



**CITY OF SALEM**

**&**

**TOOLE DESIGN  
GROUP**

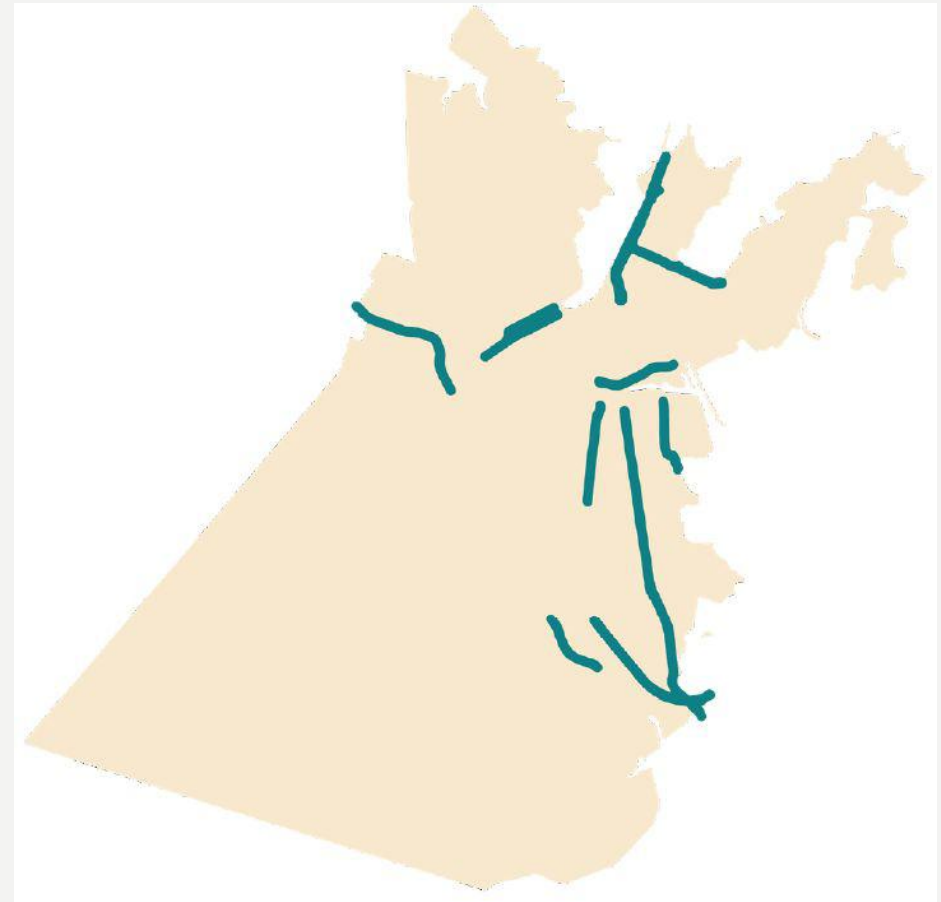
# LOCAL CONTEXT

- 43,000 residents over 5 – 6 miles of urban land
- Economically and ethnically diverse
- Roughly the same number of commute into Salem for work as commute out for work: 17,000
- No interstate highway access
- Downtown Commuter Rail and Derby Street seasonal ferry service
- Compact urban core, but major institutions dispersed geographically
- Growing local bike share



# EXISTING INFRASTRUCTURE

- All destinations bikeable DISTANCE
- Existing bike infrastructure is sparse and fragmented: 3 miles off street, 4 miles on street



# OUTREACH

- 15-person working group
- 2 open houses
- 2 community bike rides

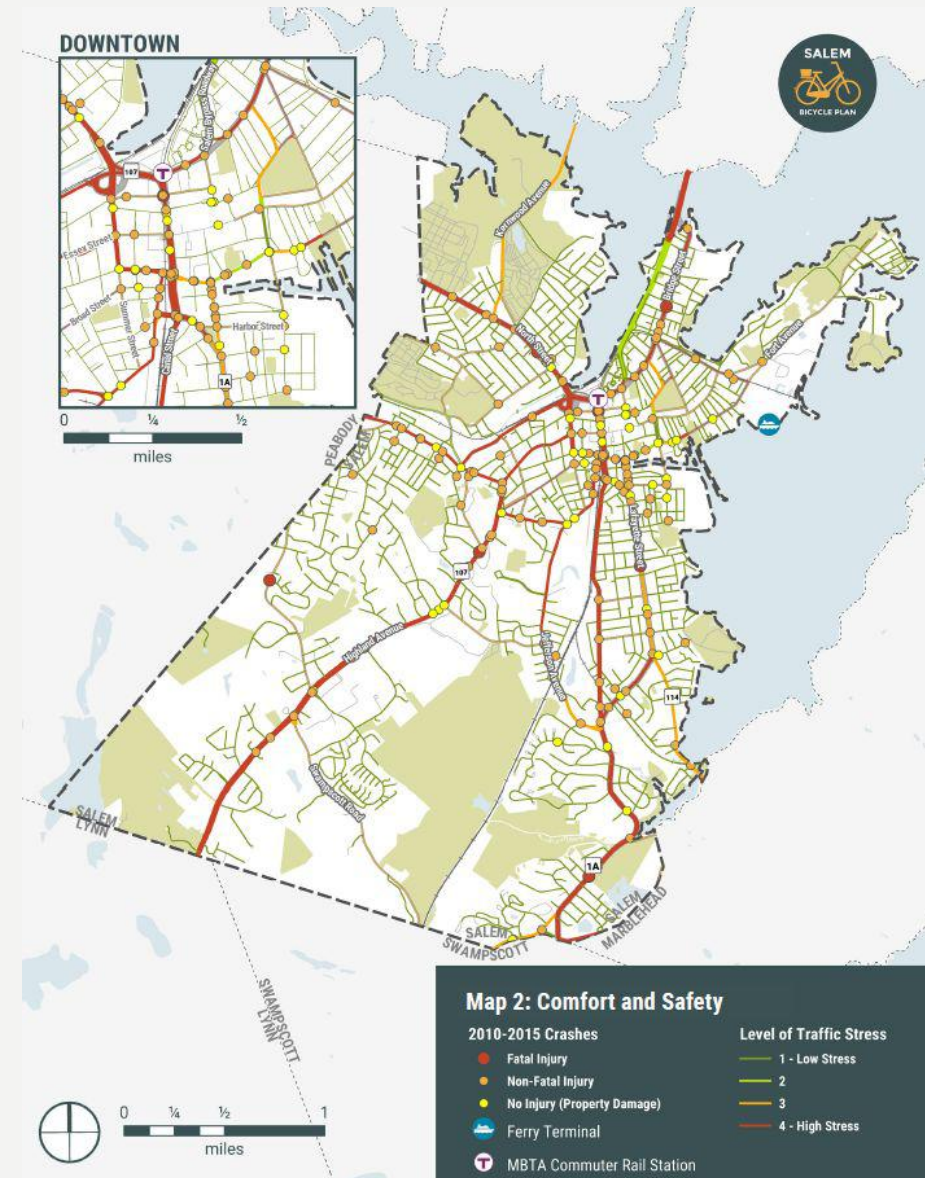


- Online interactive map
- 14 interviews and listening sessions



# ANALYSIS & PRIORITIZATION

- 87 Infrastructure recommendations
  - High, medium, lower priority based on Safety | Demand | Input | Equity
  - Short-, mid-, and long-term based on cost and complexity
- 15 Policy recommendations



# IMPLEMENTATION

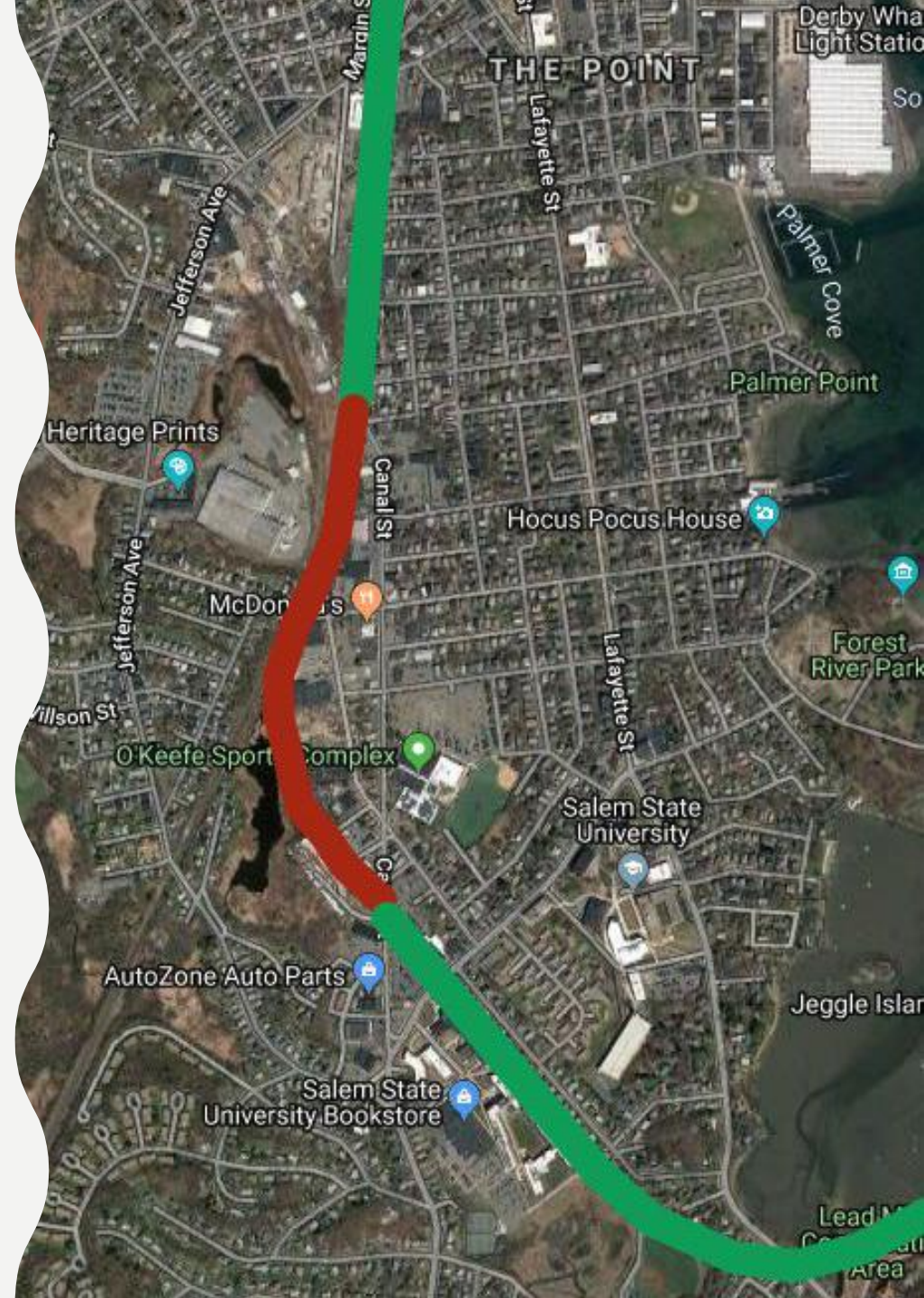
- Funded projects:
  - Bridge Street (Boston to Flint Streets)
  - Canal Street Phase II
  - Harbor Connector Path
- Other:
  - Planning Board Bike Parking Guidelines
  - Additional bike parking
  - Bike share expansion
- Preliminary designs:
  - Fort Avenue
  - Bridge Street Neck
  - North Street
  - Jefferson Avenue
  - Washington Street

# KEY PROJECT: BRIDGE ST.



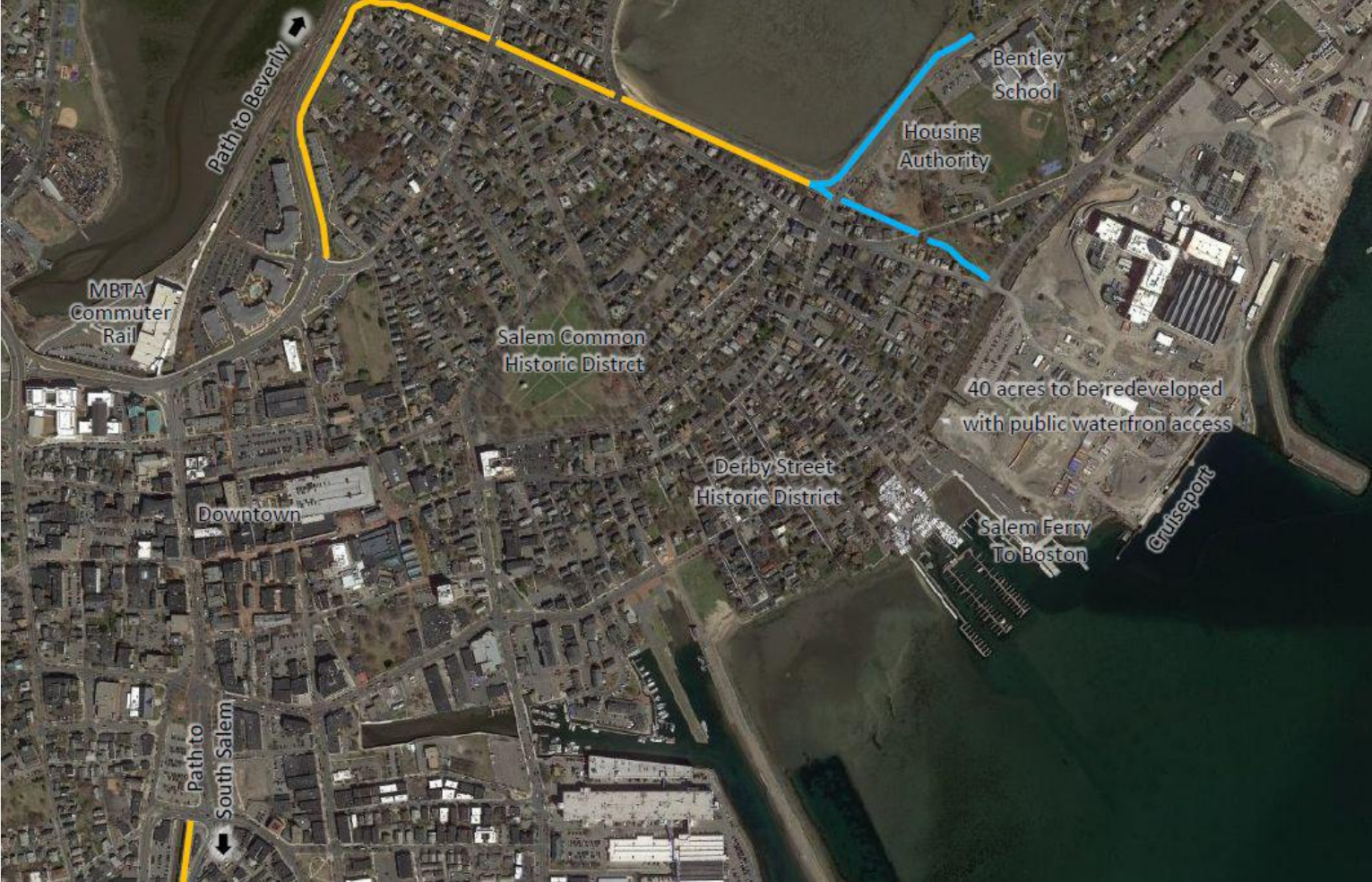
# KEY PROJECT: CANAL ST. PHASE II

- Phase I complete: 2,500 feet downtown to Roslyn St.
- Phase II funded and bid: 2,000 feet Roslyn St. to South Salem path to Marblehead/Swampscott
- Phase III preliminary design: connection through downtown to MBTA





# KEY PROJECT: HARBOR CONNECTOR



# DISCUSSION



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