

City of Keizer - City of Salem - Mid Willamette Valley Council of Governments Salvation Army Kroc Center Access Feasibility Study

TAG Meeting #1

Monday June 11, 2012

Meeting Participants: Dan Fricke ODOT, Glen Kirkpatrick ODOT Rail, Melissa J. Mallott ODOT ROW, Chris Bailey ODOT Highway, Kevin Hottmann City of Salem Traffic Engineering, Ed Emrick City of Salem Water Resources, Ralph Lambert City of Salem Engineering, Jill Corcoran Urban Development Department, Judith Johnduff City of Salem Transportation Planning, Nate Brown City of Keizer Community Development, Mike Jaffe MWVCOG, Dave Simmons CH2MHill, Andrew Howe OBEC.

Dave Simmons presented a brief background of the project including its purpose, objectives and progress to-date.

Dave presented an overview of the Opportunities and Constraints Report. He reported that the overhead BPA High Voltage wires adjacent to the BNSF rail line will present a challenge along the entire length of the BPA corridor and will need to be moved for all bridge alternatives. In addition, he indicated that the topography of the study area lends itself more to a possible under-crossing of the BNSF tracks closer to Claggett Creek and an over-crossing of the tracks further south in the study area.

Chris Bailey of ODOT Highway indicated that the Parkway has a 10' painted median and mentioned the exception process and barrier requirements if a center support is included in the plans. He also indicated that a bridge structure would need protective screening and that rails would be needed. Vertical clearance over the Parkway was discussed. The clearance requirement today is 17' 4". Andy Howe indicated that a 17' 6" design guideline would be used for vertical clearance over the Parkway. Ralph Lambert of the City of Salem Engineering indicated that the City would require a 17' clearance over any City roadways.

Glen Kirkpatrick of ODOT Rail recommended that the first paragraph of the report under the "**Railroad**" heading mention that the State of Oregon also does not support new at-grade bicycle/pedestrian crossings.

Jill Corcoran of the Urban Development Department suggested amending the third paragraph on page 14 to refer to the Figure 7 map as "conceptual" since the plan has never been formally adopted by either the Urban Renewal Agency or the City. Ms. Corcoran indicated that the right-of-way for the extension of Salem Industrial Drive to Hyacinth has been secured by the Urban Renewal Agency.

Jill Corcoran noted that safety is and has been a significant issue for all under-crossings in the area and that safety and lighting would be essential in designing an undercrossing for this area.

As a starting point for the conversation regarding potential alignments, Dave Simmons reviewed some of the initial conceptual alignment alternatives previously discussed.

One alternative alignment might extend north from the main entrance of the Kroc Center along the BNSF railroad tracks and then follow the alignment of the future extension of Salem Industrial Drive to the existing intersection with Hyacinth Street NE—Dave Simmons questioned whether it would be possible to continue the bicycle path north adjacent to the railroad tracks all the way to Hyacinth Street

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NE. Kevin Hottmann indicated that he would prefer that the bicycle/pedestrian facilities follow the alignment of the roadway and connect at the existing intersection on Hyacinth Street NE to encourage bicycles and pedestrians to cross at the signalized intersection. The location of the proposed “future path” shown on Figure 7 of the Opportunities and Constraints Report was also discussed in relation to the Conservation Easement. It was noted that the location of the future extension of Salem Industrial Drive was purposefully located outside of the Conservation Easement.

Another possible alignment might follow the railroad tracks northward from the main entrance of the Kroc Center then across the railroad tracks. This potential alignment includes a bridge over Salem Parkway and a landing on the north side of the Parkway in a currently undeveloped property bordered by Pleasant View Drive, Shady lane and the Salem Parkway Bike Path. It was noted that this currently undeveloped property may have approved plans for development. Nate Brown will confirm.

Another potential alignment might follow the south side of Salem Parkway from Cherry to Mainline Drive and then along Mainline Drive to Hyacinth Street SE with a leg that follows Claggett Creek via an undercrossing of the BNSF tracks to connect up with a path on the south side to the tracks to the Kroc Center. It was noted that this undercrossing would likely be closed for a period of days during the rainy season and require cleaning/maintenance before reopening to traffic.

Other possible alignments might include overcrossings of both the railroad tracks and the Parkway. Discussion included extending the bridge and landings over Bill Frey Drive to the Kroc Center property. Judy Johnduff noted that such a landing should include a connection with the existing bike facilities on Bill Frey Drive leading to Portland Road. Mike Jaffe volunteered to talk to representatives of the Kroc Center to determine whether a landing on the Kroc Center property is feasible. Dave Simmons noted that landings for any of the bridge alternatives would need to be looked at in detail.

Melissa Mallott of ODOT ROW suggested that property lines and existing development features be taken into consideration to the extent possible when looking at potential alignments to minimize right-of-way costs. She also recommended examining the area to note evidence of existing paths of pedestrian travel (beaten down paths) crossing the Parkway and to use this information, to the extent possible, when developing possible alignments.

A discussion centered on looking at an additional alignment that uses the existing Pleasant View Drive right-of-way for the overcrossings. It was suggested that this alternative be included as one of the initial concepts.

The next TAG meeting will be held on July 9th.