



Task Force Meeting #2

- ATTENDEES:** Russell Beaton/Land Use, Mark Becketl/Salem Public Works, Warren Bednarz/Downtown Business, Betsy Belshaw/Parks, Tom Clark/West Salem businesses, Bob Cortright/DLCD, Scott Erickson/West Salem residents, Aaron Geisler/Polk County Public Works, Glenn Gross/City of Salem Community Development, Glen Hadley/Salem-Keizer Transit District, Mike Jaffe/SKATS, Sam Litke/City of Keizer, Doug Parrow/BTA, Lorraine Pullman/Grant Neighborhood, Bob Russell/Freight County, Darlene Strozut/Highland Neighborhood, Mitch Teal/Economic Development
- UNABLE TO ATTEND:** Mark Brown/natural resources, Ismael Perez/Hispanic interests, Tim Potter/ODOT, Cindy Schmitt/Marion County Public Works
- STAFF PARTICIPANTS:** Dan Fricke/ODOT, Julie Warncke/Salem, Rod Thompson/ODOT, Tim Burkhardt/CH2M HILL, Linda Girard/CH2M HILL, Steve Perone/PTV, Marcy Schwartz/CH2M HILL, Dave Simmons/CH2M HILL
- GUESTS:** Debbie Dorris/District Aide, Congresswoman Hooley, Moya McKeehan/alternate for Darlene Strozut, Fred Harris/Highland NA Land Use Chair
- DATE:** October 26, 2006

Welcome, Introductions, Public Comment

Tim Burkhardt welcomed the group and reviewed the agenda for the evening. He confirmed that everyone was able to access the meeting materials on the team website although one member raised the concern that in order to build public trust, the materials should all be on the public website. The group agreed that advance materials for the Task Force meetings would be placed on the public website (rather than the team web site) prior to the meetings.

There were no public comments.

Study Area Refinement Analysis

Dave Simmons and Steve Perone summarized the team's recent analysis that evaluated the performance of various transportation corridors under future year 2030 p.m. peak hour conditions with the goal of helping to refine the study area and to help establish the project purpose and need statement. The presentation summarized the work that was also documented in the memorandum entitled *Salem River Crossing Project Study Area Refinement*, dated October 20, 2006, which was distributed to the Task Force prior to the meeting. Two

performance measures were used for the evaluation. One measure was the volume-to-capacity (v/c) ratio, which evaluates how well each proposed corridor improves performance on the existing bridge by attracting trips to the proposed corridor. The second measure was vehicle hours of delay (VHD), which quantifies the overall system's ability to handle the resulting traffic flow. A VHD analysis was conducted both on select corridors and by districts. Task Force members had a few questions:

- Why was just the p.m. peak used? (The p.m. peak experiences the highest traffic volumes, but future analysis efforts will look at both a.m. and p.m. peaks.)
- Why didn't the study include Commercial Street? (The VHD analysis for select corridors and districts did include the Liberty/Commercial couplet between the Salem Parkway and central downtown. The memorandum includes a description of the limits for the corridor and district VHD analysis)
- The v/c analysis showed that the Union and Pringle corridors performed very well in reducing congestion on the existing bridges. Should they be ruled out at this early point prior to more detailed analysis? (The v/c analysis of the existing bridge was found to be too narrow of a measure because it only looked at the theoretical performance of the existing bridges and the proposed corridor at one location. This measure ignored the broader transportation impacts that the VHD analysis revealed. Even though the v/c results showed that the Union and Pringle corridors ranked high, the VHD analysis showed that the broader system delays that resulted by trying to move traffic to these proposed corridors were significantly higher for these corridors.)

Purpose and Need Statement

Marcy Schwartz discussed the background of purpose and need statements and explained that they are a fundamental requirement when developing a proposal that will require future National Environmental Policy Act (NEPA) documentation, such as an Environmental Impact Statement.

The *purpose* defines the transportation problem to be solved, the *need* provides data to support the problem statement, and *goals and objectives* describe other non-transportation issues that need to be addressed as part of a successful solution to the problem. The purpose and need statement is the foundation of the process while goals and performance measures help pick the best solution.

One member asked about consistency with local plans and consideration of mode splits. Tim responded that the travel demand forecasts assume today's mode splits, with changes that respond to predicted congestion levels. . NEPA encourages a range of alternatives and the modeling that has been used considers all modes of transportation.

Purpose

The group then discussed the draft purpose statement:

“The proposed action would improve mobility and safety for people and freight to and across the Willamette River in Salem by reducing congestion on the Marion and Center Street bridges while minimizing traffic delay on the connecting arterial street system.”

Following discussion, the Task Force revised the wording to read:

“The proposed action would improve mobility and safety for people and freight to and across the Willamette River in the Salem-Keizer metropolitan area while minimizing congestion on the Marion and Center Street bridges and on the connecting highway and arterial street systems.”

A Task Force member asked whether adding that the bridge was an essential link between two counties would be important to put it in the purpose statement. While this statement is true, the phrase “in the Salem-Keizer metropolitan area” was used instead to represent the location of the problem. Someone asked whether the statement should indicate the needs of recreational users of the river. This issue would be best addressed in the goals and objectives.

Need Statements

There was only time for some initial reactions to the need statements. The following suggestions were made:

“Improve existing and future transit reliability to and on the Willamette River crossing(s) in Salem”

“Provide improved pedestrian and bicycle facilities to and across the Willamette River in Salem.

The draft needs statement discussion will continue at the next meeting.

Goals and Objectives

There was also a brief discussion of ideas for goals and objectives which were identified as:

- Assumptions about mode split
- Assumptions about future land use
- Impacts to neighborhoods
- Impacts to natural environment
- Facilitate bike/ped travel to and across the river

The discussion of goals and objectives will continue at the next several meetings.

Next Meeting

The next Task Force meeting will be:

Wednesday, November 15, 2006 5:30 p.m. - 7:30 p.m.

Pringle Hall, 606 Church Street SE, Salem

