

Meeting Summary
IAMP: I-5 at Chemawa Road
Project Management Team Meeting #3
May 21, 2008 1:30p.m. to 3:30p.m.
Oregon Department of Transportation Region 2
455 Airport Road, Building B

In attendance:

Terry Cole, ODOT
Dorothy Upton ODOT
Eryn Kehe, JLA
Rick Kuehn, CH2MHill
Tony Woody, CH2MHill
Karen Odenthal, Marion County
Nate Brown, City of Keizer
Kevin Watson, City of Keizer

Dave Baltz, City of Salem
Cecelia Urbani, City of Salem
Les Sasaki, Marion County
Matt Crall, DLCDC
Ray Jackson, SKATS
Anthony Boesen, FHWA

Welcome

Eryn Kehe opened the meeting just after 1:30 p.m. She asked members to introduce themselves. After a review of the agenda, she asked if there were any changes for the April 30 meeting summary. One change was suggested (change to language regarding ozone compliance) and accepted by the group. The meeting summary was approved.

Ms. Kehe spoke about the SAC membership and asked the group to accept staff's proposal to invite two more property owners from Keizer Station to participate on the committee. Karen Odenthal raised a concern about making sure there was balance on the committee and that it was not weighted toward Keizer Station properties. Cecelia Urbani raised a concern about also making sure that property owners on the east side of the interchange are also represented. After discussion, the group approved extending invitations to these new members. Staff responded to the concerns mentioned and agreed to contact smaller, eastside property owners.

The group was asked to review and comment on several project identity concepts. A set of concepts went around the room and PMT members checked the design they liked the most.

Ms. Kehe introduced the PMT to their internal project website and invited their participation. She provided an instruction sheet to help acquaint them with the site. She let them know that another, public website would be available soon.

Process for Identifying Transportation Deficiencies

Tony Woody, CH2MHill presented the results of the existing conditions transportation analysis. In his presentation he shared the methodologies and assumptions used in the analysis and then shared the results. Tony said that there were still some outstanding questions about signal timing at the intersections on the interchange and that they were still working to answer those questions.

Committee comments and suggestions are listed in turn:

- Nate Brown suggested an update to bike information. There is a path from Chemawa up to city limits (near stadium)
- Terry Cole confirmed the ODOT standard being used. Conversation ensued between Dorothy and Terry about standards (for planning and for design). Future conditions (design) will use a different (more stringent) standard.
- Terry Cole said that the Hyacinth/Salem Parkway results may be driven by congestion on Hyacinth. However, left turn off Parkway is also difficult.
- Dave Baltz asked about the 30th highest hour. Terry Cole defined it as the highest PM peak in a two week period.
- Ray Jackson asked about the 16-hour, Tuesday – Thursday, 72 hour turn movements on interchange. Terry Cole followed by asking Tony, how pronounced are these peaks? Are they a short or long periods? Tony described how they measure, a term called “peak hour factor”. He said that a factor of .9 to .95 are pretty standard (this means that the peak runs about the same through the peak hour)
- Nate Brown asked if the analysis differentiated between car and truck traffic at Brooks. Tony confirmed that it did.
- Matt Crawl asked if there were going to be ways to compare intersections that are failing. For instance, one that impacts a lot of people versus another which impacts only a few. Terry Cole said that all data received would have to be considered for issues like this.
- Dave Baltz asked about total delay. Dorothy Upton said they need to consider volume to know how significant the total delay is. Rick Kuehn said the analysis will look at the relationship of these intersections to the function of interchange
- Dave Baltz noticed that intersections near the interchange seem to be functioning better than those further away. Dorothy Upton responded that it will be interesting to see the impacts when future volumes are considered.
- Terry asked if freeway mainline volumes (3900) were northbound only. Tony said that there was a pretty low v/c. The mobility standard for the area is 0.8.

Mr. Woody went on to discuss access management (spacing of intersections from interchange), crossroad spacing, lane and shoulder width and sight distance issues (Salem Parkway and I-5).

Matt Crall asked what the speeds were on Salem Parkway. Terry Cole said 45 mph +/-

Mr. Cole confirmed with the team the use of SKAT’s extrapolations of existing Comprehensive Plans to 2031. Team members agreed. Terry Cole said that sensitivity testing will occur and thresholds will be identified.

Nate Brown said they need to identify existing adopted plan but also need to consider other possibilities. Mr. Cole responded that he wants this analysis to help advise Keizer’s land use decisions by considering a set of possible alternatives. Mr. Brown said he hopes to explore what their City Council wants to pursue in the future through this process.

Interview Summary

Ms. Kehe presented the interview summary provided to the group prior to the meeting. She asked if there were any questions. There were none.

Purpose and Need

Rick Kuehn provided an overview of what a Purpose and Need statement is and discussed the development of such a statement for this project. Dave Baltz said that his past experience has been that evaluation criteria don't work well to prioritize projects because they don't always consider the things that determine the best solutions. Mr. Cole responded that whatever process we use, it will simply be a tool that won't be the only mode for reaching a decision. It won't replace logical thought.

Mr. Cole suggested saying "working acceptably" and to replace "is still operating near or at capacity" with "is still operating near or slightly above capacity."

Mr. Baltz expressed additional concern about term "will determine" in the draft language presented to the group.

Matt Crall asked if this was meant to be the the purpose of the plan or the purpose for the interchange. Mr. Cole said it was the purpose for the IAMP.

Rick Kuehn asked group to review the draft language presented and send comments and ideas to Eryn via email. Ms. Kehe suggested the use of the new internal team website for comments on the draft language.

Goals and Objectives

Ms. Kehe shared how the draft goals and objectives grew out of the concerns and interests heard at the interviews conducted. She shared that additional feedback would be sought from the public to fill out and confirm this list. She asked the PMT for feedback.

Conclusion

The team agreed to a new meeting date for the next meeting, June 18th (not the 4th).