

Salvation Army Kroc Center Access Feasibility Study

Stakeholder Advisory Committee Meeting #5

Meeting Summary

Date: Tuesday February 12th, 2013

Time: 6:00 pm

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

Attendees:

Stakeholder Advisory Committee Members

Ron DeWilde, Salvation Army Kroc Center

Marlene Quinn, City Councilor City of Keizer

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

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 Alignments and to select a preferred recommended Alternative.

Follow-up of SAC Meeting #4

- Meeting #4 Summary—No changes to the summary were noted.
- Judy Johnduff noted that the SAC asked for follow-up information regarding ODOT's speed study and regarding other safety issues at the Salem Parkway/Hyacinth/Verda Intersection. Tim Potter noted that an informal speed study indicated that speeds on the Parkway were in

excess of the posted 55 mph. However, ODOT does not recommend lowering the posted speed at this time as a way to reduce speeds. He reported that a study done by ODOT in 2009 did recommend specific improvements for the intersection such as advance warning signals which have now been installed. Since those improvements have been made, the accident rate at the intersection has fallen from the top 5-10% in ODOT's Safety Priority Index System, but is still within the top 20%. The City and ODOT are continuing to monitor the intersection. Derik Milton indicated that he is concerned about the speeds and asked if there was something that could be done to slow down traffic on the Parkway and to provide more protection at the intersections of both Hyacinth and Cherry. Cliff Serres noted that the problem in the past at the intersection has been rear end collisions, but that if it was a bicyclist or pedestrian that would have been hit, it could have been extremely severe.

Review and Discussion – Public Outreach

Judy provided a summary of the public outreach activities and the comments received at the outreach meetings. Judy indicated that Salem staff received several comments in favor of Alternative "H" as a lower cost alternative that would serve both Salem and Keizer residents. The cost of the bridge options were a concern for some folks who would prefer to see funds spent on other lower cost bicycle and pedestrian facilities throughout Salem. On the other hand, staff also heard from folks who believe that Alternative "H" would not provide enough of an improvement over current conditions to offer a safe, attractive option for crossing the Parkway especially for kids. The middle school kids from Claggett Creek Middle School who attended the Open House gravitated towards the bridge alternatives with Alternative "UC" seeming to have a slightly higher preference. One interesting comment from a member of the Salem Citizens Advisory Traffic Commission was that he felt that Alternative "H" would be more attractive and likely to receive more support for funding if the Alternative included the extension of the roadway connecting Bill Frey Drive to Hyacinth in addition to the construction of the shared use path.

Judy reviewed the survey results which again showed two main themes from respondents; one group of respondents seemed to favor the lower cost of Alternative "H" and another group of respondents which felt that Alternative "H" did not solve the primary problem of providing a safe crossing of Salem Parkway. This latter group favored Alternative "UC". Nate Brown noted that these were the types of comments we heard at the Open House as well. Cost concerns and a safety concerns seemed to drive the selection of a preferred alternative for folks.

Review of Alternatives

Dave Simmons gave a brief overview of the three Alternatives and described an additional ramp option for Alternative "SK" which eliminates the loop ramp which circles down towards the railroad tracks. The new alignment for the ramp would intersect Bill Frey Drive directly and ramp down adjacent to the roadway with a buffer planting strip between the roadway and the shared use path. The SAC discussed the three alternatives and the advantages and difficulties with each of the three alternatives. Dave reviewed the phased approach that was suggested by Kenji Sugahara at the previous SAC meeting which included construction of Alternative "H" in Phase 1 followed by construction of

Alternative "UC" as Phase 2 at a future date.

SAC Recommendation

Judy conveyed the recommendations received from Councilor Dickey and Mr. Puntney who were unable to attend the meeting. Councilor Dickey indicated that she is supportive of Alternative "H" providing a path from Hyacinth to the Kroc Center, with an option to expand in the future to include a bridge over the Parkway as was discussed at the previous SAC meeting. Mr. Puntney indicated that he supports Alternative "H", since this Alternative is economically viable and offers benefits to both Salem and Keizer taxpayers. Mr. DeWild noted that Alternative "H" would benefit the Kroc Center by offering an additional access point to the Kroc Center. Councilor Quinn noted that the phased approach seemed to be reasonable with Alternative "H" being constructed first and then Alternative "UC" as Phase 2 when more funding is available. Although she noted that the separated grade of a bridge over Salem Parkway would provide the real solution for bicyclists and pedestrians wishing to cross the Parkway. Derik Milton noted that he supports the phased approach, but indicated that the project needs to first address bicycle and pedestrian safety improvements where the paths connect with the existing street system and at the Salem/Verda/Hyacinth intersection. Kenji Sugahara noted that he too believes a phased approach would provide benefits both in the short term and address the Parkway problem in the long term. Tim Potter asked SAC members whether anyone supported a no-build Alternative. A no-build alternative was not supported by the Stakeholder Advisory Committee. Mr. Potter also supported the phased "H"/"UC" approach. The need to improve bicycle and pedestrian safety along the corridor of Hyacinth/Verda and particularly at the Salem Parkway intersection was emphasized by the SAC as a first step prior to or in conjunction with completing Alternative H.

Next Steps

Judy reviewed the next steps and thanked the SAC members for their hard work and their guidance throughout the study. Next steps include:

- Refine Engineering, Cost Estimates, and Graphics
 - Preparation of the Final Study Document
 - Review by the City Council's of the City of Keizer, City of Salem and the SKATS Policy Board
- SAC members will be sent copies of all of the final documents and notified of all of the upcoming meetings during the adoption phase of the process.

Adjourned 7:30