

Bike and Walk Salem: Bicycle and Pedestrian Plan Update and Safe Routes to School Plan

Stakeholder Advisory Committee Meeting #7

Tuesday, July 26, 2011

6:30 p.m. – 8:00 p.m.

Pringle Hall Community Center, 606 Church Street SE

Attendees

Stakeholder Advisory Committee Members	Project Team
1 Bill Cummins, Disabled Service Provider	Julie Warncke, City of Salem
2 Rodger Gutierrez, ODOT	Tony Martin, City of Salem
3 David Fridenmaker, School Facilities Department	Sue Geniesse, TGM
4 Gary Obery, Vision 2020 and BTA	Judy Johnduff, City of Salem
5	Sumi Malik, CH2M HILL
6 Jan Nelson, Stand for Children	Rory Renfro, Alta Planning + Design
7 Ray Jackson, Salem Keizer Area Transportation Study	Citizens in Attendance:
8 Kevin Baker, School District, Transportation	.
9 Jeff Leach, SESNA	Pat Norman
10 Ken Simila, NEN	
11 David Fox, Planning Commissioner	
12 Michael Wolfe, South Salem Cycleworks	
13 Carel DeWinkel, SCAN	
14 Nick Fortey, West Salem N.A.	

Meeting Summary

Agenda Overview

Sumi reviewed the agenda and welcomed the group to the meeting. Tony Martin is representing the City of Salem Traffic Section tonight.

Preferred Bicycle Plan

Rory reviewed the preferred bicycle plan focusing on the following broad considerations:

- Build on investments
- Serve broad range of cyclists (various ages, confidence levels, trip types)
- Enhance the existing system
- Expand system to serve existing and future destinations

- Seamless links with rest of the community
- Enhance user safety & comfort

Citywide recommendations include:

- Intersection upgrades
- Transit access enhancements
- Wayfinding signage (recognition of system, make clear time and distance by bike)
- End of trip facilities – bike parking (short to long range)
- Programs (education, encouragement, enforcement, evaluation)

Site specific recommendations include:

- **Facility types** - facility types provide a diversity to accommodate users at differing confidence levels. They include: bike lanes, shared-use paths, shared-lane markings/sharrows, bicycle boulevards (family & children), and other innovative treatments. Enhanced bikeways are major arterials (5-lane roads) that could have an innovative facility type, such as colored bike lanes, cycle track, contra-flow, raised bike lane, or buffered bike lanes.
- **Prioritization** is needed because funding is limited. To prioritize projects, the team identified a critical links network and used the evaluation framework created earlier in the process to get a sense of where priorities lie. As part of the public outreach, the first of two questionnaires asked respondents to rank evaluation criteria by importance. Questionnaire respondents ranked system connectivity, user safety and comfort, accommodate a broad range of users, and land use connections as their top priorities. These criteria were emphasized in the evaluation of projects. There are three tiers of priorities. The critical links network comprises tiers 1 & 2.

Rory highlighted prioritized projects from each quadrant.

- **West Salem** - several intersections are currently problem spots and are prioritized. Other priorities include: connections into downtown Salem, Bicycle Boulevard into Edgewater, and the Marine Drive off-street path.
- **South Salem** - a bridge to Minto Brown would serve as an alternate to using River Road. The River Road shared use path towards Miller is also prioritized.
- **Southeast Salem** – Bike lanes on McGilchrist, a pathway on Airway, and a bicycle boulevard that is parallel to Lancaster and would serve as an alternate route to Lancaster are prioritized.
- **NE Salem** – Establish connections to Kroc Center and Chemeketa Community College; and create more N-S connections.
- **Downtown** – A connection across the river to Minto Brown and an enhanced bikeway along Church as an alternative to High Street are prioritized. Church Street would provide a connection to Bush Park from the downtown core.

Rory reiterated that the priorities can change overtime. Projects may be considered sooner or later than anticipated when new funding opportunities are available, new development occurs, or roadway corridor upgrades provide an opportunity for bicycle and pedestrian improvements

as well. The Bike and Walk Salem plan is a living document to be periodically updated as priorities change. The City should regularly update and revisit these priorities.

Group Discussion on Priorities

Sumi reminded the group that the Evaluation Framework criteria help to evaluate the individual projects, but that the group needed to provide feedback on the overall system. The group discussed the priorities of the projects.

Q: How do planned projects get incorporated into existing transportation projects? For instance, Market is being upgraded and rebuilt.

A: These plans will be considered in other roadway projects once it is adopted as part of the Transportation System Plan.

Q: What about the intersection improvements at Wallace Road and Glen Creek Road?

A: Wallace Road is within ODOT's jurisdiction, and they are not willing to approve some design elements, such as bike boxes; however space will be reserved for a bike box at a future date. As currently designed, the west leg of the intersection has a bike lane that will continue through, in an area where there will be dashed lines. Two bike lanes will be there – one for right turns and one for going straight. At the intersection, crosswalks are set back so the crossing distance isn't as long for pedestrians.

Q: Maybe we should take the Wallace Road and Glen Creek Road intersection out of the Bike & Walk Salem Plan since the intersection will be improved for bikes and pedestrians as much as ODOT is willing to accommodate and prioritize these users?

A: Keeping it in the plan does leave the door open for future, more innovative treatments.

Q: All intersections are red. Does that mean all intersections are priorities?

A: Yes, all intersections are priorities which reflect the public input we also received.

Q: A few years ago, we had a ballot measure for bond measures to “keep Salem moving,” but transit funding was defeated. A way to expedite project implementation may be to seek a bond measure.

A: Yes, bonds are one way to fund a project. There is a definite possibility that some of these projects would be part of a future bond measure. The assumption has been that every 10 years or so, Salem will pass a bond measure for transportation. That time would be 2018. The last bond measure had three focus areas: maintain the system, safety, and capacity.

Q: For project priorities, I would like to see a focus on good east and west connections, such as a bike boulevard. Perhaps Chemeketa or something in downtown would be a good route. For north-south routes, we need to decide which are the primary routes downtown. Maybe a priority route could be Church Street.

A: Church Street is a good north-south route. The assumption thus far is that Church Street would be 2-way for bicyclists and perhaps 2-way for automobiles. Church Street is currently one-way.

Q: How does this plan relate to the Central Salem Mobility Study?

A: Adoption is key. If the project is adopted, a 2-way Church Street would be evaluated within a refinement process.

Q: If Chemeketa is an east-west bicycle project priority and currently it is closed on Wednesdays for the market, can a few blocks on Chemeketa be permanently closed to cars?

A: In the past, attempts in Oregon at a pedestrian/bike only area result in declining, adjacent land uses. Commercial often relies on drive-by traffic. In that particular spot, where would the pedestrians be going? There are no land uses around to attract them.

Public Comment Period

There were no public comments.

Next Steps

The next meeting will be a tour of the Pioneer Cemetery Tour on July 27th. The SAC Meeting #8 will focus on the Draft Plan. At that meeting, the group will have one more opportunity to comment (anticipated for the end of September). A work session is tentatively scheduled work session for October 24th with Planning Commission and City Council. The November 1st Planning Commission meeting will help move the plan towards adoption.

Kevin, Judy, Julie, and Kevin will be presenting and reviewing the plan with various local groups.

Julie will provide a brief update to Planning Commission on August 2nd.

The group was asked to review the Master Plan Document to ensure that it is easy to read, has the appropriate graphics, and that maps illustrated the appropriate information.

Sumi reminded the group to send any photos of pedestrians and cyclists to Julie for the final plan. SAC members should send comments on the bicycle priorities to Julie by August 2nd.

Adjourned.