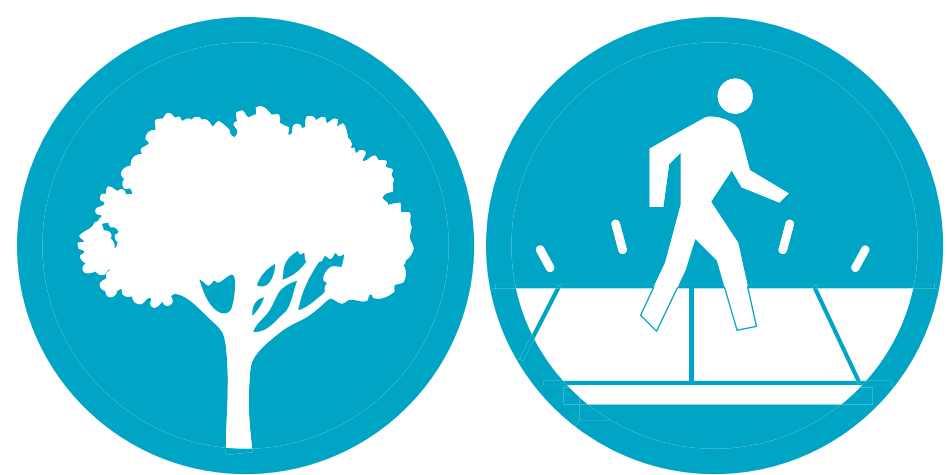


# WHAT WE HEARD

*THE DOWNTOWN STREETScape SHOULD...*



**KNIT DOWNTOWN TOGETHER**



**CELEBRATE THE LANDSCAPE and  
BRIGHTEN DOWNTOWN**



**INTEGRATE WAYFINDING and ART**

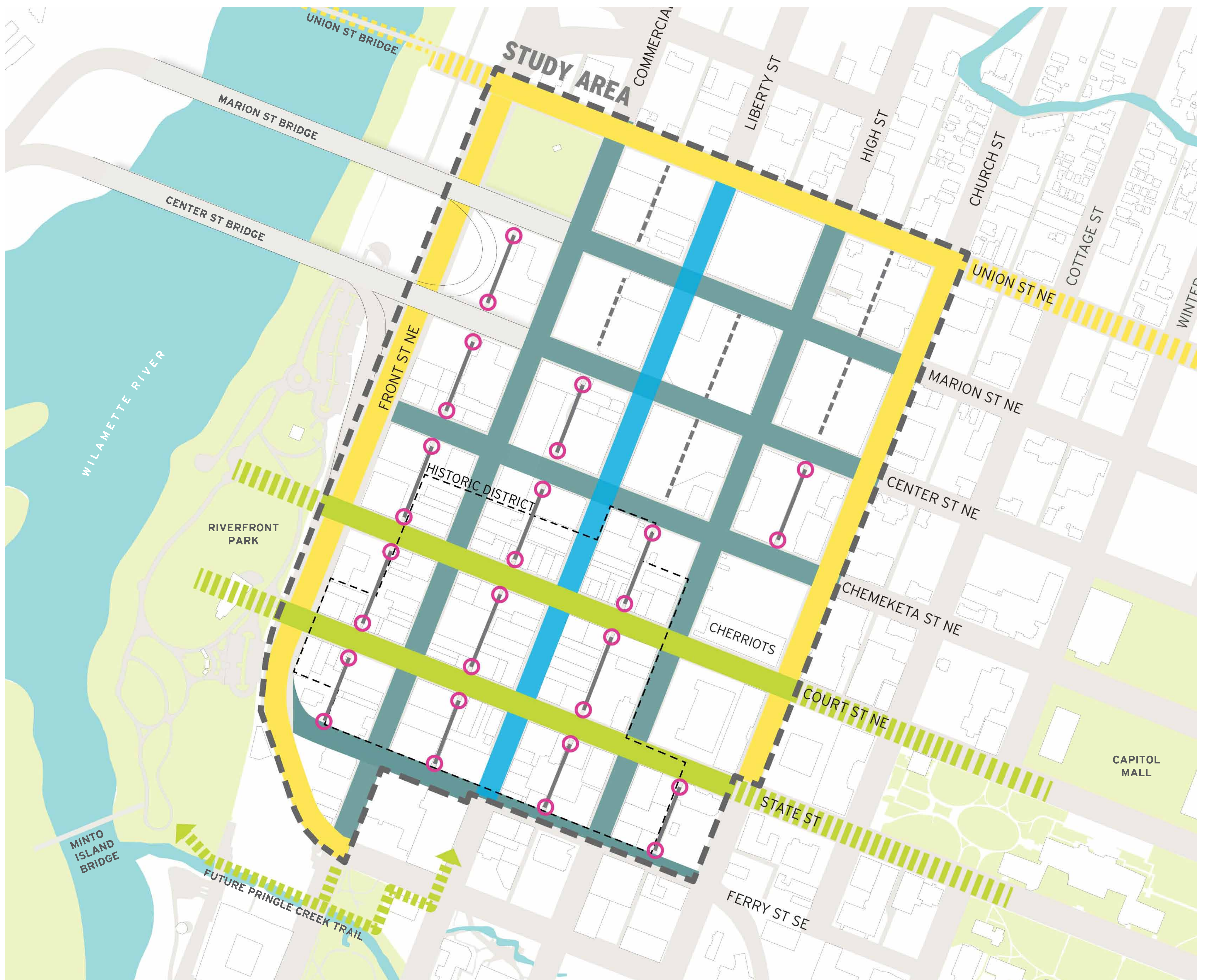


**ESTABLISH AND SUPPORT  
SOCIAL SPACES**

OVER THE LAST SIX MONTHS, we heard from hundreds of sidewalk users, business owners, and other community members about their hopes, ideas, and vision for Salem's downtown streetscape. The concepts you see today were developed based on community input, the existing downtown environment and character, and practical considerations. Guided by the goals listed above, the design concepts are aimed at creating a simple, timeless, and consistent streetscape, allowing the unique character of Downtown Salem to shine.

TODAY, WE WANT YOUR HELP in refining these concepts and ideas! Visit each of the posters and let us know your thoughts using the activities on the boards, comment forms, and/or the digital input station.

# STREETSCAPE TYPES



- Promenade (north-south spine)
- Civic (connecting Capitol to Riverfront Park)
- Parkway (buffered perimeter streets)
- Urban (typical downtown street)
- Alley Entrance

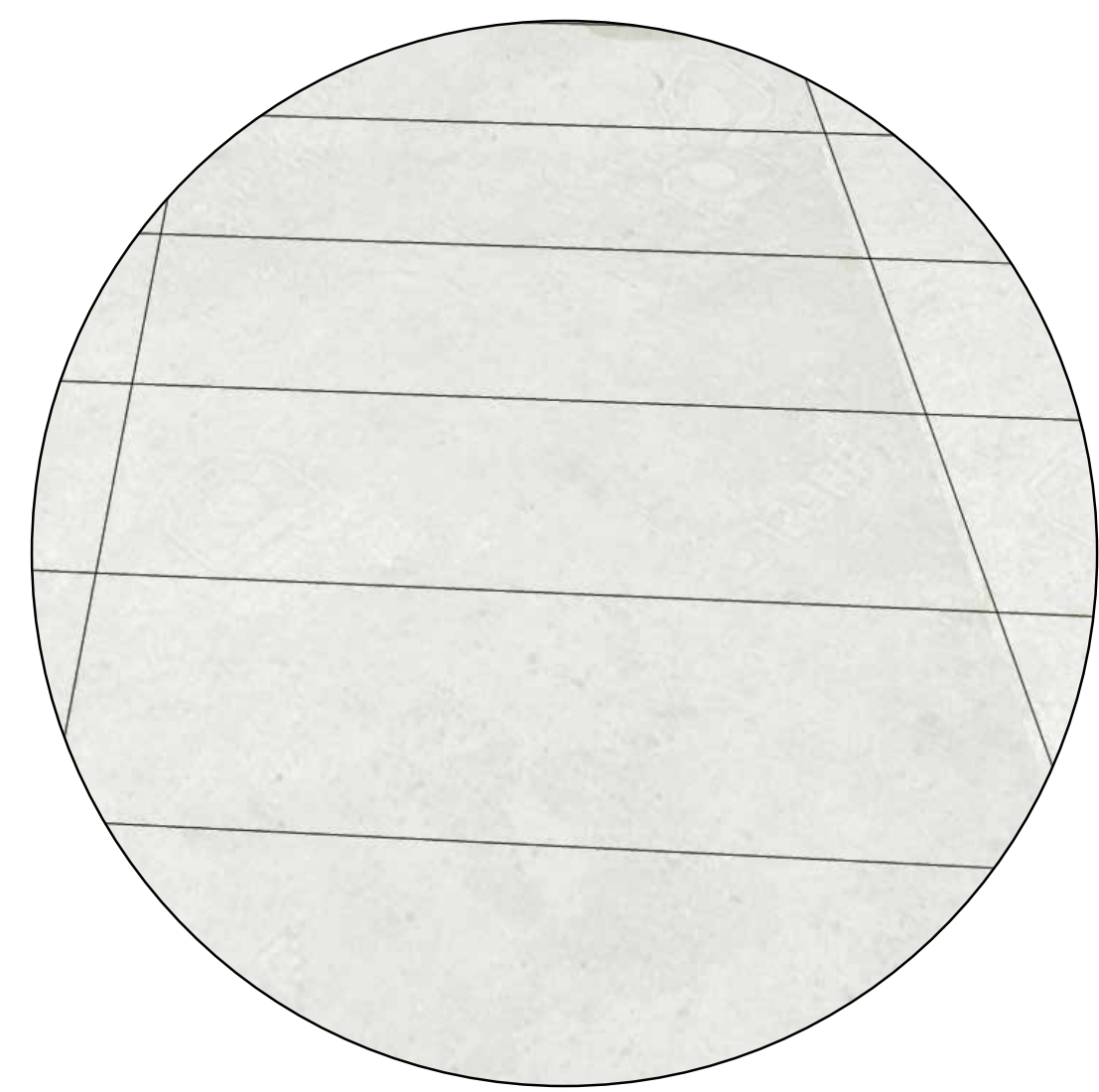
## HOW TO READ THIS MAP -

This map shows four different streetscape types within the downtown study area. Streetscape types were developed based on community input and the character and roles of different downtown streets. For example, the Promenade and Civic streetscape types were identified based on a desire to connect between destinations and activity centers.

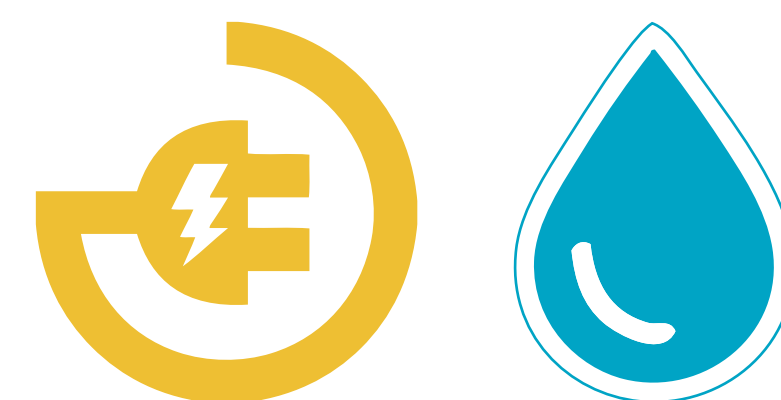
Keep in mind that sidewalk widths vary throughout downtown, and the suggested dimensions for each streetscape type will be adjusted based on what is possible at each location.

As you visit the four boards that describe each streetscape type, look for a key map that tells you which streetscape type you are viewing.

# CONSISTENT STREETScape ELEMENTS



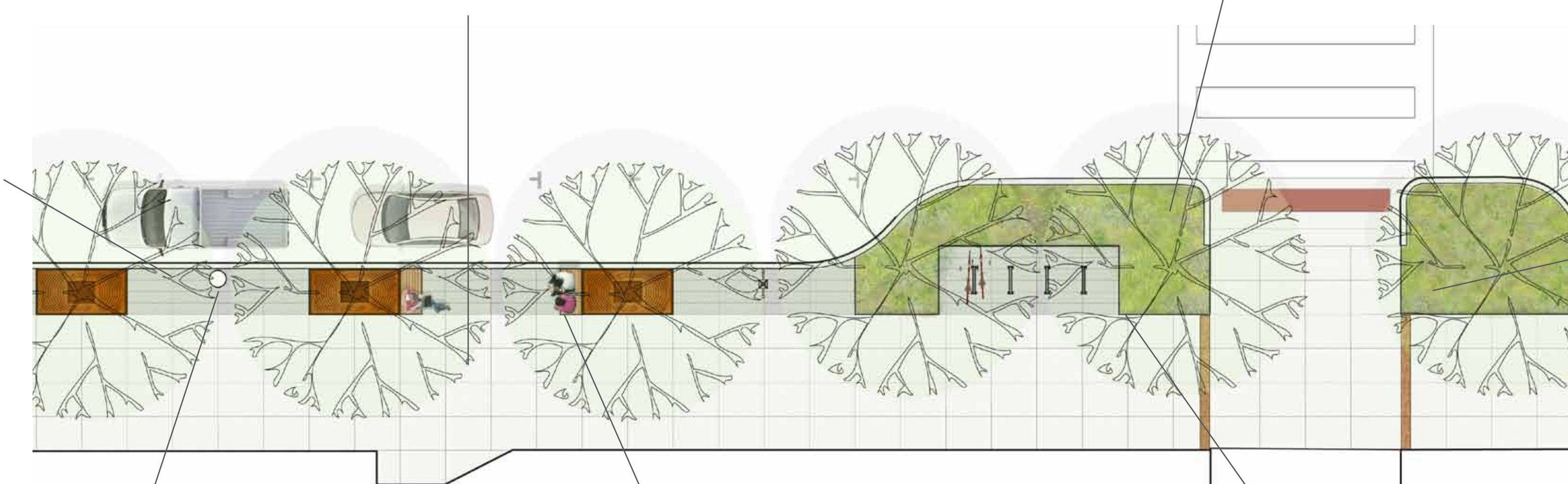
SIMPLE CONCRETE  
SIDEWALKS WITH  
CLEAR WALKING AREA



INFRASTRUCTURE  
TO SUPPORT PLANTS  
AND ACCENT LIGHTING



DARK CONCRETE IN  
FURNISHING ZONE



LOW-MAINTENANCE  
PLANTED AREAS



STANDARD PEDESTRIAN  
LIGHT POLES  
(~4 PER BLOCK FACE)



SOCIAL SEATING  
ARRANGEMENTS



CONTINUOUS SOIL  
UNDER FURNISHING  
ZONE FOR HEALTHY  
TREES

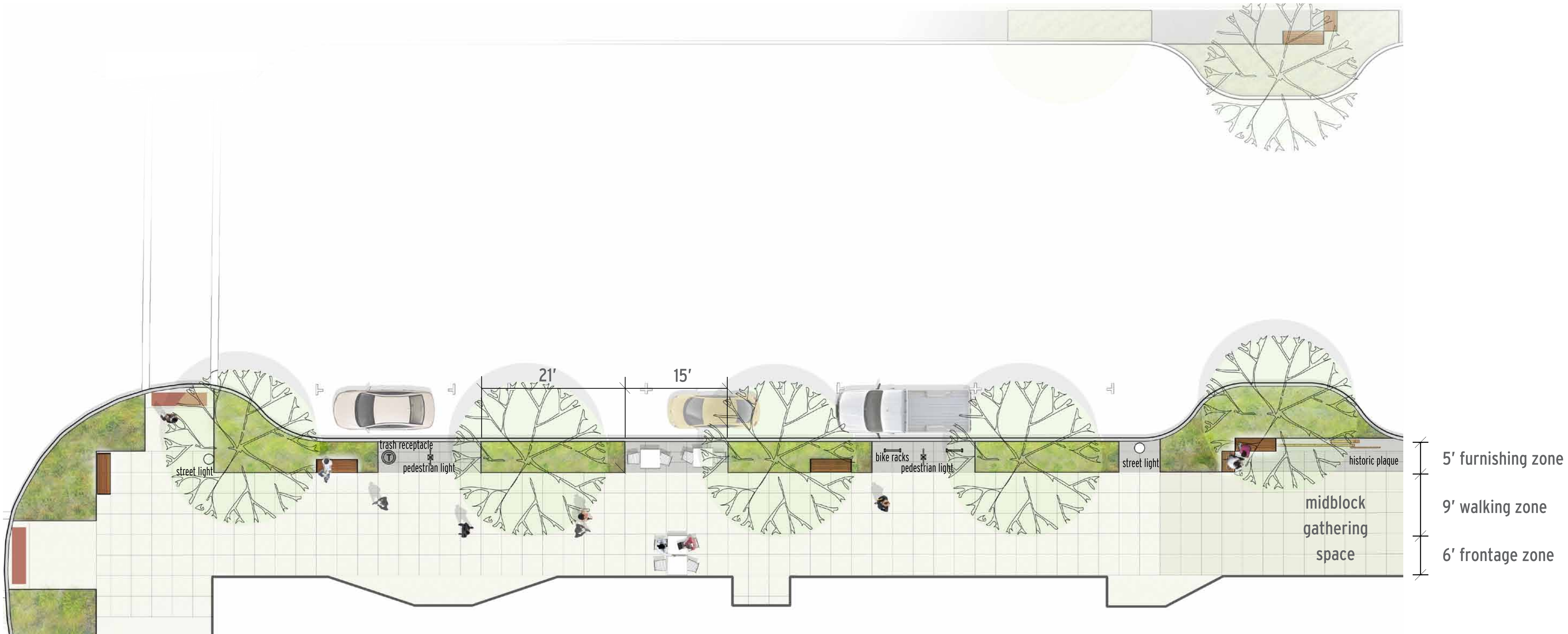
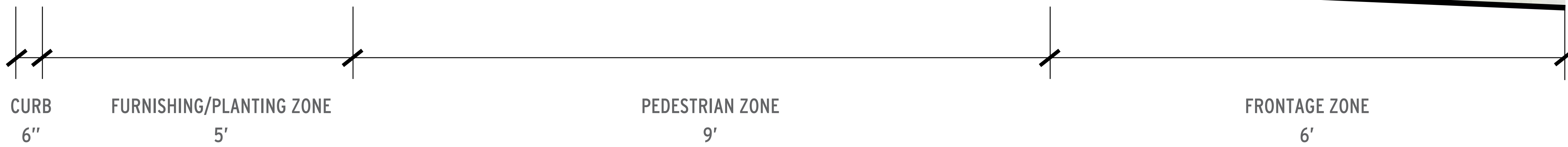
THROUGHOUT DOWNTOWN, SEVERAL BASIC STREETScape ELEMENTS ARE RECOMMENDED.

Some of these elements, like electrical and water infrastructure, need to be installed under the sidewalks before other elements (like accent lighting and planting) can be successful. Other elements can be installed without major renovations, like pedestrian light poles and new trees.



# PROMENADE

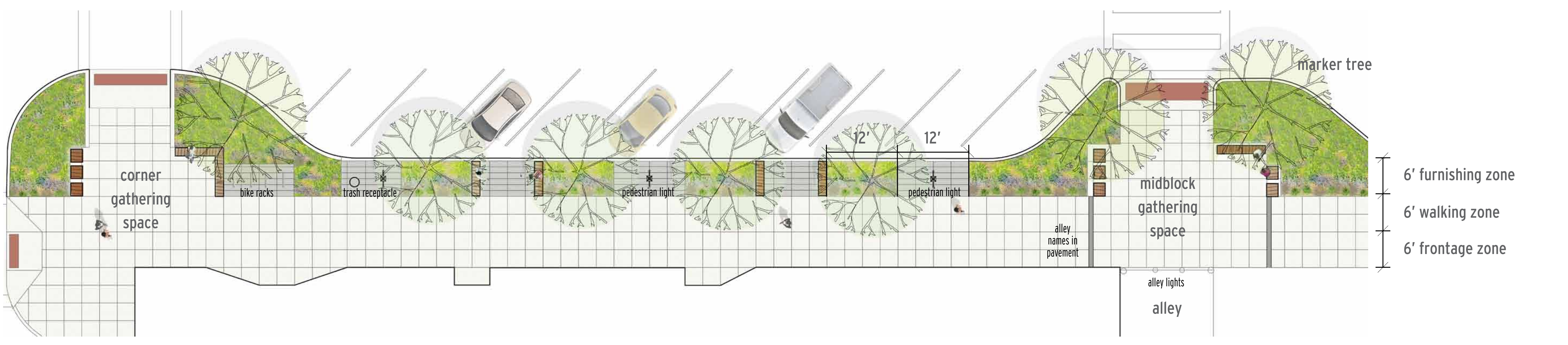
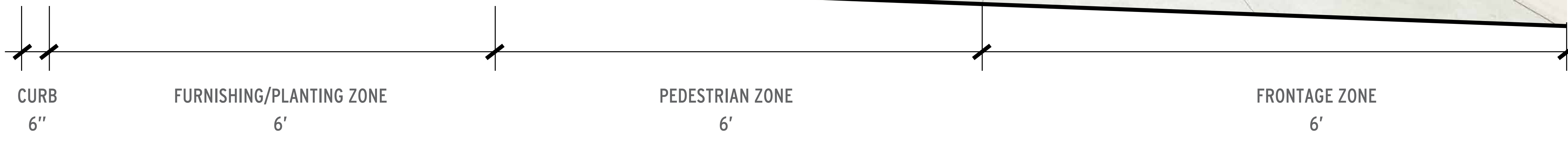
Liberty Street becomes a broad, communal north-south spine through the heart of downtown, connecting destinations with a wide pedestrian walkway.





# CIVIC

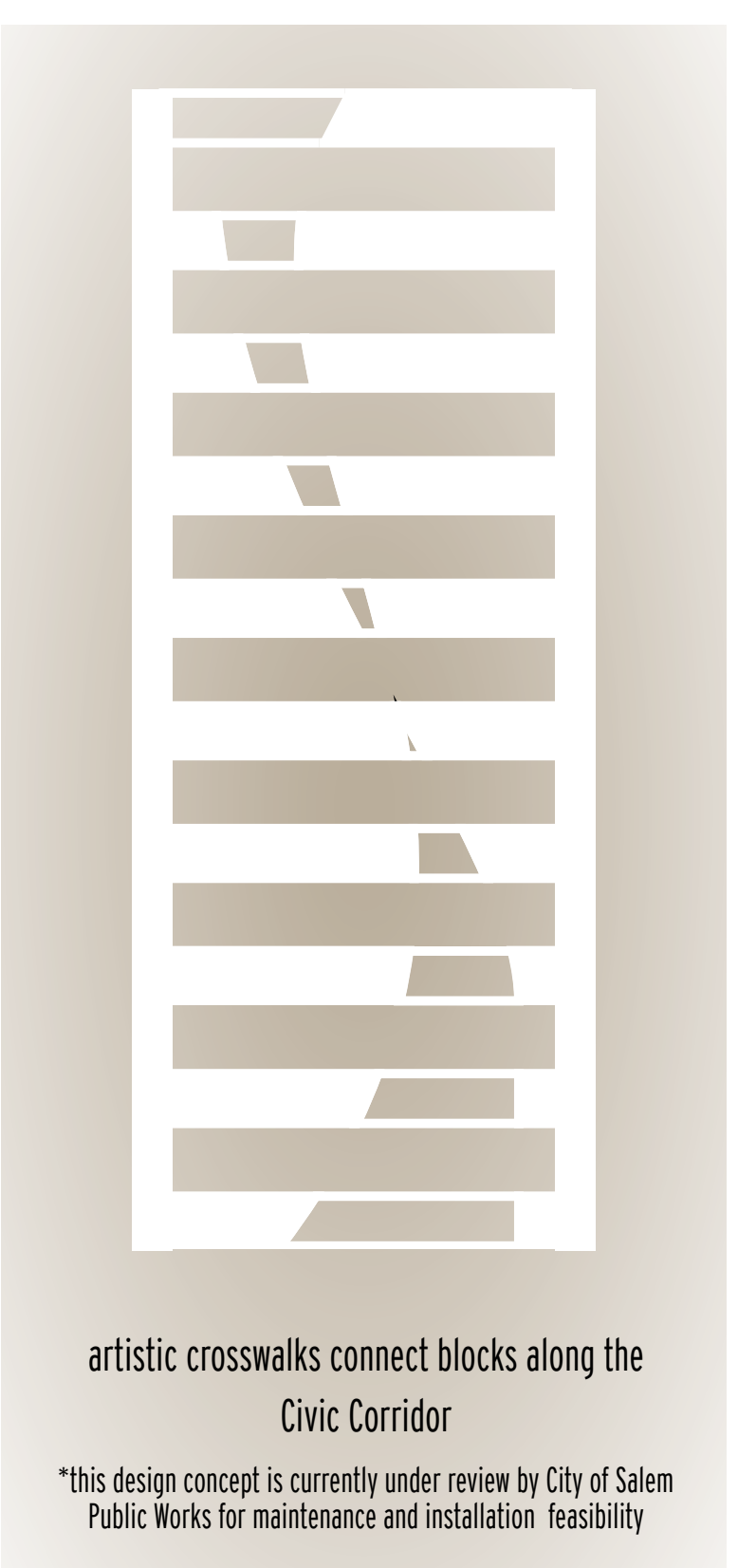
State and Court Street are enhanced as lush landscape corridors to create a distinctive pedestrian experience between the Capitol and the River.

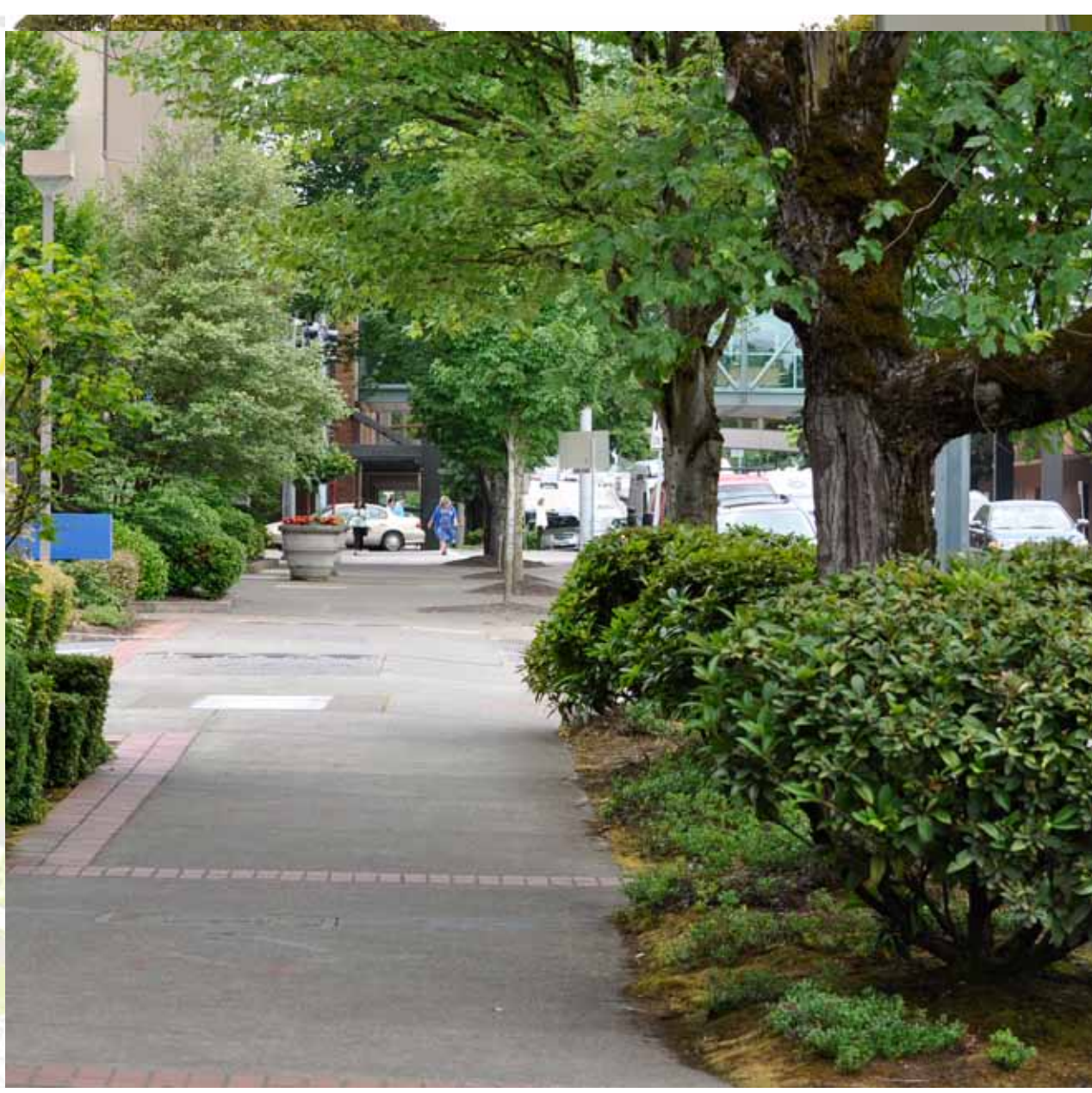


## ADDITIONAL ATTRIBUTES



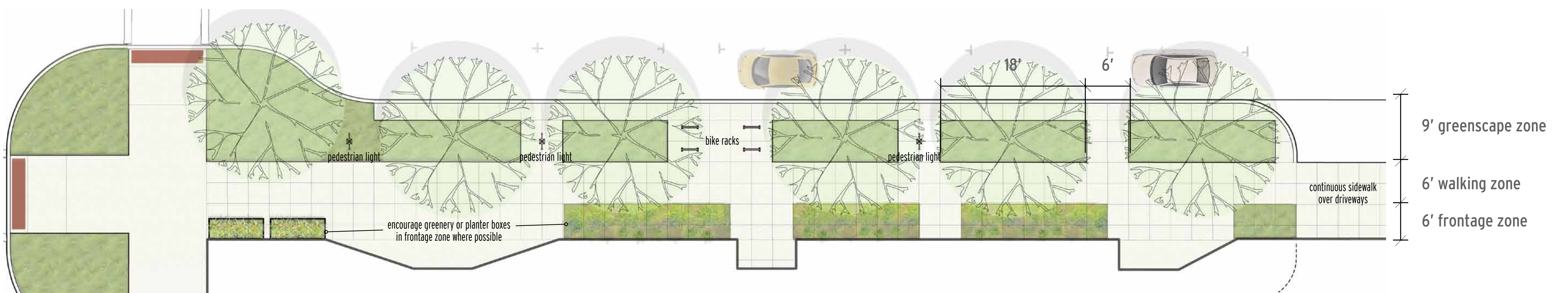
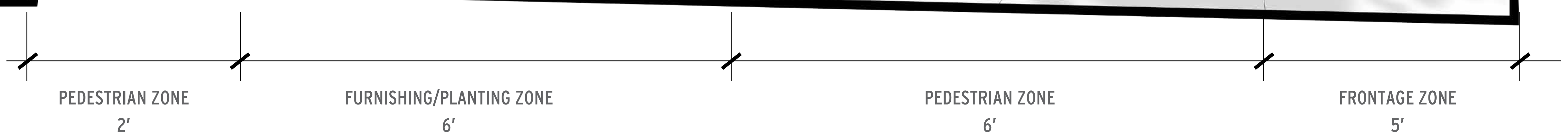
Trees with a broad canopy and seasonal color in bump-outs create a distinctive view corridor between the Capitol Mall and Riverfront Park





# PARKWAY

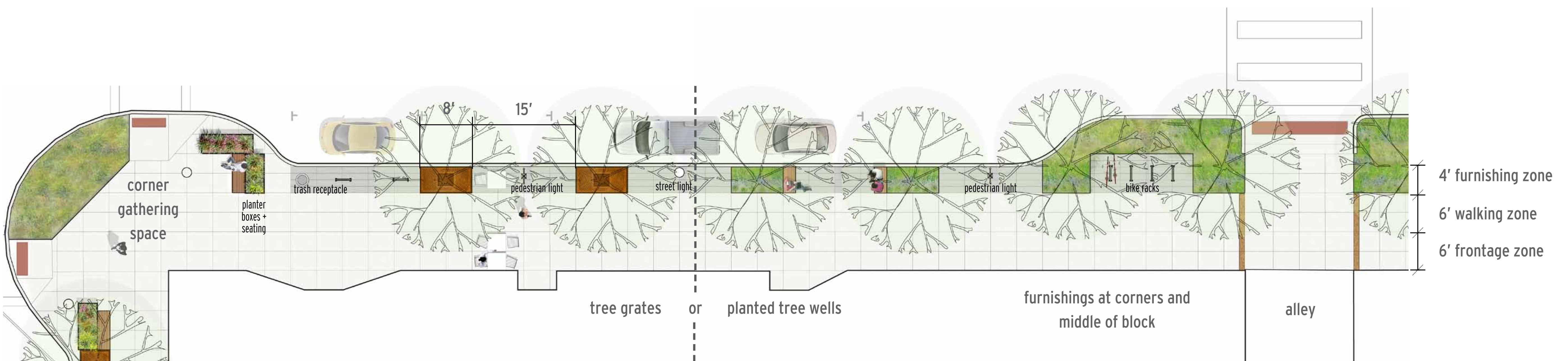
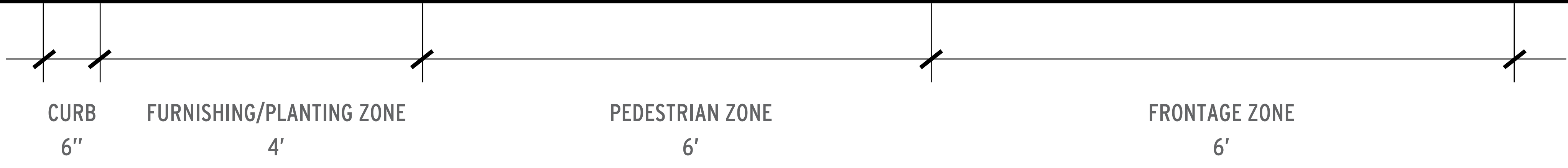
Streets on the perimeter of downtown provide a wider landscape buffer from higher-speed traffic and create a transition to residential & civic areas.





# URBAN

Most streets downtown are improved with simple, elegant and easily-maintained streetscape, as well as new seating and landscape pockets.



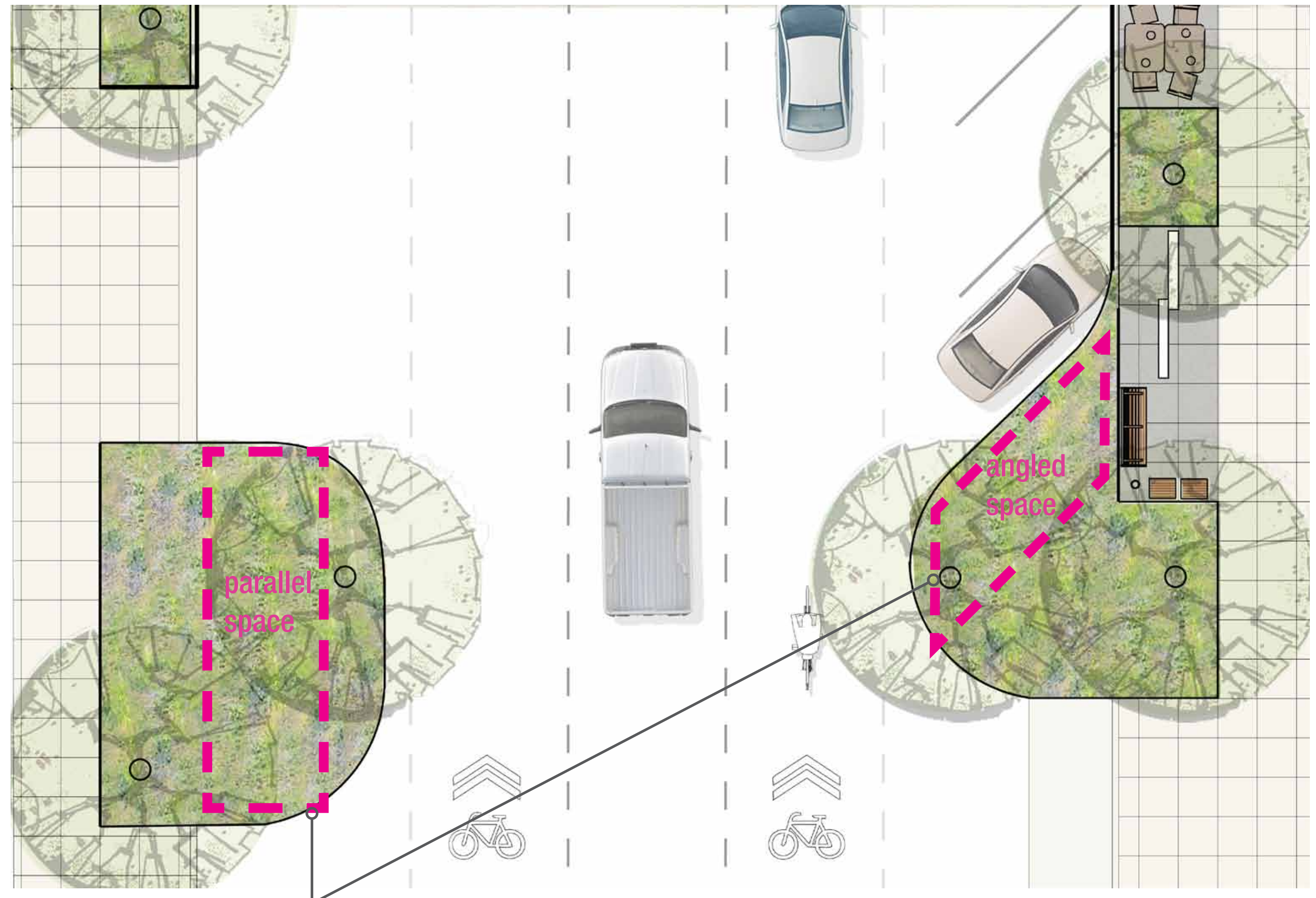
# MIDBLOCK LANDSCAPE POCKETS



**WHY PROPOSE THIS?** We heard sidewalk users and business owners say it is important to **celebrate the landscape** and slow traffic.



○ Possible Mid-block Landscape Area Locations (max. 16 parking spaces throughout downtown)



Example: Reclaim one 7' x 20' parking space on either side of Commercial Street to visually narrow the roadway, add trees + greenery, and buffer pedestrians



BEFORE



AFTER

## SHARE YOUR THOUGHTS:

place your dots in here

Change nothing, leave parking spaces as they are today

Add limited landscape pockets on unused asphalt so that no parking is lost

Reclaim parking space(s) to add landscape that calms traffic and narrows the road width

\*Outreach to businesses is ongoing. Improvements would be made in consultation with surrounding businesses at each potential location.



# FRONT ST. CROSSINGS



**WHY PROPOSE THIS?** We heard sidewalk users and business owners say it is important to **knit downtown together** and connect downtown to Riverfront Park.



\*Front Street is owned by the Oregon Dept. of Transportation (ODOT). All design changes require review and approval from ODOT.

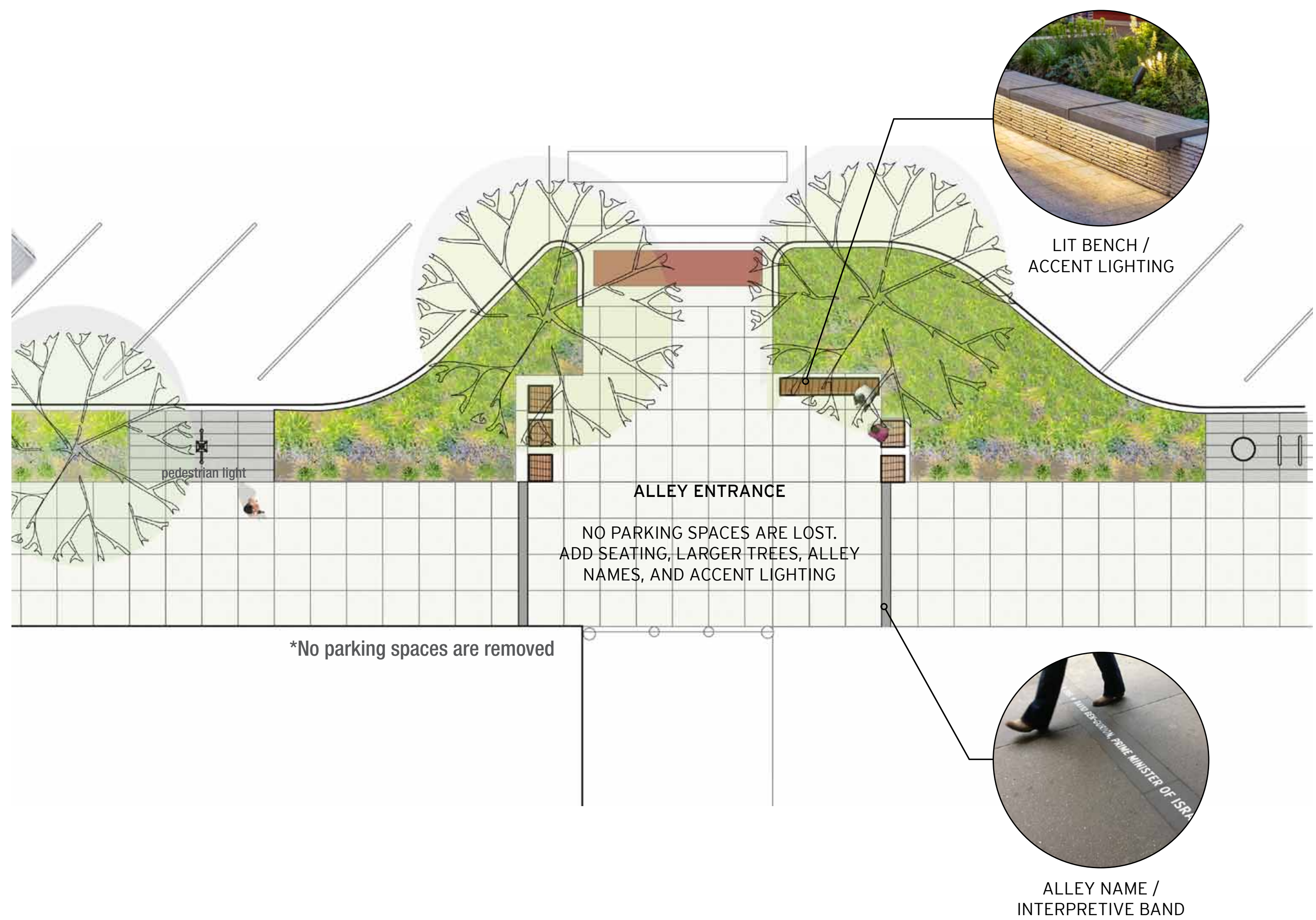
## SHARE YOUR THOUGHTS:

Do you have thoughts on improving the connection between the park and downtown at this location? Please write thoughts on your comment card, or write comments in the blank space below on this board:

# ALLEY ENTRANCES



**WHY PROPOSE THIS?** We heard sidewalk users and business owners say it is important to **celebrate the landscape, brighten downtown, and establish social spaces.**

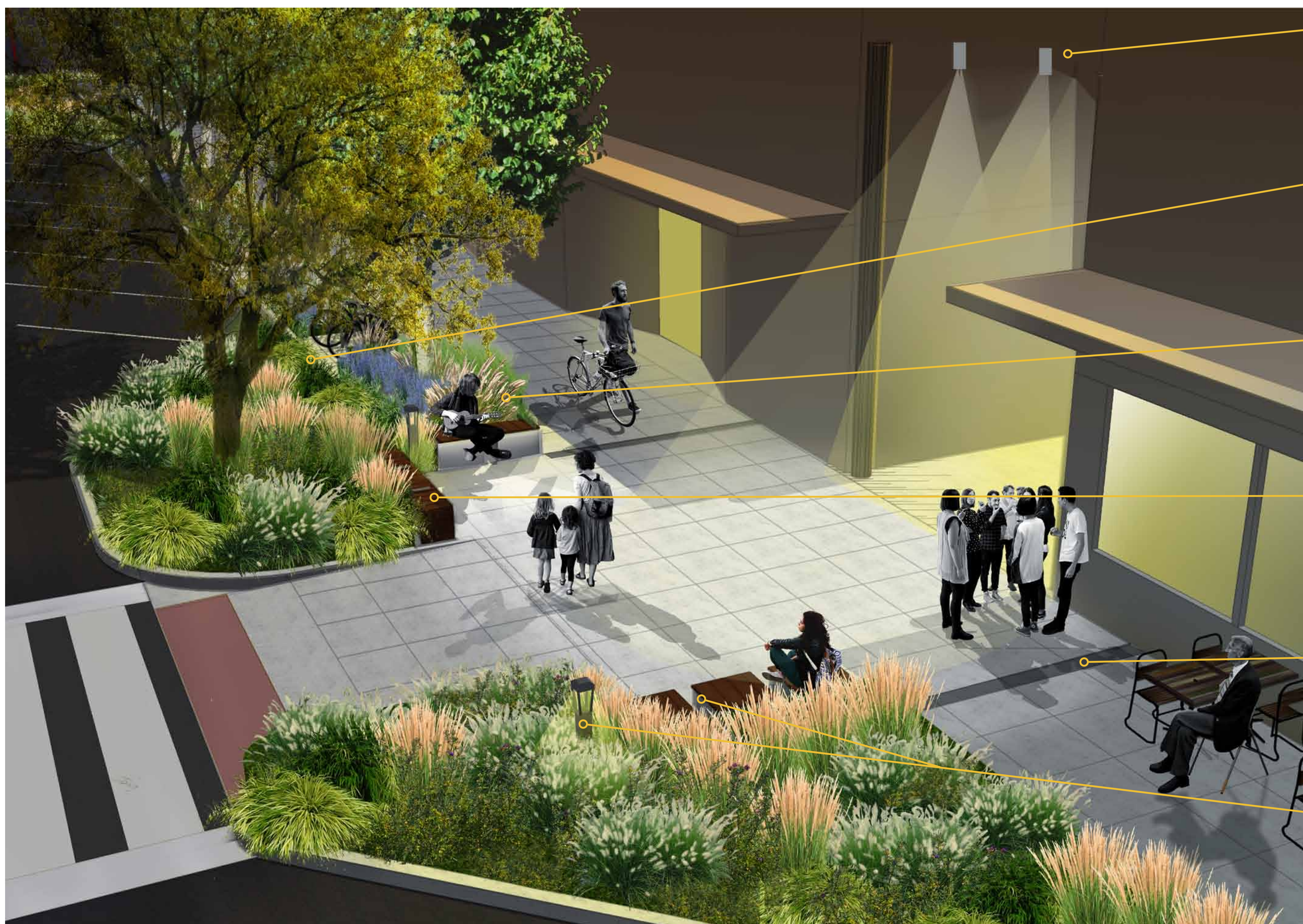


## SHARE YOUR THOUGHTS:

What elements do you support for alley entrances? Add a sticker to the categories at right.



place your dots in here



light at alley entrances

landscape on left over asphalt

outlets for pedestrian use

seating

alley names in pavement

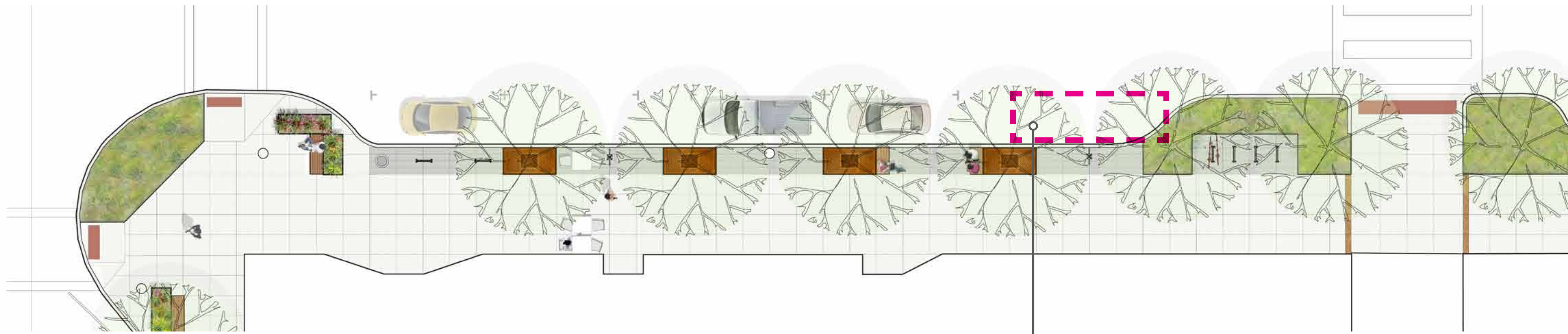
accent lighting

\*Outreach to businesses is ongoing. Improvements would be made in consultation with surrounding businesses at each potential location.

# PARKLET PROGRAM



**WHY PROPOSE THIS?** We heard sidewalk users and business owners say it is important to **establish and support social spaces.**



One 7' x 20' parking space could be converted to a parklet

Parklets use 1 or 2 on-street parking spaces and are most often temporary, deployed seasonally or for special events.

Parklets would be located with approval from adjacent building owners and impacted tenants.

## PARKLET EXAMPLES



## SHARE YOUR THOUGHTS:

place your dots in here

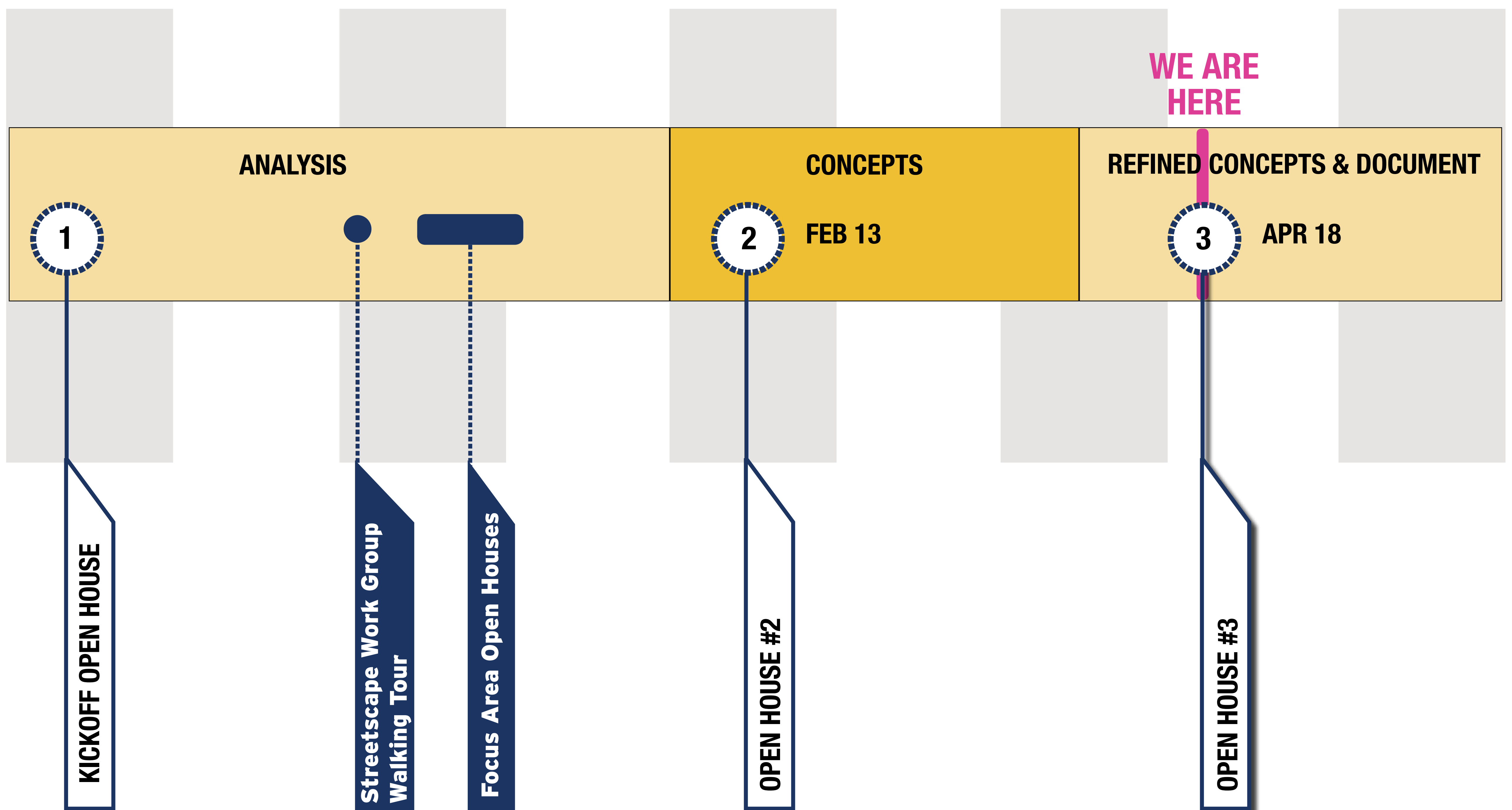
Change nothing, leave parking spaces as they are today

Install temporary parklets that are made of lightweight, easily disassembled materials

Install longer-term parklets made of robust materials

*\*Outreach to businesses is ongoing. Improvements would be made in consultation with surrounding businesses at each potential location.*

# IMPLEMENTATION



## WHAT HAPPENS NEXT?

CONCEPT REFINEMENT BASED ON YOUR FEEDBACK

CONTINUED OUTREACH TO BUSINESSES

OUTREACH TO COMMUNITY GROUPS

SUMMARY REPORT

URA BOARD REVIEW OF SUMMARY REPORT

URBAN RENEWAL BUILDS STREETScape PROJECTS AS PART OF YEARLY FUNDING