

SKATS Regional Sidewalk Inventory

November 2020



(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 conditions. The inventory also includes the year a sidewalk segment was built if that information was available from data sources (discussed below).

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 also 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 from the cities of Salem and Keizer and Marion County. It was then updated using several sources including recent construction projects, Google Streetview, Google Earth, Pictometry, and other aerial photos going back to approximately 1990. Based on these sources, the date of the sidewalk's construction was added. The result gives us an inventory as of 2020, and an ability to estimate the amount of sidewalk construction over the previous years (see table 5). 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.

The tables in the following pages show that (within the Salem-Keizer UGB) there are approximately 335 miles of built sidewalks¹. Gaps in the sidewalk inventory sum to approximately 142 miles². As shown in Map 1 and in the tables, most of the roads in the

¹ As noted earlier, 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.

² It must be pointed out that 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.

center of Salem have sidewalks and most of the missing sidewalks (a.k.a “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 5 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 2020

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

Table 1: Regional Conditions	Miles	Percent
Regional system with sidewalks	335	70%
Regional system missing sidewalks	142	30%
Total	477	

Table 2: By Jurisdiction on the Regional System	With Sidewalks		Missing Sidewalks		Total
	Miles	Percent	Miles	Percent	Miles
Salem City Limits	277	74%	97.0	26%	374
Keizer City Limits/UGB	32	72%	12.2	28%	44
Marion County (inside UGB)	25	49%	26.4	51%	51
Polk County (inside UGB- West Salem)	2	20%	6.3	80%	8
Total	335		141.9		477

As shown in Table 2, the Salem city limits has 277 miles of built sidewalks and 97 miles of missing sidewalks. For Salem, this means that 74% of its potential sidewalk system has been built, and the other the other 26% of the system is missing sidewalks. For Keizer, 72% of its potential system has sidewalks and 28% is missing sidewalks.

In the area inside the UGB but outside the cities, the percentage of potential sidewalks area 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 85% of the major arterials have sidewalks, while only 67% of collectors have sidewalks.

Table 3: By Local Functional Classification	With Sidewalks		Missing Sidewalks		Total
	Miles	Percent	Miles	Percent	Miles
Major Arterials	109	85%	20	15%	129
Minor Arterials	82	64%	46	36%	128
Collectors	121	67%	58	33%	179
Parkway	18	50%	18	50%	36
Other (Union St Bridge/Minto/River Rd)	3	100%		0%	3
Freeway (Marion/Center St bridges/OR22E)	2	100%		0%	2
Total	335		142		477

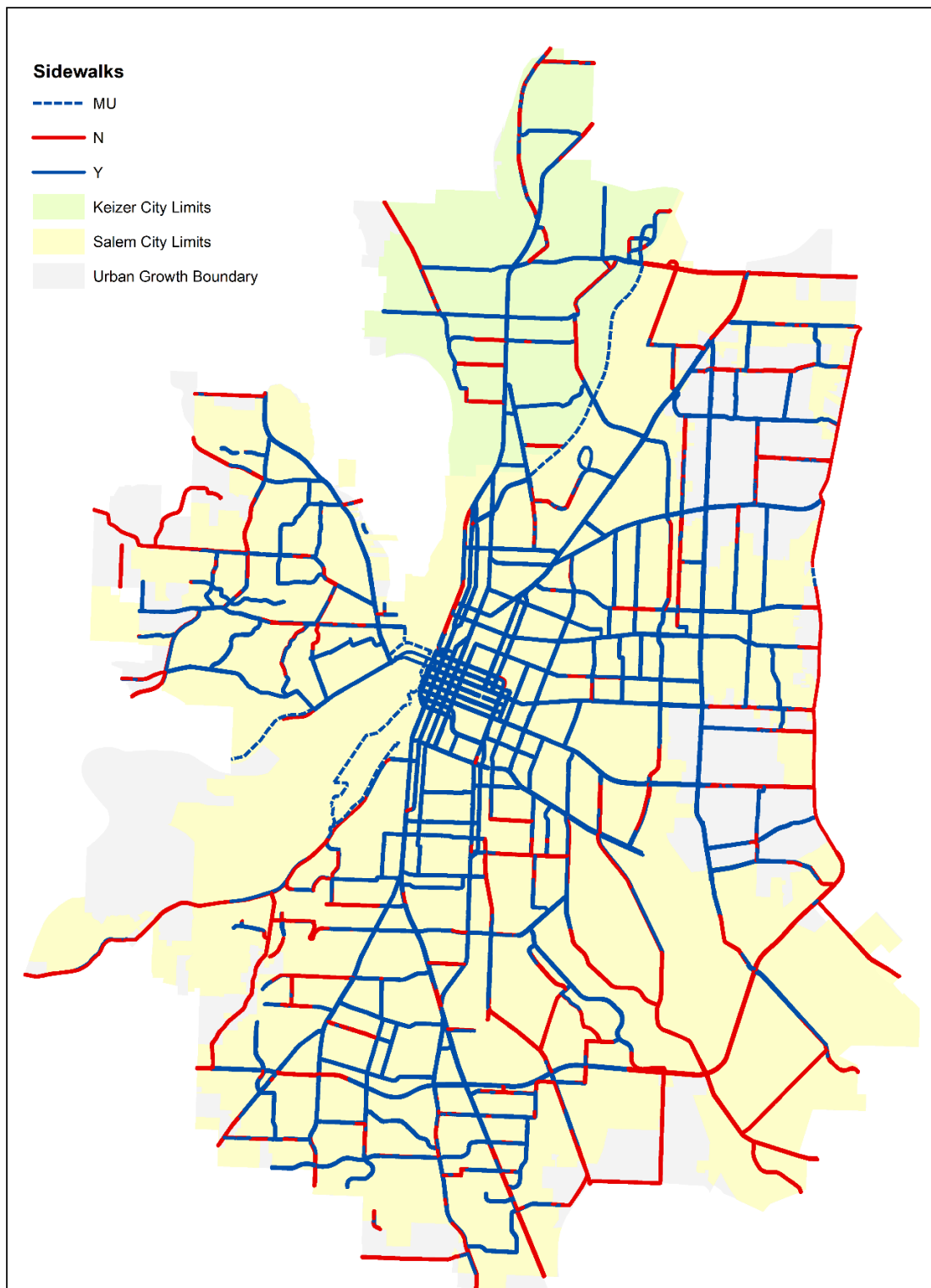
Table 4 provides a distribution by federal functional class:

Table 4: By Federal Functional Classification	With Sidewalks		Missing Sidewalks		Total
	Miles	Percent	Miles	Percent	Miles
Principal Arterials	73	77%	21	23%	95
Minor Arterials	126	69%	57	31%	184
Interstate/Freeway*	7	88%	1	12%	8
Total	206		80		286

*The Marion and Center Street Bridges, and part of OR22E only

Table 5 shows that 30 miles sidewalks have been built in the 15 years between 2005 to 2020, which averages to 2 miles per year.

Table 5: Increase in sidewalks (2005 – 2020)	Miles
Regional system with sidewalks in 2005	306
Regional system with sidewalks in 2020	335
Increase in sidewalks (2005-2020)	30
Percent increase (2005-2020)	10%



Map 1: 2020 Location of sidewalks and gaps

Analyses of Sidewalk Gaps

Over the entire urban growth boundary, as of 2020 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 improvement 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 Futures

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 eleven projects that include sidewalk construction that will add an estimated 5.6 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: 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	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 Includes the design of sidewalks, bike lanes, associated drainage, and a left-turn refuge. Includes the construction of sidewalks along the west side of 45th Ave. and restriping to allow the addition of a bike lane on the east side. A safe-route-to-school project for Hayesville Elementary School, Lamb Elementary School, and Chemeketa College.
45th Ave Bicycle and Pedestrian Improvements	0.9	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.
Hollywood Dr.: Silverton Rd to Greenfield Ln	0.7	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
Center St: Lancaster to 45th Pl	0.5	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.
Lancaster Dr: Center St to Monroe Av (Reconstruction)	0.2	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.
State St: 4106 State St to 46th Ave	0.4	The completion of urban bicycle and ADA compliant pedestrian facilities. Currently, sidewalk exists on the east
Connecticut Av: Macleay Rd to Rickey (local street)	0.2	

		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 =	5.6	