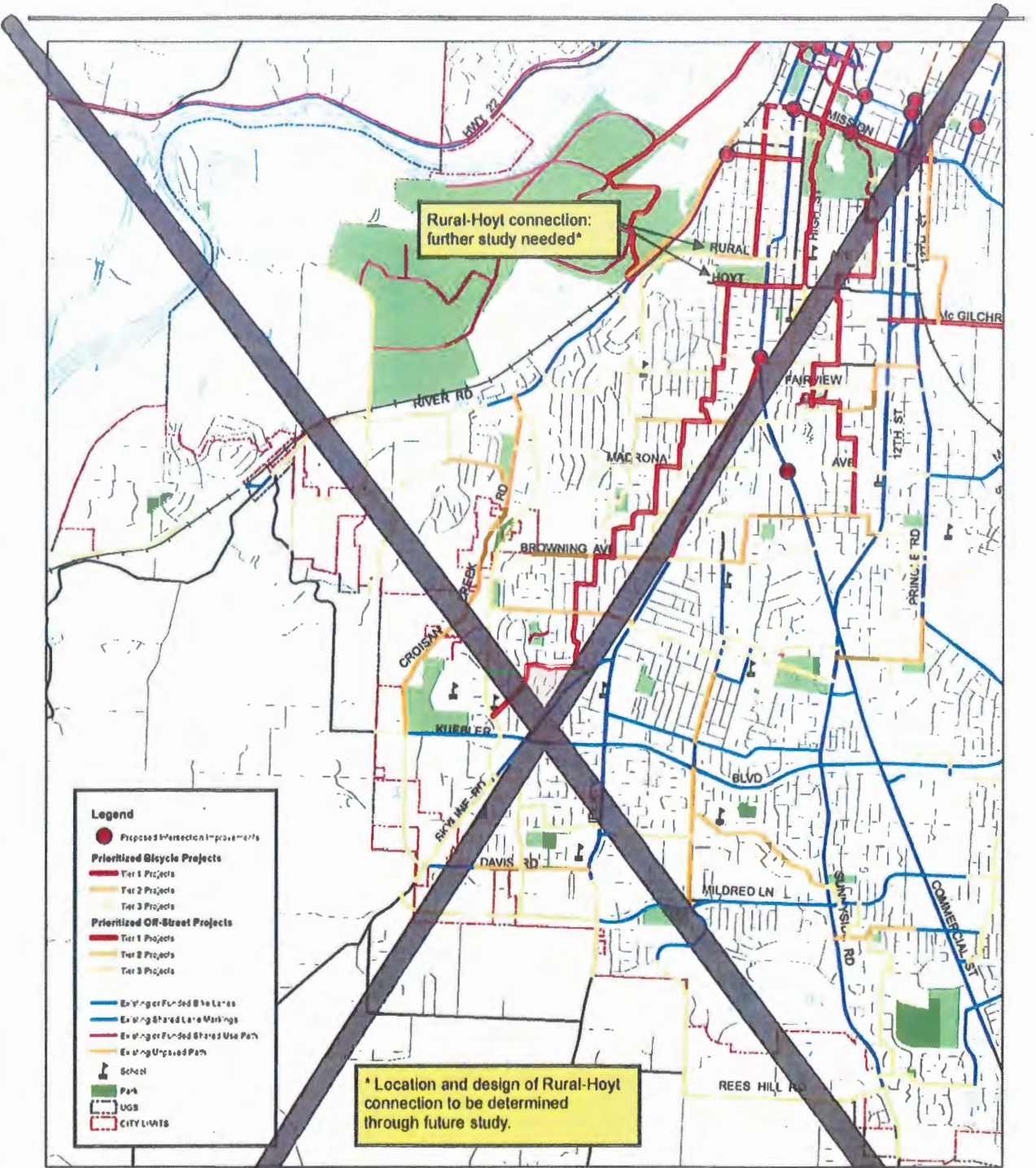


Map 7-8: Bicycle Project Priorities - Southeast Salem

Salem Transportation System Plan Bicycle System Element

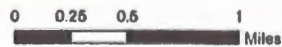


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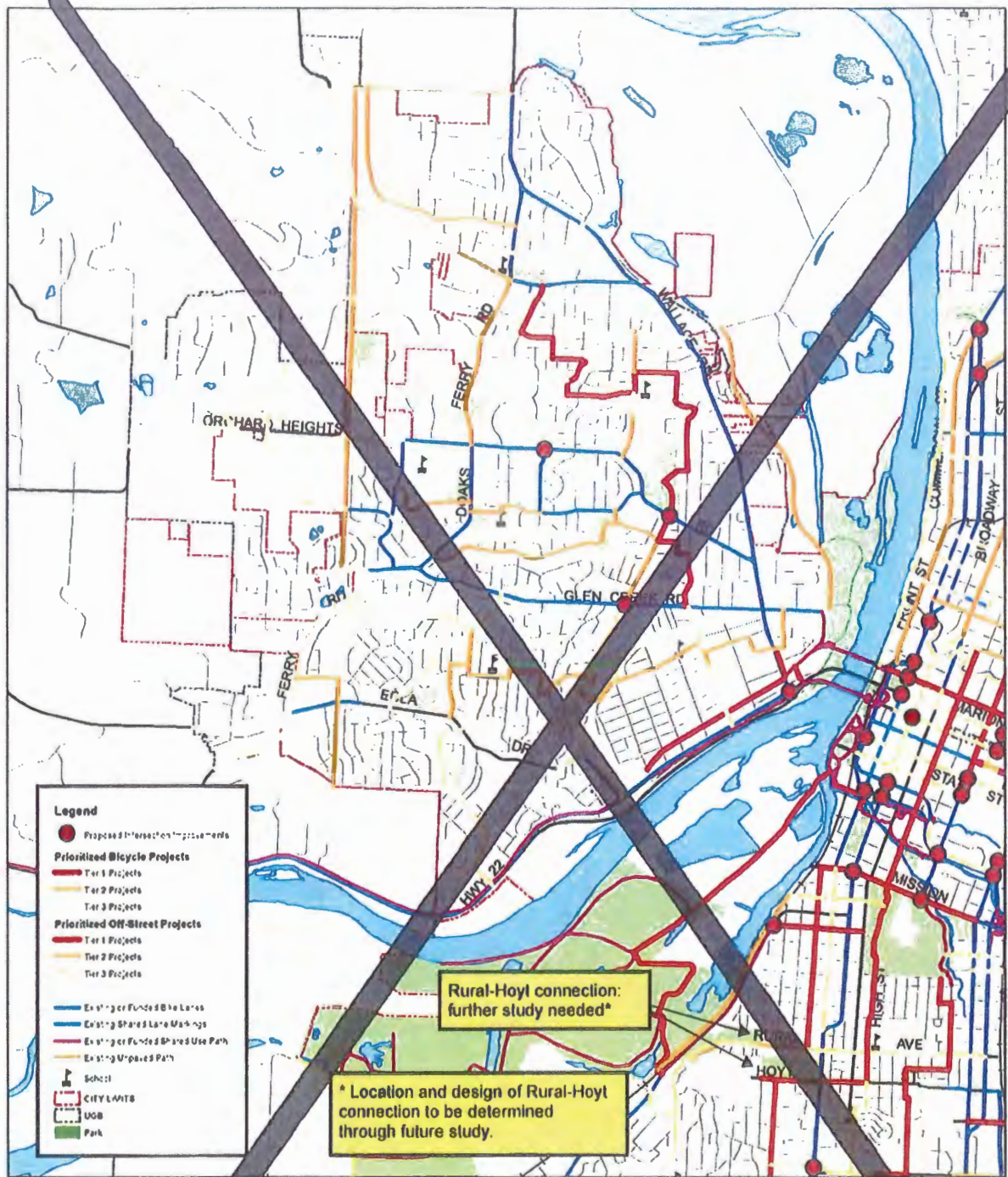


Map 7-9: Bicycle Project Prioritization - South Salem

Salem Transportation System Plan Bicycle System Element

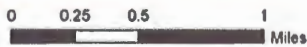


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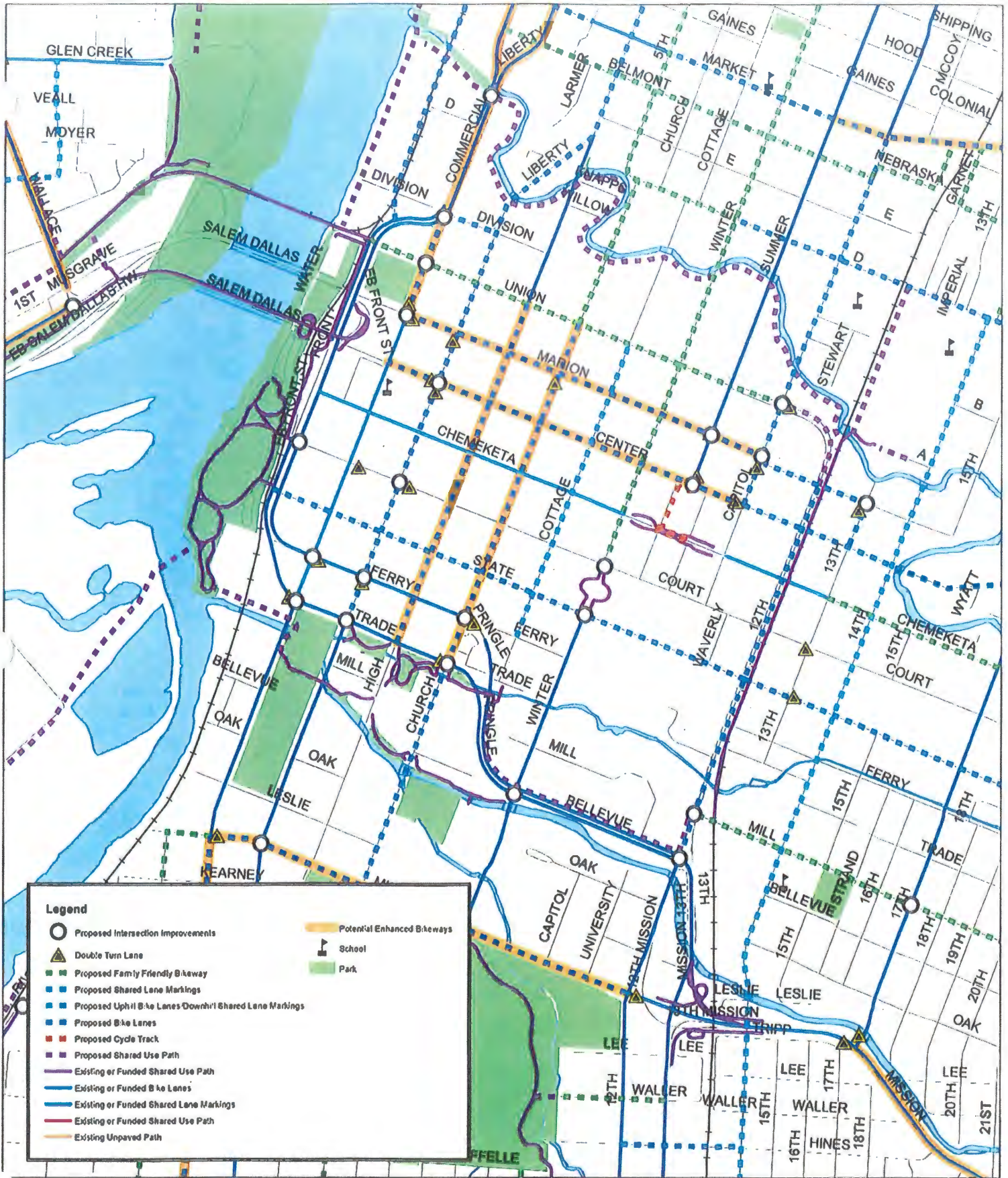


Map 7-10: Bicycle Project Prioritization - West Salem

Salem Transportation System Plan Bicycle System Element

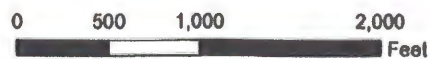


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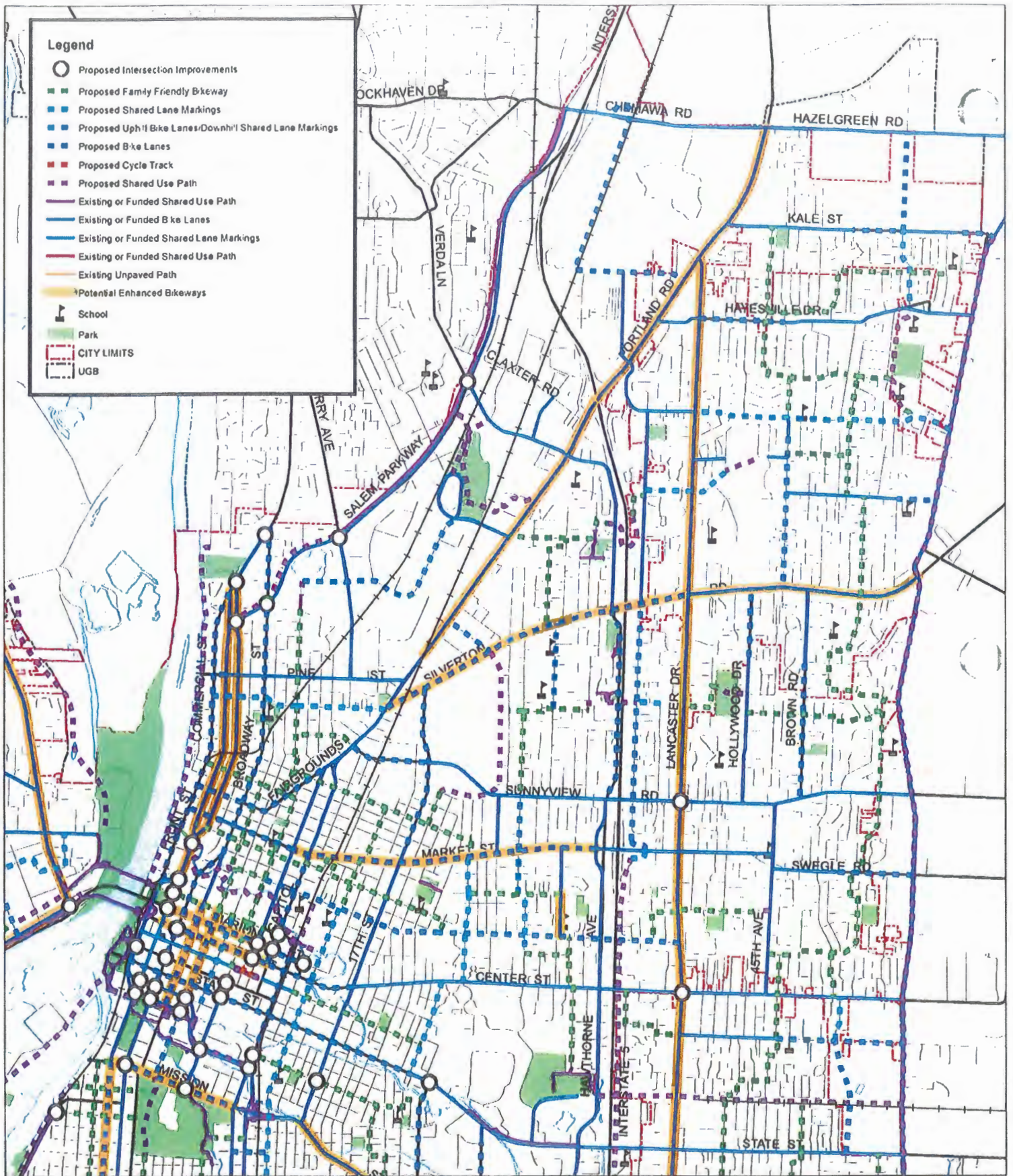


Map 7-1: Bicycle Network - Downtown Salem

Salem Transportation System Plan Bicycle System Element

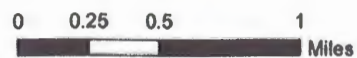


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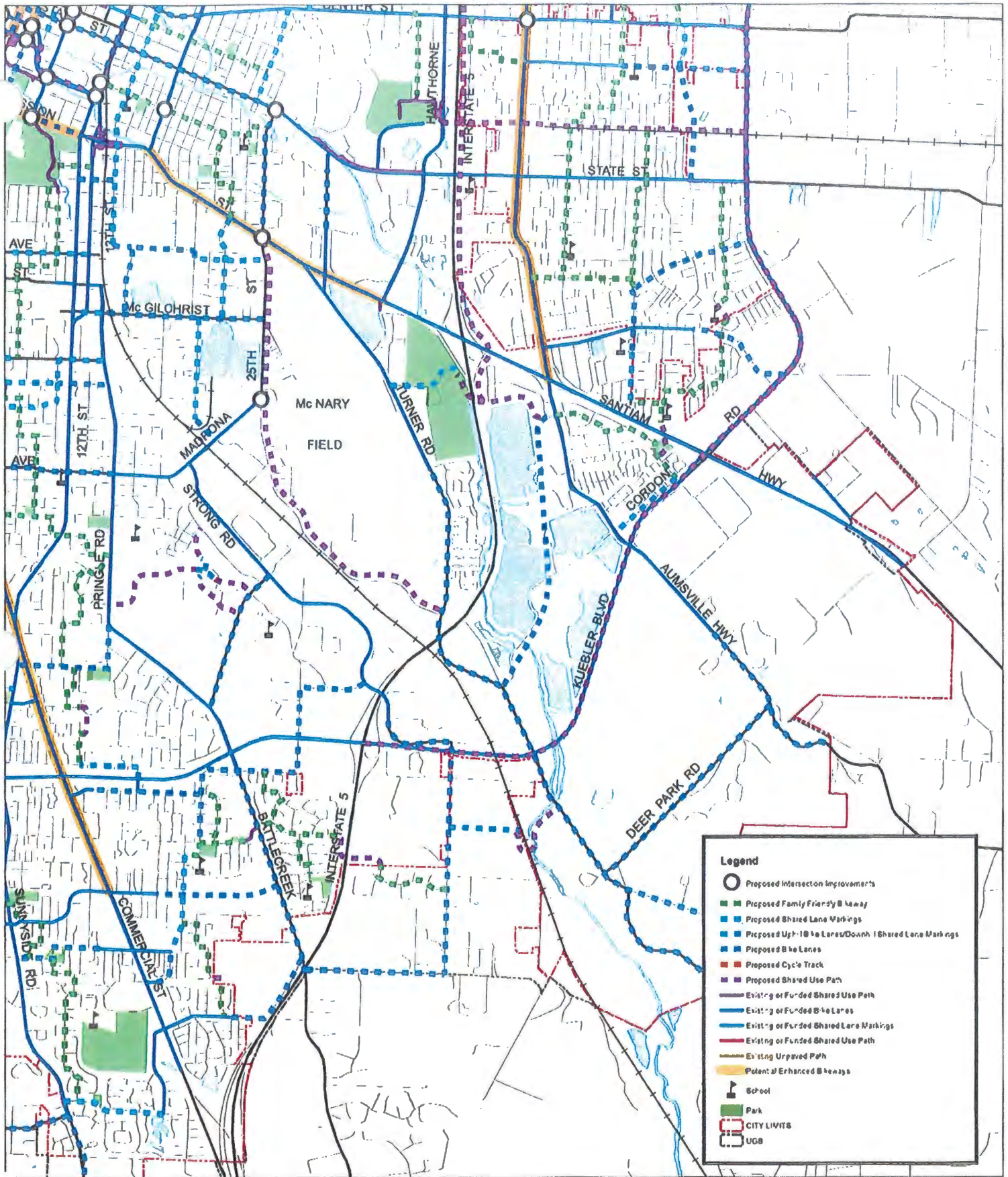


Map 7-2: Bicycle Network - Northeast Salem

Salem Transportation System Plan Bicycle System Element

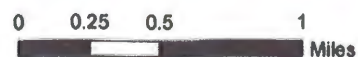


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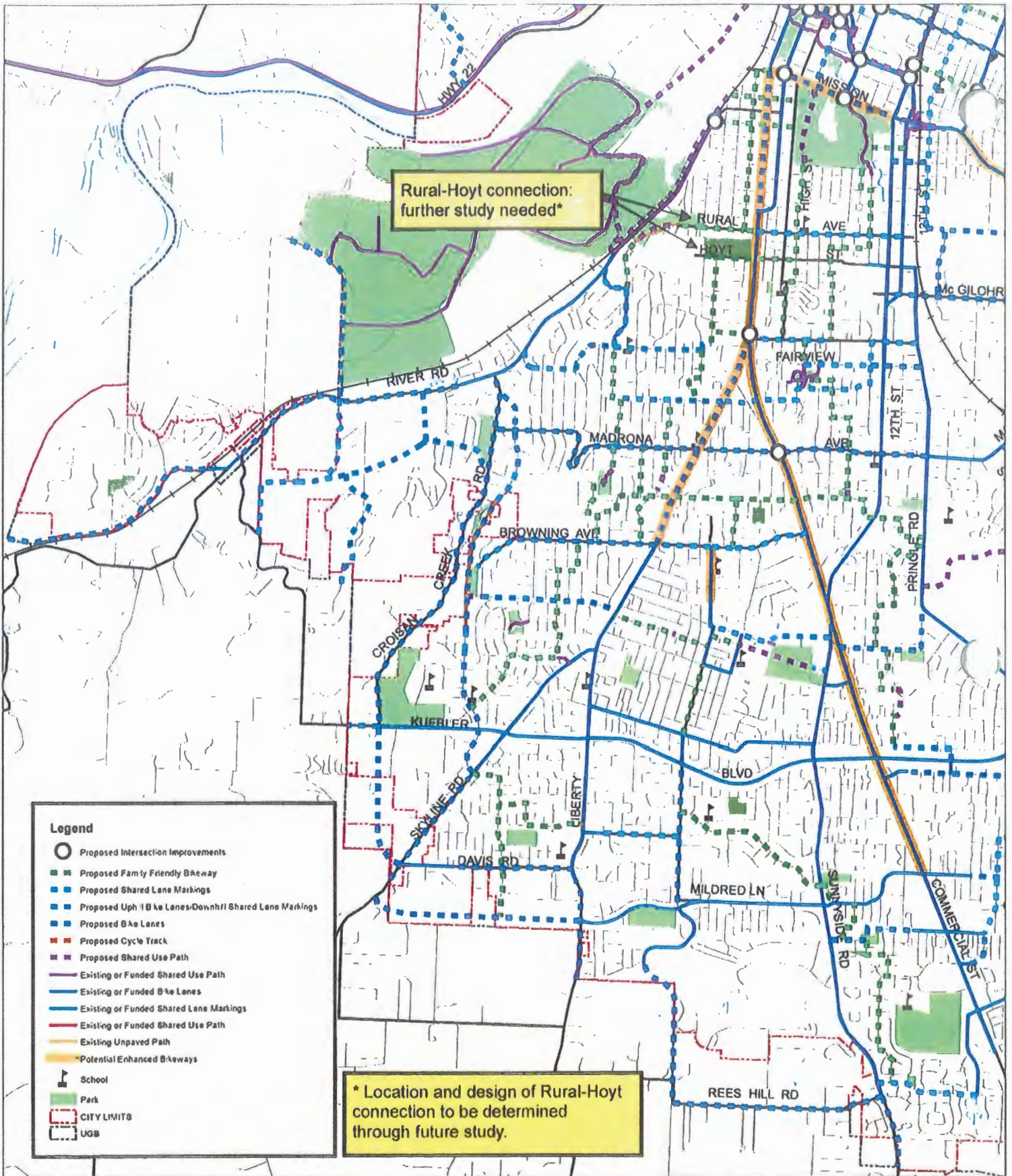


Map 7-3: Bicycle Network - Southeast Salem

Salem Transportation System Plan Bicycle System Element

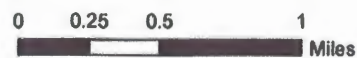


Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.

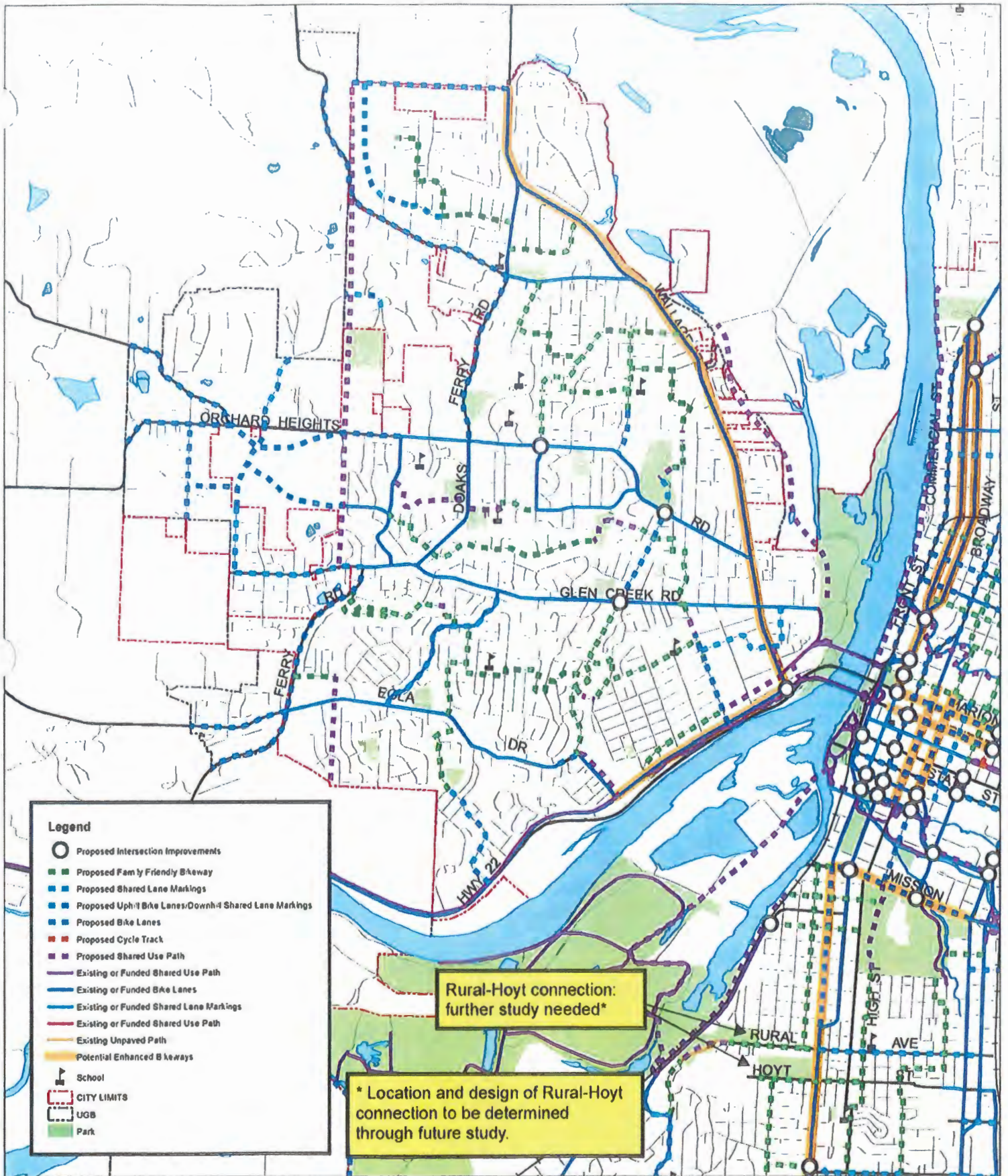


Map 7-4: Bicycle Network - South Salem

Salem Transportation System Plan Bicycle System Element

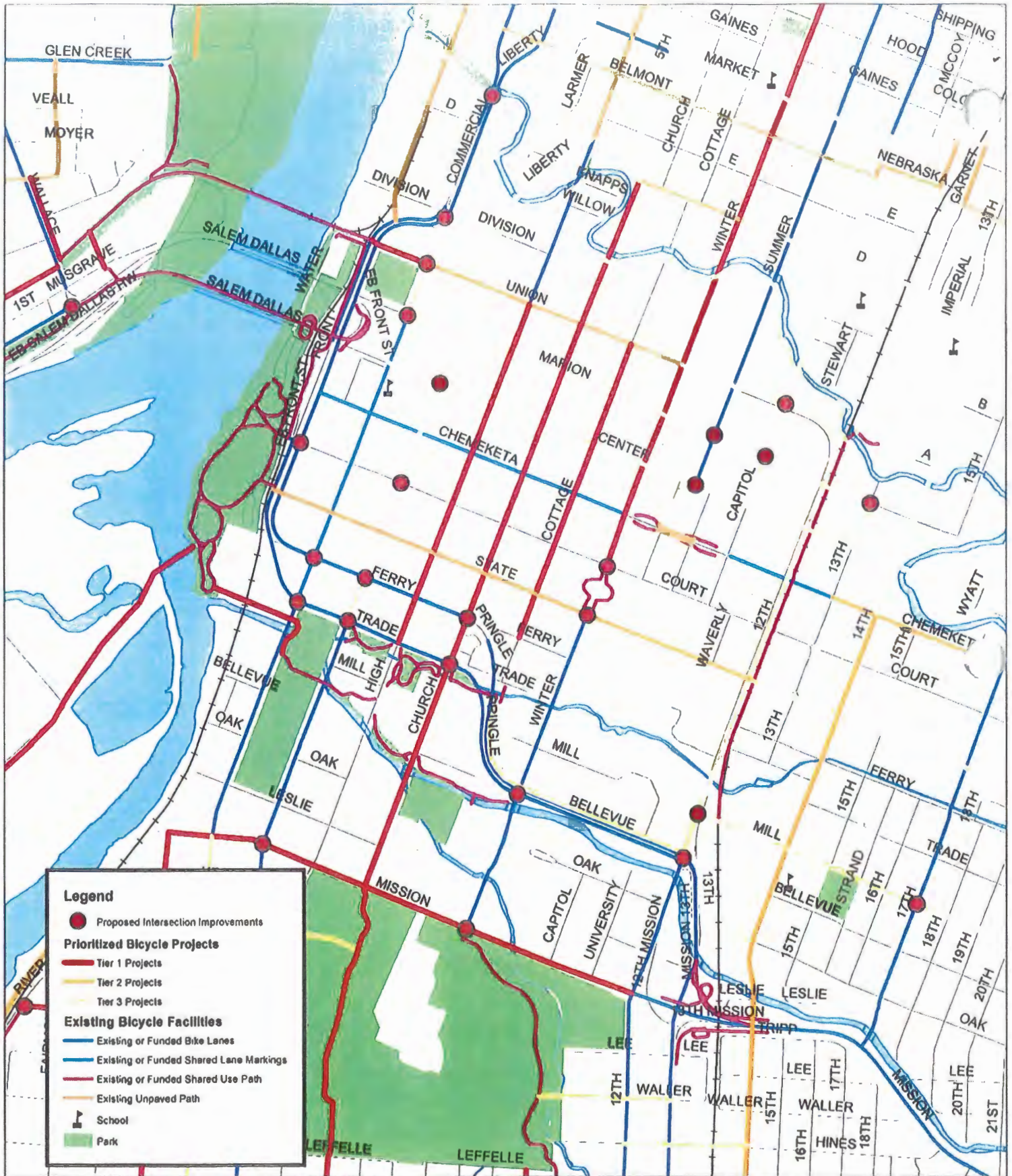


Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.



Map 7-5: Bicycle Network - West Salem



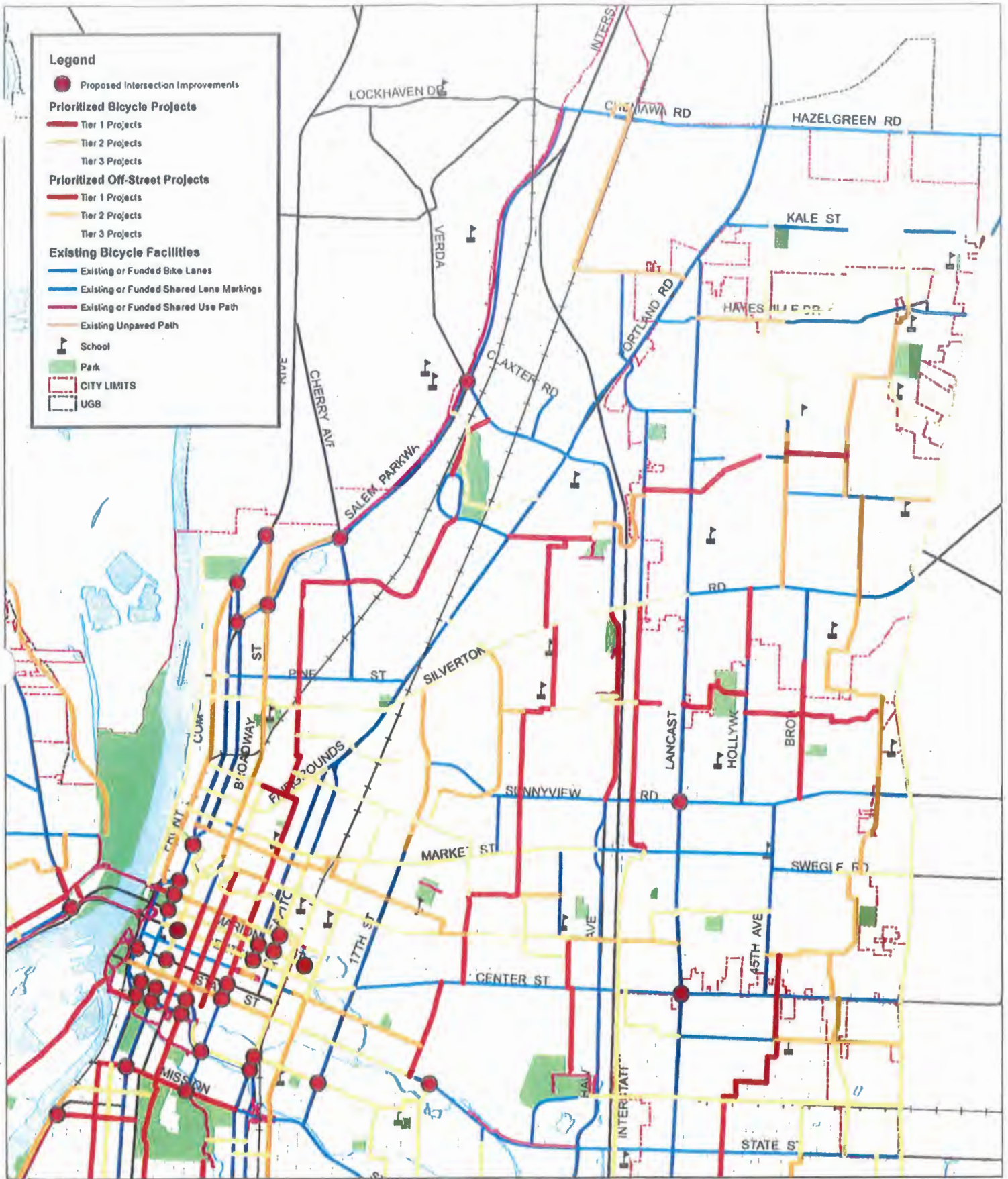


Map 7-6: Bicycle Project Priorities - Downtown Salem

Salem Transportation System Plan Bicycle System Element

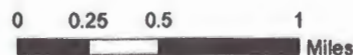


Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.

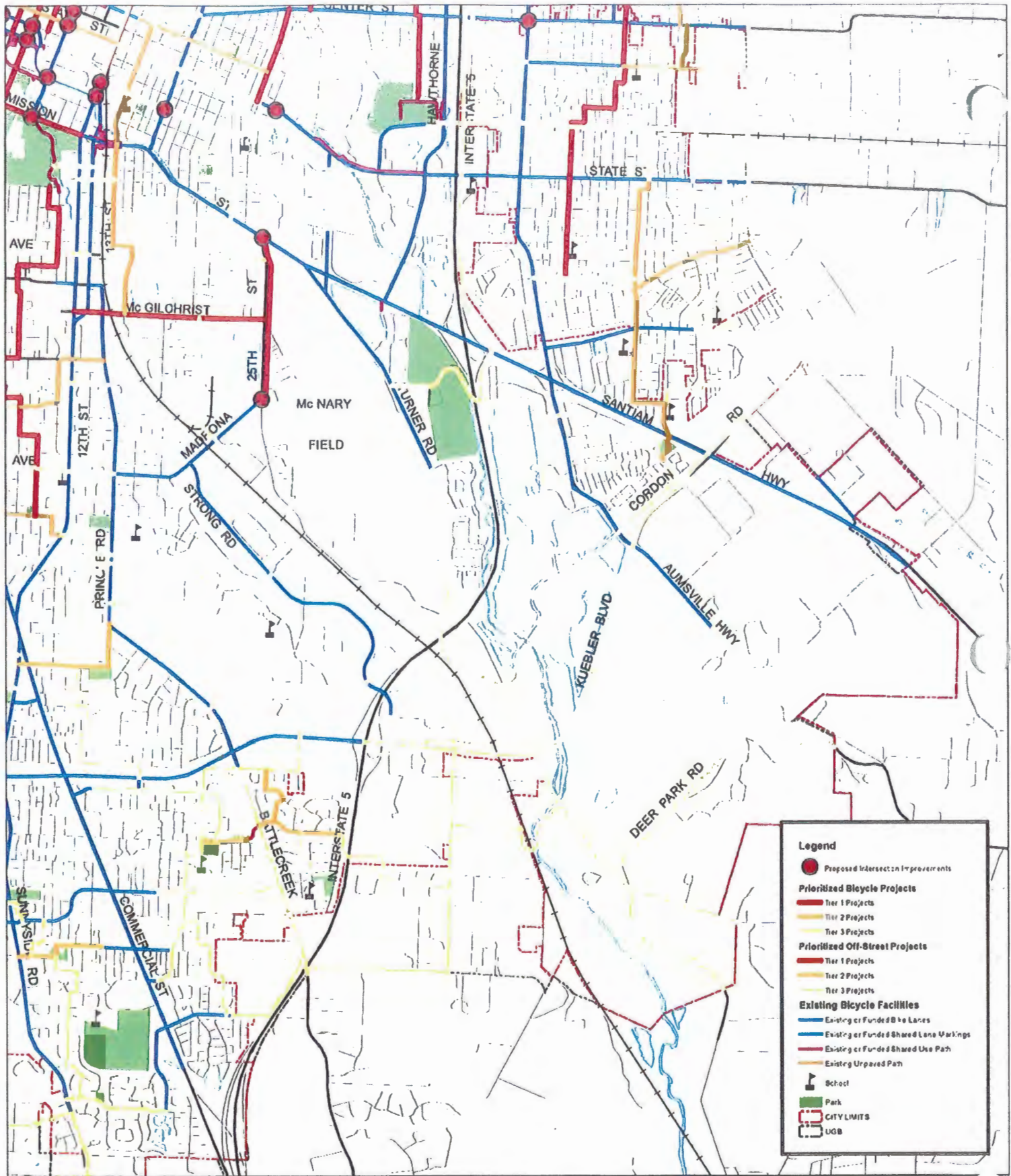


Map 7-7: Bicycle Project Priorities - Northeast Salem

Salem Transportation System Plan Bicycle System Element

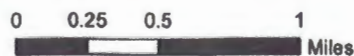


Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.

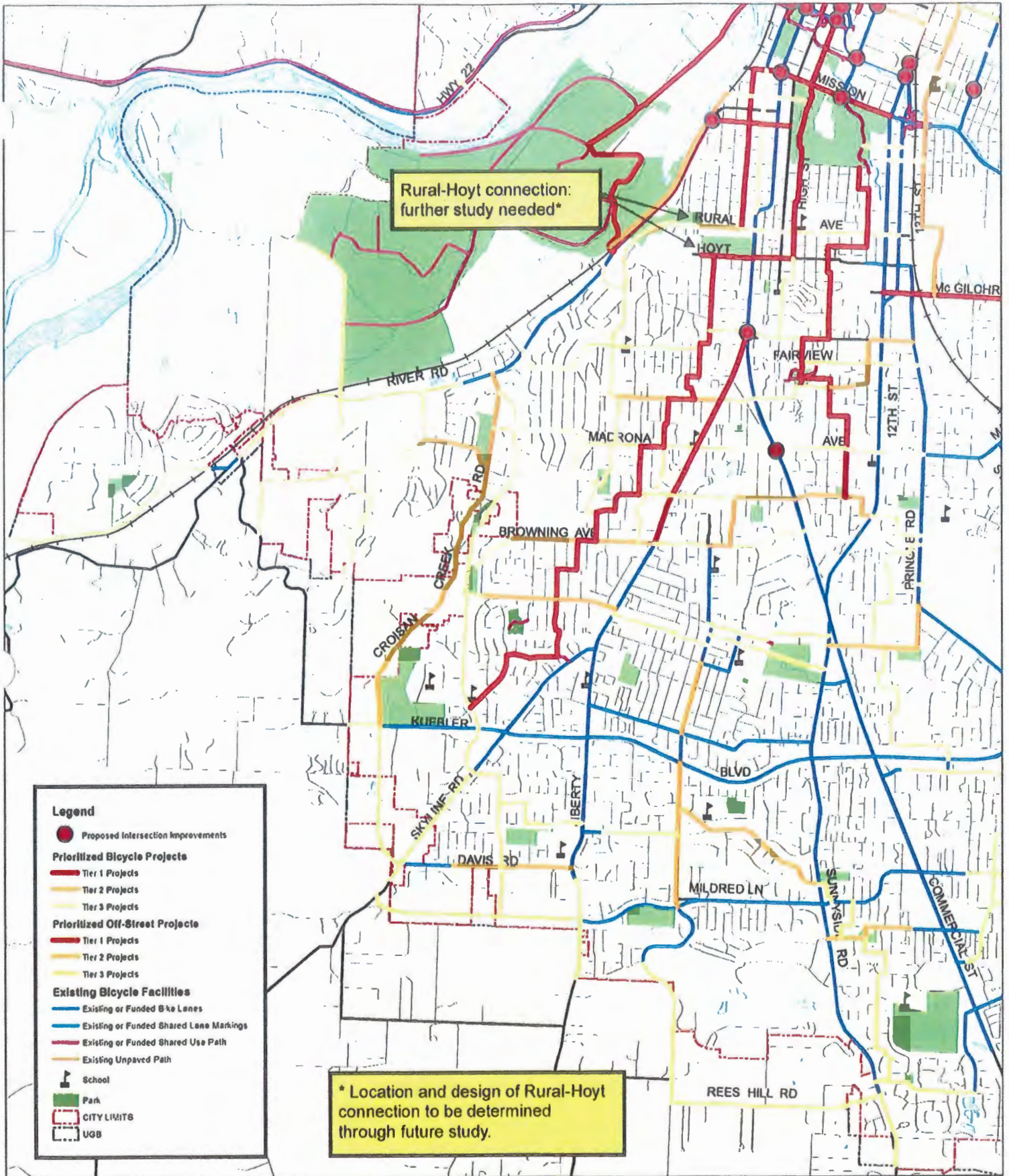


Map 7-8: Bicycle Project Priorities - Southeast Salem

Salem Transportation System Plan Bicycle System Element

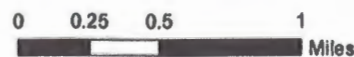


Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.

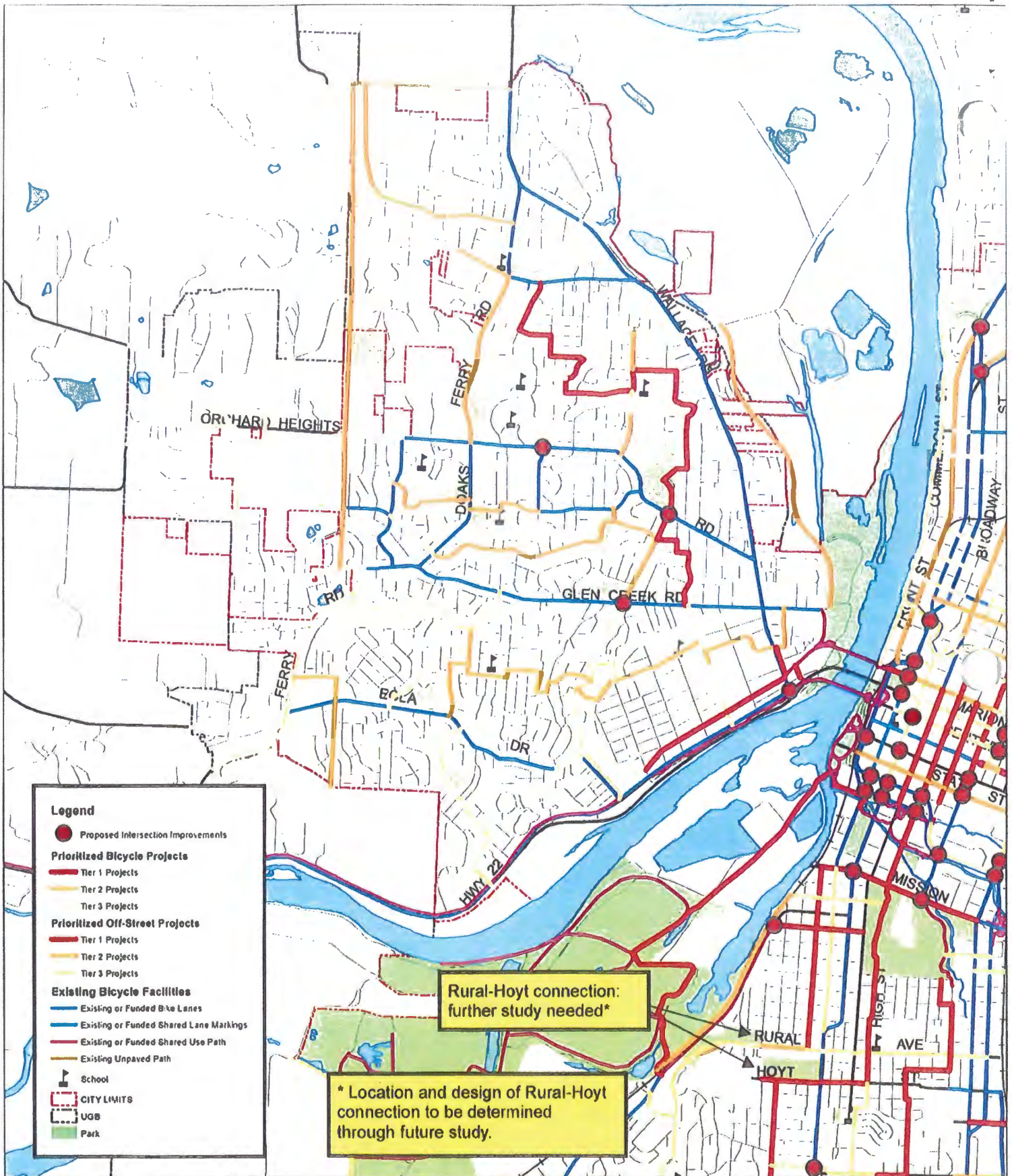


Map 7-9: Bicycle Project Prioritization - South Salem

Salem Transportation System Plan Bicycle System Element

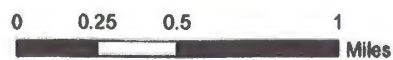


Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.



Map 7-10: Bicycle Project Prioritization- West Salem

Salem Transportation System Plan Bicycle System Element



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

Table 7-5
Recommended Tier 1 Bicycle Projects (not in priority order)

Corridor and Segments	From	To	Facility Type	Partner Agencies	Estimated Cost
Capital Mall to Keizer and Kroc Center Bike Corridor					
Winter Street NE	Court Street NE	Norway Street NE	Family-Friendly Bikeway	City of Salem	\$63,000
Norway Street NE	Winter Street NE	5th Street NE	Family-Friendly Bikeway	City of Salem	\$20,000
Cottage Street NE/Maple Avenue NE	Norway Street NE	Bliler Avenue NE	Family-Friendly Bikeway	City of Salem	\$103,000
Salem Industrial Drive NE	Western Terminus	North of Anunsen Street NE	Bike Lanes	City of Salem	*
<u>Claggett Creek Path</u>	<u>Bill Frey Drive NE</u>	<u>Hyacinth Street NE</u>	<u>Path</u>	<u>City of Salem: Urban</u> <u>Renewal Agency: City</u> <u>of Keizer: Cherriots</u>	**
Union Street Railroad Bridge to North Capitol Mall Bike Corridor—Phase 1					
Union Street NE	Front Street NE	Summer east line <u>Commercial Street NE</u>	Family-Friendly Bikeway	City of Salem; <u>Urban</u> <u>Renewal Agency</u>	\$63,000 <u>\$1,050,000</u>
Church/High Street Bike Corridor Through Downtown					
Church Street SE	Hoyt Street SE	Lefelle Street SE	Family-Friendly Bikeway	City of Salem	\$52,000
Bush's Pasture Park/Church Street SE Connector	Lefelle Street SE	Mission Street SE	Path	City of Salem	**
Church Street SE	Mission Street SE	Trade Street SE	Bike Lanes	City of Salem	\$76,000
Church <u>and High</u> Streets NE/SE	Trade Street SE	Union Street NE	Enhanced Bike Lanes	City of Salem	\$117,000 <u>\$600,000</u>
Church Street NE	Union Street NE	D Street NE	Family-Friendly Bikeway	City of Salem	\$25,000
State Street to Kroc Center Bike Corridor					
24th Street NE	State Street	Center Street NE	Shared Lane Markings	City of Salem	\$16,000
23rd Street NE	Center Street NE	Ellis Avenue NE	Shared Lane Markings	City of Salem	\$14,000
Ellis Avenue NE	23rd Street NE	Park Avenue NE	Family-Friendly Bikeway	City of Salem	\$27,000
Park Avenue NE	Ellis Avenue NE	Market Street NE	Shared Lane Markings	City of Salem	\$8,000
Park Avenue NE	Market Street NE	Sunnyview Road NE	Bike Lanes	City of Salem	\$337,000
Park Avenue NE	Sunnyview Road NE	Florence Avenue NE	Family-Friendly Bikeway	City of Salem	\$46,000
Florence Avenue NE/Chester Avenue NE	Park Avenue NE	Lansing Avenue NE	Family-Friendly Bikeway	City of Salem	\$18,000
Lansing Avenue NE	Chester Avenue NE	Silverton Road NE	Bike Lanes	City of Salem	\$525,000

* The estimated cost for these projects is included in the Street System Element.

** The estimated cost for these projects is included in the Pedestrian System Element.

Table 7-5**Recommended Tier 1 Bicycle Projects (not in priority order)**

Corridor and Segments	From	To	Facility Type	Partner Agencies	Estimated Cost
Williams Avenue NE/Edgewood Avenue NE/30th Avenue NE	Silverton Road NE	Northgate Avenue NE	Family-Friendly Bikeway	City of Salem	\$57,000
Northgate Avenue NE	Portland Road NE	Eastern Terminus	Family-Friendly Bikeway	City of Salem	\$47,000
Geer Community Park to Hoover Elementary School Bike Corridor					
Illinois Avenue NE/Vinyard Avenue NE	Monroe Avenue NE	D Street NE	Family-Friendly Bikeway	City of Salem	\$72,000
Chemeketa Community College East/West Bike Corridor					
Cooley Drive NE	Fisher Road NE	Chemeketa CC West Transit Station	Shared Lane Markings	City of Salem, CCC, Marion County	\$15,000
Chemeketa Cross Campus Path	Cooley Drive NE	Satter Drive NE	Path	City of Salem, CCC, Marion County	**
Satter Drive NE	45th Avenue NE	47th Avenue NE	Family-Friendly Bikeway	Marion County	\$33,000
McKay Park East/West Bike Corridor					
Beverly Avenue NE	Fisher Road NE	Coral Avenue NE	Shared Lane Markings	City of Salem	\$4,000
Beverly Avenue NE/Phipps Lane NE/Carolina Avenue NE	Lancaster Drive NE	Eastern Terminus of Carolina Avenue NE	Family-Friendly Bikeway	Marion County	\$33,000
McKay Park Connector	Phipps Lane NE	Hollywood Drive NE	Path	City of Salem, Marion County, SKSD	**
San Francisco Drive NE	Hollywood Drive NE	Walker Road NE	Family-Friendly Bikeway	City of Salem	\$79,000
Four Corners Elementary School and Auburn Elementary School Bike Corridor					
Elma Avenue NE/SE/Donalyn Lane NE/Deana Street NE/Monroe Avenue NE/45th Avenue NE/Barker Street NE/45th Place NE/Mitchell Street NE	Glendale Drive SE	Dean Street NE	Family-Friendly Bikeway	Marion County	\$189,000
McGilchrist Street SE - 12th Street SE to 25th Street SE Bike Corridor					
McGilchrist Street SE	Pringle Road SE	25th Street SE	Bike Lanes	City of Salem	*
McGilchrist Street SE	12th Street SE	Pringle Road SE	Shared Lane Markings	City of Salem	\$5,000
Sprague High School to South Salem High School Bike Corridor					
Justice Way Court S/Joplin Street S/12th Place S/Camellia Drive S/ Barrett Street S	Croisan Scenic Way S	Browning Avenue S	Family-Friendly Bikeway	City of Salem	\$139,000
Browning Avenue S	Barrett Street S	Neelon Drive S	Bike Lanes	City of Salem	*

* The estimated cost for these projects is included in the Street System Element.

** The estimated cost for these projects is included in the Pedestrian System Element.

Table 7-5
Recommended Tier 1 Bicycle Projects (not in priority order)

Corridor and Segments	From	To	Facility Type	Partner Agencies	Estimated Cost
Crestview Drive S/Ewald Avenue S	Browning Avenue S	Stanley Lane S	Family-Friendly Bikeway	City of Salem	\$46,000
Stanley Lane S	Ewald Avenue S	Madrona Avenue S	Family-Friendly Bikeway	City of Salem	\$26,000
Madrona Avenue S	Stanley Lane S	Winola Avenue S	Bike Lanes	City of Salem	*
Winola Avenue S	Madrona Avenue S	Salem Heights Avenue S	Family-Friendly Bikeway	City of Salem	\$28,000
Salem Heights Avenue S	Winola Avenue S	View Drive S	Uphill Bike Lane/ Downhill Shared Lane Markings	City of Salem	*
Nohlgren Street S/King Street S/Argyle Drive S	Salem Heights Avenue S	Hansen Avenue S	Family-Friendly Bikeway	City of Salem	\$37,000
Hansen Avenue S	Argyle Drive S	Mountain View Drive S	Shared Lane Markings	City of Salem	\$2,000
Mountain View Drive S	Hansen Avenue S	Hoyt Street S	Family-Friendly Bikeway	City of Salem	\$47,000
Hoyt Street S	Skopil Avenue S	Church Street SE	Family-Friendly Bikeway	City of Salem	\$51,000
Bush's Pasture Park to River Road Bike Corridor					
Miller Street S/SE	River Road S	High Street SE	Family-Friendly Bikeway	City of Salem	\$43,000
Saginaw Street S Bike Corridor					
Saginaw Street S/Mission Street S	Rural Avenue S	Commercial Street SE	Family-Friendly Bikeway	City of Salem	\$93,000
Lower Leffelle/Clark Creek Park/South Village Park Bike Corridor					
Yew Street SE/Berry Street SE/ Electric Street SE/Summer Street SE	Leffelle Street SE	Vista Avenue SE	Family-Friendly Bikeway	City of Salem	\$121,000
Clark Creek Park Connector	Vista Avenue SE	Norwood Street SE	Path	City of Salem	**
Norwood Street SE/Hulsey Avenue SE/ Morningside Street SE/Peck Avenue SE	Clark Creek Park	Harris Avenue SE	Family-Friendly Bikeway	City of Salem	\$79,000
South Village Park Connector	Harris Avenue SE	Ewald Avenue SE	Path	City of Salem	**
Pringle Creek to Minto-Brown Island Park Corridor					
Pringle Creek Path	Riverfront Park	Civic Center	Path	City of Salem	**
Minto-Brown Island Path	River Road S	Riverfront Park	Path	City of Salem	**
Orangeburg Park/Brush College Park Bike Corridor					
Lupin Lane NW/Larkspur Lane NW/Karen Way NW	Parkway Drive NW	Glen Creek Road NW	Family-Friendly Bikeway	City of Salem	\$49,000

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** The estimated cost for these projects is included in the Pedestrian System Element.

Table 7-5
Recommended Tier 1 Bicycle Projects (not in priority order)

Corridor and Segments	From	To	Facility Type	Partner Agencies	Estimated Cost
Parkway Drive NW	Lupin Lane NW	Orchard Heights Road NW	Bike Lanes	City of Salem	*
Orchard Heights Park Access Road	Orchard Heights Road NW	Northern Terminus	Shared Lane Markings	City of Salem	\$6,000
Orchard Heights Park/Hope Avenue NW Connector	Orchard Heights Park	Hope Avenue NW	Path	City of Salem	**
Hope Avenue NW/Westhaven Avenue NW	Western Terminus of Hope Avenue NW	Northern Terminus of Westhaven Avenue NW	Family-Friendly Bikeway	City of Salem	\$18,000
Westhaven Avenue NW/Harritt Drive NW	Northern Terminus of Westhaven Avenue NW	Southeast Corner of Harritt Loop NW	Path	City of Salem	**
Orchardview Avenue NW/Woodhill Street NW/Harritt Drive NW	Southeast Corner of the Loop on Harritt Drive NW	Linwood Street NW	Family-Friendly Bikeway	City of Salem	\$59,000
Linwood Street NW	Ammon Street NW	Orchardview Avenue NW	Family-Friendly Bikeway	City of Salem	\$11,000
Cerise Avenue NW/Ammon Street NW	Mousebird Avenue NW	Linwood Street NW	Family-Friendly Bikeway	City of Salem	\$40,000
Mousebird Avenue NW	Cerise Avenue NW	Lambert Street NW	Family-Friendly Bikeway	City of Salem	\$13,000
Wilark Drive NW/Waymire Street NW/Westminster Avenue NW/Lambert Street NW	Mousebird Avenue NW	Brush College Road NW	Family-Friendly Bikeway	City of Salem	\$67,000
2nd Street NW Bike Corridor					
2nd Street NW	Rosemont Avenue NW	Patterson Avenue NW	Family-Friendly Bikeway	City of Salem	\$48,000
Union Street Bridge Path Extension (far western segment)	Patterson Street NW	Murlark Avenue NW	Path	City of Salem	**
Union Street Bridge Path Extension	Murlark Avenue NW	East of Wallace Road NW	Path	City of Salem, ODOT	**
Union Street Bridge Path—Musgrave Lane NW Connector	Union Street Bridge Path	Musgrave Lane NW	Path	City of Salem	**
Wallace Road NW Path	Union Street Bridge Path	Taggart Lane NW	Path	ODOT	**
25th Street SE South of Mission Street SE Bike Corridor					
25th Street SE	Madrona Avenue SE	Mission Street SE	Path	City of Salem	**

* The estimated cost for these projects is included in the Street System Element.

** The estimated cost for these projects is included in the Pedestrian System Element.

Table 7-5
Recommended Tier 1 Bicycle Projects (not in priority order)

Corridor and Segments	From	To	Facility Type	Partner Agencies	Estimated Cost
Liberty Road S Bike Lanes					
Liberty Road S	Browning Avenue S	Commercial Street S	Enhanced Bike Lanes	City of Salem	*
Mission Street SE, Commercial Street SE to 12th Street SE, Bike Corridor					
Mission Street SE	Commercial Street SE	12th Street SE	Enhanced Bike Lanes	City of Salem	\$146,000
Hawthorne Avenue NE Bike Lanes					
Hawthorne Avenue NE	Sunnyview Road NE	Silverton Road NE	Bike Lanes	City of Salem	*
Fisher Road NE Bike Lanes					
Fisher Road NE	Existing Southern Terminus	Silverton Road NE	Bike Lanes	City of Salem	*
Fisher Road NE	Market Street NE	Existing Southern Terminus	Bike Lanes	City of Salem	*
Hollywood Drive NE Bike Lanes					
Hollywood Drive NE	Hollyridge Loop NE	Silverton Road NE	Bike Lanes	Marion County	*
Brown Road NE Bike Lanes					
Brown Road NE	Sunnyview Road NE	Glendale Avenue NE	Bike Lanes	City of Salem	*
Cottage Street NE/SE Bike Corridor					
<u>Cottage Street NE/SE</u>	<u>Union Street NE</u>	<u>Ferry Street SE</u>	<u>Shared Lane Markings</u>	<u>City of Salem</u>	<u>*</u>

* The estimated cost for these projects is included in the Street System Element.

** The estimated cost for these projects is included in the Pedestrian System Element.

Table 7-6
Recommended Tier 2 Bicycle Projects By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost
Downtown	Capitol Mall Cycle Track (one-way eastbound)	East of Winter Street NE	West of Capitol Street NE	Cycle Track	City of Salem	\$40,000
Downtown	Capitol Mall Cycle Track (one-way westbound)	West of Capitol Street NE	East of Winter Street NE	Cycle Track	City of Salem	\$40,000
<u>Downtown</u>	<u>State Street</u>	<u>Front Street</u>	<u>12th Street</u>	<u>Bike Lanes</u>	<u>City of Salem</u>	<u>*</u>
<u>Downtown</u>	<u>Union Street NE-Phase 2</u>	<u>Commercial Street NE</u>	<u>Winter Street NE</u>	<u>Family-Friendly Bikeway</u>	<u>City of Salem</u>	<u>\$1,500,000</u>
Northeast	D Street NE	22nd Street NE	23rd Street NE	Bike Lanes	City of Salem	\$160,000
Northeast	D Street NE	Vinyard Avenue NE	Lancaster Drive NE	Bike Lanes	City of Salem	\$687,000
Northeast	D Street NE	5th Street NE	Winter Street NE	Family-Friendly Bikeway	City of Salem	\$18,000
Northeast	17th Street NE	Pearl Street NE	Silverton Road NE	Bike Lanes	City of Salem	*
Northeast	32nd Place NE/ Rockingham Court NE	Wooddale Avenue NE	Eastern Terminus of Rockingham Court NE	Family-Friendly Bikeway	City of Salem	\$12,000
Northeast	35th Place NE	Southern Terminus	Fisher Road NE	Family-Friendly Bikeway	Marion County	\$18,000
Northeast	45th Avenue NE	Silverton Road NE	Letteken Way NE	Bike Lanes	Marion County	*
Northeast	47th Avenue NE	Herrin Road NE	Ward Drive NE	Family-Friendly Bikeway	Marion County	\$65,000
Northeast	Auburn Road NE	45th Place NE	UGB	Bike Lanes	Marion County	*
Northeast	Belmont Street NE/ Nebraska Street NE/ 12th Street SE	Commercial Street NE	Market Street NE	Family-Friendly Bikeway	City of Salem	\$84,000
Northeast	Bill Frey Extension	Kroc Center	Hyacinth Street NE	Bike Lanes	City of Salem	*
Northeast	Blossom Drive NE/Indian School Road NE	Portland Road NE	Chemawa Road NE	Bike Lanes	City of Salem, Marion County	*
Northeast	Broadway Street NE	Pine Street NE	Salem Parkway NE	Bike Lanes	City of Salem	\$79,000
Northeast	Broadway Street NE	Salem Parkway NE	River Road N	Bike Lanes	City of Salem	\$83,000
Northeast	Broadway Street NE	E Street NE	Pine Street NE	Bike Lanes	City of Salem	\$201,000
Northeast	Chemeketa Street NE	13th Street NE	24th Street NE	Family-Friendly Bikeway	City of Salem	\$76,000
Northeast	Dean Street NE	45th Avenue NE	Eastern Terminus	Family-Friendly Bikeway	City of Salem	\$12,000
Northeast	Ellis Avenue NE	Park Avenue NE	Savage Road NE	Family-Friendly Bikeway	City of Salem	\$24,000
Northeast	Florence Avenue NE/ Chester Avenue NE	West of Evergreen Street NE	Lansing Avenue NE	Family-Friendly Bikeway	City of Salem	\$8,000

* The estimated cost for these projects is included in the Street System Element.

Table 7-6
Recommended Tier 2 Bicycle Projects By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost
Northeast	Front Street NE	South of Division Street NE	Riviera Drive NE	Bike Lanes	City of Salem	*
Northeast	Garnet Street NE/ Nebraska Avenue NE/22nd Street NE	Market Street NE	D Street NE	Family-Friendly Bikeway	City of Salem	\$84,000
Northeast	Greencrest Street NE	Auburn Road NE	Center Street NE	Shared Lane Markings	City of Salem	\$7,000
Northeast	Hayesville Drive NE	Lancaster Drive NE	Lisa Street NE	Bike Lanes	City of Salem, Marion County	*
Northeast	Herrin Road NE	Middle Grove Drive NE	Cordon Road NE	Bike Lanes	Marion County	*
Northeast	Jade Street NE	47th Avenue NE	Eastern Terminus	Family-Friendly Bikeway	Marion County	\$19,000
Northeast	Royalty Drive NE	Center Street NE	Regal Drive NE	Family-Friendly Bikeway	City of Salem	\$25,000
Northeast	Scepter Way NE/Regal Drive NE/Princess Lane NE	Southern Terminus of Scepter Way NE	Swegle Road NE	Family-Friendly Bikeway	City of Salem	\$76,000
Northeast	Walker Road NE/ Carolina Avenue NE/ Randi Lane NE/48th Avenue NE	Swegle Road NE	Herrin Road NE	Family-Friendly Bikeway	City of Salem, Marion County	\$243,000
South	Ash Avenue SE	Browning Avenue SE	Ewald Avenue SE	Family-Friendly Bikeway	City of Salem	\$27,000
South	Browning Avenue S	Neelon Drive S	Liberty Road S	Bike Lanes	City of Salem	*
South	Browning Avenue S	West of Cloud Drive S	Barrett Street S	Bike Lanes	City of Salem	*
South	Browning Avenue SE	Lone Oak Road SE	Ash Avenue SE	Shared Lane Markings	City of Salem	\$4,000
South	Croisan Creek Road S	Kuebler Road S	River Road S	Bike Lanes	City of Salem, Marion County	*
South	Cunningham Lane S	Cloudview Drive S	Liberty Road S	Bike Lanes	City of Salem	*
South	Davis Road S	West of Red Leaf Drive S	Liberty Road S	Bike Lanes	City of Salem	*
South	Ewald Avenue SE/Oakhill Avenue SE	Ash Avenue SE	12th Street SE	Family-Friendly Bikeway	City of Salem	\$86,000
South	Heath Street S	Existing Western Terminus	Croisan Scenic Way S	Uphill Bike Lanes/Downhill Shared Lane Markings	City of Salem	\$257,000
South	Lone Oak Road SE	Mildred Lane SE	Kuebler Boulevard SE	Bike Lanes	City of Salem	*

* The estimated cost for these projects is included in the Street System Element.

Table 7-6
Recommended Tier 2 Bicycle Projects By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost
South	Lone Oak Road SE	Boone Road SE	Hrubetz Road SE	Family-Friendly Bikeway	City of Salem	\$39,000
South	Ratcliff Drive SE/Bluff Avenue SE/Fairview Avenue SE	Hulsey Avenue SE	Pringle Road SE	Shared Lane Markings	City of Salem	\$20,000
South	Rural Avenue S	John Street S	Saginaw Street S	Family-Friendly Bikeway	City of Salem	\$25,000
South	Salem Heights Avenue S	View Drive S	Liberty Road S	Uphill Bike Lanes/Downhill Shared Lane Markings	City of Salem	*
South	Salem Heights Avenue S	Crestview Drive S	Winola Avenue S	Uphill Bike Lanes/Downhill Shared Lane Markings	City of Salem	*
South	Valleywood Drive SE	Lone Oak Road SE	Sunnyside Road SE	Family-Friendly Bikeway	City of Salem	\$93,000
Southeast	14th Avenue NE/SE	Oxford Street SE	Chemeketa Street NE	Shared Lane Markings	City of Salem	\$36,000
Southeast	16th Street SE	McGilchrist Street SE	Oxford Street SE	Bike Lanes	City of Salem	\$421,000
Southeast	46th Place SE/ Wildcherry Drive SE	Southern Terminus of 46th Place SE	Connecticut Street SE	Family-Friendly Bikeway	City of Salem	\$28,000
Southeast	Baxter Road SE	Reed Lane SE	East of Salal Street SE	Family-Friendly Bikeway	City of Salem	\$26,000
Southeast	Connecticut Street SE	Grouse Drive SE	Macleay Road SE	Bike Lanes	City of Salem	\$393,000
Southeast	Connecticut Street SE	Wildcherry Drive SE	Grouse Drive SE	Shared Lane Markings	City of Salem	\$8,000
Southeast	Connecticut Street SE/48th Court SE	Pennsylvania Avenue SE	State Street	Family-Friendly Bikeway	Marion County	\$64,000
Southeast	Eastlake Drive SE	Battle Creek Road SE	Landon Street SE	Family-Friendly Bikeway	City of Salem	\$46,000
Southeast	Hilfiker Lane SE/Hillrose Street SE	Sunnyside Road SE	Pringle Road SE	Bike Lanes	City of Salem	*
Southeast	Metolius Avenue SE/ Foxhaven Drive SE/ Cultus Avenue SE	Eastlake Drive SE	Boone Road SE	Family-Friendly Bikeway	City of Salem	\$37,000
Southeast	Oxford Street SE	14th Street SE	16th Street SE	Bike Lanes	City of Salem	\$114,000
Southeast	Pennsylvania Avenue SE	Connecticut Street SE	Cordon Road SE	Bike Lanes	Marion County	\$140,000
Southeast	Wiltsey Road SE	Sunnyside Road SE	Madelyn Avenue SE	Bike Lanes	City of Salem	*
West	7th Street NW/Taggart Drive NW	Patterson Street NW	Wallace Road NW	Shared Lane Markings	City of Salem	\$12,000

* The estimated cost for these projects is included in the Street System Element.

Table 7-6
Recommended Tier 2 Bicycle Projects By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost
West	Brush College Road NW	Conner Street NW	Doaks Ferry Road NW	Bike Lanes	City of Salem, Polk County	*
West	Chapman Hill Drive NW	Chapman Hill Elementary School Entrance	Mousebird Avenue NW	Family-Friendly Bikeway	City of Salem	\$19,000
West	Chapman Park Access Road	Chapman Hill Drive NW	Southern Terminus	Family-Friendly Bikeway	City of Salem	\$4,000
West	Christina Street NW	West of Redfir Court NW	Doaks Ferry Road NW	Family-Friendly Bikeway	City of Salem	*
West	Christina Street NW	Cherry Blossom Drive NW	West of Redfir Court NW	Family-Friendly Bikeway	City of Salem	*
West	Christina Street NW	West of Elliot Street NW	Cherry Blossom Drive NW	Shared Lane Markings	City of Salem	*
West	Christina Street NW	West of Elliot Street NW	Michigan City Lane NW	Uphill Bike Lanes/Downhill Shared Lane Markings	City of Salem	*
West	Doaks Ferry Road NW	Orchard Heights Road NW	Brush College Road NW	Bike Lanes	City of Salem, Polk County	*
West	Gehlar Road NW	Doaks Ferry Road NW	Future BPA Corridor Trail	Family-Friendly Bikeway	City of Salem	\$21,000
West	Islander Avenue NW/ Ptarmigan Street NW	Doaks Ferry Road NW	Eastern Terminus of Ptarmigan Street NW	Family-Friendly Bikeway	City of Salem	\$84,000
West	Linwood Street NW	Orchard Heights Road NW	South of Goldcrest Avenue NW	Bike Lanes	City of Salem	*
West	Linwood Street NW	Orchardview Avenue NW	River Bend Road NW	Family-Friendly Bikeway	City of Salem	\$18,000
West	Lupin Lane NW	West of Parkway Drive NW	Parkway Drive NW	Family-Friendly Bikeway	City of Salem	\$7,000
West	Michigan City Lane NW	Western Terminus	Wallace Road NW	Bike Lanes	Polk County	*
West	Mule Deer Street NW/ Desert Deer Avenue NW	Eola Drive NW	Whitetail Deer Street NW	Family-Friendly Bikeway	City of Salem	\$34,000
West	Parkway Drive NW	Glen Creek Road NW	Lupin Lane NW	Bike Lanes	City of Salem	\$397,000
West	Patterson Street NW	8th Street NW	7th Street NW	Bike Lanes	City of Salem	\$11,000
West	Piedmont Avenue NW/8th Street NW	Cascade Drive NW	Patterson Street NW	Family-Friendly Bikeway	City of Salem	\$66,000
West	Taggart Drive NW/Bartell Drive NW	Wallace Road NW	Glen Creek Road NW	Shared Lane Markings	City of Salem	\$7,000

* The estimated cost for these projects is included in the Street System Element.

Table 7-6
Recommended Tier 2 Bicycle Projects By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost
West	Whitetail Deer Street NW/ Margarett Street NW/Engel Avenue NW/Hillcrest Court NW/Kent Street NW/Arrow Street NW	Burley Hill Drive NW	Cascade Drive NW	Family-Friendly Bikeway	City of Salem	\$107,000

* The estimated cost for these projects is included in the Street System Element.

Table 7-7**Recommended Tier 3 Bicycle Projects By Quadrant**

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost
Downtown	12th Street SE/Union-Street NE	Bellevue Street SE	Summer Marion Street NE	Bike Lanes	City of Salem	\$1,024,000
Downtown	13th Street NE/ Court-Street NE	State Street	Front Street NE	Bike Lanes	City of Salem	\$201,000
Downtown	13th Street NE/Marion Street NE	Center Street NE	Capitol Street NE	Bike Lanes	City of Salem	\$301,000
Downtown	Capitol Street NE	Center Street NE	Market Street NE	Bike Lanes	City of Salem	\$127,000
Downtown	Center Street NE	Commercial Street NE	Capitol Street NE	Bike Lanes	City of Salem, ODOT	\$125,000
Downtown	Center Street NE	Capitol Street NE	17th Street NE	Bike Lanes	City of Salem	\$565,000
Downtown	Commercial Street NE	Marion Street NE	Division Street NE	Bike Lanes	ODOT	\$35,000
Downtown	High Street NE	Marion Street NE	Union Street NE	Bike Lanes	City of Salem	\$17,000
Downtown	Liberty Street NE	Trade Street SE	E Street NE	Bike Lanes	City of Salem, ODOT	\$179,000
Downtown	Marion Street NE	Capitol Street NE	Commercial Street NE	Bike Lanes	City of Salem	\$125,000
Downtown	State Street	Front 12th Street NE	24th Street NE	Bike Lanes	City of Salem	\$1,913,000
Downtown	Summer Street NE/ Capitol Mall Connector (one-way cycle track)	Summer Street NE	Chemeketa Street NE	Cycle Track	City of Salem	\$65,000
<u>Downtown</u>	<u>Union Street NE/12th Street NE- Phase 3</u>	<u>Winter Street NE</u>	<u>Marion Street NE</u>	<u>Family-Friendly Bikeway and Path</u>	<u>City of Salem</u>	<u>\$1,200,000</u>
Northeast	D Street NE	5th Street NE	Summer Street NE	Bike Lanes	City of Salem	\$328,000
Northeast	D Street NE	23rd Street NE	Vineyard Avenue NE	Bike Lanes	City of Salem	\$648,000
Northeast	D Street NE	Winter Street NE	22nd Street NE	Bike Lanes	City of Salem	\$1,151,000
Northeast	14th Street NE	D Street NE	Market Street NE	Family-Friendly Bikeway	City of Salem	\$29,000
Northeast	14th Street NE	Chemeketa Street NE	D Street NE	Shared Lane Markings	City of Salem	\$15,000
Northeast	15th Street NE	Market Street NE	Madison Street NE	Family-Friendly Bikeway	City of Salem	\$30,000
Northeast	18th Street NE	Madison Street NE	Garfield Street NE	Family-Friendly Bikeway	City of Salem	\$19,000
Northeast	23rd Street NE	Ellis Avenue NE	Market Street NE	Shared Lane Markings	City of Salem	\$6,000
Northeast	36th Avenue NE/Midway Avenue NE/Auburn Road NE	Center Street NE	Lancaster Drive NE	Family-Friendly Bikeway	Marion County	\$53,000

* The estimated cost for these projects is included in the Street System Element.

Table 7-7
Recommended Tier 3 Bicycle Projects By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost
Northeast	38th Avenue NE/Manor Drive NE/Weathers Street NE	D Street NE	Eastern Terminus of Weathers Street NE	Family-Friendly Bikeway	City of Salem	\$77,000
Northeast	45th Avenue NE/Jade Street NE/Happy Drive NE	Ward Drive NE	Kale Street NE	Family-Friendly Bikeway	Marion County	\$117,000
Northeast	49th Avenue NE	Kale Street NE	Hazelgreen Road NE	Bike Lanes	City of Salem	*
Northeast	49th Avenue NE	Hayesville Drive NE	Kale Street NE	Shared Lane Markings	City of Salem, Marion County	\$13,000
Northeast	5th Street NE	D Street NE	Norway Street NE	Family-Friendly Bikeway	City of Salem	\$49,000
Northeast	Academy Street NE	Maple Avenue NE	Fairgrounds Road NE	Family-Friendly Bikeway	City of Salem	\$33,000
Northeast	Chester Avenue NE	Lansing Avenue NE	Byram Street NE	Family-Friendly Bikeway	City of Salem	\$20,000
Northeast	Division Street NE	Liberty Street NE	High Street NE	Bike Lanes	City of Salem	\$18,000
Northeast	Fisher Road NE	South of Market Street NE	Market Street NE	Shared Lane Markings	City of Salem	\$4,000
Northeast	Greencrest Street NE	State Street	Auburn Road NE	Bike Lanes	Marion County	*
Northeast	Highland Avenue NE	Front Street NE	Maple Avenue NE	Shared Lane Markings	City of Salem	\$14,000
Northeast	Highland Avenue NE	Maple Avenue NE	Portland Road NE	Shared Lane Markings	City of Salem	\$14,000
Northeast	Hood Street NE/ Fairgrounds Road NE	Front Street NE	Summer Street NE	Bike Lanes	City of Salem	\$162,000
Northeast	Jade Street NE	45th Avenue NE	47th Avenue NE	Family-Friendly Bikeway	Marion County	\$37,000
Northeast	Jan Ree Drive NE/ Patricia Street NE/ Settlers Drive NE	Happy Drive NE	Bayne Street NE	Family-Friendly Bikeway	City of Salem, Marion County	\$116,000
Northeast	Kale Street NE	East of Bayne Street NE	Cordon Road NE	Bike Lanes	City of Salem, Marion County	*
Northeast	Kale Street NE	East of Countryside Drive NE	49th Avenue NE	Bike Lanes	City of Salem	*
Northeast	Kenwood Avenue NE	State Street	Future Geer Line Trail	Family-Friendly Bikeway	Marion County	\$25,000
Northeast	Knox Avenue NE	Park Avenue NE	Vinyard Avenue NE	Family-Friendly Bikeway	City of Salem	\$25,000

* The estimated cost for these projects is included in the Street System Element.

Table 7-7
Recommended Tier 3 Bicycle Projects By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost
Northeast	Lana Avenue NE	Portland Road NE	Silverton Road NE	Bike Lanes	City of Salem	\$57,000
Northeast	Madison Street NE/23rd Street NE	Cottage Street NE	Market Street NE	Family-Friendly Bikeway	City of Salem	\$114,000
Northeast	Market Street NE	Front Street NE	4th Street NE	Bike Lanes	City of Salem	\$229,000
Northeast	Market Street NE	Summer Street NE	Hawthorne Avenue NE	Bike Lanes	City of Salem	\$1,902,000
Northeast	Norway Street NE	Front Street NE	5th Street NE	Family-Friendly Bikeway	City of Salem	\$34,000
Northeast	Park Avenue NE	Knox Avenue NE	D Street NE	Bike Lanes	City of Salem	*
Northeast	Park Avenue NE	D Street NE	Ellis Avenue NE	Shared Lane Markings	City of Salem	\$7,000
Northeast	Pine Street NE	Front Street NE	Commercial Street NE	Bike Lanes	City of Salem	\$14,000
Northeast	Plow Court NE/Log Drive NE	Ward Drive NE	Northern Terminus	Family-Friendly Bikeway	City of Salem	\$7,000
Northeast	Silverton Road NE	Portland Road NE	Lancaster Drive NE	Bike Lanes	City of Salem	\$2,033,000
Northeast	Sunnyview Road NE	Fairgrounds Road NE	17th Street NE	Bike Lanes	City of Salem	\$500,000
Northeast	Swegle Road NE	Plateau Street NE	Cordon Road NE	Bike Lanes	City of Salem, Marion County	\$480,000
Northeast	Ward Drive NE	Lancaster Drive NE	Cordon Road NE	Shared Lane Markings	City of Salem, Marion County	\$42,000
South	Acacia Drive S	Sumac Drive S	Hansen Avenue S	Shared Lane Markings	City of Salem	\$7,000
South	Acacia Drive S	River Road S	Sumac Drive S	Uphill Bike Lanes/Downhill Shared Lane Markings	City of Salem	\$14,000
South	Alice Avenue S	Mountain View Drive S	Commercial Street SE	Family-Friendly Bikeway	City of Salem	\$21,000
South	Browning Avenue S	Western Terminus	West of Cloud Drive S	Shared Lane Markings	City of Salem	\$7,000
South	Browning Avenue SE	Liberty Road S	Lone Oak Road SE	Shared Lane Markings	City of Salem	\$9,000
South	Browning Avenue SE	Ash Avenue SE	Commercial Street SE	Shared Lane Markings	City of Salem	\$13,000
South	Bush Street S	Western Terminus	Bush's Pasture Park	Family-Friendly Bikeway	City of Salem	\$45,000
South	Byers Street S/Deer Run Avenue S	Viewcrest Road S	Northern Terminus	Uphill Bike Lanes/Downhill Shared Lane Markings	City of Salem, Marion County	*
South	Cedarcrest Drive S/ Brookwood Street S/ Rock Creek Drive S	Red Leaf Drive S	Liberty Road S	Family-Friendly Bikeway	City of Salem	\$59,000

* The estimated cost for these projects is included in the Street System Element.

Table 7-7
Recommended Tier 3 Bicycle Projects By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost
South	Commercial Street SE	Mission Street SE	Superior Street SE	Bike Lanes	City of Salem	\$155,000
South	Crestview Drive S	Southern Terminus	Madrona Avenue S	Family-Friendly Bikeway	City of Salem	\$13,000
South	Crestview Drive S	Shurman Drive S	Northern Terminus	Family-Friendly Bikeway	City of Salem	\$28,000
South	Crestview Drive S	Madrona Avenue S	Hansen Avenue S	Family-Friendly Bikeway	City of Salem	\$58,000
South	Crestview Drive S/ Shurman Drive S	Hansen Avenue S	River Road S	Uphill Bike Lanes/Downhill Shared Lane Markings	City of Salem	\$16,000
South	Croisan Creek Road S	Skyline Road S	Kuebler Boulevard SE	Bike Lanes	City of Salem, Marion County	*
South	Croisan Ridge Way S	Existing Northern Terminus	Heath Street S	Uphill Bike Lanes/Downhill Shared Lane Markings	City of Salem, Marion County	*
South	Croisan Scenic Way S	North of Roberta Avenue S	Croisan Creek Road S	Bike Lanes	City of Salem	*
South	Croisan Scenic Way S	Skyline Road S	Joplin Street S	Bike Lanes	City of Salem	\$802,000
South	Croisan Scenic Way S	North of Brock Loop S	Spring Street S	Bike Lanes	City of Salem, Marion County	*
South	Croisan Scenic Way S	Joplin Street S	North of Brock Loop S	Shared Lane Markings	City of Salem	\$3,000
South	Croisan Scenic Way S	Spring Street S	North of Roberta Avenue S	Shared Lane Markings	City of Salem	*
South	Ewald Avenue S	Stanley Lane S	Ash Avenue SE	Family-Friendly Bikeway	City of Salem	\$53,000
South	Fairview Avenue SE	Commercial Street SE	Cottage Street NE	Shared Lane Markings	City of Salem	\$10,000
South	Fern Drive S	Heath Street S	River Road S	Uphill Bike Lanes/Downhill Shared Lane Markings	City of Salem	*
South	Future Unnamed Street	Heath Street S	Homestead Road S	Uphill Bike Lanes/Downhill Shared Lane Markings	City of Salem	*
South	Gregory Lane SE	Lone Oak Road SE	Jones Road SE	Family-Friendly Bikeway	City of Salem	\$16,000
South	Hansen Avenue S	Crestview Drive S	Argyle Drive S	Shared Lane Markings	City of Salem	\$15,000
South	Hansen Avenue S	Acacia Drive S	Crestview Drive S	Uphill Bike Lanes/Downhill Shared Lane Markings	City of Salem	\$34,000
South	Heath Street S	Deer Run Avenue S	Existing Western Terminus	Uphill Bike Lanes/Downhill Shared Lane Markings	Marion County	*

* The estimated cost for these projects is included in the Street System Element.

Table 7-7
Recommended Tier 3 Bicycle Projects By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost
South	High Street SE/ Church Street SE	Fairview Avenue SE	Hoyt Street SE	Family-Friendly Bikeway	City of Salem	\$48,000
South	Holder Lane SE	West of Seeger Lane SE	Lone Oak Road SE	Shared Lane Markings	City of Salem	*
South	Homestead Road S	River Road S	Brown Island Road S	Bike Lanes	City of Salem	\$1,170,000
South	Homestead Road S	Southern Terminus	River Road S	Uphill Bike Lanes/Downhill Shared Lane Markings	City of Salem	*
South	Idylwood Drive SE	Lone Oak Road SE	Sunnyside Road SE	Shared Lane Markings	City of Salem	\$20,000
South	Kuebler Boulevard S	Urban Growth Boundary	Croisan Creek Road S	Bike Lanes	City of Salem	*
South	Liberty Road S	Urban Growth Boundary	Rainier Drive SE	Bike Lanes	Marion County	*
South	Lone Oak Road SE	Rees Hill Road SE	Muirfield Avenue SE	Bike Lanes	City of Salem, Marion County	*
South	Madrona Avenue S	Crestview Drive S	Stanley Lane S	Bike Lanes	City of Salem	*
South	Madrona Avenue S	Winola Avenue S	Commercial Street SE	Bike Lanes	City of Salem	*
South	Madrona Avenue SE	Commercial Street SE	Pringle Road SE	Bike Lanes	City of Salem	\$925,000
South	Madrona Avenue S	Croisan Scenic Way S	Crestview Drive S	Bike Lanes	City of Salem	*
South	Marietta Street SE	Coloma Drive SE	Lone Oak Road SE	Family-Friendly Bikeway	City of Salem	\$18,000
South	Marietta Street SE	Liberty Road S	Eastern Terminus	Family-Friendly Bikeway	City of Salem	\$34,000
South	Mildred Lane S	Skyline Road S	Liberty Road S	Bike Lanes	City of Salem, Marion County	*
South	Neelon Drive S/Garlock Street S/Cavalier Drive S/Luradel Avenue S	Browning Avenue S	Eastern Terminus of Luradel Avenue S	Family-Friendly Bikeway	City of Salem	\$26,000
South	Red Leaf Drive S/ Summercrest Drive S	Future Alignment of Mildred Lane SE	Skyline Road S	Family-Friendly Bikeway	City of Salem	\$91,000
South	Rees Hill Road SE	Lone Oak Road SE	Sunnyside Road SE	Bike Lanes	City of Salem, Marion County	*
South	River Road S	Urban Growth Boundary	West of Riverdale Road S	Bike Lanes	City of Salem, Marion County	*
South	River Road S	Viewcrest Road S	West of Equestrian Loop S	Bike Lanes	City of Salem, Marion County	*

* The estimated cost for these projects is included in the Street System Element.

Table 7-7
Recommended Tier 3 Bicycle Projects By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost
South	Rural Avenue S	Saginaw Street S	Commercial Street SE	Family-Friendly Bikeway	City of Salem	\$8,000
South	Rural Avenue S	Western Terminus	John Street S	Family-Friendly Bikeway	City of Salem	\$12,000
South	Rural Avenue SE	Commercial Street SE	Pringle Road SE	Shared Lane Markings	City of Salem	\$23,000
South	Salem Heights Avenue SE/Ratcliff Drive SE	Liberty Road S	Hulsey Avenue SE	Shared Lane Markings	City of Salem	\$20,000
South	Skyline Road S	Urban Growth Boundary	South of Summercrest Drive S	Bike Lanes	City of Salem, Marion County	*
South	Stanley Lane S	Browning Avenue S	Ewald Avenue S	Family-Friendly Bikeway	City of Salem	\$28,000
South	Sunnyside Road SE	Urban Growth Boundary	Rees Hill Road SE	Bike Lanes	City of Salem	*
South	Vista Avenue SE	Bluff Avenue SE	Pringle Road SE	Bike Lanes	City of Salem, Marion County	\$196,000
South	Vista Avenue SE	Cottage Street SE	Bluff Avenue SE	Shared Lane Markings	City of Salem	\$11,000
South	Waller Street SE	Western terminus	13th Street SE	Family-Friendly Bikeway	City of Salem	\$15,000
South	Winola Avenue S	Southern Terminus	Madrona Avenue S	Family-Friendly Bikeway	City of Salem	\$13,000
South	Woodmansee Street SE	Western Terminus	Sunnyside Road SE	Shared Lane Markings	City of Salem	\$3,000
Southeast	12th Street SE/Albert Drive SE/Mandy Avenue SE/Copper Glen Drive SE	Hilfiker Lane SE	Pringle Road SE	Family-Friendly Bikeway	City of Salem	\$80,000
Southeast	14th Avenue SE/Neahkahn Street SE/13th Avenue SE/Jonmart Avenue SE	Rees Hill Road SE	Wiltsey Road SE	Family-Friendly Bikeway	City of Salem	\$97,000
Southeast	22nd Street SE	Southern Terminus	McGilchrist Street SE	Shared Lane Markings	City of Salem	\$16,000
Southeast	22nd Street SE/Electric Street SE	Oxford Street SE	East of 23rd Street SE	Shared Lane Markings	City of Salem	\$9,000
Southeast	23rd Street SE	McGilchrist Street SE	Mission Street SE	Shared Lane Markings	City of Salem	\$17,000
Southeast	23rd Street SE/Townsend Way SE/Ford Street SE	Mission Street SE	Mill Street SE	Family-Friendly Bikeway	City of Salem	\$55,000
Southeast	25th Street SE	Mission Street	State Street	Bike Lanes	City of Salem	*

* The estimated cost for these projects is included in the Street System Element.

Table 7-7**Recommended Tier 3 Bicycle Projects By Quadrant**

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost
Southeast	32nd Avenue SE	Litchfield Place SE	36th Avenue SE	Bike Lanes	City of Salem	*
Southeast	36th Avenue SE	Wiltsey Street SE	32nd Avenue SE	Bike Lanes	City of Salem, Marion County	*
Southeast	46th Place SE/Arabian Avenue SE/Seattle Slew Drive SE/49th Avenue SE/Jenah Street SE	Wild Cherry Drive SE	East of Honestus Drive SE	Family-Friendly Bikeway	City of Salem, Marion County	\$79,000
Southeast	Airport Road SE	Militia Way SE	South of State Street	Bike Lanes	City of Salem	*
Southeast	Aumsville Highway SE	South of Depot Court SE	UGB	Bike Lanes	City of Salem	*
Southeast	Barnes Avenue SE	West of Peterson Street SE	Stroh Lane SE	Bike Lanes	City of Salem	\$276,000
Southeast	Barnes Avenue SE	Stroh Lane SE	Reed Lane SE	Bike Lanes	City of Salem	\$41,000
Southeast	Battle Creek Road SE	Wiltsey Street SE	Boone Road SE	Bike Lanes	City of Salem, Marion County	*
Southeast	Boone Road SE	Textrum Street SE	Stroh Lane SE	Shared Lane Markings	City of Salem	\$10,000
Southeast	Buffalo Drive SE/49th Avenue SE	Indian Court SE	State Street	Family-Friendly Bikeway	Marion County	\$70,000
Southeast	Carson Drive SE/ Cranston Street SE/ Campbell Drive SE	Lancaster Drive SE	Saddle Club Street SE	Family-Friendly Bikeway	City of Salem	\$85,000
Southeast	Cascades Gateway Park Access Road	Turner Road SE	Eastern Terminus	Shared Lane Markings	City of Salem	\$13,000
Southeast	Catalina Street SE/ Monterey Drive SE/ Summerlake Street SE	Bastille Avenue SE	Eastlake Court SE	Family-Friendly Bikeway	City of Salem	\$27,000
Southeast	32nd Avenue SE	Litchfield Place SE	36th Avenue SE	Bike Lanes	City of Salem	*
Southeast	36th Avenue SE	Wiltsey Street SE	32nd Avenue SE	Bike Lanes	City of Salem, Marion County	*

* The estimated cost for these projects is included in the Street System Element.

Table 7-7
Recommended Tier 3 Bicycle Projects By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost
Southeast	46th Place SE/Arabian Avenue SE/Seattle Slew Drive SE/49th Avenue SE/Jenah Street SE	Wild Cherry Drive SE	East of Honestus Drive SE	Family-Friendly Bikeway	City of Salem, Marion County	\$79,000
Southeast	Airport Road SE	Militia Way SE	South of State Street	Bike Lanes	City of Salem	*
Southeast	Aumsville Highway SE	South of Depot Court SE	UGB	Bike Lanes	City of Salem	*
Southeast	Barnes Avenue SE	West of Peterson Street SE	Stroh Lane SE	Bike Lanes	City of Salem	\$276,000
Southeast	Barnes Avenue SE	Stroh Lane SE	Reed Lane SE	Bike Lanes	City of Salem	\$41,000
Southeast	Battle Creek Road SE	Wiltsey Street SE	Boone Road SE	Bike Lanes	City of Salem, Marion County	*
Southeast	Boone Road SE	Textrum Street SE	Stroh Lane SE	Shared Lane Markings	City of Salem	\$10,000
Southeast	Buffalo Drive SE/49th Avenue SE	Indian Court SE	State Street	Family-Friendly Bikeway	Marion County	\$70,000
Southeast	Carson Drive SE/ Cranston Street SE/ Campbell Drive SE	Lancaster Drive SE	Saddle Club Street SE	Family-Friendly Bikeway	City of Salem	\$85,000
Southeast	Cascades Gateway Park Access Road	Turner Road SE	Eastern Terminus	Shared Lane Markings	City of Salem	\$13,000
Southeast	Catalina Street SE/ Monterey Drive SE/ Summerlake Street SE	Bastille Avenue SE	Eastlake Court SE	Family-Friendly Bikeway	City of Salem	\$27,000
Southeast	Cinnabar Street SE/ Natalie Avenue SE	Eastern terminus of Natalie Avenue SE	Mildred Lane SE	Family-Friendly Bikeway	City of Salem	\$17,000
Southeast	Crowley Avenue SE/ Chaparral Drive SE	Eastern Terminus	Hilfiker Lane SE	Family-Friendly Bikeway	City of Salem	\$31,000
Southeast	Deer Park Drive SE	Turner Road SE	Aumsville Highway SE	Bike Lanes	City of Salem	*
Southeast	Electric Street SE	East of 23rd Street SE	25th Street SE	Shared Lane Markings	City of Salem	\$736,000
Southeast	Fabry Road SE	Sugar Plum Avenue SE	Battle Creek Road SE	Bike Lanes	City of Salem	*
Southeast	Future Unnamed Street	Madrona Avenue SE	22nd Street SE	Bike Lanes	City of Salem	\$644,000
Southeast	Future Unnamed Street	Turner Road SE	Lancaster Drive SE	Bike Lanes	City of Salem	*

* The estimated cost for these projects is included in the Street System Element.

Table 7-7**Recommended Tier 3 Bicycle Projects By Quadrant**

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost
Southeast	Future Unnamed Street 1	West of Reed Lane SE	West of Reed Lane SE	Shared Lane Markings	City of Salem	\$397,000
Southeast	Future Unnamed Street 2	West of Reed Lane SE	West of Reed Lane SE	Shared Lane Markings	City of Salem	\$475,000
Southeast	Gath Road SE/Turner Road SE	Urban Growth Boundary	37th Avenue SE	Bike Lanes	City of Salem	*
Southeast	Genesis Street SE	Robins Lane SE	Northern Terminus	Family-Friendly Bikeway	City of Salem	\$18,000
Southeast	Glenwood Drive SE	Lancaster Drive SE	Connecticut Avenue SE	Family-Friendly Bikeway	Marion County	\$56,000
Southeast	Hines Street SE	12th Street SE	14th Street SE	Bike Lanes	City of Salem	\$225,000
Southeast	Kashmir Way SE	36th Avenue SE	Eastland Avenue SE	Shared Lane Markings	Marion County	\$12,000
Southeast	Macleay Road SE	Arabian Avenue SE	Cordon Road SE	Bike Lanes	City of Salem, Marion County	*
Southeast	Madras Street SE	East of Commercial Street SE	Wiltsey Road SE	Bike Lanes	City of Salem	\$235,000
Southeast	Mill Street SE/Trade Street SE	12th Street SE	25th Street SE	Family-Friendly Bikeway	City of Salem	\$100,000
Southeast	Oakhill Avenue SE/ Centennial Street SE	12th Street SE	Pringle Road SE	Family-Friendly Bikeway	City of Salem	\$36,000
Southeast	Oxford Street SE	16th Street SE	22nd Street SE	Bike Lanes	City of Salem	*
Southeast	Pikes Pass Street SE/ Soapstone Avenue SE	Mistymorning Avenue SE	Reed Lane SE	Family-Friendly Bikeway	City of Salem	\$43,000
Southeast	Reed Lane SE	Pringle Road SE	Fairview Industrial Drive SE	Bike Lanes	City of Salem	*
Southeast	Reed Lane SE	Jamison Drive SE	Baxter Road SE	Family-Friendly Bikeway	City of Salem	\$15,000
Southeast	Reed Lane SE	Soapstone Avenue SE	Jamison Drive SE	Shared Lane Markings	City of Salem	\$11,000
Southeast	Reed Lane SE	Wiltsey Road SE	Soapstone Avenue SE	Shared Lane Markings	City of Salem	*
Southeast	Reed Lane SE/ Boone Road SE/27th Avenue SE/ Marietta Street SE	Baxter Road SE	Fairview Industrial Drive SE	Bike Lanes	City of Salem	\$1,960,000
Southeast	Rees Hill Road SE	Sunnyside Road SE	Fairway Avenue SE	Shared Lane Markings	City of Salem	\$17,000
Southeast	Robins Lane SE/ Brentwood Drive SE	East of Genesis Street SE	Battle Creek Road SE	Bike Lanes	Marion County	*
Southeast	Saddle Club Street SE	Lancaster Drive SE	Campbell Drive SE	Shared Lane Markings	City of Salem	\$13,000

* The estimated cost for these projects is included in the Street System Element.

Table 7-7
Recommended Tier 3 Bicycle Projects By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost
Southeast	Serenity Drive SE/ Tanglewood Way SE	Lois Court SE	36th Avenue SE	Family-Friendly Bikeway	Marion County	\$47,000
Southeast	Stroh Lane SE	Kuebler Boulevard SE	Boone Road SE	Bike Lanes	City of Salem	\$74,000
Southeast	Textrum Street SE	Boone Road SE	South of Royvonne Avenue SE	Family-Friendly Bikeway	City of Salem	\$19,000
Southeast	Turner Road SE	Urban Growth Boundary	Gath Road SE	Bike Lanes	City of Salem, Marion County	*
Southeast	Turner Road SE	37th Avenue SE	South of Cascades Gateway Park	Bike Lanes	City of Salem, Marion County	*
Southeast	Valleywood Drive SE/ Sunstone Street SE	Sunnyside Road SE	Mildred Lane SE	Family-Friendly Bikeway	City of Salem	\$15,000
Southeast	Wiltsey Road SE	Battle Creek Road SE	36th Avenue SE	Bike Lanes	Marion County	*
Southeast	Woodscape Drive SE	Baxter Road SE	Reed Lane SE	Family-Friendly Bikeway	City of Salem	\$34,000
West	35th Avenue NW	Existing Northern Terminus	Orchard Heights Road NW	Bike Lanes	City of Salem	*
West	35th Avenue NW	Glen Creek Road NW	Existing Northern Terminus	Shared Lane Markings	Polk County	\$10,000
West	37th Avenue NW	Urban Growth Boundary	Orchard Heights Road NW	Bike Lanes	Polk County	*
West	40th Avenue NW	Urban Growth Boundary	Orchard Heights Place NW	Bike Lanes	Polk County	\$645,000
West	Andrew Avenue NW/ Elliot Street NW/Cherry Blossom Drive NW	Future Ellen Lane Park	Christina Street NW	Family-Friendly Bikeway	City of Salem	\$59,000
West	Brookside Avenue NW	Doaks Ferry Road NW	Wallace Road NW	Family-Friendly Bikeway	City of Salem	\$45,000
West	Brush College Road NW	Urban Growth Boundary	Conner Street NW	Bike Lanes	City of Salem, Polk County	*
West	Burley Hill Drive NW	Eola Drive NW	Glen Creek Road NW	Uphill Bike Lanes/Downhill Shared Lane Markings	City of Salem	\$25,000
West	Cascade Drive NW/ Parkway Drive NW	Eola Drive NW	Glen Creek Road NW	Family-Friendly Bikeway	City of Salem	\$83,000
West	Dalke Ridge Drive NW/ Deerwind Avenue NW	West of Deerwind Avenue NW	Burley Hill Drive NW	Family-Friendly Bikeway	City of Salem	\$10,000

* The estimated cost for these projects is included in the Street System Element.

**Table 7-7
Recommended Tier 3 Bicycle Projects By Quadrant**

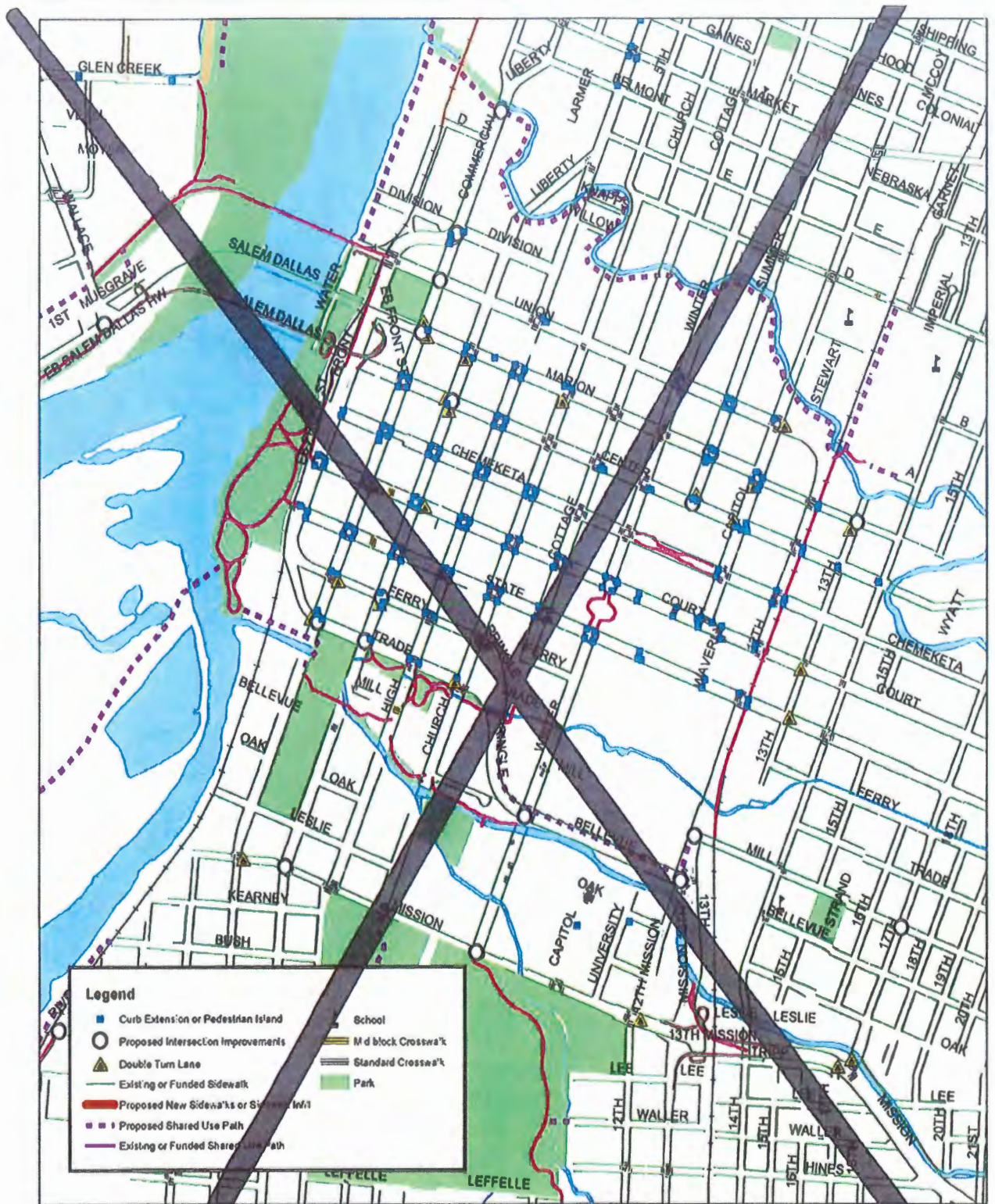
Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost
West	Doaks Ferry Road NW	Urban Growth Boundary	Glen Creek Road NW	Bike Lanes	City of Salem	*
West	Eola Drive NW	Kingwood Drive NW	Cascade Drive NW	Bike Lanes	City of Salem	\$137,000
West	Eola Drive NW	Urban Growth Boundary	Doaks Ferry Road NW	Bike Lanes	Polk County	*
West	Future Unnamed Street	37th Avenue NW	35th Avenue NW	Bike Lanes	Polk County	*
West	Glen Creek Road NW	35th Avenue NW	Doaks Ferry Road NW	Shared Lane Markings	City of Salem, Polk County	\$19,000
West	Grice Hill Drive NW	Orchard Heights Road NW	Urban Growth Boundary	Uphill Bike Lanes/Downhill Shared Lane Markings	Polk County	\$222,000
West	Islander Avenue NW	35th Avenue NW	Horse Clover Drive NW	Bike Lanes	City of Salem	*
West	Islander Avenue NW/ Ptarmigan Street NW	Titan Drive NW	Doaks Ferry Road NW	Family-Friendly Bikeway	City of Salem	\$31,000
West	Limelight Avenue NW/ Breckenridge Street NW/ Crestbrook Drive NW	Doaks Ferry Road NW	Eastern Terminus of Crestbrook Drive NW	Family-Friendly Bikeway	City of Salem	\$65,000
West	Linwood Street NW	South of Goldcrest Avenue NW	Ammon Street NW	Family-Friendly Bikeway	City of Salem	\$10,000
West	Lower Breckenridge Loop NW	Breckenridge Street NW	Breckenridge Street NW	Family-Friendly Bikeway	City of Salem	\$22,000
West	Mousebird Avenue NW	South of Royal Crown Avenue NW	Cerise Avenue NW	Family-Friendly Bikeway	City of Salem	\$15,000
West	Mousebird Avenue NW	Orchard Heights Road NW	North of Macaw Street NW	Family-Friendly Bikeway	City of Salem	\$24,000
Mousebird Avenue NW	Lambert Street NW	Wallace Road NW	Family-Friendly Bikeway	City of Salem	\$54,000	
West	Mousebird Avenue NW	North of Macaw Street NW	South of Royal Crown Avenue NW	Family-Friendly Bikeway	City of Salem	\$140,000
West	Orchard Heights Road NW	Urban Growth Boundary	Titan Drive NW	Bike Lanes	Polk County	*
West	Patterson Street NW	7th Street NW	Northern Terminus	Bike Lanes	City of Salem	\$16,000
West	Patterson Street NW	Edgewater Street NW	6th Street NW	Bike Lanes	City of Salem	\$64,000

* The estimated cost for these projects is included in the Street System Element.

Table 7-7
Recommended Tier 3 Bicycle Projects By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost
West	Patterson Street NW	Glen Creek Road NW	Lavona Drive NW	Family-Friendly Bikeway	City of Salem	\$7,000
West	Stoneway Drive NW	Highway 22	College Drive NW	Uphill Bike Lanes/Downhill Shared Lane Markings	City of Salem	\$334,000
West	Stoneway Drive NW/ Kaley Avenue NW	College Drive NW	Eola Drive NW	Family-Friendly Bikeway	City of Salem	\$40,000
West	Vickery Drive NW	Urban Growth Boundary	Colorado Way NW	Uphill Bike Lanes/Downhill Shared Lane Markings	Polk County	\$124,000

* The estimated cost for these projects is included in the Street System Element.

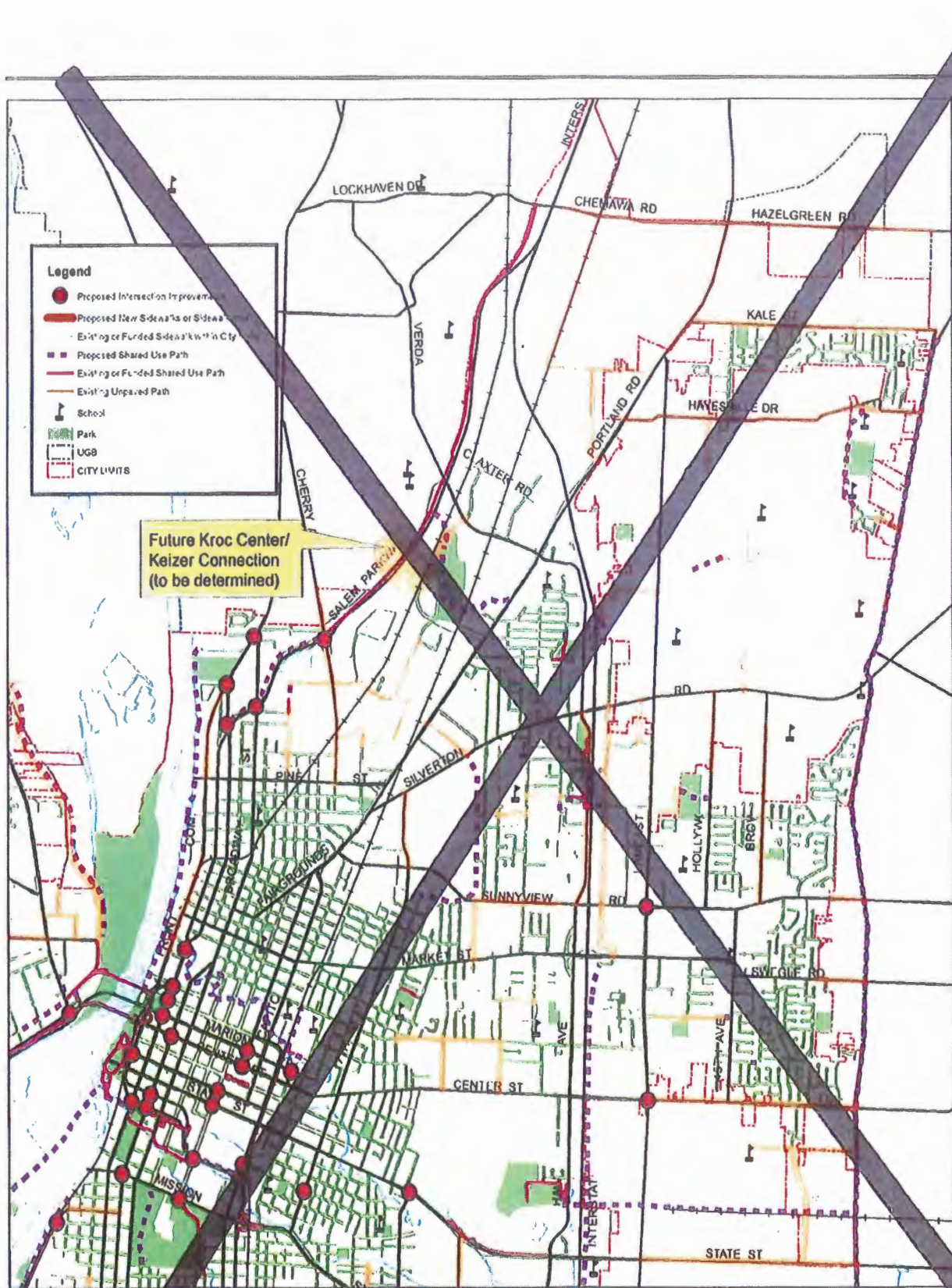


Map 8-3: Pedestrian Network - Downtown Salem

Salem Transportation System Plan Pedestrian System Element

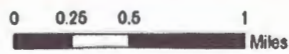


Disclaimer: The alignment of proposed facilities is shown at a conceptual level only. Final alignment and design will be determined through further analysis.

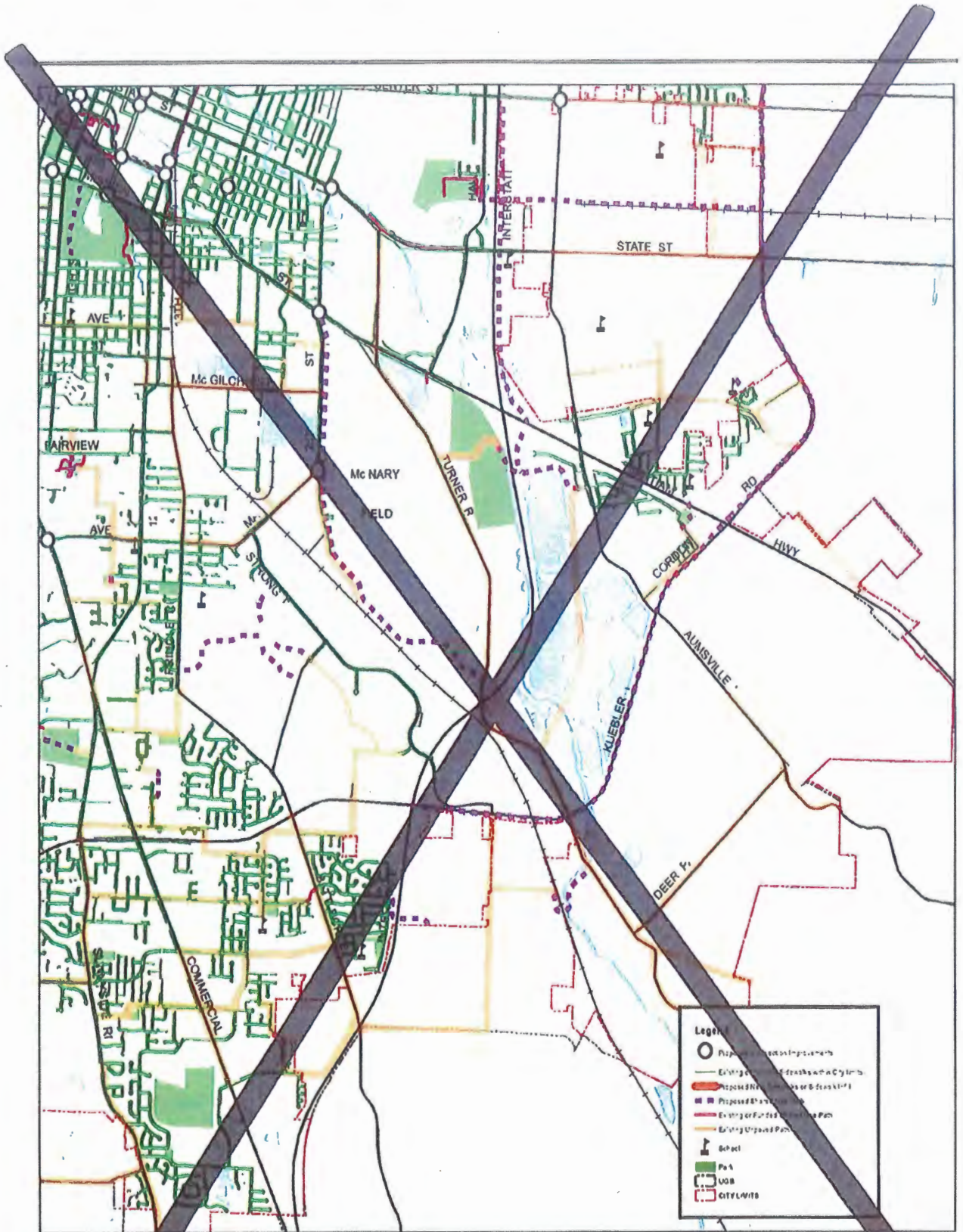


Map 8-4: Pedestrian Network - Northeast Salem

Salem Transportation System Plan Pedestrian System Element

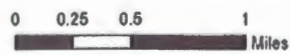


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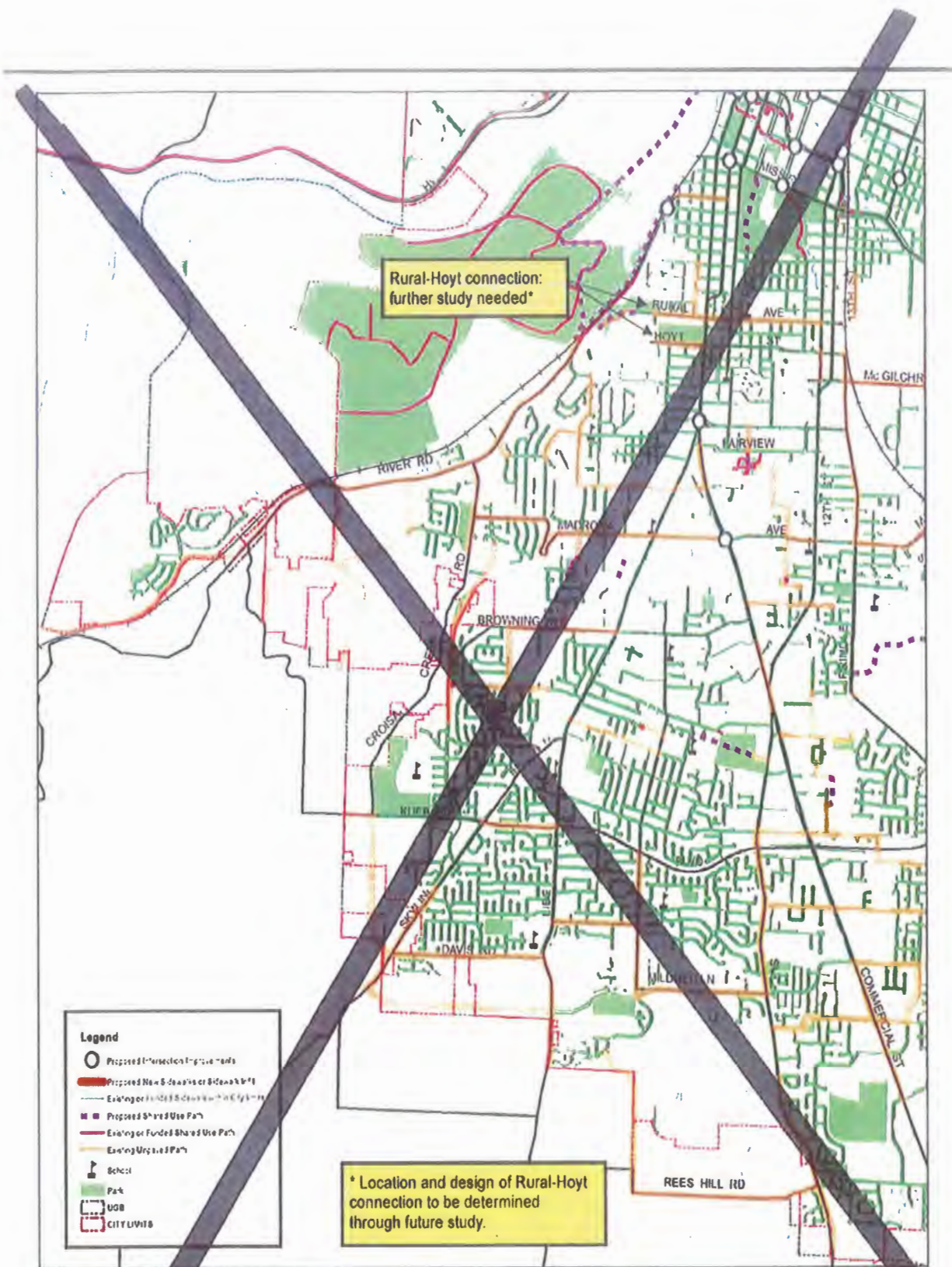


Map 8-5: Pedestrian Network - Southeast Salem

Salem Transportation System Plan Pedestrian System Element

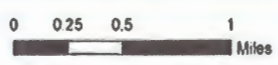


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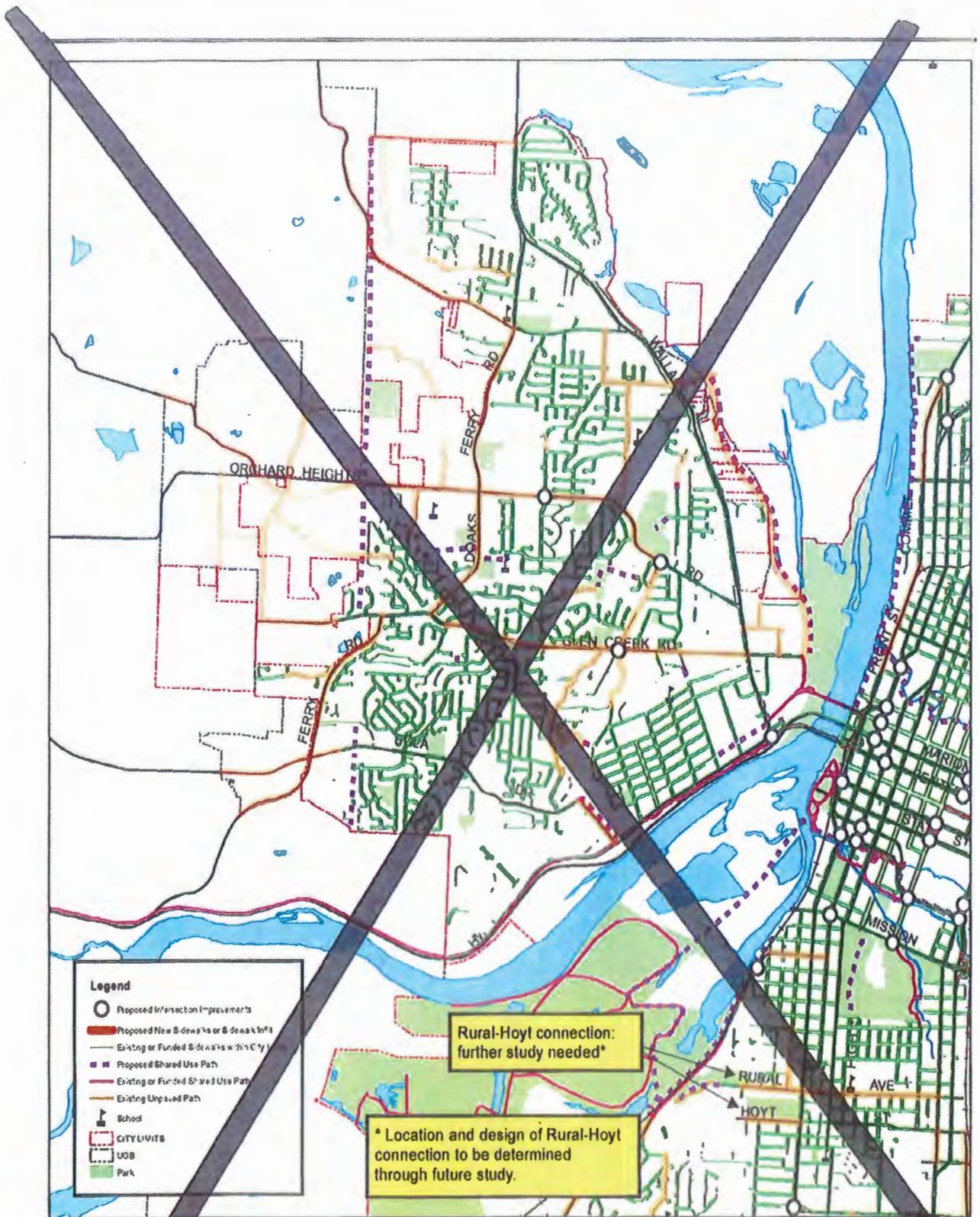


Map 8-6: Pedestrian Network - South Salem

Salem Transportation System Plan Pedestrian System Element

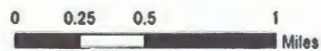


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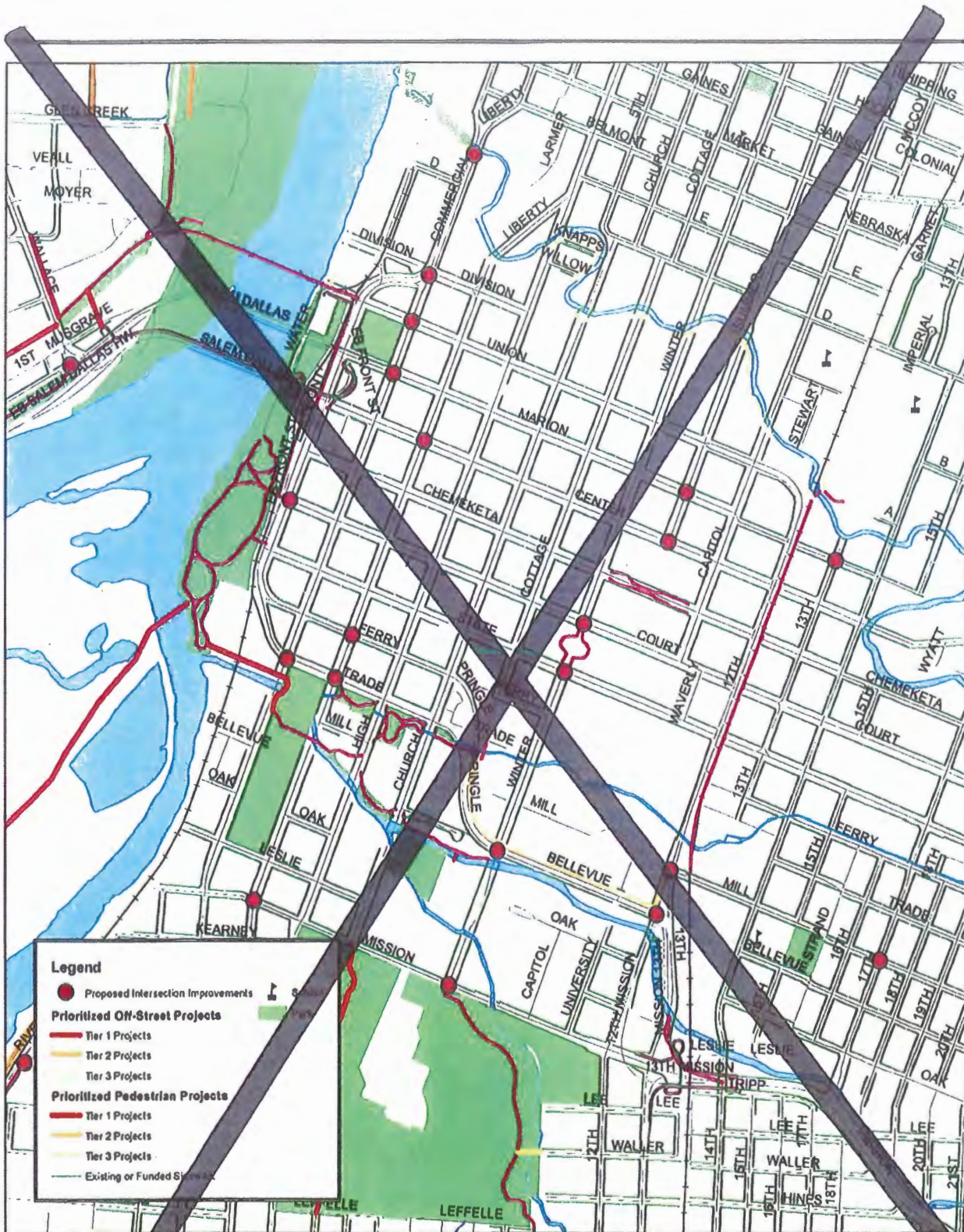


Map 8-7: Pedestrian Network - West Salem

Salem Transportation System Plan Pedestrian System Element



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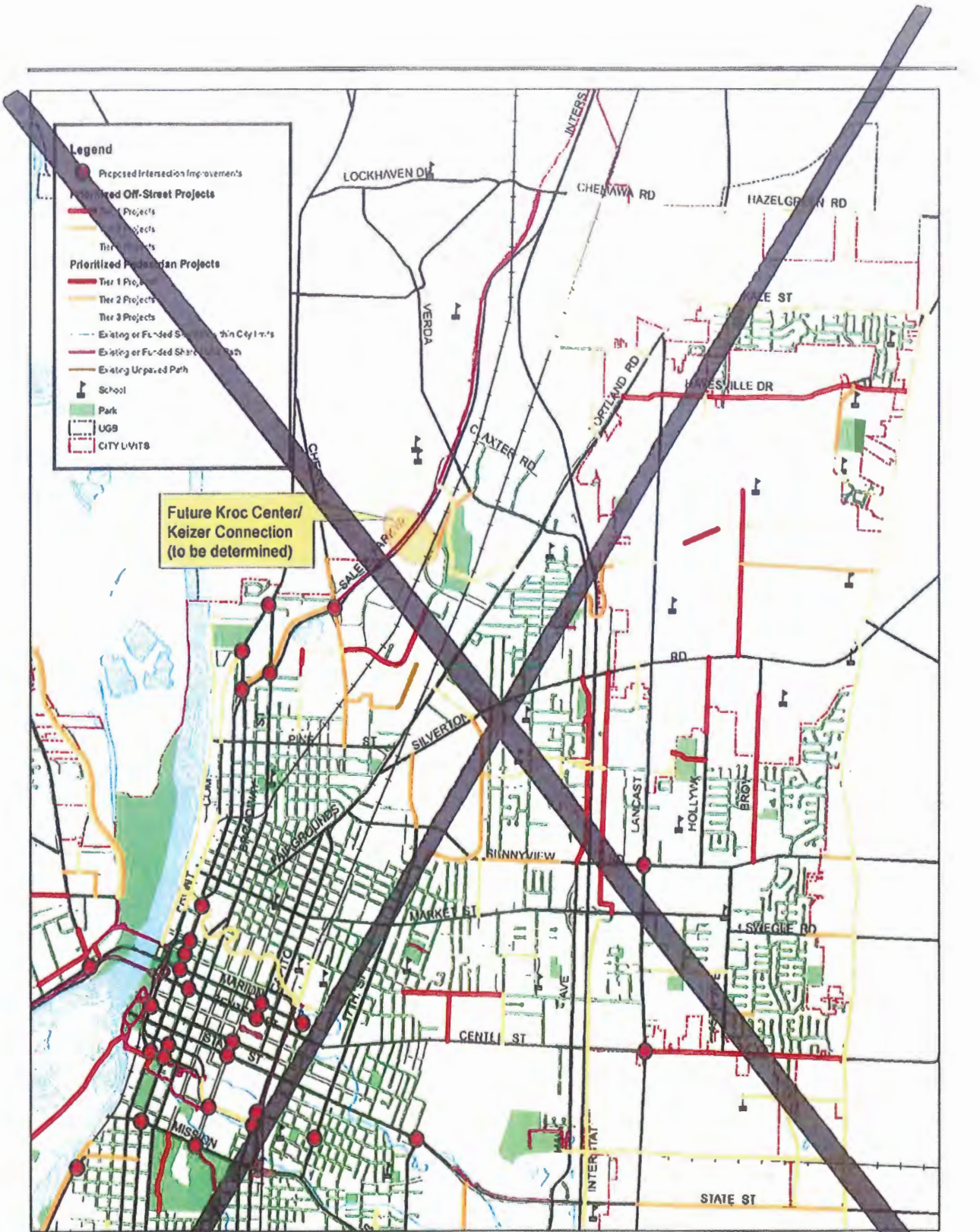


Map 8-8: Pedestrian Project Prioritization - Downtown Salem

Salem Transportation System Plan Pedestrian System Element

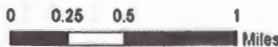


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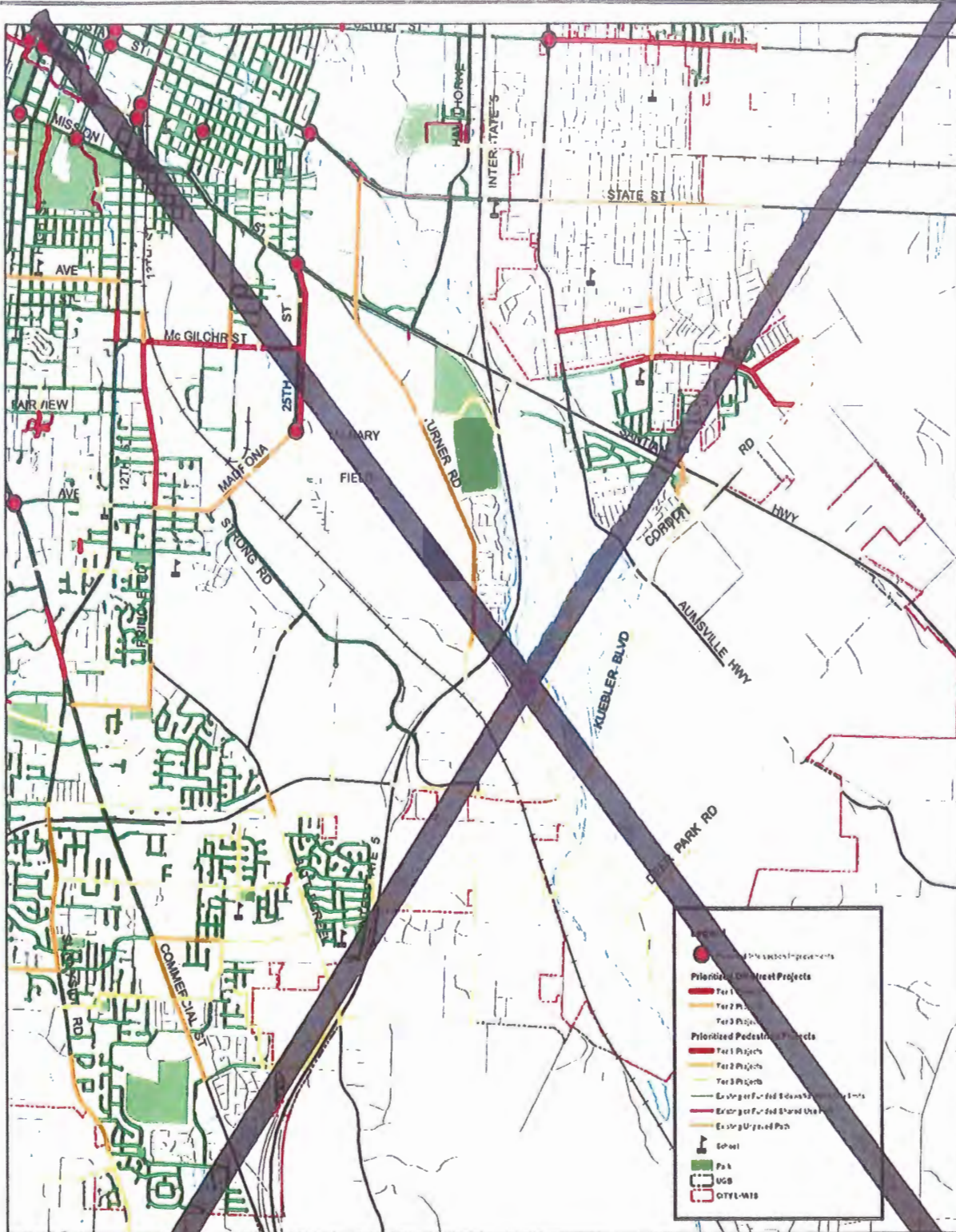


Map 8-9: Pedestrian Project Prioritization - Northeast Salem

Salem Transportation System Plan Pedestrian System Element

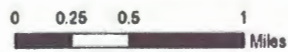


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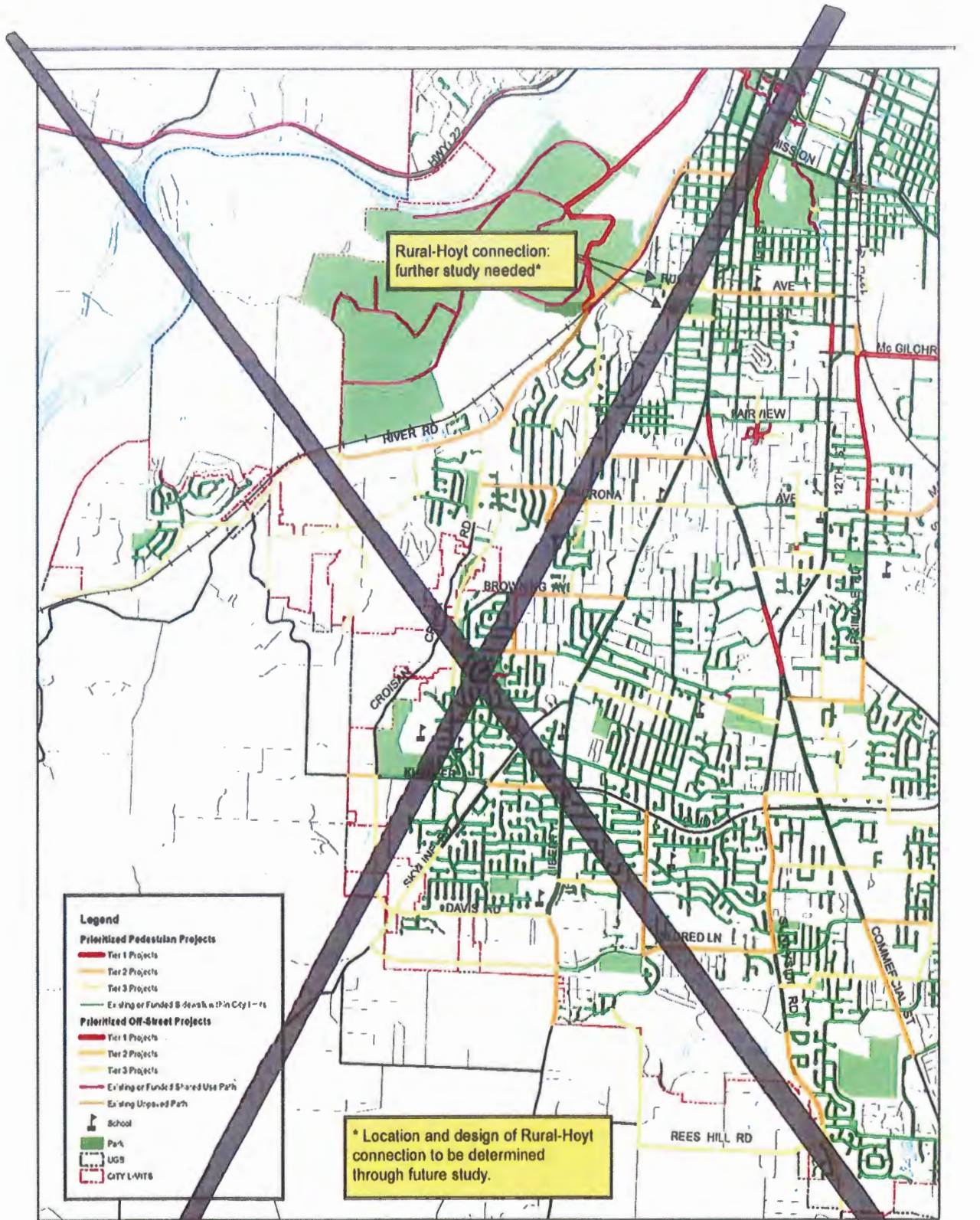


Map 8-10: Pedestrian Project Prioritization - Southeast Salem

Salem Transportation System Plan Pedestrian System Element

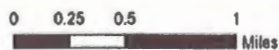


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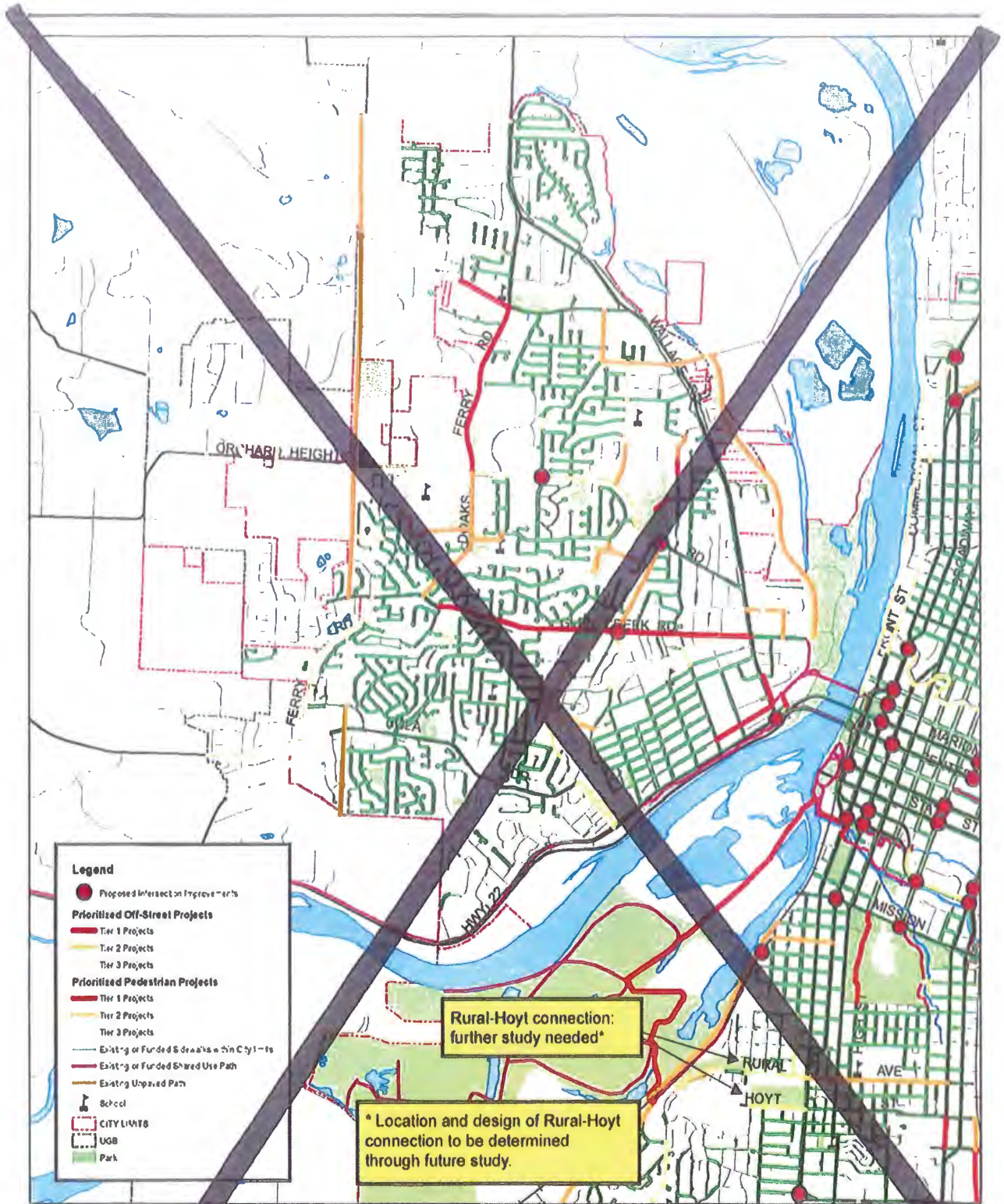


Map 8-11: Pedestrian Project Prioritization - South Salem

Salem Transportation System Plan Pedestrian System Element



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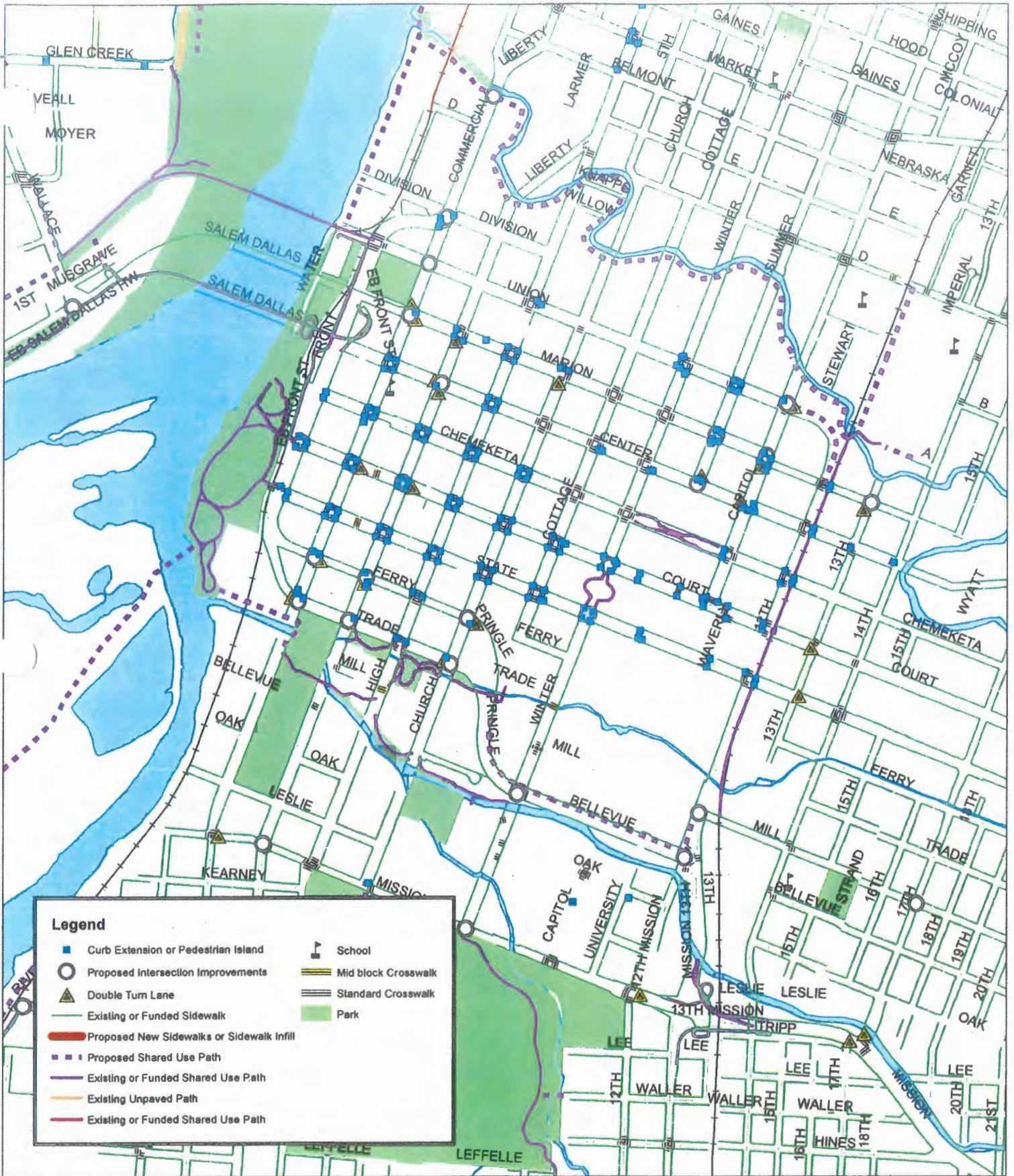


Map 8-12: Pedestrian Project Prioritization - West Salem

Salem Transportation System Plan Pedestrian System Element

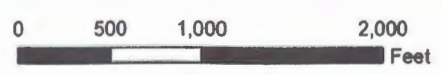


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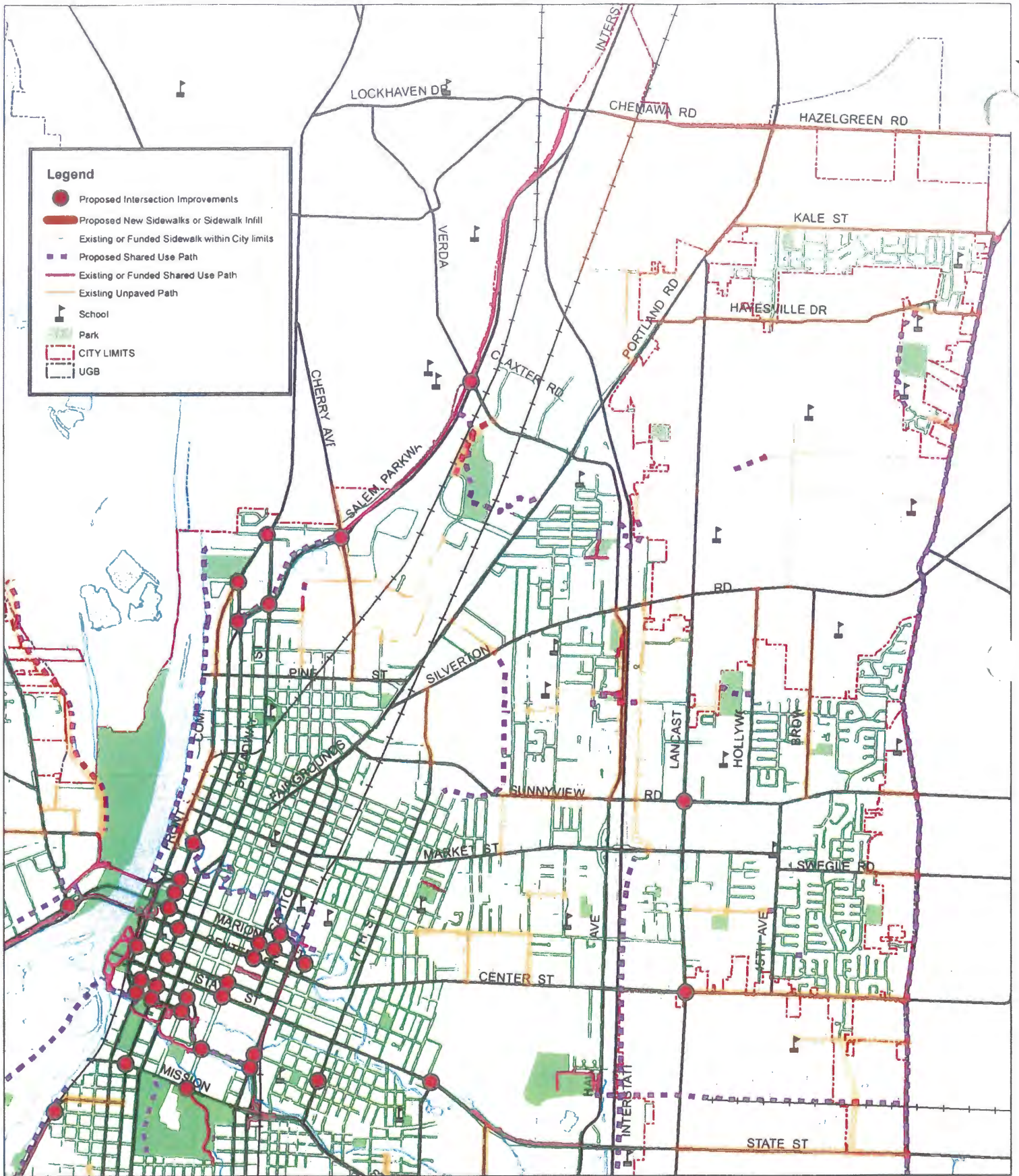


8-3: Pedestrian Network - Downtown Salem

Salem Transportation System Plan Pedestrian System Element

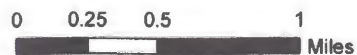


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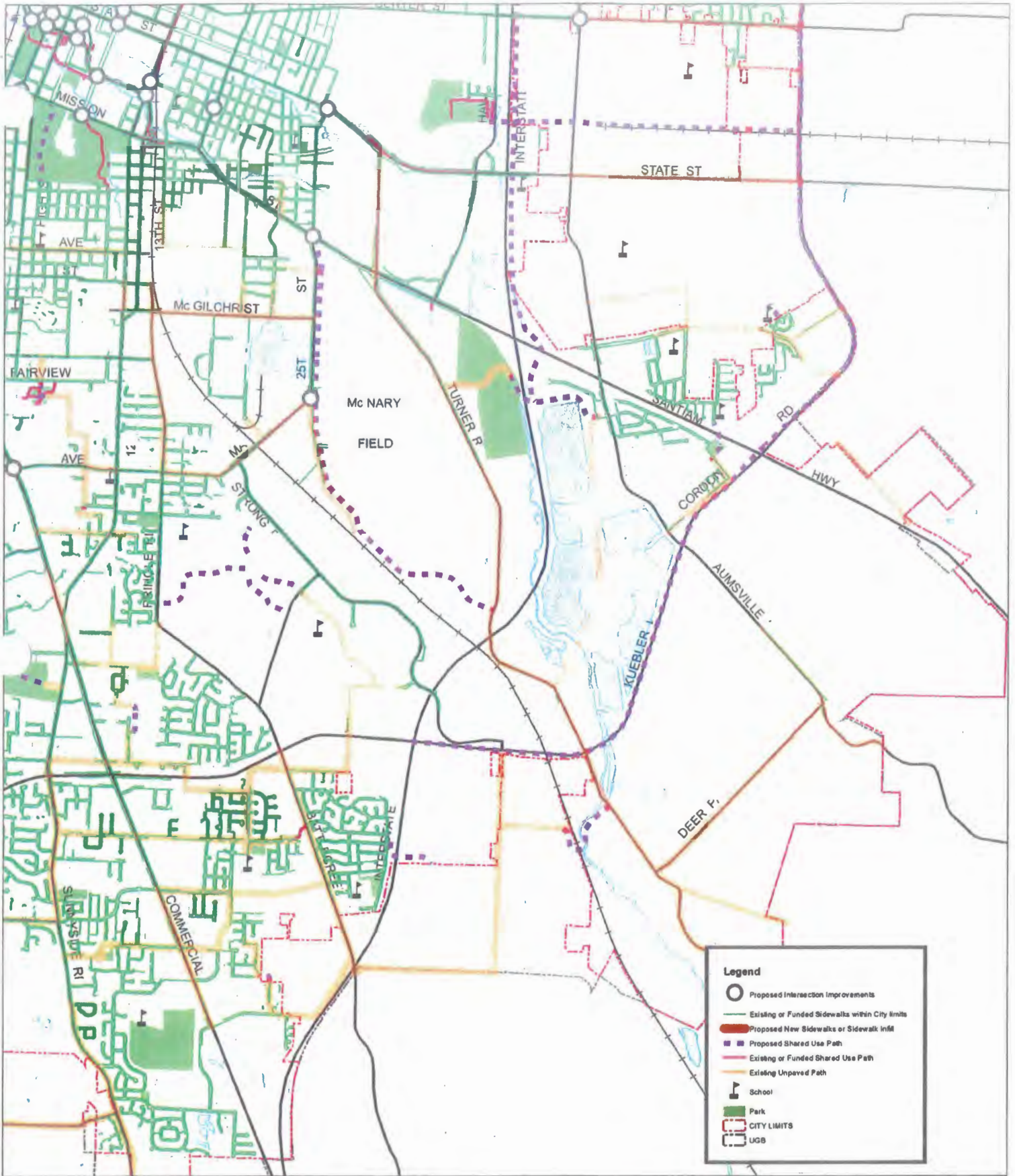


Map 8-4: Pedestrian Network - Northeast Salem

Salem Transportation System Plan Pedestrian System Element

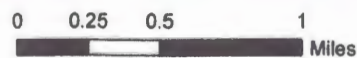


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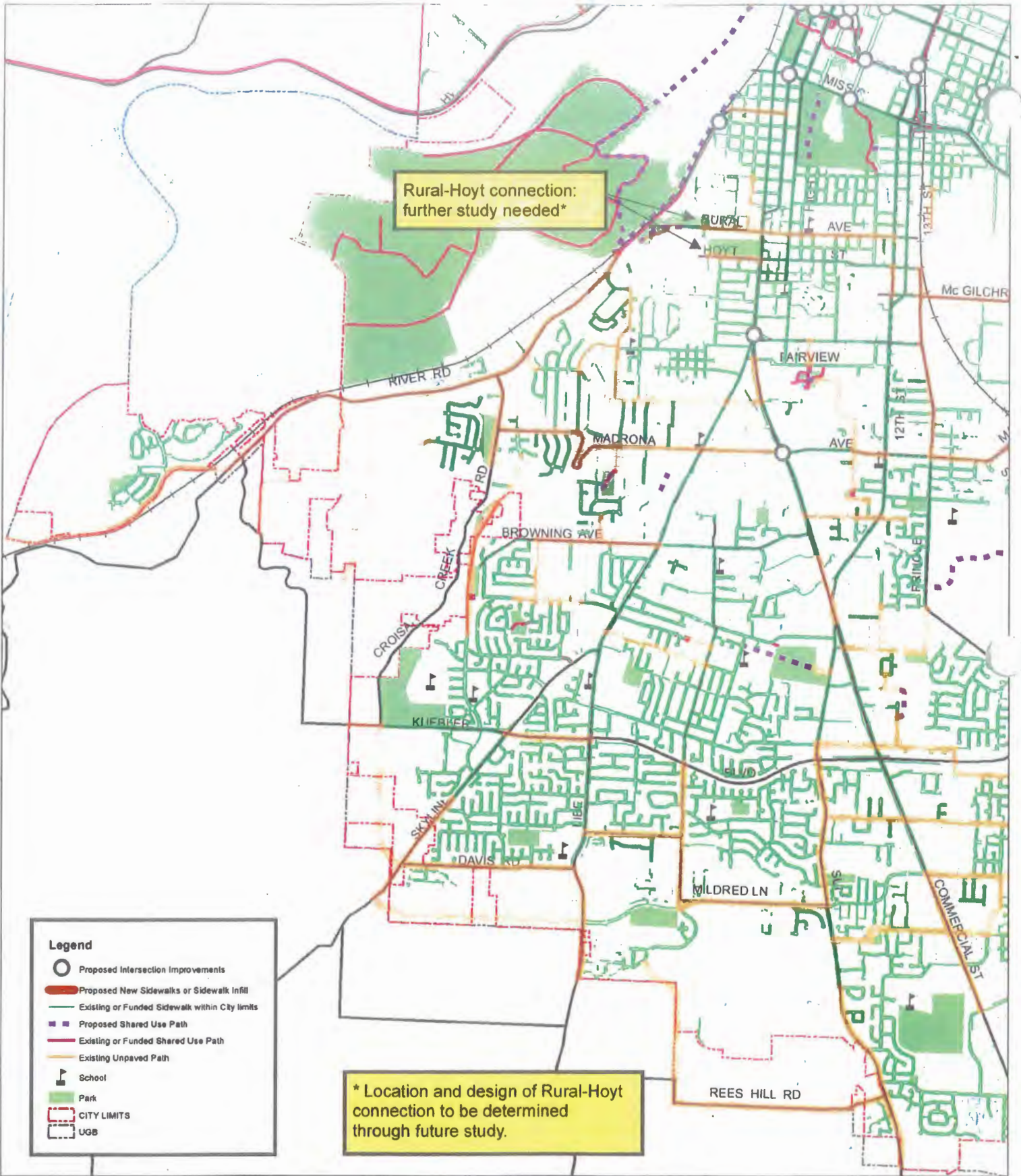


Map 8-5: Pedestrian Network - Southeast Salem

Salem Transportation System Plan Pedestrian System Element

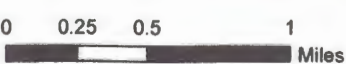


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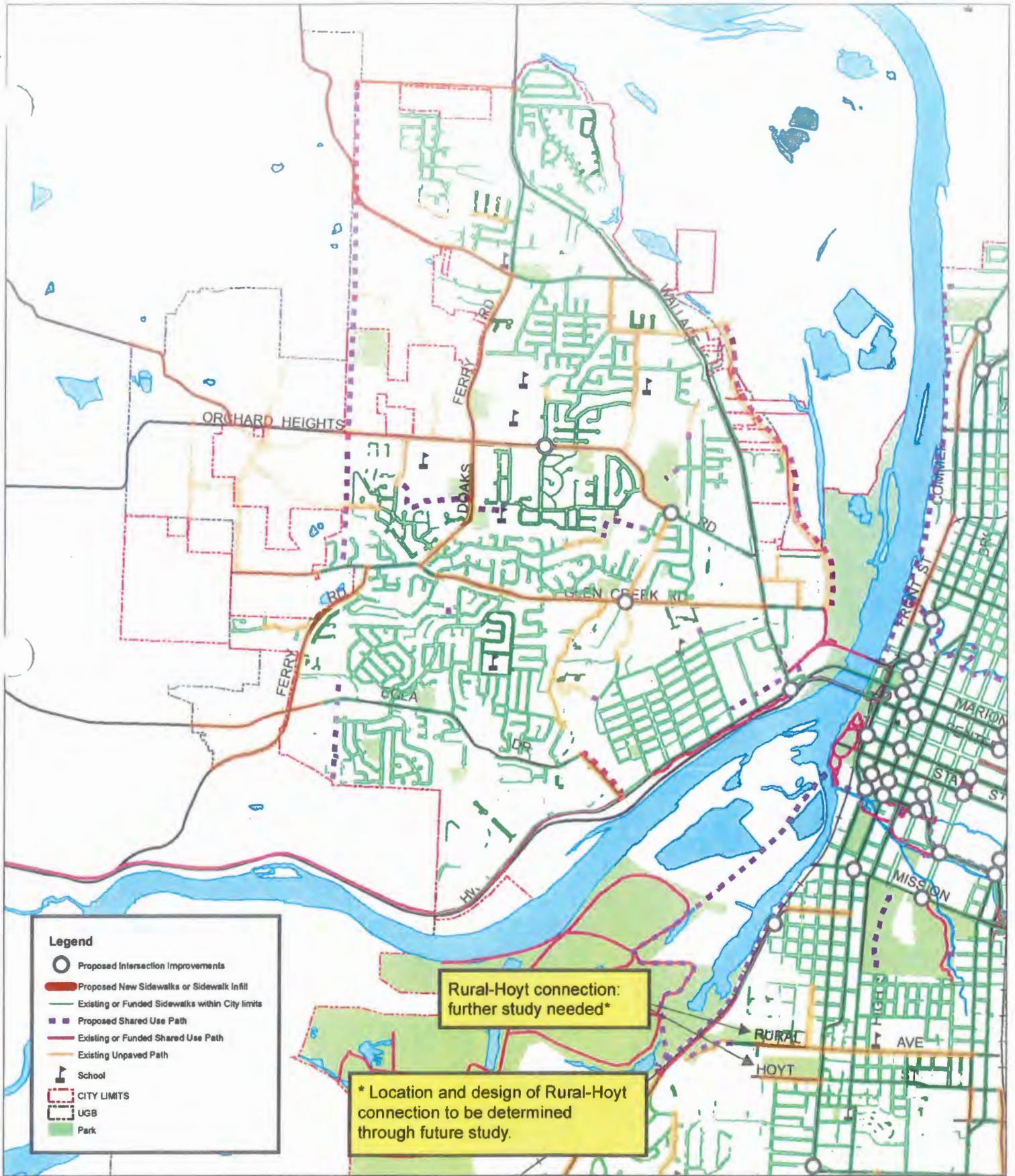


Map 8-6: Pedestrian Network - South Salem

Salem Transportation System Plan Pedestrian System Element

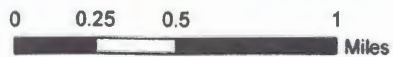


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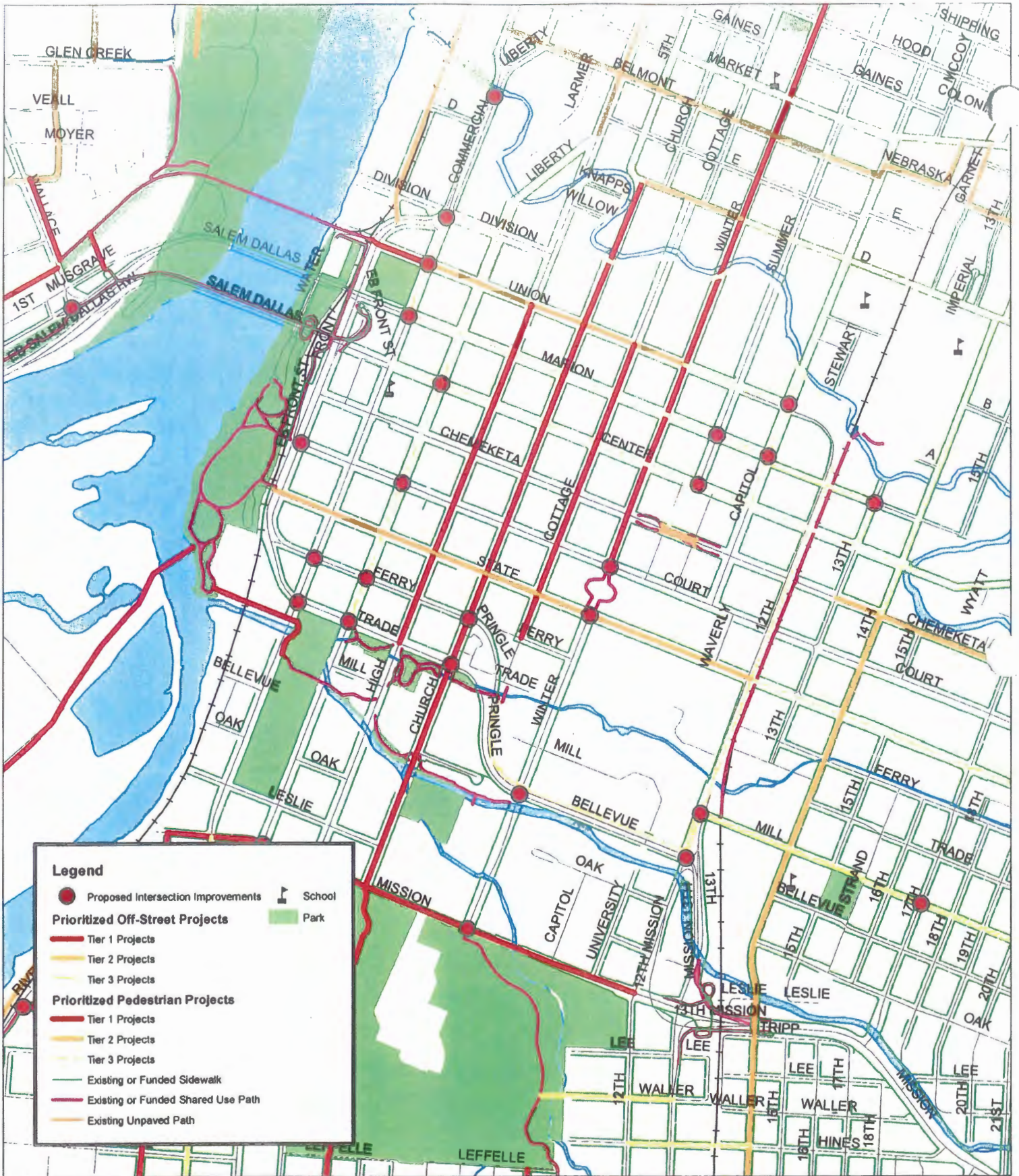


8-7: Pedestrian Network - West Salem

Salem Transportation System Plan Pedestrian System Element

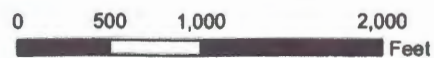


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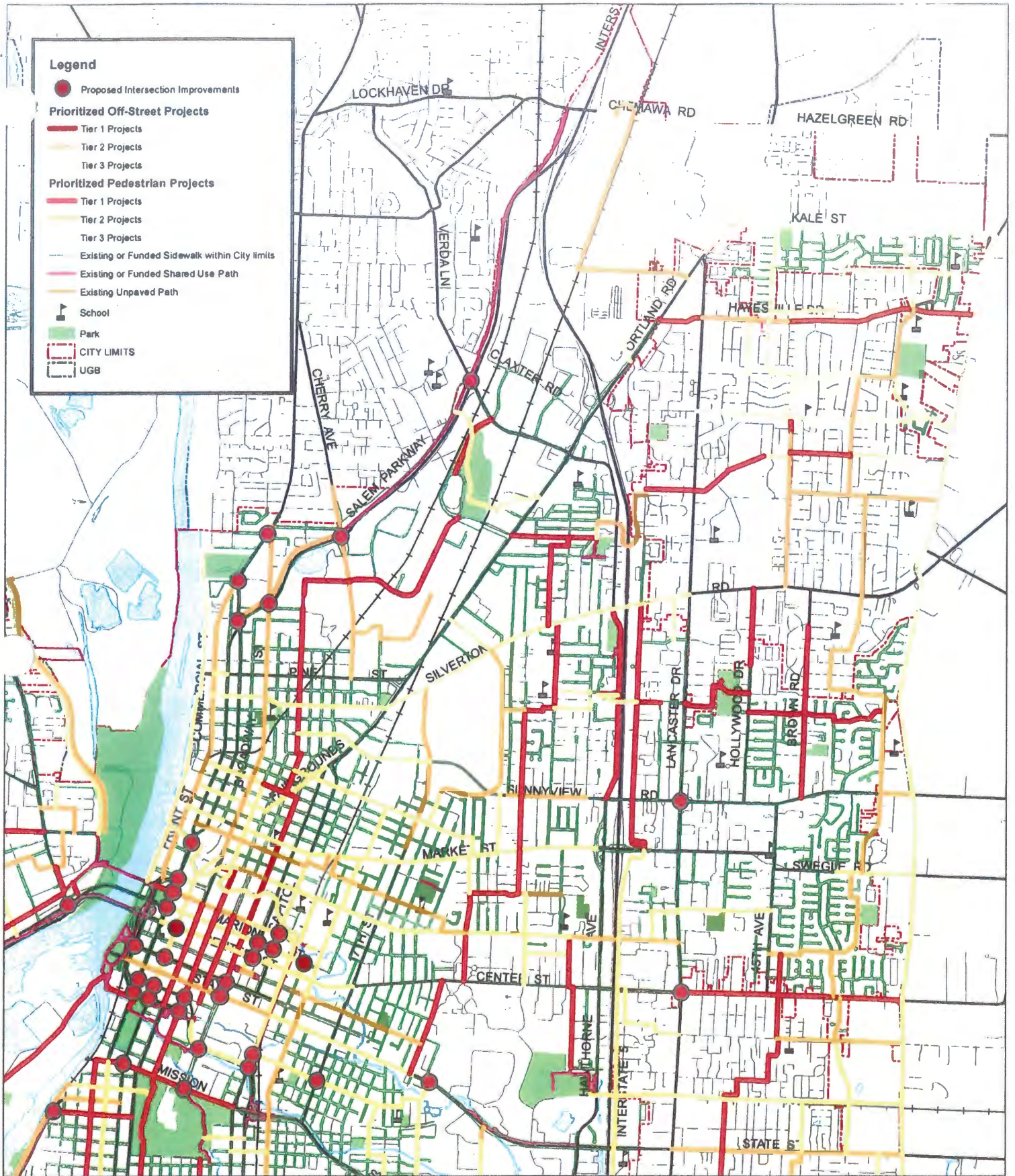


Map 8-8: Pedestrian Project Prioritization - Downtown Salem

Salem Transportation System Plan Pedestrian System Element

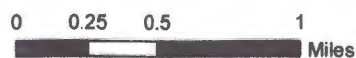


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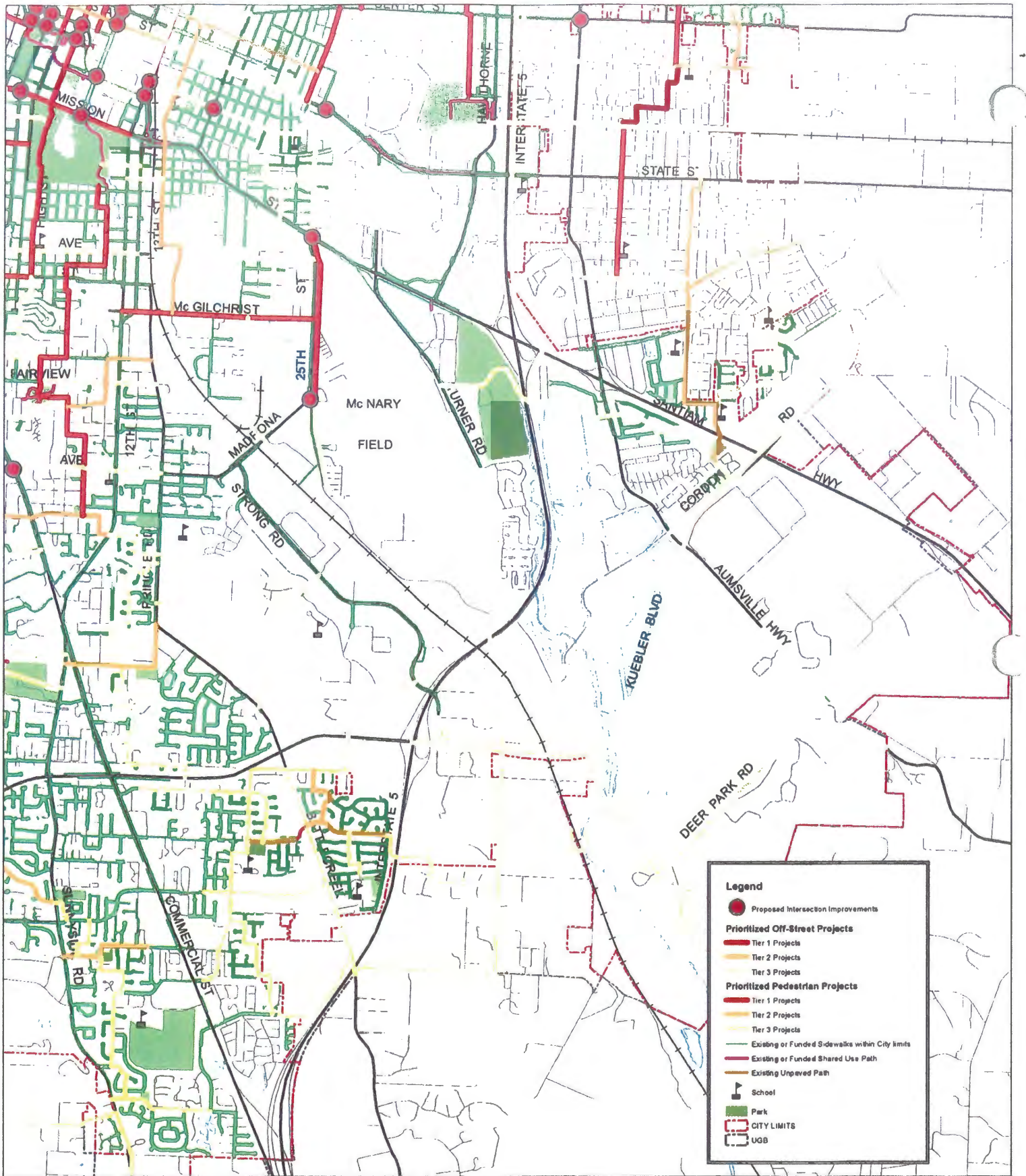


8-9: Pedestrian Project Prioritization - Northeast Salem

Salem Transportation System Plan Pedestrian System Element

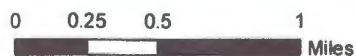


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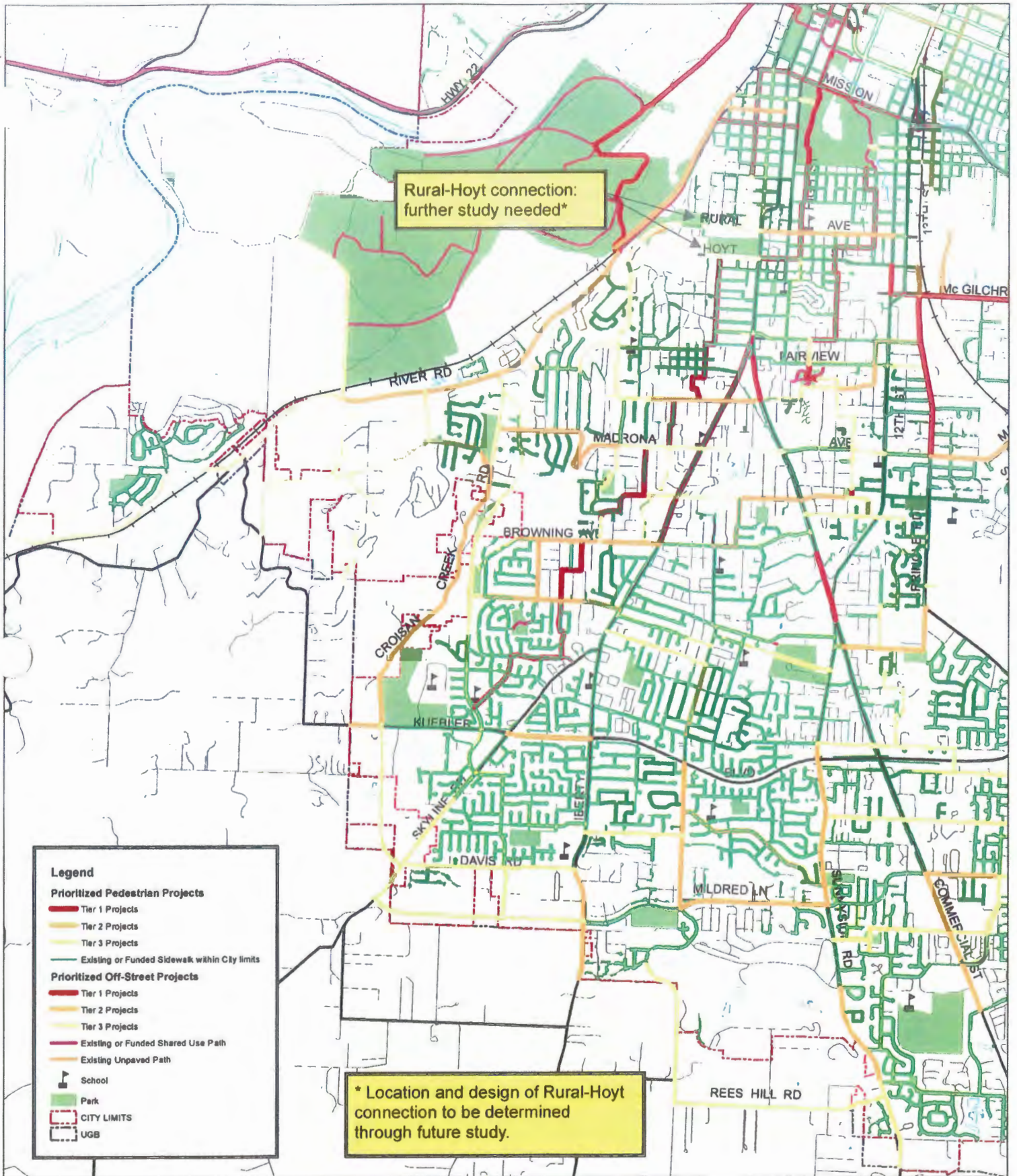


Map 8-10: Pedestrian Project Prioritization - Southeast Salem

Salem Transportation System Plan Pedestrian System Element

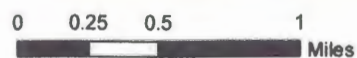


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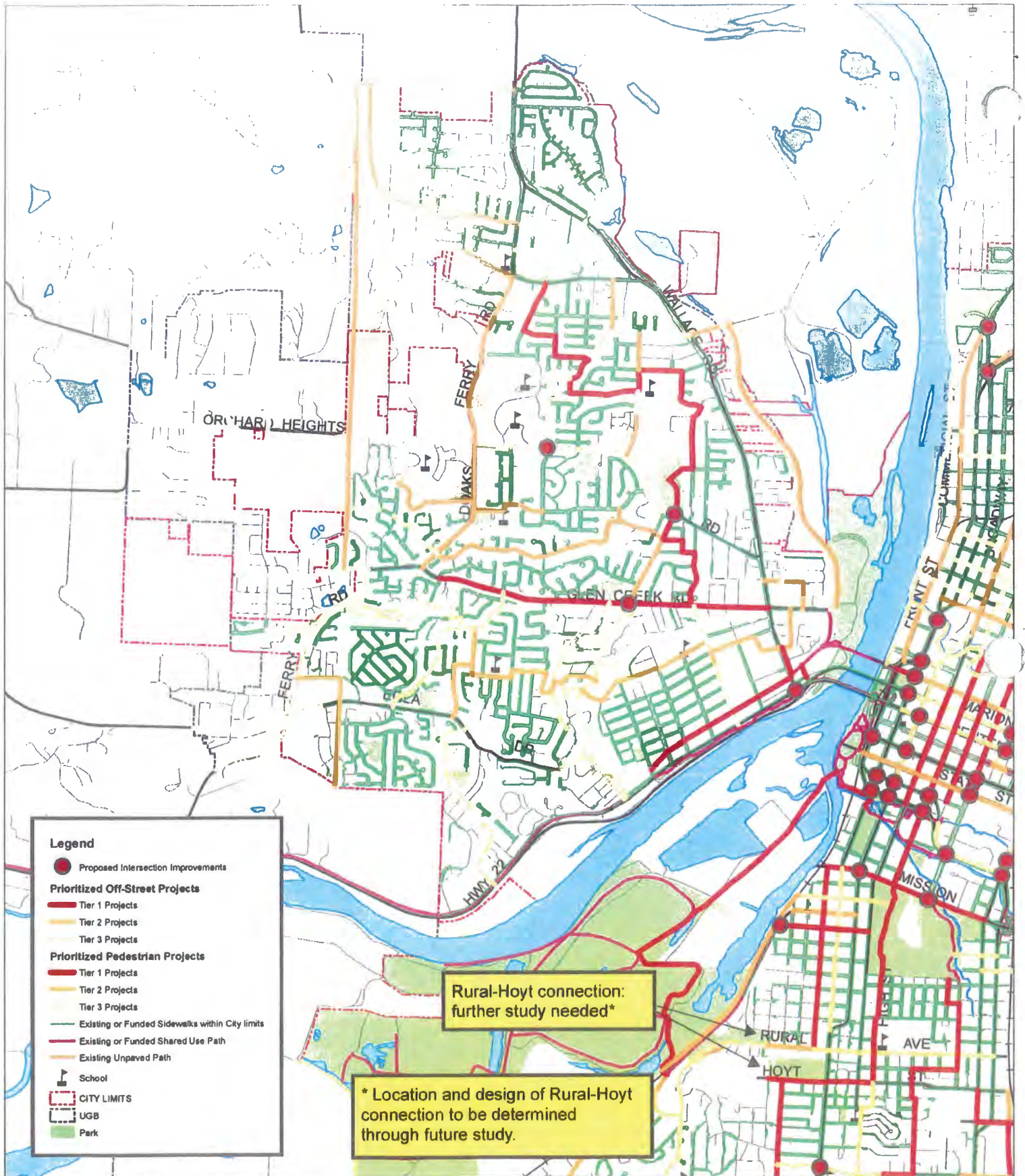


8-11: Pedestrian Project Prioritization - South Salem

Salem Transportation System Plan Pedestrian System Element



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



Map 8-12: Pedestrian Project Prioritization - West Salem

Salem Transportation System Plan Pedestrian System Element

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

TABLE 8-5

Recommended Tier 1 Pedestrian Projects—By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost*
Downtown	12th Street SE at Bellevue Street SE	--	--	Intersection Improvements	City of Salem, ODOT	\$400,000
Downtown	12th Street SE at Mill Street SE	--	--	Intersection Improvements	City of Salem	\$400,000
Downtown	Commercial Street NE at Marion Street NE	--	--	Intersection Improvements	City of Salem	\$400,000 \$20,000
Downtown	Commercial Street SE at Trade Street SE	--	--	Intersection Improvements	City of Salem, ODOT	\$400,000
Downtown	Commercial Street NE at Union Street NE	--	--	Intersection Improvements	City of Salem, ODOT	\$400,000
Downtown	Liberty Street NE at Center Street NE	--	--	Intersection Improvements	City of Salem	\$400,000 \$20,000
Downtown	Liberty Street SE at Ferry Street SE	--	--	Intersection Improvements	City of Salem, ODOT	\$400,000 \$120,000
Downtown	Liberty Street SE at Mission Street SE	--	--	Intersection Improvements	City of Salem	\$400,000
Downtown	Liberty Street SE at Trade Street SE	--	--	Intersection Improvements	City of Salem, ODOT	\$400,000
Downtown	Pringle Creek Path	Riverfront Park	Civic Center	Shared Use Path	City of Salem	\$165,000
Downtown	Summer Street NE at Center Street NE	--	--	Intersection Improvements	City of Salem	\$400,000
Downtown	Summer Street NE at Marion Street NE	--	--	Intersection Improvements	City of Salem	\$400,000
Downtown	Winter Street SE at Bellevue Street SE/ Pringle Parkway SE	--	--	Intersection Improvements	City of Salem, ODOT	\$400,000
Downtown	Winter Street NE at Court Street NE	--	--	Intersection Improvements	City of Salem, Oregon Parks & Recreation Dept., Oregon Legislative Administration	\$400,000
Downtown	Winter Street SE at Mission Street SE	--	--	Intersection Improvements	City of Salem	\$400,000

* Estimated cost for intersection improvements represents a placeholder cost, pending further analysis, engineering, and design to determine appropriate treatments.

** The estimated cost for these projects is already included in the Street System Element.

TABLE 8-5

Recommended Tier 1 Pedestrian Projects—By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost*
Downtown	Winter Street NE/SE at State Street	--	--	Intersection Improvements	City of Salem, Oregon Parks & Recreation Dept., Oregon Legislative Administration	\$400,000
Downtown	Ferry Street SE at Commercial Street SE	=	=	Intersection Improvements	City of Salem, ODOT	\$120,000
Downtown	Church Street SE at Trade Street SE	=	=	Intersection Improvements	City of Salem, ODOT	\$20,000
Downtown	Ferry Street SE at Church Street SE	=	=	Intersection Improvements	City of Salem, ODOT	\$20,000
Downtown	Court Street SE at Liberty Street SE	=	=	Intersection Improvements	City of Salem	\$120,000
Downtown	Capitol Street NE at Marion Street NE	=	=	Intersection Improvements	City of Salem	\$20,000
Downtown	Union Street NE at Capitol Street NE	=	=	Intersection Improvements	City of Salem	\$20,000
Northeast	D Street NE	Thompson Avenue NE	Park Avenue NE	New Sidewalks or Sidewalk Infill	City of Salem	\$478,000
Northeast	23rd Street NE	Center Street NE	D Street NE	New Sidewalks or Sidewalk Infill	City of Salem	\$209,000
Northeast	45th Avenue NE	Silverton Road NE	Ward Drive NE	New Sidewalks or Sidewalk Infill	Marion County	**
Northeast	Claggett Creek Path	Bill Frey Drive NE	Hyacinth Street NE	Path	City of Salem, Urban Renewal Agency, City of Keizer, Cherriots	\$1,850,000
Northeast	Broadway Street NE at River Road N	--	--	Intersection Improvements	City of Salem	\$400,000
Northeast	Broadway Street NE at Salem Parkway NE	--	--	Intersection Improvements	City of Salem, ODOT	\$400,000
Northeast	Brown Road NE	Sunnyview Road NE	Arizona Avenue NE	New Sidewalks or Sidewalk Infill	City of Salem, Marion County	**

* Estimated cost for intersection improvements represents a placeholder cost, pending further analysis, engineering, and design to determine appropriate treatments.

** The estimated cost for these projects is already included in the Street System Element.

TABLE 8-5

Recommended Tier 1 Pedestrian Projects—By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost*
Northeast	Center Street NE	Lancaster Drive NE	Cordon Road NE	New Sidewalks or Sidewalk Infill	City of Salem, Marion County	**
Northeast	Chemeketa Cross-Campus Path	Cooley Drive NE	Satter Drive NE	Shared Use Path	City of Salem, Marion County, Chemeketa Comm. College	\$170,000
Northeast	Cherry Avenue NE at Salem Parkway NE	--	--	Intersection Improvements	City of Salem, ODOT	\$400,000
Northeast	Commercial Street NE at Division Street NE	--	--	Intersection Improvements	City of Salem	\$400,000
Northeast	Fisher Road NE	Existing Southern Terminus	Silverton Road NE	New Sidewalks or Sidewalk Infill	City of Salem	**
Northeast	Fisher Road NE	Market Street NE	Existing Southern Terminus	New Sidewalks or Sidewalk Infill	City of Salem	**
Northeast	Hawthorne Avenue NE	Sunnyview Road NE	Silverton Road NE	New Sidewalks or Sidewalk Infill	City of Salem	**
Northeast	Hayesville Drive NE	Portland Road NE	Cordon Road NE	New Sidewalks or Sidewalk Infill	Marion County	**
Northeast	Hollywood Drive NE	South of Hollyridge Loop NE	Silverton Road NE	New Sidewalks or Sidewalk Infill	Marion County	**
Northeast	Lancaster Drive NE at Center Street NE	--	--	Intersection Improvements	City of Salem, Marion County	\$400,000
Northeast	Lancaster Drive NE at Sunnyview Road NE	--	--	Intersection Improvements	City of Salem	\$400,000
Northeast	Liberty Street NE at River Road N	--	--	Intersection Improvements	City of Salem	\$400,000
Northeast	Liberty Street NE at Salem Parkway NE	--	--	Intersection Improvements	City of Salem, ODOT	\$400,000
Northeast	Maple Avenue NE/Salem Industrial Drive NE Connector	Bliler Avenue NE	Salem Industrial Drive NE	Shared Use Path	City of Salem	\$63,000
Northeast	Marion Street NE and 13 th Street NE	--	--	Intersection Improvement	City of Salem	\$400,000
Northeast	McKay Park Connector	Phipps Lane NE	Hollywood Drive NE	Shared Use Path	City of Salem, Marion County, Salem-Keizer School Dist.	\$167,000

* Estimated cost for intersection improvements represents a placeholder cost, pending further analysis, engineering, and design to determine appropriate treatments.

** The estimated cost for these projects is already included in the Street System Element.

TABLE 8-5

Recommended Tier 1 Pedestrian Projects—By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost*
Northeast	Salem Industrial Drive NE	Cherry Avenue NE	Anunsen Street NE	New Sidewalks or Sidewalk Infill	City of Salem	**
Northeast	Salem Parkway NE at Hyacinth Street NE	=	=	Intersection Improvements	City of Salem, ODOT, City of Keizer	TBD
South	12th Street SE	McGilchrist Street SE	Hoyt Street SE	New Sidewalks or Sidewalk Infill	City of Salem	\$118,000
South	Bush's Pasture Park/Church Street SE Connector	Leffelle Street SE	Mission Street SE	Shared Use Path	City of Salem	\$359,000
South	Clark Creek Park Connector	Norwood Street SE	Vista Avenue SE	Shared Use Path	City of Salem	\$114,000
South	Commercial Street SE	Salem Heights Avenue SE	Vista Avenue SE	New Sidewalks or Sidewalk Infill	City of Salem	**
South	Commercial Street SE	Sunnyside Road SE	Winding Way SE	New Sidewalks or Sidewalk Infill	City of Salem	\$294,000
South	Commercial Street SE at Alice Avenue S/Fairview Avenue SE	--	--	Intersection Improvements	City of Salem	\$400,000
South	Commercial Street SE at Madrona Avenue SE	--	--	Intersection Improvements	City of Salem	\$400,000
South	Minto-Brown Island Path	River Road S	Riverfront Park	Shared Use Path	City of Salem	\$6,768,000
South	River Road S at Miller Street S	--	--	Intersection Improvements	City of Salem	\$15,000
South	South Village Park Connector	Ewald Avenue SE	Harris Avenue SE	Shared Use Path	City of Salem	\$42,000
Southeast	17th Street SE at Mill Street SE	--	--	Intersection Improvements	City of Salem	\$400,000
Southeast	25th Street SE at Madrona Avenue SE	--	--	Intersection Improvements	City of Salem	\$400,000
Southeast	25th Street SE at Mission Street SE	--	--	Intersection Improvements	City of Salem, ODOT	\$400,000
Southeast	25th Street NE/SE at State Street	--	--	Intersection Improvements	City of Salem	\$400,000
Southeast	Airway Drive SE/25th Street SE	Madrona Avenue SE	Mission Street SE	Shared Use Path	City of Salem	\$703,000
Southeast	Caplinger Road SE	Macleay Road SE	Cordon Road SE	New Sidewalks or Sidewalk Infill	City of Salem	\$178,000
Southeast	Macleay Road SE	Lancaster Drive SE	Connecticut Street SE	New Sidewalks or Sidewalk Infill	Marion County	**

* Estimated cost for intersection improvements represents a placeholder cost, pending further analysis, engineering, and design to determine appropriate treatments.

** The estimated cost for these projects is already included in the Street System Element.

TABLE 8-5

Recommended Tier 1 Pedestrian Projects—By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost*
Southeast	McGilchrist Street SE	Pringle Road SE	25 th Street SE	New Sidewalks or Sidewalk Infill	City of Salem	**
Southeast	Pringle Road SE	Madrona Avenue SE	McGilchrist Street SE	New Sidewalks or Sidewalk Infill	City of Salem	**
Southeast	Rickey Street SE	Houck Middle School	Cordon Road SE	New Sidewalks or Sidewalk Infill	City of Salem, Marion County	**
West	Brush College Road NW	Conner Street NW	Doaks Ferry Road NW	New Sidewalks or Sidewalk Infill	City of Salem, Polk County	**
West	Doaks Ferry Road NW	Orchard Heights Road NW	Brush College Road NW	New Sidewalks or Sidewalk Infill	City of Salem, Polk County	**
West	Glen Creek Road NW	Westfarthing Way NW	Wallace Road NW	New Sidewalks or Sidewalk Infill	City of Salem	\$1,271,000
West	Glen Creek Road NW at Parkway Drive NW	--	--	Intersection Improvements	City of Salem	\$400,000
West	Orchard Heights Park/Hope Avenue NW Connector	Orchard Heights Park	Hope Avenue NW	Shared Use Path	City of Salem	\$68,000
West	Orchard Heights Road NW at Mousebird Avenue NW	--	--	Intersection Improvements	City of Salem	\$400,000
West	Orchard Heights Road NW at Parkway Drive NW	--	--	Intersection Improvements	City of Salem	\$400,000
West	Union Bridge Path Extension	Murlark Avenue NW	East of Wallace Road (including grade-separated crossing of Wallace Road NW)	Shared Use Path	City of Salem, ODOT	\$1,574,000
West	Union Bridge Path Extension (far western segment)	Patterson Street NW	Murlark Avenue NW	Shared Use Path	City of Salem	\$113,000
West	Union Street Bridge Path-Musgrave Lane NW Connector	Union Street Bridge Path	Musgrave Lane NW	Shared Use Path	City of Salem	\$50,000
West	Wallace Road NW at Edgewater Street NW	--	--	Intersection Improvements	City of Salem, ODOT	**
West	Wallace Road NW Path	Union Street Bridge Path	Taggart	Shared Use Path	ODOT	**
West	Westhaven Avenue NW/Harritt Drive NW Connector	Northern terminus of Westhaven Avenue NW	SE corner of Harritt Loop NW	Shared Use Path	City of Salem	\$42,000

* Estimated cost for intersection improvements represents a placeholder cost, pending further analysis, engineering, and design to determine appropriate treatments.

** The estimated cost for these projects is already included in the Street System Element.

TABLE 8-6

Recommended Tier 2 Pedestrian Projects—By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost*
Downtown	Summer Street NE at Center Street NE	=	=	Intersection Improvements	City of Salem	\$25,000
Downtown	Summer Street NE at Marion Street NE	=	=	Intersection Improvements	City of Salem	\$120,000
Northeast	17 th Street NE	Sunnyview Road NE	Silverton Road NE	New Sidewalks or Sidewalk Infill	City of Salem	\$320,000
Northeast	35 th Place NE	Southern Terminus	Fisher Road NE	New Sidewalks or Sidewalk Infill	Marion County	\$143,000
Northeast	Bill Frey Drive NE Extension	Kroc Center	Hyacinth Street NE	New Sidewalks or Sidewalk Infill	City of Salem	**
Northeast	Cherry Avenue NE	Pine Street NE	City Limits	New Sidewalks or Sidewalk Infill	City of Salem	**
Northeast	Dean Street NE/Scepter Court NE Connector	Dean Street NE	Scepter Court NE	Shared Use Path	City of Salem	\$48,000
Northeast	Fairgrounds Path	Garfield Street NE	Silverton Road NE	Shared Use Path	City of Salem, Oregon State Fairgrounds	\$869,000
Northeast	Fairgrounds Path/Evergreen Avenue NE Connector	Fairgrounds Path	Evergreen Avenue NE	Shared Use Path	City of Salem, Oregon State Fairgrounds	\$37,000
Northeast	Hawthorne Avenue NE/Fisher Road NE Connector (including grade-separated crossing of Interstate 5)	Rockingham Court NE	35 th Place NE	Shared Use Path	City of Salem, Marion County, ODOT	\$2,453,000
Northeast	Herrin Road NE	45 th Avenue NE	Cordon Road NE	New Sidewalks or Sidewalk Infill	Marion County	**
Northeast	Johnson Street NE/McDonald Street NE	Pine Street NE	Eastern Terminus of McDonald Street NE	New Sidewalks or Sidewalk Infill	City of Salem	\$518,000
Northeast	Salem Parkway NE Path	Liberty Street NE	Cherry Avenue NE	Shared Use Path	City of Salem, ODOT	\$623,000
Northeast	Sunnyview Road NE	Walker Road NE	Cordon Road NE	New Sidewalks or Sidewalk Infill	Marion County	**
Northeast	Sunnyview Road NE	Evergreen Avenue NE	Byram Street NE	New Sidewalks or Sidewalk Infill	City of Salem	**

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** The estimated cost for these projects is already included in the Street System Element.

TABLE 8-6

Recommended Tier 2 Pedestrian Projects—By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost*
Northeast	Swegle Road NE	Walker Road NE	Cordon Road NE	New Sidewalks or Sidewalk Infill	Marion County	**
Northeast	Yoshikai/Adam Stephens Path	Jade Street NE	Hayesville Drive NE	Shared Use Path	City of Salem, Salem-Keizer School Dist.	\$338,000
South	Browning Avenue S	Kurth Street S	Liberty Road S	New Sidewalks or Sidewalk Infill	City of Salem	**
South	Cunningham Lane S	West of High Ridge Court S	Barrett Street S	New Sidewalks or Sidewalk Infill	City of Salem	**
South	Kuebler Boulevard S	Urban Growth Boundary	Croisan Creek Road S	New Sidewalks or Sidewalk Infill	City of Salem	**
South	Kuebler Boulevard S	Skyline Road S	Liberty Road S	New Sidewalks or Sidewalk Infill	City of Salem	**
South	Kurth Street S	Cunningham Lane S	Browning Avenue S	New Sidewalks or Sidewalk Infill	City of Salem	**
South	Liberty Road S	Urban Growth Boundary	Davis Road S	New Sidewalks or Sidewalk Infill	Marion County	**
South	Lone Oak Road S	Mildred Lane S	Kuebler Boulevard S	New Sidewalks or Sidewalk Infill	City of Salem	**
South	Madrona Avenue S	Croisan Creek Road S	Crestview Drive S	New Sidewalks or Sidewalk Infill	City of Salem	\$757,000
South	Mildred Lane SE	Lone Oak Road SE	Sunnyside Road SE	New Sidewalks or Sidewalk Infill	City of Salem, Marion County	**
South	Owens Street S/SE	River Road S	Liberty Road S	New Sidewalks or Sidewalk Infill	City of Salem	\$242,000
South	River Road S	Acacia Drive S	Minto Island Road S	New Sidewalks or Sidewalk Infill	City of Salem	\$583,000
South	River Road S	Homestead Road S	Acacia Drive S	New Sidewalks or Sidewalk Infill	City of Salem	**
South	River Road S/RailRoad Corridor Path	Minto Island Road S	Bush Street S	Shared Use Path	City of Salem	\$1,222,000
South	Rural Avenue SE	Summer Street SE	12 th Street SE	New Sidewalks or Sidewalk Infill	City of Salem	\$251,000
South	Rural Avenue SE	John Street S	Commercial Street SE	New Sidewalks or Sidewalk Infill	City of Salem	\$323,000

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TABLE 8-6

Recommended Tier 2 Pedestrian Projects—By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost*
South	Rural Avenue SE/Hoyt Connector	Hoyt Street SE	Rural Avenue SE	Shared Use Path	City of Salem	\$144,000
South	Salem Heights Avenue SE	6 th Avenue S	Commercial Street SE	New Sidewalks or Sidewalk Infill	City of Salem	**
South	Sunnyside Road SE	Rees Hill Road SE	Cayuse Circle SE	New Sidewalks or Sidewalk Infill	City of Salem	**
South	Sunnyside Road SE	Mildred Lane SE	Boone Road SE	New Sidewalks or Sidewalk Infill	City of Salem	**
Southeast	22 nd Street SE	McGilchrist Street SE	Hoyt Street SE	New Sidewalks or Sidewalk Infill	City of Salem	\$144,000
Southeast	Battle Creek Road SE	Boone Road SE	Kuebler Boulevard SE	New Sidewalks or Sidewalk Infill	City of Salem	**
Southeast	Commercial Street SE	Robins Lane SE	Fabry Road SE	New Sidewalks or Sidewalk Infill	City of Salem	**
Southeast	Connecticut Street SE	Rickey Street SE	Witten Street SE	New Sidewalks or Sidewalk Infill	Marion County	**
Southeast	Fabry Road SE	Commercial Street SE	Reed Lane SE	New Sidewalks or Sidewalk Infill	City of Salem	\$322,000
Southeast	Hilfiker Lane SE/Hillrose Street SE	Commercial Street SE	Pringle Road SE	New Sidewalks or Sidewalk Infill	City of Salem	**
Southeast	Madrona Avenue SE	Pringle Road SE	25 th Street SE	New Sidewalks or Sidewalk Infill	City of Salem	**
Southeast	Miller Elementary/Bill Riegel Park Connector	Campbell Drive SE	46 th Place SE	Shared Use Path	City of Salem, Marion County, ODOT	\$1,973,000
Southeast	Pringle Road SE	McGilchrist Street SE	Hoyt Street SE	New Sidewalks or Sidewalk Infill	City of Salem	**
Southeast	State Street	Lancaster Drive NE/SE	Cordon Road NE/SE	New Sidewalks or Sidewalk Infill	Marion County	**
Southeast	Turner Road SE/Airport Road SE	Airway Drive SE	State Street	New Sidewalks or Sidewalk Infill	City of Salem	**
West	BPA Corridor Trail	Urban Growth Boundary	Gehlar Road NW	Shared Use Path	City of Salem	\$414,000
West	BPA Corridor Trail	Glen Creek Road NW	Michigan City Lane NW	Shared Use Path	City of Salem	\$1,861,000

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TABLE 8-6

Recommended Tier 2 Pedestrian Projects—By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost*
West	Chandler Park Path	Eastern Terminus of Ptarmigan	Lupin Lane NW	Shared Use Path	City of Salem	\$272,000
West	Chapman Hill Elementary Connector	Doaks Ferry Road NW	Chapman Hill Drive NW	Shared Use Path	City of Salem, Salem-Keizer School Dist.	\$145,000
West	Doaks Ferry Road NW	Glen Creek Road NW	Orchard Heights Road NW	New Sidewalks or Sidewalk Infill	City of Salem, Polk County	\$564,000
West	Donkey Trail	East of Cascade Drive NW	Piedmont Avenue NW	Shared Use Path	City of Salem	\$53,000
West	Harritt Drive NW	SE Corner of Harritt Loop NW	Woodhill Street NW	New Sidewalks or Sidewalk Infill	City of Salem	\$106,000
West	Linwood Street NW	Orchard Heights Road NW	South of Goldcrest Avenue NW	New Sidewalks or Sidewalk Infill	City of Salem	**
West	Marine Drive NW Path	Glen Creek Road NW	Riverbend Road NW	Shared Use Path	City of Salem, Polk County	**
West	Parkway Drive NW	Glen Creek Road NW	Orchard Heights Road NW	New Sidewalks or Sidewalk Infill	City of Salem	**
West	Riverbend Road NW	Wallace Road NW	Urban Growth Boundary	New Sidewalks or Sidewalk Infill	City of Salem	**
West	Taybin Road NW/Cornucopia Street NW	Wallace Road NW	Glen Creek Road NW	New Sidewalks or Sidewalk Infill	City of Salem	\$255,000
West	West Salem High School Connector	Titan Drive NW	Doaks Ferry Road NW	Shared Use Path	City of Salem, Salem-Keizer School Dist.	\$370,000
West	Wintergreen Avenue NW/Riverbend Road NW	Brush College Road NW	Wallace Road NW	New Sidewalks or Sidewalk Infill	City of Salem	\$485,000

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TABLE 8-7

Recommended Tier 3 Pedestrian Projects—By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost*
Downtown	12th Street NE	Capitol Street NE	Marion Street NE	Shared Use Path	City of Salem	***
Downtown	Commercial Street NE at Mill Creek	--	--	Shared Use Path	City of Salem	TBD
Downtown	Cottage Street NE	Marion Street NE	State Street	Curb Extensions	City of Salem	\$1,200,000
Downtown	Front Street NE at Court Street NE	--	--	Shared Use Path	City of Salem	TBD
Downtown	Willamette University Cross-Campus Path	Cottage Street SE	Mill Street SE	Shared Use Path	City of Salem, Willamette University	\$356,000
Northeast	12th Street Promenade Extension	Existing northern terminus	D Street NE	Shared Use Path	City of Salem	\$199,000
Northeast	12th Street Promenade/14th Street NE Connector	Olinger Pool	14th Street NE	Shared Use Path	City of Salem, Salem-Keizer School Dist.	\$38,000
Northeast	49th Avenue NE	Kale Street NE	Hazelgreen Road NE	New Sidewalks or Sidewalk Infill	City of Salem	**
Northeast	Astoria Street NE	Portland Road NE	Blossom Drive NE	New Sidewalks or Sidewalk Infill	City of Salem	\$404,000
Northeast	Auburn Road NE	46th Avenue NE	Cordon Road NE	New Sidewalks or Sidewalk Infill	City of Salem, Marion County	**
Northeast	Beverly Avenue NE/Phipps Lane NE	East of Lancaster Drive NE	Carolina Avenue NE	New Sidewalks or Sidewalk Infill	Marion County	\$176,000
Northeast	Blossom Drive NE	East of Astoria Street NE	Portland Road NE	New Sidewalks or Sidewalk Infill	City of Salem, Marion County	**
Northeast	Byram Street NE Connector	Chester Avenue NE	Kathleen Avenue NE	Shared Use Path	City of Salem	\$42,000
Northeast	Chemawa Road NE/Hazelgreen Road NE	Interstate 5	Cordon Road NE	New Sidewalks or Sidewalk Infill	City of Salem, Marion County	**
Northeast	Claggett Creek Greenway	Portland Road NE	Salem Parkway NE	Shared Use Path	City of Salem	TBD
Northeast	Cooley Drive NE	Fisher Road NE	Lancaster Drive NE	New Sidewalks or Sidewalk Infill	Marion County	\$208,000
Northeast	Ellis Avenue NE	Park Avenue NE	Savage Road NE	New Sidewalks or Sidewalk Infill	City of Salem	\$153,000
Northeast	Evergreen Avenue NE	Market Street NE	Sunnyview Road NE	New Sidewalks or Sidewalk Infill	City of Salem	**
Northeast	Florence Avenue NE/Chester Avenue NE	Park Avenue NE	Lansing Avenue NE	New Sidewalks or Sidewalk Infill	City of Salem	\$143,000

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***The estimated cost for these projects is already included in the Bicycle System Element.

TABLE 8-

Recommended Tier 3 Pedestrian Projects—By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost*
Northeast	Front Street NE	Pine Street NE	Riviera Drive NE	New Sidewalks or Sidewalk Infill	City of Salem	**
Northeast	Front Street NE	D Street NE	South Street NE	New Sidewalks or Sidewalk Infill	City of Salem	**
Northeast	Geer Line Trail (east segment)	Lancaster Drive NE	Cordon Road NE	Shared Use Path	City of Salem, Marion County	\$998,000
Northeast	Geer Line Trail (west segment, including grade-separated crossing of Interstate 5)	Geer Park	Lancaster Drive NE	Shared Use Path	City of Salem, Marion County, ODOT	\$2,154,000
Northeast	Greencrest Street NE	State Street	Auburn Road NE	New Sidewalks or Sidewalk Infill	Marion County	**
Northeast	Harold Drive NE	Silverton Road NE	Southern Terminus	New Sidewalks or Sidewalk Infill	Marion County	\$97,000
Northeast	Harold Drive NE	Existing Southern Terminus	Devonshire Avenue NE	New Sidewalks or Sidewalk Infill	City of Salem	**
Northeast	Indian School Road NE/Blossom Drive NE	Niles Avenue NE	Chemawa Road NE	New Sidewalks or Sidewalk Infill	City of Salem	**
Northeast	Kale Street NE	Portland Road NE	Cordon Road NE	New Sidewalks or Sidewalk Infill	City of Salem, Marion County	**
Northeast	Keen Avenue NE	Lansing Avenue NE	Byram Street NE	New Sidewalks or Sidewalk Infill	City of Salem	\$155,000
Northeast	Kuebler Boulevard SE/Cordon Road NE/SE	Interstate 5	Hazelgreen Road NE	Shared Use Path	City of Salem, Marion County	**
Northeast	Lana Avenue NE	Portland Road NE	Silverton Road NE	New Sidewalks or Sidewalk Infill	City of Salem	\$225,000
Northeast	Livingston Park Path	Keen Avenue NE	Hawthorne Avenue NE	Shared Use Path	City of Salem	\$95,000
Northeast	Livingston Park/Fisher Road NE Connector (east segment, including grade-separated crossing of Interstate 5)	Livingston Park	Fisher Road NE	Shared Use Path	City of Salem, ODOT	\$2,266,000
Northeast	Livingston Park/Fisher Road NE Connector (west segment)	Livingston Park	Future grade-separated crossing of Interstate 5	Shared Use Path	City of Salem	\$29,000
Northeast	Maple Avenue NE	Hickory Street NE	Bliler Avenue NE	New Sidewalks or Sidewalk Infill	City of Salem	\$233,000

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TABLE 8-7

Recommended Tier 3 Pedestrian Projects—By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost*
Northeast	Mill Creek Path (downtown)	Willamette River	12th Street NE	Shared Use Path	City of Salem	\$1,072,000
Northeast	Northgate Avenue NE/Wooddale Avenue NE Connector	Northgate Avenue NE	Wooddale Avenue NE	Shared Use Path	City of Salem	\$40,000
Northeast	Park Avenue NE	Center Street NE	D Street NE	New Sidewalks or Sidewalk Infill	City of Salem	**
Northeast	Portland Road NE	North of Lancaster Drive NE	Hazelgreen Road NE	New Sidewalks or Sidewalk Infill	ODOT	\$618,000
Northeast	Reimann Street NE	Jade Street NE	Hayesville Drive NE	New Sidewalks or Sidewalk Infill	Marion County	\$231,000
Northeast	Riverfront Path	Union Street NE	Delmar Drive N	Shared Use Path	City of Salem	\$34,690,000
Northeast	Salem Industrial Drive NE	Western Terminus	Cherry Avenue NE	New Sidewalks or Sidewalk Infill	City of Salem	\$194,000
Northeast	Satter Drive NE	Western Terminus	45 th Avenue NE	New Sidewalks or Sidewalk Infill	Marion County	\$117,000
Northeast	Satter Drive NE	45 th Avenue NE	Trapper Drive NE	New Sidewalks or Sidewalk Infill	Marion County	\$494,000
Northeast	Ward Drive NE	Hearth Drive NE	Cordon Road NE	New Sidewalks or Sidewalk Infill	City of Salem	\$112,000
Northeast	Weathers Street NE	Clay Street NE	Eastern Terminus	New Sidewalks or Sidewalk Infill	City of Salem	\$307,000
Northeast	Weathers Street NE/45 th Avenue NE Connector	Eastern Terminus of Weathers Street NW	45 th Avenue NE	Shared Use Path	City of Salem	\$43,000
Northeast	Yoshikai/Adam Stephens Path	Plow Court NE/Log Drive NE	Jade Street NE	Shared Use Path	City of Salem, Salem-Keizer School Dist.	\$155,000
South	Acacia Drive S	River Road S	Sumac Drive S	New Sidewalks or Sidewalk Infill	City of Salem	\$93,000
South	Bush's Pasture Park-Waller Street SE Connector	Bush's Pasture Park Path	Western Terminus of Waller Street SE	Shared Use Path	City of Salem	\$400,000
South	Cottage Street SE	Vista Avenue SE	Fairview Avenue SE	New Sidewalks or Sidewalk Infill	City of Salem	\$105,000
South	Crestview Drive S	Southern Terminus	Madrona Avenue S	New Sidewalks or Sidewalk Infill	City of Salem	\$100,000

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TABLE 8-7

Recommended Tier 3 Pedestrian Projects—By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost*
South	Crestview Drive S	Salem Heights Avenue S	Schurman Road S	New Sidewalks or Sidewalk Infill	City of Salem	\$491,000
South	Croisan Creek Road S	Heath Street S	River Road S	New Sidewalks or Sidewalk Infill	City of Salem	**
South	Croisan Creek Road S	Skyline Road S	Kuebler Road S	New Sidewalks or Sidewalk Infill	City of Salem, Marion County	**
South	Croisan Ridge Way S	Existing Northern Terminus	Heath Street S	New Sidewalks or Sidewalk Infill	City of Salem, Marion County	**
South	Croisan Scenic Way S	Spring Street S	North of Roberta Avenue S	New Sidewalks or Sidewalk Infill	City of Salem	**
South	Croisan Scenic Way S	North of Roberta Avenue S	South of Hillwood Court S	New Sidewalks or Sidewalk Infill	City of Salem	**
South	Croisan Scenic Way S	North of Brock Loop S	Spring Street S	New Sidewalks or Sidewalk Infill	City of Salem, Marion County	**
South	Cunningham Lane Park Connector	Croisan Scenic Way S	Cunningham Lane S	Shared Use Path	City of Salem	\$62,000
South	Davis Road S	Skyline Road S	Liberty Road S	New Sidewalks or Sidewalk Infill	City of Salem, Marion County	**
South	Deer Run Avenue S	Viewcrest Road S	Northern Terminus	New Sidewalks or Sidewalk Infill	City of Salem, Marion County	**
South	Ewald Avenue SE	Helen Avenue SE	11 th Avenue SE	New Sidewalks or Sidewalk Infill	City of Salem	\$90,000
South	Fairmount Park Connector	Crestview Drive S	Rural Avenue S	Shared Use Path	City of Salem	\$208,000
South	Felton Street S-Winola Avenue S Connector	Felton Street S	Southern terminus of Winola Avenue S	Shared Use Path	City of Salem	\$87,000
South	Fern Drive S	Heath Street S	River Road S	New Sidewalks or Sidewalk Infill	City of Salem	**
South	Fircrest Park Connector	Luradel Avenue S	Crestview Drive S	Shared Use Path	City of Salem	\$126,000
South	Future Unnamed Street	Heath Street S	Homestead Road S	New Sidewalks or Sidewalk Infill	City of Salem	**
South	Hansen Avenue S	Acacia Drive S	Crestview Drive S	New Sidewalks or Sidewalk Infill	City of Salem	\$235,000
South	Heath Street S	Deer Run	Existing Western Terminus	New Sidewalks or Sidewalk Infill	Marion County	**

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***The estimated cost for these projects is already included in the Bicycle System Element.

TABLE 8-7

Recommended Tier 3 Pedestrian Projects—By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost*
South	Holder Lane SE	Liberty Road S	Lone Oak Road SE	New Sidewalks or Sidewalk Infill	City of Salem	**
South	Homestead Road S	Southern Terminus	River Road S	New Sidewalks or Sidewalk Infill	City of Salem	\$193,000
South	Hoyt Street S	Skopil Avenue S	Commercial Street SE	New Sidewalks or Sidewalk Infill	City of Salem	\$229,000
South	Hrubetz Road SE	Liberty Road S	Lone Oak Road SE	New Sidewalks or Sidewalk Infill	City of Salem	**
South	Judson Middle School/Woodmansee Connector	Lone Oak Road SE	Woodmansee Street SE	Shared Use Path	City of Salem, Salem-Keizer School Dist.	\$339,000
South	Lone Oak Road SE	Trillium Lane SE	Muirfield Avenue SE	New Sidewalks or Sidewalk Infill	City of Salem, Marion County	**
South	Lone Oak Road SE/Rees Hill Road SE	Trillium Lane SE	Sunnyside Road SE	New Sidewalks or Sidewalk Infill	City of Salem, Marion County	**
South	Madrona Avenue SE	Peck Avenue SE	12 th Street SE	New Sidewalks or Sidewalk Infill	City of Salem	\$140,000
South	Madrona Avenue SE	Crestview Drive S	Commercial Street SE	New Sidewalks or Sidewalk Infill	City of Salem	**
South	Marietta Street SE	Coloma Drive SE	Lone Oak Road SE	New Sidewalks or Sidewalk Infill	City of Salem	\$100,000
South	Marietta Street SE Connector	2 nd Way SE	Pullman Court SE	Shared Use Path	City of Salem	\$68,000
South	Mildred Lane SE	Skyline Road S	Liberty Road S	New Sidewalks or Sidewalk Infill	City of Salem, Marion County	**
South	Neelon Drive S	Browning Avenue S	South of Garlock Avenue S	New Sidewalks or Sidewalk Infill	City of Salem	\$102,000
South	Oakhill Avenue SE	Commercial Street SE	Courtney Lane SE	New Sidewalks or Sidewalk Infill	City of Salem	**
South	Peck Avenue SE/Morningside Street SE/Hulsey Avenue SE/Norwood Street SE	Harris Avenue SE	Clark Creek Park	New Sidewalks or Sidewalk Infill	City of Salem	\$629,000
South	River Road S	Urban Growth Boundary	Homestead Road S	New Sidewalks or Sidewalk Infill	City of Salem, Marion County	**

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***The estimated cost for these projects is already included in the Bicycle System Element.

TABLE 8-7

Recommended Tier 3 Pedestrian Projects—By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost*
South	Rural Avenue S	Commercial Street SE	Summer Street SE	New Sidewalks or Sidewalk Infill	City of Salem	\$252,000
South	Saginaw Street S	Lincoln Street S	Rural Avenue S	New Sidewalks or Sidewalk Infill	City of Salem	\$229,000
South	Salem Heights Avenue S	Sunridge Drive S	6 th Avenue S	New Sidewalks or Sidewalk Infill	City of Salem	**
South	Skyline Road S	Mildred Lane SE	North of Maplewood Drive S	New Sidewalks or Sidewalk Infill	City of Salem, Marion County	**
South	Sunnyside Road SE	Urban Growth Boundary	Rees Hill Road SE	New Sidewalks or Sidewalk Infill	City of Salem	**
South	Woodmansee Street SE	Western Terminus	Sunnyside Road SE	New Sidewalks or Sidewalk Infill	City of Salem	\$65,000
Southeast	12 th Street SE	Hilfiker Lane SE	Albert Drive SE	New Sidewalks or Sidewalk Infill	City of Salem	\$184,000
Southeast	23 rd Street SE	McGilchrist Street SE	Hoyt Street SE	New Sidewalks or Sidewalk Infill	City of Salem	\$144,000
Southeast	23 rd Street SE	Mission Street SE	Hyde Street SE	New Sidewalks or Sidewalk Infill	City of Salem	\$148,000
Southeast	25 th Street SE	Turner Road SE	Madrona Avenue SE	Shared Use Path	City of Salem	**
Southeast	27 th Avenue SE/Marietta Street SE	Kuebler Boulevard SE	West of Fairview Industrial Drive SE	New Sidewalks or Sidewalk Infill	City of Salem	**
Southeast	36 th Avenue SE	Wiltsey Road SE	Kuebler Boulevard SE	New Sidewalks or Sidewalk Infill	Marion County	**
Southeast	Airway Drive SE	South of Madrona Avenue SE	Madrona Avenue SE	New Sidewalks or Sidewalk Infill	City of Salem	\$623,000
Southeast	Aumsville Highway SE	Urban Growth Boundary	North of Deer Park Drive SE	New Sidewalks or Sidewalk Infill	City of Salem, Marion County	\$797,000
Southeast	Battle Creek Road SE	Wiltsey Road SE	Boone Road SE	New Sidewalks or Sidewalk Infill	City of Salem, Marion County	**
Southeast	Baxter Road SE	Sunnyside Road SE	Eastern Terminus	New Sidewalks or Sidewalk Infill	City of Salem	**
Southeast	Boone Road SE	Sunnyside Road SE	Commercial Street SE	New Sidewalks or Sidewalk Infill	City of Salem	\$239,000

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TABLE 8-7

Recommended Tier 3 Pedestrian Projects—By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost*
Southeast	Boone Road SE/27 th Avenue SE	Battle Creek Road SE	Kuebler Boulevard SE	New Sidewalks or Sidewalk Infill	City of Salem	\$411,000
Southeast	Boone Road SE/Stroh Lane SE/Barnes Road SE	Commercial Street SE	Reed Lane SE	New Sidewalks or Sidewalk Infill	City of Salem	\$746,000
Southeast	Brentwood Drive SE	East of Genesis Street SE	Battle Creek Road SE	New Sidewalks or Sidewalk Infill	Marion County	**
Southeast	Cascades Gateway Park	Turner Road SE	Eastern Terminus	New Sidewalks or Sidewalk Infill	City of Salem	\$347,000
Southeast	Cascades Gateway Park/SE Salem Connector (east segment)	East of Interstate 5	Lancaster Drive SE	Shared Use Path	City of Salem	\$331,000
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 Salem	\$1,962,000
Southeast	Crowley Avenue SE/Chaparral Drive SE	Eastern Terminus	Anneka Loop SE	New Sidewalks or Sidewalk Infill	City of Salem	\$121,000
Southeast	Deer Park Drive SE	Turner Road SE	Aumsville Highway SE	New Sidewalks or Sidewalk Infill	City of Salem	**
Southeast	Electric Street SE	East of 23 rd Street SE	25 th Street SE	New Sidewalks or Sidewalk Infill	City of Salem	\$736,000
Southeast	Fabry Road SE	Reed Lane SE	Battle Creek Road SE	New Sidewalks or Sidewalk Infill	City of Salem	**
Southeast	Future Path Along Unnamed Street #3	Future Unnamed Street 2	Old Strong Road SE	Shared Use Path	City of Salem	\$142,000
Southeast	Future Path Along Unnamed Street #4	Pringle Road SE	Future Unnamed Street 1	Shared Use Path	City of Salem	\$480,000
Southeast	Future Unnamed Street	Madrona Avenue SE	22 nd Street SE	New Sidewalks or Sidewalk Infill	City of Salem	\$644,000
Southeast	Future Unnamed Street	Turner Road SE	Lancaster Drive SE	New Sidewalks or Sidewalk Infill	City of Salem	**
Southeast	Gaffin Road SE	Urban Growth Boundary (south)	Urban Growth Boundary (north)	New Sidewalks or Sidewalk Infill	Marion County	**
Southeast	Gath Road SE/Turner Road SE	Urban Growth Boundary	Airway Drive SE	New Sidewalks or Sidewalk Infill	City of Salem	**
Southeast	Genesis Street SE	Robins Lane SE	Northern Terminus	New Sidewalks or Sidewalk Infill	City of Salem	\$143,000

* Estimated cost for intersection improvements represents a placeholder cost, pending further analysis, engineering, and design to determine appropriate treatments.

** The estimated cost for these projects is already included in the Street System Element.

***The estimated cost for these projects is already included in the Bicycle System Element.

TABLE 8-7

Recommended Tier 3 Pedestrian Projects—By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost*
Southeast	Interstate 5 Path (including grade-separated crossing of Highway 22)	South of Highway 22	South of Market Street NE	Shared Use Path	City of Salem, Marion County, ODOT	\$3,369,000
Southeast	Kashmir Way SE	36 th Avenue SE	Eastland Avenue SE	New Sidewalks or Sidewalk Infill	Marion County	\$311,000
Southeast	Landon Street SE/Tanglewood Way SE Connector (including grade-separated crossing of Interstate 5)	Landon Street SE	Serenity Drive SE	Shared Use Path	City of Salem, ODOT	\$2,070,000
Southeast	Mary Eyre Elementary Connector	Jenah Street SE	Buffalo Drive SE	Shared Use Path	City of Salem, Marion County, Salem-Keizer School Dist.	\$87,000
Southeast	Mill Creek Path (including grade-separated railRoad crossing)	Kashmir Way SE	Turner Road SE	Shared Use Path	City of Salem, Marion County	\$2,162,000
Southeast	Mistymorning Avenue SE/Genesis Street SE Connector	Mistymorning Avenue SE	Genesis Street SE	Shared Use Path	City of Salem	\$75,000
Southeast	Oxford Street SE/14th Street SE	22 nd Street SE	Wilbur Street SE	New Sidewalks or Sidewalk Infill	City of Salem	**
Southeast	Path along Future Unnamed Street 1	Reed Road SE	West of Reed Road SE	Shared Use Path	City of Salem	**
Southeast	Path along Future Unnamed Street 2	Reed Road SE	West of Reed Road SE	Shared Use Path	City of Salem	**
Southeast	Pikes Pass Street SE	South of Soapstone Avenue SE	Mistymorning Avenue SE	New Sidewalks or Sidewalk Infill	City of Salem	\$194,000
Southeast	Reed Lane SE	Soapstone Avenue SE	Fabry Road SE	New Sidewalks or Sidewalk Infill	City of Salem	**
Southeast	Reed Road SE	Baxter Road SE	Barnes Road SE	New Sidewalks or Sidewalk Infill	City of Salem	\$262,000
Southeast	Reed Road SE	Wiltsey Road SE	Soapstone Avenue SE	New Sidewalks or Sidewalk Infill	City of Salem	**
Southeast	Reed Lane SE/Boone Road SE	Barnes Road SE	Battle Creek Road SE	New Sidewalks or Sidewalk Infill	City of Salem	**
Southeast	Saddle Club Street SE	Lancaster Drive SE	Campbell Drive SE	New Sidewalks or Sidewalk Infill	City of Salem	\$460,000
Southeast	Strong Road SE	Marietta Street SE	Reed Road SE	New Sidewalks or Sidewalk Infill	City of Salem	**

* Estimated cost for intersection improvements represents a placeholder cost, pending further analysis, engineering, and design to determine appropriate treatments.

** The estimated cost for these projects is already included in the Street System Element.

***The estimated cost for these projects is already included in the Bicycle System Element.

TABLE 8-7

Recommended Tier 3 Pedestrian Projects—By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost*
Southeast	Textrum Street SE	Boone Road SE	South of Royvonne Avenue SE	New Sidewalks or Sidewalk Infill	City of Salem	\$131,000
Southeast	Textrum Street SE/Crowley Avenue SE Connector	Textrum Street SE	Crowley Avenue SE	Shared Use Path	City of Salem	\$162,000
Southeast	Turner Road SE	Urban Growth Boundary	Gath Road SE	New Sidewalks or Sidewalk Infill	City of Salem	**
Southeast	Wiltsey Road SE	Battle Creek Road SE	36 th Avenue SE	New Sidewalks or Sidewalk Infill	Marion County	**
Southeast	Wiltsey Road SE	Sunnyside Road SE	Reed Lane SE	New Sidewalks or Sidewalk Infill	City of Salem	**
West	35 th Avenue NW	Osage Drive NW	Orchard Heights Road NW	New Sidewalks or Sidewalk Infill	City of Salem, Polk County	**
West	35 th Avenue NW/Glen Creek Road NW	Existing Northern Terminus of 35 th Avenue NW	East of 31 st Court NW	New Sidewalks or Sidewalk Infill	Polk County	\$561,000
West	37 th Avenue NW	Urban Growth Boundary	Orchard Heights Road NW	New Sidewalks or Sidewalk Infill	Polk County	**
West	5 th Drive NW	Taybin Road NW	Cameo Street NW	New Sidewalks or Sidewalk Infill	City of Salem	\$91,000
West	Audubon Avenue NW Trail	Edgewater Street NW	Cascade Drive NW	Shared Use Path	City of Salem	\$244,000
West	Brush College Road NW	Urban Growth Boundary	Conner Street NW	New Sidewalks or Sidewalk Infill	City of Salem, Polk County	
West	Christina Street NW	West of Redfir Court NW	Doaks Ferry Road NW	New Sidewalks or Sidewalk Infill	City of Salem	\$143,000
West	Christina Street NW	West of Elliot Street NW	Cherry Blossom Drive NW	New Sidewalks or Sidewalk Infill	City of Salem	\$154,000
West	Christina Street NW	East of Cherry Blossom Drive NW	West of Redfir Court NW	New Sidewalks or Sidewalk Infill	City of Salem	**
West	Christina Street NW	West of Elliot Street NW	Michigan City Lane NW	New Sidewalks or Sidewalk Infill	City of Salem	**
West	Crestbrook Drive NW-Dalke Ridge Drive NW Connector	Crestbrook Drive NW	Dalke Ridge Drive NW	Shared Use Path	City of Salem	\$64,000
West	Doaks Ferry Road NW	Urban Growth Boundary	Glen Creek Road NW	New Sidewalks or Sidewalk Infill	City of Salem	**

* Estimated cost for intersection improvements represents a placeholder cost, pending further analysis, engineering, and design to determine appropriate treatments.

** The estimated cost for these projects is already included in the Street System Element.

***The estimated cost for these projects is already included in the Bicycle System Element.

TABLE 8-

Recommended Tier 3 Pedestrian Projects—By Quadrant

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost*
West	Eola Drive NW	Edgewater Street NW	Cascade Drive NW	New Sidewalks or Sidewalk Infill	City of Salem	**
West	Eola Drive NW	Urban Growth Boundary	Eagle Ridge Avenue NW	New Sidewalks or Sidewalk Infill	City of Salem, Polk County	**
West	Future Unnamed Street	37 th Avenue NW	35 th Avenue NW	New Sidewalks or Sidewalk Infill	Polk County	**
West	Grice Hill Road NW	Orchard Heights Road NW	Urban Growth Boundary	New Sidewalks or Sidewalk Infill	Polk County	\$291,000
West	Hidden Valley Drive NW	34 th Avenue NW	Doaks Ferry Road NW	New Sidewalks or Sidewalk Infill	City of Salem	\$190,000
West	Hillcrest Drive NW/Altimont Drive NW	Kingwood Drive NW	East of Cascade Drive NW	New Sidewalks or Sidewalk Infill	City of Salem	\$211,000
West	Islander Avenue NW	Horseclover Drive NW	West Meadows Drive NW	New Sidewalks or Sidewalk Infill	City of Salem	**
West	Islander Avenue NW	35 th Avenue NW	Horseclover Drive NW	New Sidewalks or Sidewalk Infill	City of Salem	**
West	Kingwood Drive NW	Lowen Street NW	Glen Creek Road NW	New Sidewalks or Sidewalk Infill	City of Salem	\$574,000
West	Landaggard Drive NW	Orchard Heights Road NW	Northern Terminus	New Sidewalks or Sidewalk Infill	Polk County	\$187,000
West	Linwood Street NW	South of Goldcrest Avenue NW	River Bend Road NW	New Sidewalks or Sidewalk Infill	City of Salem	\$298,000
West	Marine Drive NW	Glen Creek Road NW	River Bend Road NW	New Sidewalks or Sidewalk Infill	City of Salem, Polk County	**
West	Michigan City Lane NW	Western Terminus	Wallace Road NW	New Sidewalks or Sidewalk Infill	Polk County	**
West	Mousebird Lane NW	Royal Crown Avenue NW	Macaw Street NW	New Sidewalks or Sidewalk Infill	City of Salem	**
West	Orchard Heights Road NW	Urban Growth Boundary	Future Roadway Alignment west of Grice Hill Road NW	New Sidewalks or Sidewalk Infill	Polk County	**
West	Orchard Heights Road NW	West of Titan Drive NW	Parkway Drive NW	New Sidewalks or Sidewalk Infill	City of Salem, Polk County	**

* Estimated cost for intersection improvements represents a placeholder cost, pending further analysis, engineering, and design to determine appropriate treatments.

** The estimated cost for these projects is already included in the Street System Element.

***The estimated cost for these projects is already included in the Bicycle System Element.

TABLE 8-7**Recommended Tier 3 Pedestrian Projects—By Quadrant**

Quadrant	Corridor	From	To	Facility Type	Partner Agencies	Estimated Cost*
West	Orchard Heights Road NW	Existing Roadway Alignment west of Grice Hill Road NW	Grice Hill Road NW	New Sidewalks or Sidewalk Infill	City of Salem	**
West	Orchard Heights Road NW	Grice Hill Road NW	Existing Roadway Alignment east of Grice Hill Road NW	New Sidewalks or Sidewalk Infill	City of Salem	**
West	Patterson Street NW Trail	9 th Street NW	South of Glen Creek Road NW	Shared Use Path	City of Salem	\$120,000
West	Ptarmigan Street NW	East of Moonbeam Court NW	Eastern Terminus	New Sidewalks or Sidewalk Infill	City of Salem	\$128,000
West	Rosemont Avenue NW	Cascade Drive NW	Glen Creek Road NW	New Sidewalks or Sidewalk Infill	City of Salem	\$242,000
West	Titan Drive NW	North of Old Farm Avenue NW	Orchard Heights Road NW	New Sidewalks or Sidewalk Infill	City of Salem	\$184,000
West	Vickery/Colorado Way/Drive NW	Urban Growth Boundary	Eastern Terminus	New Sidewalks or Sidewalk Infill	Polk County	**

* Estimated cost for intersection improvements represents a placeholder cost, pending further analysis, engineering, and design to determine appropriate treatments.

** The estimated cost for these projects is already included in the Street System Element.

***The estimated cost for these projects is already included in the Bicycle System Element.

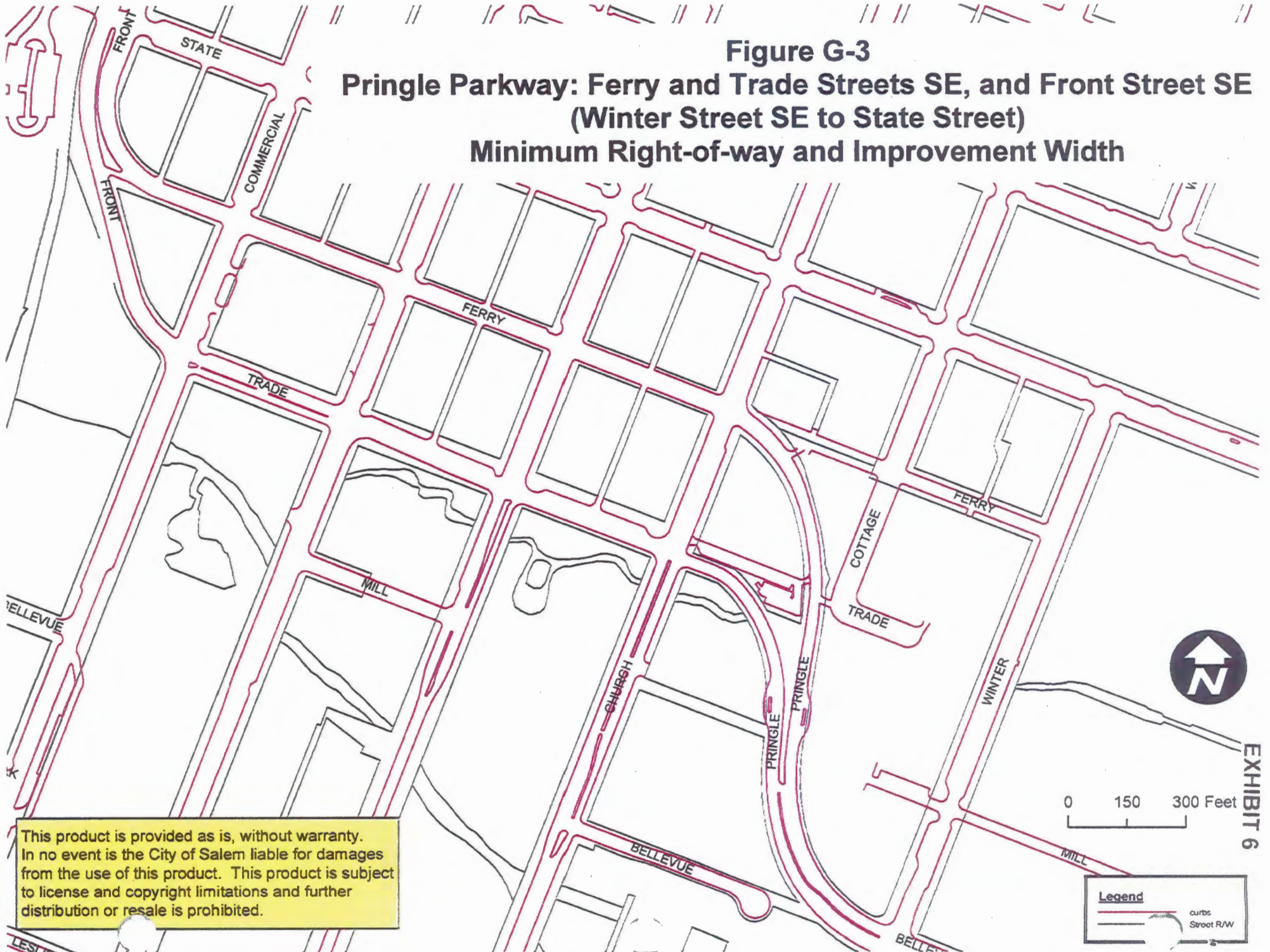
EXHIBIT 5

Table G-1 Special Street Right-of-way and Improvement Requirements					
Street Name	From	To	Classification	Minimum Right-of-way	Improvement Width
12th Street SE	Bellevue Street SE	Cannon Street SE	Major Arterial	68 feet	46 feet
13th Street SE	Bellevue Street SE	Cannon Street SE	Major Arterial	68 feet	40 feet
13th Street NE	Center Street NE	Marion Street NE	Major Arterial	60 feet	34 feet
13th Street NE	State Street NE	Court Street NE	Major Arterial	60 feet	34 feet
Capital Street NE	Mill Creek	Erixon Street NE	Major Arterial	75 feet	40 feet
Commercial Street NE	Riviera Street NE	South of Belmont Street NE	Major Arterial	66 feet	36 feet
Commercial Street SE	Mission Street SE	Washington Street S	Major Arterial	66 feet	40 feet
Commercial Street SE	Washington Street S	Oxford Street SE	Major Arterial	68 feet	40 feet
Commercial Street SE	Vista Avenue SE	Hilfiker Lane SE	Major Arterial	100 feet	84 feet
Commercial Street SE	Hilfiker Lane SE	Interstate 5	Major Arterial	100 feet	68 feet
Croisan Creek Road S	Kuebler Boulevard S	Heath Street S	Minor Arterial	60 feet	30 feet
<u>Pringle Parkway, Ferry and Trade Streets SE*, Front Street SE</u>	<u>Church Winter Street SE</u>	<u>Intersection of Front Street SE and State Street</u>	Parkway	<u>60 feet-See Figure G-3</u>	<u>42 feet-See Figure G-3</u>
Hawthorne Avenue NE	400 feet north of Sunnyview Road NE	400 feet south of Silverton Road NE	Major Arterial	64 feet	46 feet
Kuebler Boulevard SE	Interstate 5	Croisan Scenic Way S	Parkway	120 feet	66 feet
Lancaster Drive NE/SE	State Street	Portland Road NE	Major Arterial	96 feet	68 feet
Liberty Street SE	Superior Street SE	Mission Street SE	Major Arterial	80 feet	44 feet
Liberty Street NE	South of Belmont Street NE	Rivera Street NE	Major Arterial	66 feet	36 feet
Marion Street NE	12th Street NE	13th Street NE	Major Arterial	60 feet	34 feet
McGilchrist Street SE	12th Street SE	25th Street SE	Major Arterial	84 feet	68 feet
Summer Street NE/SE	Fairgrounds Road NE	Mill Creek	Major Arterial	75 feet	40 feet
Wallace Road NW	Edgewater Street NW	Orchard Heights Road NW	Major Arterial	108 feet	76 feet
Wallace Road NW	Orchard Heights Road NW	Doaks Ferry Road NW	Major Arterial	104 feet	76 feet

Note: Improvement Width is curb to curb

Note: The Special Right of way and Improvement Requirements Table is being moved from the Street System Element, pages 3-8 and 3-9, to this Appendix. Changes proposed to the table from what is currently adopted are shown in underline.

Figure G-3
Pringle Parkway: Ferry and Trade Streets SE, and Front Street SE
(Winter Street SE to State Street)
Minimum Right-of-way and Improvement Width



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EXHIBIT 6

1 **ORDINANCE BILL NO. 6-14**

2 AN ORDINANCE RELATING TO AMENDING THE SALEM TRANSPORTATION
3 SYSTEM PLAN; A COMPONENT OF THE SALEM AREA COMPREHENSIVE PLAN;
4 AND AMENDING SRC 64.005

5 *The City of Salem ordains as follows:*

6 **Section 1. Findings.** The amendments to the Salem Transportation System Plan are consistent
7 with the criteria found in SRC 64.020 as set forth in “Exhibit 1,” which is attached hereto and
8 incorporated herein by reference.

9 **Section 2.** The *Salem Transportation System Plan*, Street System Element, is hereby amended
10 as set forth in “Exhibit 2,” which is attached hereto and incorporated herein by reference.

11 **Section 3.** The *Salem Transportation System Plan*, Bicycle System Element, Maps 7-1 through
12 7-10 and Tables 7-5 through 7-7, are hereby amended as set forth in “Exhibit 3,” which is
13 attached hereto and incorporated herein by reference.

14 **Section 4.** The *Salem Transportation System Plan*, Pedestrian System Element, Maps 8-3
15 through 8-12 and Tables 8-5 through 8-7, are hereby amended as set forth in “Exhibit 4,” which
16 is attached hereto and incorporated herein by reference.

17 **Section 5.** The *Salem Transportation System Plan*, Appendix G, Table G-1, is hereby amended
18 as set forth in “Exhibit 5,” which is attached hereto and incorporated herein by reference.

19 **Section 6.** The *Salem Transportation System Plan*, Appendix G, is hereby amended to add
20 Figure G-3 as set forth in “Exhibit 6,” which is attached hereto and incorporated herein by
21 reference.

22 **Section 7.** SRC 64.005(k) is amended to read as follows:

23 The Salem Transportation System Plan means that certain document of that title adopted
24 by Ordinance No. 64.98, enacted August 24, 1998; and amended by Ordinance 9-2000, enacted
25 February 14, 2000; Ordinance No. 27-2001, enacted May 14, 2001; Ordinance No. 2-05, enacted
26 January 25, 2005; Ordinance No. 11-05, enacted March 28, 2005; Ordinance No. 85-07, enacted
27 July 9, 2007; Ordinance No. 119-07, enacted November 5, 2007; Ordinance No. 12-10, enacted
28 April 26, 2010; ~~and~~ Ordinance No. 20-12, enacted December 10, 2012; and Ordinance No. 6-14,
29 enacted [insert date].
30

1 **Section 8. Codification.** In preparing this ordinance for publication and distribution, the City
2 Recorder shall not alter the sense, meaning, effect or substance of this ordinance, but within such
3 limitations, may:

- 4 (a) Renumber sections and parts of sections of the ordinance;
- 5 (b) Rearrange sections;
- 6 (c) Change reference numbers to agree with renumbered chapters, sections or other parts;
- 7 (d) Delete references to repealed sections;
- 8 (e) Substitute the proper subsection, section or chapter, or other division numbers;
- 9 (f) Change capitalization and spelling for the purpose of uniformity;
- 10 (g) Add headings for purposes of grouping like sections together for ease of reference; and
- 11 (h) Correct manifest clerical, grammatical or typographical errors.

12 **Section 9. Severability.** Each section of this ordinance, and any part thereof, is severable, and
13 if any part of this ordinance is held invalid by a court of competent jurisdiction, the remainder of
14 this ordinance shall remain in full force and effect.

15
16 PASSED by the City Council this _____ day of _____, 2014.

17 ATTEST:

18
19
20 City Recorder

21 Approved by City Attorney: _____

22
23 Checked by: _____

24 G:\Group\legal\Council\FORMS\ORDINANCE BILL FORM.doc