

Salvation Army Kroc Center Access Study

Initial Concept Advantages and Disadvantages

Concept "H" – At grade connection from Hyacinth Street to Bill Frey Drive, including new bridge across Claggett Creek

Note: Path connection is not dependant on funding/schedule of future Salem Industrial Dr. NE Extension project.

Advantages:

- Already in TSP as part of Salem Industrial Drive extension
- Low cost
- Provides new connection between Hyacinth and Bill Frey Drive
- No significant fills required for construction
- No significant utility conflicts
- Brings activity to the Claggett Creek Wetland Area as an amenity and environmental resource for users of the path and Kroc Center

Disadvantages:

- No new connection is planned across Salem Parkway, users would cross Salem Parkway at Hyacinth Street signalized intersection
- May require more out of direction travel than other alternatives
- Requires crosswalk at Bill Frey Drive
- Does not provide an easily perceived visual connection between neighborhoods to the west and Kroc Center

Concept "M" – At grade path along the east side of Salem Parkway and Mainline Drive from Cherry Avenue to Hyacinth Street. This path would be combined with either an undercrossing or overcrossing in one of the following way and potentially phased:

M - at-grade path

M1 - at-grade path + undercrossing of railroad

M2 - at-grade path + overcrossing of railroad

M3 - at-grade path + undercrossing of railroad + bridge over Salem Parkway

M4 - at-grade path + undercrossing of railroad + concept SK

Advantages:

- Low Cost for M alone or medium cost for M1
- Phases M1 thru M4 can be phased
- Provides new north-south pedestrian connection along east side of Salem Parkway
- No significant utility conflicts

Disadvantages:

- High Cost for M2, M3, and M4
- At-grade crossings introduce conflicts with auto traffic
- M by itself does not explicitly connect to the Kroc Center or west side of Salem Parkway
- M by itself duplicates pedestrian/bike connectivity available on west side of Salem Parkway to east/west streets (Verda/Cherry), which also do not provide direct connections to Kroc Center

Concept "UC" – Overcrossing of Salem Parkway and undercrossing of BNSF Railroad tracks.

Advantages:

- Provides grade separated crossing of both Salem Parkway and the railroad tracks
- No significant utility conflicts
- Compatible with future Salem Industrial Drive extension in TSP.
- Brings activity to the Claggett Creek Wetland Area as an amenity and environmental resource for users of the path and Kroc Center
- Single span of Salem Parkway serves as gateway and visual cue of a direct route to Kroc Center
- West-side touchdown brings activity to triangular parcel, links to existing roadways, path and sidewalk facilities, and creates an amenity open space.
- Medium Cost
- Preserves larger contiguous industrial parcel
- Route along Claggett Creek provides a visual amenity for users of the path.

Disadvantages:

- Requires drainage of a low point under the railroad tracks
- Requires crosswalk at Bill Frey Drive

Concept "PV" – Overcrossing of Salem Parkway, BNSF Railroad tracks, and Bill Frey Drive along Pleasant View Drive.

Note: East touchdown originates at East Entrance to Kroc Center.

Advantages:

- Provides grade-separated crossing of both Salem Parkway, railroad tracks, and Bill Frey Drive
- Crossing is very direct, nearly the shortest distance between the neighborhoods and the Kroc Center
- Utilizes existing right of way as much as possible.
- Creates a dramatic experience for bike/pedestrian users.
- Does not require a crosswalk at Bill Frey Drive.
- West-side touchdown brings activity to triangular parcel, links to existing path and sidewalk facilities, and creates an amenity open space.
- Span of Salem Parkway provides a visual cue of a direct route to Kroc Center.

Disadvantages:

- BPA has indicated that this alignment presents significant conflict with a critical High Voltage BPA Switch Pole. In addition, a bridge at this location would affect not only both BPA overhead power lines along the railroad right of way, but also the PGE overhead power lines running parallel to Pleasant View Drive.
- Requires significant amount of bridge to minimize impacts to adjacent properties – bridge 25-30 feet above existing ground adjacent to existing residences.
- High Cost
- Creates a visual barrier at north and east between the Kroc Center and the adjacent Claggett Creek Wetland Area.

Concept "SK" – Overcrossing of Salem Parkway and BNSF Railroad tracks from Pleasant View Drive to the south end of the Bill Frey Drive loop.

Advantages:

- Provides safe crossing of both Salem Parkway and railroad tracks
- Crossing is reasonably direct from the end of Pleasant View Drive to the Kroc Center
- Right of way acquisition will be of relatively undeveloped property.
- Connection to Bill Frey Drive eastbound provides easy access to Portland Road via new ramp near existing bridge
- West touchdown originates at terminus of existing Pleasant View Drive NE
- Could provide connection to Mainline Drive

Disadvantages:

- Significant right of way acquisition is required
- Skewed crossing of railroad requires longer bridge span (and higher profile)
- High cost
- Significant utility conflicts exist with overhead power lines
- Requires crosswalk at Bill Frey Drive
- Extent of fill structure/embankment west of Salem Parkway can limit sightlines and introduce potential Crime-Prevention-Through –Environmental-Design (CPTED)/Safety related issues.

Concept "SL" – Overcrossing of Salem Parkway and BNSF Railroad tracks from Brooks/Candlewood to the south end of the Bill Frey Drive loop.

Advantages:

- Provides safe crossing of both Salem Parkway and railroad tracks
- Crossing is reasonably direct from the end of Brooks Avenue to the Kroc Center
- Connection to Bill Frey Drive eastbound provides easy access to Portland Road via new ramp near existing bridge

Disadvantages:

- Significant right of way acquisition is required
- May require retaining walls to reduce right of way impacts
- High cost
- Significant utility conflicts exist with overhead power lines
- Requires crosswalk at Bill Frey Drive
- Extent of fill structure/embankment west of Salem Parkway can limit sightlines and introduce potential CPTED/Safety related issues.
- West touchdown does NOT align with Brooks Ave. or Candlewood Dr. thereby introducing out of direction travel and a visual barrier at the terminus of both ROW's.
- Loop configuration and resultant extent of fill structure/embankment on east side of RR creates an isolated area and introduces potential CPTED/Safety related issues.
- Height and width of embankment just east of RR creates visual barrier, which could also present constructability issues.
- Impacts planned wetland mitigation feature