

Salvation Army Kroc Center Access Feasibility Study

Stakeholder Advisory Committee Meeting #6

Meeting Summary

Date: Wednesday July 24, 2013

Time: 6:00 pm

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

Attendees:

Stakeholder Advisory Committee Members

Diana Dickey, City Councilor City of Salem

Marlene Quinn, City Councilor City of Keizer

Mitch Hamilton, Salem-Keizer Public Schools

Kate Tarter, Salem-Keizer Transit Board Member

Alden Muller, Northgate Neighborhood Association

Tim Potter, ODOT Area 3 Manager

Bill Puntney, Business Owner

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

Mike Jaffe, Mid-Willamette Council of Governments

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

Judy Johnduff 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 refinement of Alternative H to provide a bicycle/pedestrian connection from Hyacinth Street NE to Bill Frey Drive NE and to discuss the longer term improvements including a bridge over Salem Parkway closer to the intersection of

Hyacinth Street NE/Verda Lane.

Refinement to Alignment “H”

Judy Johnduff gave an update on the status of the project. She explained that the Project Management Team along with the Consultant Team of CH2MHILL and OBEC have been working to refine Alternative “H” and to address bicycle and pedestrian safety improvements where the path connects to the street system especially at the Salem/Verda/Hyacinth intersection.

Refinement efforts were focused on designing the path so as to minimize the cost of construction and to maximize the utility of the path. To that end, the Project Management Team analyzed the possibility of utilizing the existing reserved path thru the Claggett Creek Natural Area which parallels the future extension of Salem Industrial Drive. This alignment has the advantage of providing access to and thru the Natural Area as well as serving bicyclists and pedestrians traveling from Keizer and Salem via Hyacinth to the Kroc Center. The planning level cost estimate for a standalone shared use path with a bridge over Claggett Creek and an enhanced crossing of Bill Frey Drive NE leading to the Kroc Center is \$1 to \$2 million

Options for Salem Parkway/Hyacinth/Verda Intersection

Mike Jaffe and Dave Simmons, explained that the Project Management Team examined the possibility of shifting the bridge over Salem Parkway from the “UC” alignment location closer to the intersection of Salem Parkway/Hyacinth Street/Verda Lane to address the safety concerns at this intersection. A series of improvements could be constructed over time and phased commensurate with need. First, additional bicycle and pedestrian crossing enhancements including additional signing and striping at the Salem Parkway/Hyacinth Street NE/Verda Lane intersection could be installed to increase the visibility and safety of pedestrians and bicyclists (costs not determined). Secondly, a shared use path could be constructed along the south side of Hyacinth Street NE between Salem Parkway and Salem Industrial Drive (\$550,000 estimate) to connect with the path leading to Bill Frey Drive. Finally, a bridge over Salem Parkway at Verda Lane/Hyacinth Street NE could be constructed to completely separate bicycles and pedestrians (\$3 - \$3.5 million) from the future high volumes of traffic predicted for Salem Parkway. These improvements would be dependent on how the area develops. Dave Simmons also reviewed the possibility of a bridge over Verda Lane. SAC members were concerned about the necessity of a bridge over Verda Lane.

Kate Tarter stated that Allan Pollock, General Manager of Salem-Keizer Transit also submitted a letter to the City requesting that the final recommendations for the pedestrian and bicycle improvements also include transit stop improvements

The Stakeholder Advisory Committee (SAC) reviewed the information, discussed the merits of the path and bridge location closer to the intersection of the Hyacinth Street NE/Verda Lane intersection and recommended the following improvements:

Near Term Improvements

Alternative H: Construction of a bicycle/pedestrian connection from Hyacinth Street NE to Bill Frey Drive NE with crossing enhancements at intersections and with transit stops on Hyacinth Street NE. This connection could be constructed either as a part of the planned roadway

extension of Salem Industrial Drive NE (adopted project in the Salem TSP—not currently programmed for funding) or could be constructed as a separate shared-use path through the conservation easement and with its own bridge over Claggett Creek should funding for the path become available sooner than funds for the roadway extension. The planning level cost estimate for a shared-use path with a bridge over Claggett Creek, transit stops, and enhanced crossing of Bill Frey Drive NE leading to the Kroc Center is \$1 to \$2 million.

The near-term improvements also call for bicycle and pedestrian crossing enhancements at the Salem Parkway/Hyacinth Street NE/Verda Lane intersection to increase the visibility and safety of pedestrians and bicyclists.

Recommended Longer-Range Improvements

Additional improvement projects recommended for consideration are listed below. The intent is that construction of these improvements would be phased commensurate with need and funding availability.

- Construction of a shared-use path along the south side of Hyacinth Street NE between Salem Parkway and Salem Industrial Drive (\$550,000 estimate)
- After the above improvements are made, a bridge over Salem Parkway at Verda Lane/Hyacinth Street NE (to completely separate bicycles and pedestrians (\$3 - \$3.5 million) should be considered to further enhance bicycle/pedestrian safety.

As an alternate, future improvements could include construction of Alternative UC which calls for a bridge over Salem Parkway and undercrossing of the railroad. A bridge over Verda Lane would also enhance overall safety. These improvements would be dependent on how the area develops in the future and the increases in pedestrian, bicycle and vehicle traffic. Other factors, such as funding availability and regional transportation system changes, may also play a role in determining the relative timing for these improvements.

Next Steps

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

- Preparation of the Final Study Document
- Adoption of the project descriptions into the Salem, Keizer Transportation System Plans and the SKATS Regional Transportation System Plan.

Meeting Adjourned 7:30

