

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

TAG Meeting #2

Monday July 9, 2012

Meeting Participants: Dan Fricke ODOT, Glen Kirkpatrick ODOT Rail, Georgine Gleason ODOT ROW, Chris Bailey ODOT Highway, Kevin Hottmann City of Salem Traffic Engineering, Nitin Joshi 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, Andrew Howe OBEC.

Meeting Summary

This meeting summary documents the major questions, comments and concerns discussed at the Technical Advisory Group meeting. This summary follows the order of the meeting agenda.

Agenda Overview and Introductions

- Judy Johnduff opened the meeting, welcomed the Technical Advisory Group and gave an overview of the purpose of the meeting. The purpose of the meeting is to review and provide feedback on the Evaluation Framework and to review the initial six concepts.

Evaluation Framework -- Judy Johnduff noted that the Evaluation Framework will be used to compare and contrast the final four Alternative Alignments. Judy reviewed the evaluation criteria which are organized into 8 objectives:

1. Safety for Users of the Facility
2. Directness of Route
3. Facility integrates with the larger multi-modal system
4. Property and Environmental impacts
5. Transportation and utility impacts
6. Public Support
7. Cost
8. Ability to Phase the Project

The Technical Advisory Group was asked if there are any additional subject areas that would help differentiate between the alternative alignments that are not represented in the framework and whether there are any that could be eliminated or modified? Discussion regarding Objective 2 *Directness of Route* included the location of the point of origin when measuring the length of the route. It was determined that a point would be chose on the north side of Salem Parkway as the starting point for all of the alternatives. The Criteria regarding property, environmental, transportation, and utility impacts were discussed. TAG members generally noted that potential impacts could likely be mitigated but that some alternative would have higher migration costs than others. It was noted that the cost for mitigation would be considered as a part of the "Cost" criteria. The TAG discussed weighting the Criteria, since some of the criteria appear to be more important than others. The TAG was asked to weight the Criteria and to provide the information back to Judy.

Summary of the Weighting Exercise: The majority of the TAG weighted Directness of Route, Personal Safety and Security, and Cost as very important. The remainder of the Criteria received

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mixed reviews. Vehicle Conflicts, Integration with the Larger Bicycle/Pedestrian Network and Public Support were considered more important than Design Criteria, Property, Environmental, Natural Resource and Transportation/Utility Impacts and the ability to phase the project.

Andy Howe of OBEC handed out the six initial facility alignment concepts and provided a description of each facility.

- Concept “H” extends from the Kroc Center with a crossing of Bill Frey Drive and extends easterly along the future extension of Salem Industrial Drive to Hyacinth Street NE.
- Concept “M” is located on the south side of Salem Parkway and extends from Cherry Avenue NE to Hyacinth Street NE. This concept is shown with potential alternative alignment options to the Kroc Center.
- Concept “SL” is the southernmost crossing alignment and extends from the Salem Parkway shared use path near Brooks Avenue NE with a bridge over Salem Parkway, a built-up section between Mainline Drive and the BNSF railroad tracks, a bridge over the railroad, a loop ramp with an at-grade crossing of Bill Frey Drive.
- Concept “SK” extends from the Salem Parkway shared-use path near Pleasant View Drive NE, with a bridge across the Salem Parkway, a built-up section between Mainline Drive and the railroad tracks, a bridge over the railroad tracks and a ramp ending on the south side of the Kroc Center grounds.
- Concept “PV” extends from the Salem Parkway shared-use path with a loop ramp leading to a bridge over the Salem Parkway, the railroad, Bill Frey Drive extending to the Kroc Center Property and ramps down on the south side of the Kroc Center property.
- Concept “UC” extends from the Salem Parkway shared-use path, with a loop ramp leading to a bridge over Salem Parkway, then ramps down to an undercrossing of the BNSF railroad tracks and then heads westerly along the south side of the railroad tracks to an at-grade crossing of Bill Frey Drive.

The TAG discussed the various alternatives.

The next meeting of the TAG is scheduled for September 10th to narrow the six concepts down to four.