

Salvation Army Kroc Center Access Feasibility Study

Stakeholder Advisory Committee Meeting #4

Meeting Summary

Date: Tuesday November 27th, 2012

Time: 6:00 pm

Location: Salvation Army Kroc Center -- 1865 Bill Frey Drive NE

Attendees:

Stakeholder Advisory Committee Members

Robert Fox, Keizer Bicycle Community Representative

Ron DeWilde, Salvation Army Kroc Center

Mitch Hamilton, Salem-Keizer School District

David McKane, City Councilor City of Keizer

Bill Puntney, Business Owner

Diana Dickey, City Councilor City of Salem

Tim Potter, ODOT Area 3 Manager

Derik Milton, Northgate Urban Renewal Advisory Board

Kenji Sugahara, Salem Citizens Advisory Traffic Commission

Project Management Team

Nate Brown, City of Keizer Community Development Director

Mike Jaffe, Mid-Willamette Valley Council of Governments

Judy Johnduff, City of Salem Transportation Planning

Clifton Serres, City of Salem Engineering

Consultant Project Manager

David Simmons, CH2MHILL

Meeting Summary

This meeting summary document's the major questions, comments and concerns discussed at the Stakeholder Advisory Committee Meeting. This summary follows the order of the meeting agenda.

Agenda Overview and Introductions

Nate Brown opened the meeting, welcomed the Stakeholder Advisory Committee Members and gave an overview of the purpose of the meeting. Meeting purpose: to review and discuss the Alternative Evaluation Report and Findings in the Evaluation Framework Matrix

Follow-up of SAC Meeting #3

- Meeting #3 Summary—No changes to the summary were noted.

- Staff provided follow-up information for questions asked by the SAC at Meeting #3.
 - A question was raised about the existing and future conditions on Hyacinth Street NE. Judy Johnduff reported that the Hyacinth Street NE is designated a Major Arterial in the adopted Salem Transportation System Plan. The ultimate street width will have 2 travel lanes in each direction, a center turn lane, bike lanes, a landscape strip and sidewalks. The existing street has one lane in each direction, turn lanes at the intersections and bike lanes and sidewalks for the whole length between Portland Road and Salem Parkway in Salem. The volume of traffic on Hyacinth is approximately 16,000 vehicles a day. The roadway is not experiencing capacity or operational issues and is therefore not likely to be improved to full Arterial Standards in the near future.

Verda Lane: Sidewalks and bike lanes continue into the City of Keizer, but end a little north of the intersection of Alder and Verda.

Review and Discussion –Alternative Evaluation Report and Evaluation Framework Matrix

Dave Simmons reported that the three alternative alignments were reviewed using the Evaluation Framework. The criteria evaluated included safety, directness of route, how the facility integrates with the larger transportation system, property and environmental impacts, cost and ability to phase the project. Dave noted that the evaluation process is intended to highlight the relative differences between alternatives to aid the decision-making process. The SAC was asked whether there were other factors besides the ones discussed in the evaluation report that are important to consider or ask the public. SAC members generally agreed that these factors were the important factors to consider. A question was raised about the location of the undercrossing and whether it could be moved. Dave indicated that the location could be shifted. It was noted that alternative SK, constructed as shown, on fill, would utilize a significant amount of industrial land. Dave noted that the path could be built on a bridge structure the entire length; however the cost would increase significantly.

Dave reported that Alternative H scored the most points, with the overall score of 3.28. Alternative UC scored nearly the same, with a score of 3.27, and Alternative SK scored the least with a score of 2.51. The SAC generally agreed that these results were expected based on the location and design of the alternatives. It was noted that although Alternative H calls for bicycles and pedestrians to cross at a signalized intersection, it does not compare to the safety of separated grade crossings of Salem Parkway. Tim Potter offered to summarize the recent safety study of the Salem Parkway/Hyacinth/Verda intersection for the SAC.

Kenji Sugahara asked whether Alternative H and UC could be combined into a phased project with H being recommended for construction in the short term and UC being recommended as a long term project. Staff indicated that a SAC recommendation could include a phased approach.

Review and Discussion – Proposed Upcoming Public Outreach

Judy Johnduff presented a brief overview of the upcoming public outreach efforts over the next months leading up to the Final SAC Meeting and selection of a preferred alternative. Derik Milton indicated that business groups might be interested in this project as well as the school district. Kenji Sugahara asked whether the Salem Citizens

Advisory Traffic Commission CATC were scheduled to receive an update on the project. Judy Johnduff indicated that the project would be brought to CATC for their review. Ron DeWild indicated that an update to the Kroc Center Board could be scheduled for January 8th, since they meet every Tuesday.

Next Steps

- January/February - Public Outreach and Open House
- SAC Meeting #5 --Select Preferred Alternative

Adjourn