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

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• Online interactive map
• 14 interviews and listening sessions
• 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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