

SKATS Regional Bike Inventory

March 2021



(Salem-Keizer Area Transportation Study)

SKATS Regional Bike Inventory Documentation

April 2021

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Background:

SKATS maintains a bike facility inventory used for several purposes, first in reporting on the completeness of the regional bike system for the Regional Transportation Systems Plan (RTSP), and second for periodically printing a Salem area bike map in conjunction with Cherriots. In late 2020 after staff at the MWVCOG finished a sidewalk inventory, this bike inventory was updated to align with the sidewalk layer more closely. The resulting bike inventory shows the locations of marked bike lanes, sharrows and selected multi-use paths as bike facilities, as well as the gaps where facilities are not present. The bike inventory, similar to the sidewalk inventory, is on major arterials, minor arterials, parkways, and collector roads within the Salem-Keizer urban growth boundary (UGB). The local roads and freeways are not included in the inventory.

The inventory is represented by one line on the road. A flag of “bike lane” indicates at least one marked bike lane on the street but does not differentiate between 1 or 2 bike lanes. This inventory records only the presence or absence of bike facilities, not the width or conditions. The inventory also includes the approximate year a bike lane was installed, if known. However, overall the dates of construction are somewhat sparse.

This inventory can be used as a tool in project discussions and project prioritization, as well as an informative complementary data source in evaluating accessibility issues, transit access, pedestrian safety, and connections to employment centers. The inventory provides data for one of the regional indicators of the RTSP and can help with any future monitoring requirements. Going forward, the intent is to keep the inventory updated, so that planners and elected officials can see the progress in completing the regional sidewalk system.

Current Data:

This data inventory was built on base data that was maintained by SKATS. It was then updated using several sources including recent construction projects, Google Streetview, Google Earth, and Pictometry photos. In a few locations (e.g., the multi-use path along Salem Parkway), existing multi-use paths were considered to serve as a bike facility for roads, even if not directly adjacent the roadway. In the case of the Salem Parkway, it is unlikely that a bike lane will be built in the future as the existing multi-use path is a better option. There are also a few multi-use paths included in the inventory that are good connections through Minto Island, or along OR 22 West. In those locations, the path provides a connection, but is located along a highway (not part of this inventory) or through a park (local access, not part of this inventory).

The tables in the following pages show that (within the Salem-Keizer UGB) there are approximately 156 miles of bike facilities. Gaps in the bike inventory sum to approximately 129 miles. As shown in Map 1, bike facilities are distributed across the Salem-Keizer area, with more gaps located in the outer edge areas of the UGB. Several future projects with committed funding over the next 5 years include bike lanes, which are listed 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. See:
<https://mwvcog.maps.arcgis.com/apps/View/index.html?appid=62c40ae83c6d45269f009e5d401e5916>

Bike Summary Data, as of April 2021:

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

Table 1: Miles of Bike Facilities by Jurisdiction

Location	All Bike Facilities	%	Gap in System	%	Total
Salem	127	55%	104	45%	231
Keizer	18	75%	6	25%	24
Marion County	10	45%	13	55%	23
Polk County	0	0%	6	100%	6
Total	156	55%	129	45%	284

As shown in Table 1, the Salem city limits has 127 miles of bike facilities and 104 miles of missing facilities. For Salem, this means that 55% of its potential bike system has been built, and the other 45% of the system is missing bike facilities. For Keizer, 75% of its potential system has bike facilities and 25% is missing facilities.

In the area inside the UGB but outside the cities, 45% of the Marion County roads have facilities and none of the Polk County roads have bike facilities. Both Marion and Polk counties have some roads inside the UGB – particularly on the outer ring of the UGB - that serve rural residential or industrial/agricultural land uses.

Tables 2, 3, and 4 show different breakdowns of the bike inventory. Table 2 shows the type of bike facilities that exist. Most are traditional marked bike lanes.

Table 2: Miles of Bike Facilities by Type

Location	Buffered Bike Lane	Marked Bike Lane	MU path as bike facility	Multi-Use Paths	Sharrow	All Bike Facilities
Keizer		17		1		18

Salem	1	104	7	14	2	127
Marion Co.		10	0	0		10
Polk Co.						0
Total	1	131	7	14	2	156

Tables 3 and 4 show facilities by the type of street classification and functional classification. In Table 3, 74% of major arterials and 59% of minor arterials have bike facilities.

Table 3: Miles of Bike Facilities by Street Classification

Street Classification	No Gap	%	Yes Gap	%	Total
Collector	25	26%	73	74%	99
Major Arterials	53	74%	19	26%	73
Minor Arterials	42	59%	30	41%	72
Parkway	20	76%	6	24%	26
Multi-use paths	14	100%			14
Freeway *	1	100%			
Total	156		129		284

*Facilities on freeway/interstate roads are the bridges over the Willamette river.

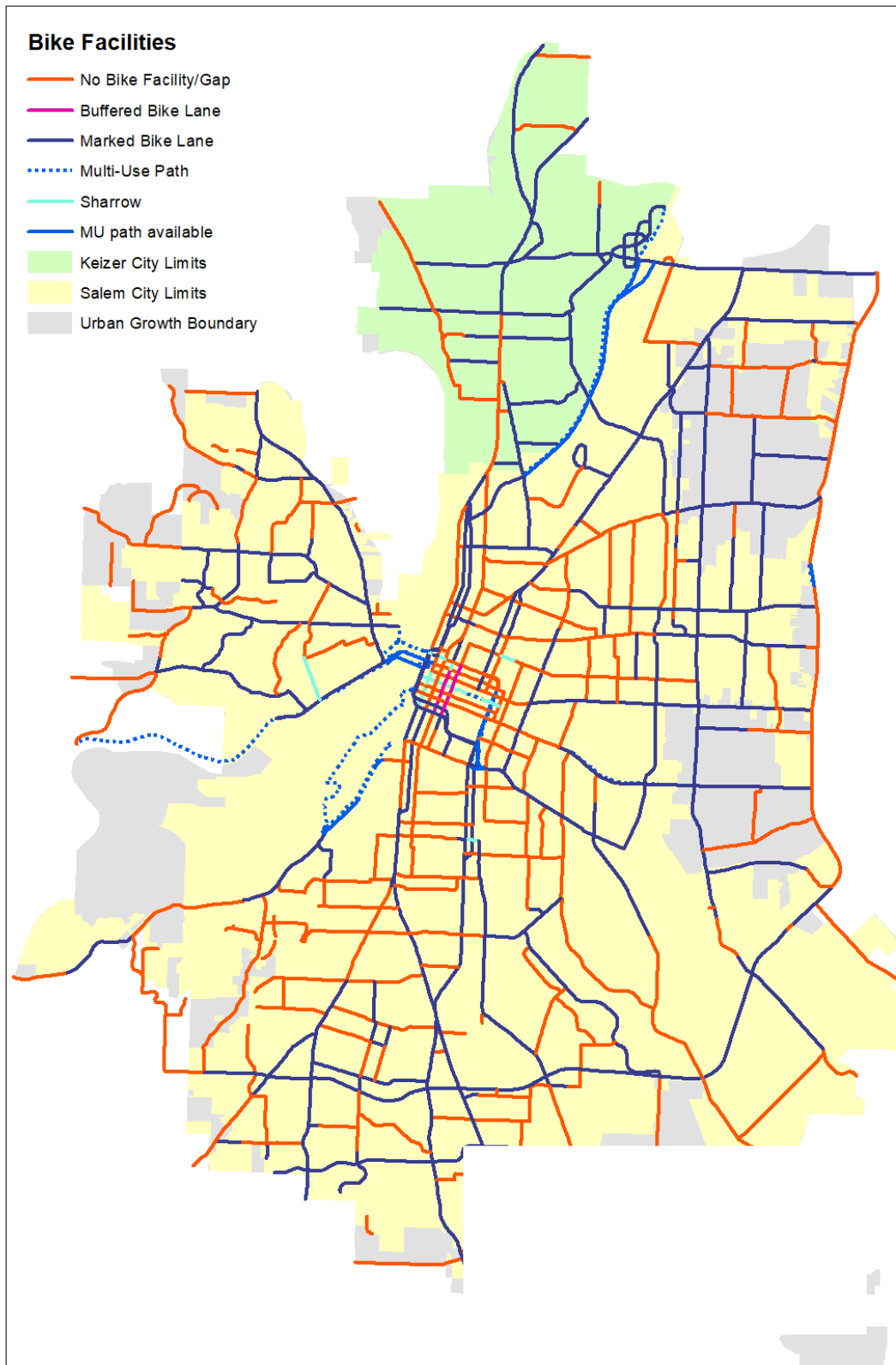
In Table 4, as categorized by the federal functional classification, 76% of principal arterials and 65% of minor arterials have bike facilities.

Table 4: Miles of Bike Facilities by Functional Classification

Functional Classification	No Gap	%	Yes Gap	%	Total
Freeways*	5	100%			5
Minor Arterial	65	65%	35	35%	100
Principal Arterial	44	76%	14	24%	58
Other**	42	34%	80	66%	121
Total	156		129		284

*This Federal designation includes some of the parkway streets.

**Not all streets have a Federal functional classification, these are mostly collectors & MU paths



Bike Facilities 2021

Map 1: 2021 Location of bike facilities and gaps

Projects Scheduled in the 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 2021-2026 (the first 4 years of committed funds, and the last 2 years as illustrative projects and phases).

In the current TIP, there are fourteen projects that include bike facilities with an estimated 10 miles of new bike lanes. These projects are shown as an overlay layer in the regional online bike inventory.

Project location	Year of Construction	Description
Wheatland Rd: River Rd to north city limit: Bike Lanes and Sidewalks	2026	Add bike lanes, curbs, and sidewalks along Wheatland Rd. from River Rd. to the north city limits. Funding is local
Hayesville Dr. from Portland Rd to Fuhrer	2022	Add sidewalks, bike lanes, lighting, drainage, landscaping, and other pedestrian amenities along both sides of Hayesville Dr. NE between Portland Rd and Fuhrer St.
45th Ave Bicycle and Pedestrian Improvements	2021	Includes sidewalks, bike lanes, associated drainage, and a left-turn refuge. Sidewalk construction along the west side of 45th Ave. and restriping for a bike lane on the east side.
Commercial St: Oxford St SE-Madrona Av (Salem) {Buffered Bike Lanes}	2022	Buffered bike lanes in each direction on Commercial (regular bike lanes exist); segment illumination; install one RRFB.
Union Street: Commercial St NE to Summer (Family Friendly Bikeway)	2022	Create bicycle facilities on Union St from Commercial to Summer for bicyclists of all skill levels. Connecting Riverfront Park and Marion Square Park on the West to the North Capitol Mall on the East end.
Hilfiker Lane SE at Commercial St, Intersection and Signal Upgrade	2023	The approaches to Hilfiker Ln will be widened to allow a left turn lane and bike lanes in both directions. The signal will be replaced with a modern signal to enhance traffic operations.

McGilchrist St SE: 12th St SE to 25th St SE (ROW Aquisition)	2021	Right-of-way acquisition to create a 3 lane arterial, with turning lanes and one additional eastbound travel lane east of 22nd St. It includes a realignment of 22nd St, and new traffic signals or modifications, bike lanes and sidewalks.
Verda Ln: Dearborn Av to Salem Pkwy (Sidewalks and Bike Lanes)	2023	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. Only the preliminary engineering (PE) phase is programmed in this TIP.
Hollywood Dr.: Silverton Rd to Greenfield Ln (Signal and Urban Upgrade)	2022	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.
Lancaster Dr: Center St to Monroe Av (Reconstruction)	2022	The project will: (1) rebuild the street cross-section to restore the pavement; (2) replace curb and sidewalks; and (3) consolidate and rebuild accesses with acceptable grades.
Center St: Lancaster to 45th Pl	2022	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.
Connecticut Av: Macleay Rd to Rickey	2024	The completion of urban bicycle and ADA compliant pedestrian facilities. Currently, sidewalk exists on the east side, but not on the west. Pedestrians from north of the area use both sides, which results in walking on the shoulder or sharing the roadway.
OR99EB: D St. - Union St.	2024	Enhance/upgrade overhead guide & overhead lane-use signing and install bike lanes along Commercial St. Install improved guide signing for Marion Street bridge. Provide overhead lane-use signs and bike lane striping from D St. to Union St
State St: 4106 State St to 46th Ave	2026	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. Design and ROW only in 2024