



Oversight Team

ATTENDEES: Sam Brentano/Marion County, Lloyd Chapman/Salem-Keizer Transit District, Dan Clem/City of Salem, Dave Cox/FHWA, Tom Richey/Polk County, Jeff Scheick /ODOT; Richard Walsh/City of Keizer

STAFF PARTICIPANTS: Dan Fricke/ODOT, Julie Warncke/City of Salem, Rod Thompson, ODOT, Mike Jaffe/SKATS, Ray Jackson/SKATS, Aaron Geisler/Polk County, Dave Simmons/CH2M HILL, Marcy Schwartz/CH2M HILL; Ed Chamberland/W&H Pacific

GUESTS: Richard Schmid/SKATS, Cathy Clark/City of Keizer, Tim Potter/ODOT, Meredith Capron/FHWA

DATE: June 26, 2007

Action Items

Number	Action	Responsibility	Completion Date
1	Add information to concept drawings showing location of elevated sections	Chamberland	Prior to next TF meeting
2	Add incentive-based telecommuting program to Transit and Roadway Efficiency concept	Seskin	Prior to next TF meeting
3	Revise wording of display boards on Transit and Roadway Efficiency concept to public open houses	Simmons	Today
4	Add concept with similar connectivity as the 1970s concept plan	Simmons	Prior to next TF meeting
5	Notify OT members of website updates and posting of TF meeting materials. Schedule additional briefings	Schwartz	Ongoing

Introductions and Agenda Review

Following self-introductions, Marcy Schwartz indicated the key meeting objective was review and discussion of the preliminary concepts. This is a mid-course briefing rather than a decision meeting. These concepts were generated by staff and have been presented to the Task Force (TF). They will also be presented at public open houses this week. Ideas generated at this meeting, at the the Task Force meeting, and during the public open houses will be added to the pool of concepts being considered. In July, recommendations from the

TF regarding which concepts should be further evaluated will be presented to the Oversight Team (OT) for decision.

Public Comment

No public comment was offered. David Cox indicated this would be his last meeting. He is retiring and Emily Laughton will be acting in his stead until a new administrator is selected.

Presentation of Preliminary Concepts

Dave Simmons described the travel demand modeling results that have been the basis for concept development. The travel demand model has been calibrated using jobs and housing forecast data; results provide a projection of future travel patterns. PM peak flows have been used in concept development because they represent the worst case, but preliminary findings show that AM peak patterns are similar but in the reverse direction. The concepts are designed to meet the Purpose and Need for the project, addressing through, regional, and local travel needs for autos and freight.

New Bridge Concepts

Ed Chamberland reviewed the Purple, Orange, Pink, Blue, Yellow, Green, and Red concepts. All of these concepts, except for Purple, include a new bridge linking east and west Salem with a direct connection to Highway 22. All concepts are designed to meet mobility standards of ODOT and the City of Salem. To meet these standards, many improvements to the local street system are required. For example, all concepts include the widening of Wallace Road to six lanes from Edgewater to Orchard Heights. All of the concepts have major impacts to existing land uses on both the east and west side; the team attempted to “thread the needle” through sensitive resources, avoiding residential areas, schools, parkland, and farmland as much as possible. The detail on intersection configurations is provided to show the number of lanes that would be necessary to allow them to handle the projected traffic; some of the configurations shown, such as the 11-lane Wallace Road cross section at the Glen Creek intersection, are not realistic options.

The group suggested that it is important not to present too much detail at this conceptual stage. The details will change and may be confusing to the public. The OT members also thought it would be useful to provide information about where the roadway would be elevated in the various concepts (**Action #1**).

Improvement of Existing Bridge Concepts

Ed then presented the Teal concept which involves widening the existing bridges. A total of seven lanes would be provided on the Marion St. Bridge and eight lanes would be provided on the Center St. Bridge (currently there are four lanes on each bridge). This concept includes features designed to eliminate some of the existing weaving movements which create safety and congestion problems.

The group felt that disadvantages of the Yellow, Green, and Teal concepts were increased traffic in the Liberty/Commercial couplet. These don't meet the aim of removing through truck traffic from downtown.

Transit and Roadway Efficiency Concept

Dave presented the Transit and Roadway Efficiency Concept. Its key elements include high frequency, express bus transit on dedicated lanes, financial incentives for using transit, and land use changes to increase jobs on the west side. The ability of the concept to meet mobility standards relies on reducing overall demand for the roadway by shifting single occupancy vehicle users to carpools or transit, and reducing the number of commuter trips across the river. The operational results of this concept have not yet been modeled.

ODOT and FHWA were concerned about mention of tolling as part of the financial incentive package because it is generally not permitted to toll existing facilities without special exceptions. An incentive-based telecommuting program should be added to the features of the concept (**Action #2**). Other specific changes in the wording of these slides suggested by the OT will be incorporated into the display boards at the upcoming open houses (**Action #3**).

The group asked why staff had not included a concept similar to the 1970s concept plan for the project. Dave responded that the Orange concept was developed to provide similar connectivity without as much impact as 1970's concept. The 1970s concept included a large interchange on the west side of the river which would not efficiently serve the dominant movements anticipated by current traffic projections. In addition, the large interchange would be located on protected farmland outside the Urban Growth Boundary because the concept was developed prior to existing land use laws. It was pointed out that the 1970's concept included more direct connection options on either side of the river. Staff will review the 1970s concept and evaluate adding a new concept that provides similar connectivity that meets current forecast travel patterns. (**Action #4**).

Next Steps

The OT expressed its interest in becoming more involved in the review of materials being presented to the TF and the public. It was agreed that future OT briefings would be scheduled prior to outreach events in addition to the existing decision meetings. Staff will provide OT members with notification of website updates and other communications (**Action #5**). The next meeting will follow the TF completion of recommendations concerning the Range of Alternatives to be considered further, probably in late July.