

Salvation Army Kroc Center Access Feasibility Study

Stakeholder Advisory Committee Meeting #1

Meeting Summary

Date: Tuesday June 19th, 2012

Time: 6:00 pm

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

Attendees:

Stakeholder Advisory Committee Members

Ron DeWilde, Salvation Army Kroc Corps Community Center

Diana Dickey, City Councilor City of Salem

David McKane, City Councilor City of Keizer

Derik Milton, Northgate Urban Renewal Advisory Board

Alden Muller, Northgate Neighborhood Association

Tim Potter, ODOT Area 3 Manager

Mr. Bill Puntney, Business Owner

Maria Salazar, Citizen and Salvation Army Kroc Corps Community Center

Kenji Sugahara, Salem Citizens Advisory Traffic Commission

Ms. Kate Tarter, Salem-Keizer Transit Board of Directors

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 documents 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, gave an overview of the project and led the introductions.

Project Background

- Dave Simmons briefly reviewed the purpose and objectives of the study which is intended to identify and evaluate alignments and facilities to

improve bicycle and pedestrian access across the Salem Parkway and to the Salvation Army Kroc Center. The travel distances to the Kroc Center from points west/northwest of the parkway were presented. A committee member suggested that it would be useful to see the travel distances to neighborhoods to the east of the Kroc Center for comparative purposes.

- Judy Johnduff identified the other parties participating in this study and their respective roles including the project management team (the Cities of Salem, Keizer, ODOT, SKATS), the Technical Advisory Group (ODOT and City Technical Staff) and the consultant team of CH2MHILL and OBEC.
- Dave Simmons gave an overview of the project schedule and discussed the progress to date. This is a 12 month study with 5 SAC meetings, 2 public workshops. The intention is to identify a preferred alternative prior to the end of the year. Data has been gathered and analyzed and the Draft Opportunities and Constraints report has been prepared.
- Judy Johnduff discussed the planned public involvement opportunities including listening stations, two community workshops, and the project website.

Stakeholder Advisory Committee Role. Mike Jaffe reviewed the role and responsibilities of the SAC and discussed the adoption process if a feasible alternative is identified and recommended by the Committee. Mike was asked to clarify whether a no-project alternative could be a possible outcome of this study. Mike clarified that the study might result in a decision that none of the alternatives are feasible due to cost, or it might result in an alternative that might include phased improvements. We will know more as the study progresses.

Overview and Discussion of the Opportunities and Constraints Report

Dave Simmons reviewed the Opportunities and Constraints Report noting that major constraints include the BPA High Voltage Wires, the Parkway, the railroad tracks, the wetland conservation area, security and personal safety concerns.

- A committee member asked whether cost estimates for the proposed project alternatives would be developed for comparison purposes. Dave Simmons indicated that yes, cost estimates are included in the scope of the project.
- Dave Simmons noted that a bridge over the railroad tracks would require raising the BPA High Voltage Lines. It was noted that the BPA High Voltage Lines also branch off to the north following the Pleasant View Street alignment. A question was raised about the possibility of undergrounding the high voltage lines, however it was noted that undergrounding high voltage wires is very expensive because the heat generated by the lines would require refrigeration of the underground vault.
- There was a question about the possibility of an at-grade crossing of the Railroad tracks. Dave indicated that an at-grade crossing would need to be approved by the railroad and that they have indicated that they will not approve a crossing where there is more than one track. There are two siding tracks located adjacent to the main track south of the Claggett Creek Bridge. It

was also noted that the Railroad's policy is not to permit any additional at-grade crossings. Another option discussed was the possibility of raising the grade of the train so that an undercrossing would be at-grade instead of depressed; however it was noted that the grade requirements for railroad tracks would likely prohibit this option

- Dave Simmons noted that if an underpass of the rail tracks at Claggett Creek was selected, the railroad would likely require that the entire wooden trestle be replaced.
- Questions were raised about the timing of the construction of the extension of Salem Industrial Drive from Bill Frey Drive north to Hyacinth. Staff responded that the roadway is included in the Salem Transportation System Plan, however funds are not currently available for construction. A 60' strip of land for the planned extension of the roadway was reserved when the Claggett Conservation Area was established. It was suggested that this extension of the roadway be considered as one of the possible alternative alignments.
- The Committee requested that information be included in the study documenting the potential usage of the over-crossing/under-crossing. Discussion included looking at where people are crossing now, who is crossing now, who will be likely to use a facility once it is constructed, making sure a facility is located and designed in such a way as to encourage people to use the facility as oppose to crossing the Parkway or railroad tracks at-grade. Staff will contact the City of Eugene to find out if they have counts for the I-5 Beltline Road bike/pedestrian bridge for comparison purposes. Staff will also look into the grade of the bridge connecting Tokyo University to Willamette University (over the Southern Pacific rail and 12th Street) for comparison purposes.
- Maria Salazar noted that a new connection would benefit Kroc employees, many of whom are teens and young adults.
- Derik Milton related the problems with the Portland Road underpass, and efforts over the years to make it more vandal-proof.
- Ron deWilde noted that all six Salem-Keizer area high schools use the Kroc Center pool for their swim teams.
- It was noted that the Claggett Creek Natural Resource Area and Wetland area offers both opportunities and constraints. Increased pedestrian and bicycle access to the Natural Resource Area could enhance this community asset, however additional permitting may be required for construction activities. Concerns were raised about the potential for some of the initial alignment alternatives to conflict with the Natural Resource Area.
- A question was raised about the concurrent Parks Department Master Planning effort and whether there are any plans for a shared use path within the Claggett Creek Natural Resource Area. Staff will follow-up with the Parks Division.

- Improved transit service to the Kroc Center was discussed. A map showing transit route #14 -- that loops from south Keizer to the Kroc Center, from 6:30 a.m. to 9:00 p.m. -- was shared, but only runs Monday to Friday. Kate Tarter offered to look into the cost of a transit option that ran on the weekends. and/or offered service from the areas further north and west of the Parkway to the Kroc Center.

Next Steps

- Dave Simmons reported that the next step in the study is to develop an Evaluation Criteria which will be used to compare the facility concepts. In addition, OBEC is working on developing the initial six facility concepts.
- Written Comments—Judy requested that written comments on the Environmental Opportunities and Constraints report be submitted by June 26th
- The next SAC meeting will be July 17th at 6:00 pm at the Kroc Center.