

Stakeholder Advisory Committee
June 16, 2009 2:00-4:00
Keizer Fire Station
661 Chemawa Road NE Keizer, OR 97303

DRAFT Meeting Summary

Members in Attendance

Tim Potter
John Schaad
Dan Goffin
Pat Erlich
Christine Dieker
Cathy Clark

Staff in Attendance

Tony Woody, CH2M Hill
Rick Kuehn, CH2M Hill
Terry Cole, ODOT
Eryn Kehe, JLA
Laura DeGraw, JLA

Meeting Goals:

- Review Alternative Packages from Committee
- Review Travel Demand Modeling and Review Traffic Operational Analysis

Welcome

Eryn welcomed the group and reviewed the agenda and what the SAC will discuss.

She asked for changes to the April meeting summary. Cathy Clark offered a few small edits and the group accepted the April meeting summary.

General Project Updates

Rick Kuehn provided an update of work. He said that the alternatives have been through a refining process. He reminded them that the three alternatives further from the interchange (Brooks, Quinaby, Verda/Hyacinth) did not have an effect on Chemawa. He introduced the subcommittee, technical work that occurred. The resulting “new” alternatives are not new concepts at all, instead they are refinements of the alternatives presented last spring. He reiterated that the IAMP document will be based on adopted land use and not the grown scenario presented to the group in April.

Since April, the Project Team met with SuAnn and a Board member from the Chemawa Indian school regarding the future of the Chemawa Indian school property. They informed that team that any development that would occur would be for the Indian population and for educational use. The group discussed the location of the Tepper connection with Chemawa Rd and possible realignment to the current Indian school driveway. They school is flexible about alternative ways to serve the historic property and cemetery to the south. They would also like to discuss the possibility of access to Portland Rd.

Analysis Description and Results

Tony Woody provided two packets of materials to SAC members: traffic analysis results and line drawings for new alternatives.

His presentation started with a history of work completed to date.

Terry clarified that in the past we have looked at the alternatives individually, but now we will be looking at them in conjunction with each other and looking at combinations and packages. Terry said that we are starting to see possibilities for phasing, and that we are looking at modular projects that could be grouped together in packages.

Mr. Woody reviewed the alternatives analysis presented to the group earlier in the year. Two rounds of new refinements resulted in 6 new alternatives (15-20).

Cathy asked about the Keizer Road extension, did the SAC remove it from the list of alternatives? Terry responded that the PMT wanted it back on, but after a quick review, the team removed it again. There is not enough benefit to keep on.

Tony said that a second round work led to the creation of alternatives 21-24. He is still working with ODOT staff to finalize alternative 24.

John Schaad pointed out that alternative 23 appears to provide a benefit for Bonneville trucks. He expressed concern about the concept of a roundabout because some of their trucks carry long utility poles. The roundabout would be problematic if it inhibited travel for these large vehicles.

Dan expressed concern about the Tepper crossing because there will have to be a railroad overpass. Terry reassured him that, there would be a structure to avoid at grade railroad crossings. Dan Goffin suggested avoiding an overpass by bringing Tepper along the railroad at an incline.

Rick Kuehn discussed a suggested connection of Indian School Road to Tepper Lane. Dan Goffin said that there was a for a u-turn lane going west of Chemwa northbound, trucks are slow in that area and cars move around them and create accidents.

Tony-discussed Tier 2 project assessment- Chemawa parclo b-alt 24, roundabouts at tepper-checking design feasibility (have to look at, ODOT is requesting to look at. Checking for half diamond option.)

SAC discussed roundabouts and different options, spacing, lanes, etc. Cathy noted that the City prefers roundabouts to speed bumps. Tony pointed out that the roundabouts won't work well at the interchange.

Tony said that even though we have three alternatives there are really only a few different things going on in each of them. He walked through alternatives 21-23. He noted that 35th will be realigned north of the station, connecting with Keizer Station.

Terry discussed options for alignment of 35th closer to the Volcano's stadium that Nate and Rob brought up the previous week at the PMT meeting).

Dan Goffin asked about consideration of Labish ditch. He noted that it is very rugged, and suggested that the team work with its owners so they have better access and can free up their ROW.

Christine Dieker asked about a connection from River Rd that would head west. She remembered seeing a street in an earlier meeting. Tony responded that it was only associated with UGB expansion scenario.

Christine emphasized alternative transportation options including, pathways that connect to neighborhoods. She said that then less people have to get in cars. Terry said that will be noted. He also said they are talking to Cherriots. They are looking at sites in this area.

Pat Erlich mentioned that people go around to 35th street when going to games at Volcano Stadium. Tony, Rick and Terry discussed how that access might be maintained with the different alternatives.

Tony continued with the explanation of alternatives 21 and 22. He noted that the maps do not clearly denote that the suggestion is to only close the loop and maintain the undercrossing for local access to area.

He also mentioned the collector-distributor (CD) system on I-5 presented at previous meetings. This frontage road would consolidate the Salem Parkway ramps and separate the ramp that comes off Chemawa. Terry that Salem parkway would stay, but Tepper Chemawa and parkway would be two exits.

Christine mentioned that this would change Keizer Station's visibility from I-5.

Tony said that there were still technical issues to work though to make sure ramps work with mobility standards and acceptable VOC ratio for CD ramps.

Pat asked about signalization of the intersection NE of stadium. Terry said that this could be a good area for using a roundabout. There are different guidelines for roundabouts and signals depending on the jurisdiction. Terry said that this would be discussed future when they got into design. The SAC discussed issues with roundabouts regarding driver's understanding and pedestrian safety.

SAC discussed Labish ditch and the realignment of 35th street.

Terry clarified the concept of the alignment for the Chemawa/Tepper half diamond and discussed design refinements for the west side of Chemawa (alternatives 21 and 23). He noted that a Verda extension (from the the Keizer TSP) that has been added to the analysis. Alternative 22 includes a full expansion of Chemawa/Lockhaven from Mcleod to River and partial to 14th.

Terry shared a few ideas discussed at the PMT meeting for reducing congestion without a full widening. Rob Kissler from the City of Keizer presented ideas about alternative access around Day Spring Church and the middle school to reduce the number of driveways on Lockhaven.

Dan Goffin suggested a turn lane at Klickitat north going to Chemawa. Tony said he will look at volumes and see if you can add a turn lane, but they are just looking at concepts now. The SAC discussed the widening involved with alternative 22.

Tony moved onto a presentation of the analysis results and mobility standards. Intersection #3 in 22 fails mobility standard because it does not include the full widening involved in alternatives 21 and 23. He shared a table which compares delay and V/C ratio for each alternative with the baseline scenario. Green indicates a significant improvement (25 seconds delay improvement), red is a relatively significant decrease (25 seconds worse). Alternatives 21 and 23 shoe the most improvement. Alternative 22 does not result in as much improvement on intersections to the west. There is improvement but it is not as great as alternative 21. It would be worse without the trail improvement, but it is still not up to the standard.

Tony said all of the alternatives have the potential to improve operations at the Chemawa interchange, it is simply a policy decision about which ones make sense for the community.

Next he presented his queuing analysis during the PM peak period. He said that Stadium and Ulali queuing may be caused by signal timing. Northbound I5 ramps and Chemawa queuing may be improved with the inclusion of a Parclo B ramp, but this requires further analysis.

The group discussed queuing on Chemawa and the impact of signal timing. Tim Potter pointed out the short distance between lights at Keizer Station Blvd and Ulali, it fills up quick. Pat Erlich said that the railroad crossing in that area added to the backup. Tony said that the model assumes that signal timing is all interconnected. HE summarized by saying that this analysis is still in its draft form. He will continue to review it. He also said that the freeway volumes almost all identical, not much to report.

Tony recommends looking at Rob Kissler's ideas in more detail to see if the queuing patterns would work. Tim Potter suggested looking at the PM peak analysis and the AM peak because it is probably just as bad. Terry suggested looking at percentages of the 24 hour peaks.

Terry summarized the analysis saying that the team was making good progress. Additional work is needed, but a clear picture is starting to emerge. Chemawa widening seems to have the greatest impact in combination with a Tepper extension. Separate improvement projects could follow in a logical sequence of events. Terry discussed next steps regarding policy decision, procedures.

Next Steps

There is an upcoming opportunity to have a booth at River Fair in Keizer on August 8th. Keizer now has a Farmers Market as well. Terry reported that the team wants to come back to SAC before taking materials out for public review.

Eryn Kehe reported that the next meeting will be in July. The team is still determining the timing of the meeting after that, it may be in September. A public meeting will likely occur in mid or at the end of September

John Schaad mentioned an opportunity for a presentation to BPA staff. Rick offered to attend in early July. They can provide comments, questions and insights based on their experience in the area.

Eryn Kehe said the project team would come back with more schedule details at the July meeting. She invited them to send her an email if they had any questions.