

SKATS Regional Sidewalk Inventory

November 2023



(Salem-Keizer Area Transportation Study)

SKATS Regional Sidewalk Inventory Documentation

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Prepared by staff at the Salem-Keizer Area Transportation Study (Salem, Oregon)

Background:

In November 2020, staff at the MWVCOG finished an inventory showing the locations of built sidewalks and sidewalk gaps along the major arterials, minor arterials, parkways, and collector roads within the Salem-Keizer urban growth boundary (UGB).

Both sides of the roadway were included in the inventory, meaning that the GIS data documents streets that have either both sides with sidewalks, one side with sidewalks, or no sidewalk on either side. This inventory records only the presence or absence of sidewalks, not sidewalk width or condition. The inventory also includes the year a sidewalk segment was built if that information was available from data sources.

Update in 2023:

The 2020 inventory was built on base data from the cities of Salem and Keizer, and Marion County. It was updated using several data sources, and if known the year of construction was added. In a few locations (e.g., the multi-use path along Salem Parkway), existing multi-use paths were considered to serve as sidewalks for roads, even if not directly adjacent the roadway.

In 2023, the City of Salem contracted with Cyclomedia to inventory infrastructure that included sidewalk data. This data was shared with SKATS and used to help update the 2020 sidewalk information. Additionally, geocoded residential and commercial building permits were used to identify locations where new sidewalks were likely to have been built. Google Street View and other aerial photo layers were used if available. Using the Cyclomedia data, new sidewalk construction was identified, and in addition it was used to find to some corrections to the 2020 data. Approximately 2 miles of “gaps” were updated to existing sidewalks that had actually been built before 2020 (by reviewing archived Google Street View photos), and a few geographic corrections and edits were made to existing segments resulting in approximate 1 mile less of roadway area included in the inventory area. This created slightly different totals of the regional inventory between 2020 and 2023 of 477 miles to 476 miles. **All values have been rounded to the nearest mile.**

The tables show that within the Salem-Keizer UGB there are approximately 341 miles of built sidewalks¹, **5 miles of which were constructed in the last 3 years** from 2021 to

¹ The inventory includes both sides of the road: a 1-mile road with sidewalks on both sides would have 2 miles of sidewalks. Likewise, a 1-mile road with no sidewalks would have 2 miles of gaps.

2023. Gaps in the sidewalk inventory total approximately 135 miles². As shown in Map 1 and in the tables, most of the roads in the center of Salem have sidewalks and most of the missing sidewalks (gaps) are located in the outer areas of the UGB. However, there are still gaps in some densely populated areas as well. Several of these gaps have future projects with committed funding over the next few years that will construct sidewalks. This is discussed in a later section of this report.

The data is also available to view on an online map on the MWVCOG's ArcGIS Online page, which has made the review process easier than on paper maps. See:

<https://tinyurl.com/skats-sidewalk-map>

Sidewalk Summary Data, as of November 2023

All totals reflect the area within the Salem-Keizer Urban Growth Boundary

Table 1 Regional Conditions

Regional Conditions	Miles	Percent
Regional system with sidewalks	341	72%
Regional system missing sidewalks	135	28%
Total	476	

Table 2 Jurisdiction Summary

By Jurisdiction on the Regional System	With Sidewalks		Missing Sidewalks		Total
	Miles	Percent	Miles	Percent	Miles
Salem City Limits	281	75%	92	25%	373
Keizer City Limits/UGB	32	73%	12	27%	44
Marion County (inside UGB)	27	52%	25	48%	51
Polk County (inside UGB- West Salem)	2	20%	6	80%	8
Total	341		135		476

As shown in Table 2, the Salem city limits has 281 miles of built sidewalks and 92 miles of missing sidewalks on the major arterials, minor arterials, parkways, and collector roads. For Salem, this means that 75% of the regional sidewalk system as defined above has been

² In some locations it could be either very difficult/expensive or impossible to build sidewalks (due to slopes, other environmental issues, etc.) given the individual site conditions at the location. Analysis to this level of detail was not done for this inventory.

built, and the other the other 25% of the system is missing sidewalks. For Keizer, 73% of the regional system has sidewalks and 27% is missing sidewalks.

In the area inside the UGB but outside the cities, the percentage of potential sidewalks are lower: approximately half of the Marion County roads have sidewalks and 20% of the Polk County roads have sidewalks. Both Marion and Polk counties have roads inside the UGB – particularly on the outer ring of the UGB - that serve rural residential or industrial/agricultural land uses with roads that lack sidewalks.

Tables 3, 4, and 5 show different breakdowns of the sidewalk inventory. Table 3 shows that 86% of the major arterials have sidewalks, while only 69% of collectors have sidewalks.

Table 3 Local Functional Class

By Local Functional Classification	With Sidewalks		Missing Sidewalks		Total
	Miles	Percent	Miles	Percent	Miles
Major Arterials	111	86%	18	14%	129
Minor Arterials	83	65%	44	35%	127
Collectors	124	69%	55	31%	179
Parkway	18	52%	17	48%	36
Other (Union St Bridge/Minto/River Rd)	3	100%		0%	3
Freeway (Marion/Center St bridges/OR22E)	2	100%		0%	2
Total	341		135		476

Table 4 provides a distribution by federal functional class.

Table 4 Federal Functional Class

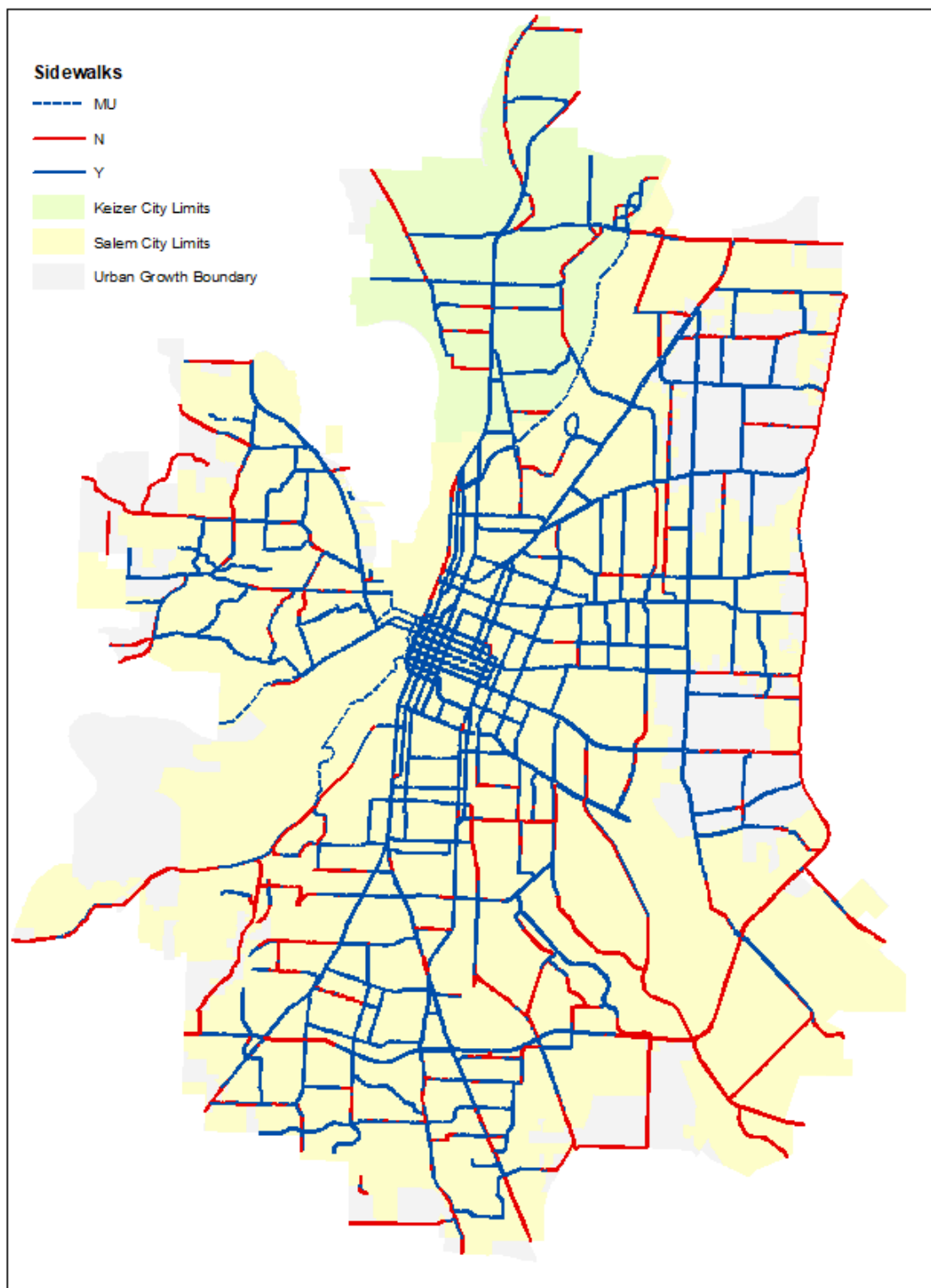
By Federal Functional Classification	With Sidewalks		Missing Sidewalks		Total
	Miles	Percent	Miles	Percent	Miles
Principal Arterials	74	78%	21	22%	95
Minor Arterials	128	70%	55	30%	182
Interstate/Freeway*	7	88%	1	12%	8
Total	209		76		285

*The Marion and Center Street Bridges, and part of OR22E only, excluding I-5.

Table 5 shows that 30 miles sidewalks have been built in the 15 years between 2005 to 2020, an average of 2 miles per year, and since 2020, 5 miles of new sidewalks have been built.

Table 5 Miles by Year

Increase in sidewalks (2005 – 2023)	Miles
Regional system with sidewalks in 2005	306
Regional system with sidewalks in 2020	336
Regional system with sidewalks in 2023	341
Increase in sidewalks (2020-2023)	5



Map 1: 2023 Location of sidewalks and gaps

Analyses of Sidewalk Gaps

Over the entire urban growth boundary, as of 2023 the major arterials with the longest gaps are Doaks Ferry Rd NW (3.2 miles), Commercial St SE south of Fabry Rd (3.1 miles), and Hawthorne Ave NE between Sunnyview Rd and Silverton Rd. (2.8 miles). Of the 18 miles of gaps on designated parkways, Cordon Rd and Kuebler Blvd (east of I-5) make up the majority of that gap at a total of 12 miles.

In residential neighborhood areas, some of the larger lengths of missing sidewalks are located on these streets:

- Herrin Rd (from 45th to Cordon Rd)
- State St (east of Lancaster Rd)
- Kuebler Blvd (east of Skyline Rd)
- Cummings Ln (west of River Rd)
- Fisher Rd (north of Silverton Rd)

There are other gaps in the sidewalk system that have projects scheduled in the near term and which include sidewalk construction as part of the project. These are described in the next section.

Projects Scheduled in Near Future

The Salem-Keizer Area Transportation Study (SKATS) Transportation Improvement Program (TIP) is the region's short-range capital improvements program for roads, bicycle and pedestrian facilities, transit vehicles and facilities, planning projects, and other transportation elements. SKATS has discretion for programming between \$7 and \$8 million in federal funds for each year to transportation programs and projects in our region. The current adopted TIP is programmed for the years 2024-2029 (the first 4 years of committed funds, and the last 2 years as illustrative projects and phases).

Currently, there are ten projects that include sidewalk construction that will add an estimated 4.7 miles of new sidewalks. Note: these projects are shown as an overlay layer in the regional online sidewalk inventory found at <https://tinyurl.com/skats-sidewalk-map>.

Table 6 Upcoming Construction Projects

Near-term and funded Sidewalk construction Projects		
Project location	Sidewalk (miles)	Description
Verda Ln: Dearborn Av to Salem Pkwy (Sidewalks and Bike Lanes)	0.6	Sidewalks and bike lanes will be constructed on Verda Ln from Dearborn Ave to the Salem Parkway providing a safer route for pedestrians and bicyclists. A safe-route-to-school project for Claggett Creek Middle School and Weddle Elementary School.
Hayesville Dr. from Portland Rd to Fuhrer -Under construction in 2023	1.3	Add sidewalks, bike lanes, lighting, drainage, landscaping, and other pedestrian amenities along both sides of Hayesville Dr. NE between Happy Dr. and Fuhrer St A safe-route-to-school project for Stephens Middle School
Hollywood Dr.: Silverton Rd to Greenfield Ln	0.7	This project involves the completion of urban bicycle and pedestrian facilities along Hollywood Drive NE, with bike lanes and sidewalks, project was combined with a new traffic signal at Silverton Rd. A safe-route-to-school project for Scott Elementary School and McKay High School.
Center St: Lancaster to 45th Pl	0.5	This project is the design of interim and long-term widening of Center St from east of Lancaster Dr through 45th Pl, and the construction of the first phase of improvements along the north side of Center Street in this section. A safe-route-to-school project for Auburn Elementary School

Lancaster Dr: Center St to Monroe Av (Reconstruction)	0.2	The project will: (1) rebuild the street cross-section to restore the pavement; (2) replace curb and sidewalks; and (3) consolidate and rebuild accesses.
State St: 4106 State St to 46th Ave	0.4	Widen State Street from its current two-lane configuration to a 3-lane cross-section, with travel lanes in each direction and a center turn lane. Bike lane and sidewalk on south side only.
Connecticut Av: Macleay Rd to Rickey (local street)	0.2	The completion of urban bicycle and ADA compliant pedestrian facilities. Currently, sidewalk exists on the east side, but not on the west. A safe-route-to-school project (for Houck Middle School).
McGilchrist Street SE at 22nd Ave SE	0.4	Construction on the intersection of McGilchrist and 22nd Street, including realigning the street to make a four-leg intersection and installing a new traffic signal
Commercial St SE: Vista St to Ratcliff Dr.	0.2	Construct a segment of sidewalk (~800 feet) missing along the east side of Commercial Street and new traffic signal at Ratcliff D
Orchard Heights Rd NW: Snowbird to Westhaven	0.2	The sidewalk along Orchard Heights Road NW is incomplete, with two segments missing between Orchard Heights Park and Straub Middle School. Sidewalks to be built on the South Side only. A safe-route-to-school project for Chapman Hill Elementary School
Total =	4.7	