

# City of Keizer - City of Salem - Mid Willamette Valley Council of Governments

## Salvation Army Kroc Center Access Feasibility Study

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### ***TAG Meeting #3***

Tuesday September 11, 2012

**Meeting Participants:** Dan Fricke ODOT, Glen Kirkpatrick ODOT Rail, Melissa J. Mallott ODOT ROW, Ralph Lambert City of Salem Engineering, Jill Corcoran City of Salem Urban Development Department, Judith Johnduff City of Salem Transportation Planning, Nate Brown City of Keizer Community Development, Mike Jaffe MWVCOG, Dave Simmons CH2MHill, Andy Howe, OBEC, Clifton Serres, City of Salem Engineering.

Dave Simmons presented a brief summary of the project progress to-date. Judy Johnduff reported that staff and the consultant met with Bonneville Power Administration (BPA) staff to discuss the location of their high voltage power lines in relation to the three railroad overcrossing bridge concepts. Dave Simmons went on to explain that BPA indicated concept alignment PV presents a significant conflict with a critical High Voltage BPA Switch Pole. In addition, a bridge crossing the railroad tracks at this location and running parallel to Pleasant View Drive would affect not only the BPA overhead 115 KV high voltage power lines in their right of way, but also the PGE overhead high voltage power lines and service lines running parallel to Pleasant View Drive. The costs associated with relocation and/or alteration of the overhead power lines and Switch Pole would be significant. Dave explained that the Project Management Team (PMT) has determined that these issues are serious enough to be deemed a fatal flaw and the PMT is recommending that this alternative be eliminated from further refinement.

BPA comments regarding Concept SK and SL Alignment Concepts: Dave reported that while BPA does not have a Switch Pole at these two locations crossing the tracks, both BPA and PGE High Voltage wires would be affected. BPA indicated that additional suspension poles could be installed on either side of a bridge structure to take up the sag in the wires. BPA also noted that the ramp/path adjacent to Bill Frey Drive would affect access to their wires which is required for maintenance. They requested that the path adjacent to their right-of-way be designed to be wide enough and strong enough to support their maintenance trucks. Judy noted that once the SAC narrows the concepts down in September, staff will contact BPA for a preliminary cost estimate.

Mike Jaffe reported the results from the Listening Station Survey which was conducted on four separate days in early August. 134 surveys were filled out. Mike noted there was almost universal support for a project to address the need for better access to the Kroc Center. Question #5 which asked if more frequent/convenient bus service would be desirable had some limited appeal, with about 30% saying they would use the bus if better service was available. Survey participants were shown the six initial alignment concepts and asked to select up to 3 concepts they liked best. Concept H had the highest appeal, but many persons looking at the map and talking with staff indicated that they liked this option because of the additional vehicle access to the Kroc Center. All of the other concepts had somewhat equal appeal. 48% of respondents indicated that would use the facility if it was constructed while 19% said they would not use a bicycle/pedestrian facility. Of the 134 surveys completed, 89 persons indicated that personal safety and security were the most important characteristics of the new facility, 78 persons indicated a new/better connection to the larger bicycle/pedestrian system in the area was an important characteristic of a new connection, and 21 persons indicated that cost was the most important characteristic of the project.

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Dave Simmons presented a preliminary cost estimate for the six initial concepts. He also reviewed the bulleted description of the advantages and disadvantages of the six concepts and indicated that the goal of the TAG meeting is to recommend four alternatives to the SAC for further consideration. Dave indicated that at the last SAC meeting, a SAC member presented another concept for consideration that would include a bridge over the Parkway and the BNSF railroad tracks further north towards the intersection of Hyacinth and Salem Parkway. He noted that the PMT reviewed this alternative and determined that a bridge at this location would have as many or more challenges as the other alternatives and that the other bridge alternatives closer to the mid-point between the intersections of Salem Parkway/Hyacinth and Salem Parkway/Cherry would provide better service to the neighborhood north of the Parkway.

The Technical Advisory Group reviewed the six initial alignment concepts. Discussion centered on the cost of the various alignments, ability to phase the concept "M" and right-of-way acquisition. Jill Corcoran noted that the City has an easement for the right-of-way for the future extension of Salem Industrial Drive. Andy Howe noted that the cost for this segment of right-of-way was included into the cost estimates for the concept. OBEC will revise the estimate to eliminate the right-of-way costs for this alternative. The TAG discussed the possibility of construction the Concept "H" path bridge and roadway bridge over Claggett Creek simultaneously to reduce overall costs of both projects.

The TAG discussed the alternatives and agreed to recommend Concept "H", Concept "UC", Concept "SK" and Concept "M-3" which includes an at-grade path along the south side of Salem Parkway, an undercrossing of railroad, and a bridge over Salem Parkway to the SAC. The TAG also recommended that staff initiate discussions with property owners in the area regarding the concepts that will be given further consideration.

The next TAG meeting will be held on Wednesday November 14<sup>th</sup> at 1:30pm.