

Stakeholders Advisory Committee Meeting #1

April 21, 2:00 – 4:00 p.m.

ODOT Region 2 Offices- Mt. Jefferson Room

455 Airport Road, Salem, OR

Meeting Summary

Staff in attendance:

Terry Cole, ODOT
Rick Kuehn, CH2MHill
Eryn Kehe, JLA
Jeanne Lawson, JLA

Tim Potter, ODOT Area 3 Manager
SuAnn Reddick, Chemawa Indian School
Alan Roodhouse, Keizer Station owner
Monica Stafflund, BPA
Jack Steinauer, Keizer Station owner, Donahue Schriber

Members in attendance:

Sam Brentano, Marion County Board
Cathy Clark, City of Keizer City Council
Diana Dickey, Northgate Neighborhood Association
Christine Dieker, Keizer Chamber of Commerce
Dan Goffin, Marion county Farm Board
Rick Nelson, The Keizer Volcanoes
Fred Nicol, Gubser Neighborhood Association

Frank Stevenson, Salem Fire Department
Kate Tarter, City of Salem City Council
Red Vanis, Keizer Bikeways Committee

Members of the Public in Attendance:

Frank Pauley
Joan Pauley
David Philbric

Meeting Goals:

- Build common understanding of SAC's purpose, roles and responsibilities
- Establish operating protocols
- Review project purpose, scope and schedule
- Clarify and respond to SAC questions regarding the project
- Discuss issues and concerns

Eryn Kehe opened the meeting just after 2:00 p.m. She thanked everyone for attending and asked each participant to introduce themselves. She explained the purpose of the meeting and reviewed the agenda.

Terry Cole welcomed the group again and provided general project information to the group. This effort is an opportunity to plan for the future of interchange that will consider future possible land uses surrounding it. It is preventative medicine. He shared that the process will look as far north as the Brooks exit and as far south as the Hayesville/Portland Road exit. It will look all the way west to River Road and east to Cordon Road.

Rick Kuehn then spoke to the group about what an Interchange Management Plan (IAMP) is. He provided a handout with frequently asked questions. He reviewed the process as including:

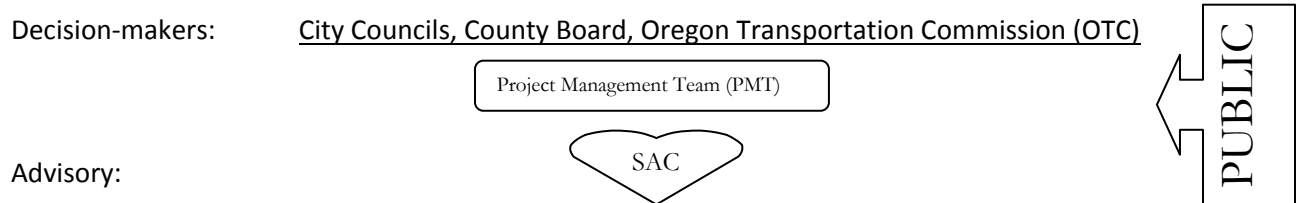
1. Inventory of Issues
2. Collection of current traffic volumes
3. Identify base understandings-“no build” means all land development and transportation improvements that are approved and funded today. This includes intergovernmental and mitigation agreements.

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| 4. Develop evaluation framework | 9. Local circulation plan/access management plan |
| 5. Identify alternatives | 10. Draft IAMP document |
| 6. Higher -level analysis of alternatives | 11. Review with local jurisdictions (Salem, Keizer, Marion Co.) |
| 7. Create short list of alternatives | 12. Approval and Final Plan |
| 8. More detailed analysis of short list and selection of alternative | |

Mr. Roodhouse asked about Keizer Station’s Traffic Impact Analysis (TIA) and wanted to know if it is “grandfathered” into this process. Mr. Cole said yes, it was. This process will take existing and approved land uses as a given. Mr. Roodhouse followed with a question about Division 51 rules and asked if the IAMP will have different standards. Mr. Cole shared with the group that Division 51 rules are administrative rules regarding access management for interchanges. They include rules about the spacing of driveways and intersections within a certain distance of a highway interchange (Minimum 1320 feet between ramp and full movement intersection. Minimum 750 feet for right in/right out driveway in developed urban areas). Mr. Cole said that the IAMP will work to apply the standards but will also work within the context of the surrounding land uses and local road network.

Cathy Clark let the group know that the City of Keizer is in the process of updating their Transportation System Plan (TSP) and their Comprehensive Plan. The process to update those plans may or may not track the schedule of this IAMP, but they are an important component to this group’s work. Mr. Cole noted that Keizer Community Development and Public Works staff is participating on the project’s Project Management Team (PMT). They will stay involved in both processes. Ms. Clark also asked if this process may address needs for other north/south interchanges. Mr. Cole replied that it is not intended to address others, but it could lead to discussions about that.

Jeanne Lawson then began the process of developing group meeting protocols. She started with a discussion of the decision-making structure for the IAMP and a description of their role as the Stakeholder Advisory Committee (SAC). She drew the following illustration on a flip chart:



Ms Lawson said that consensus was what the group was aiming for. She defined the term consensus as a solution that everyone accepts. As a member of the group, you will not stand in the way of that decision, even if you don’t love the decision yourself. It is the most acceptable solution.

Ms. Lawson worked with the SAC to develop meeting protocols. The discussion lead to changes which will be reflected in a document brought to the SAC for review at their next meeting.

Ms. Kehe deferred the issues and concerns discussion to the next meeting because of lack of time.

The group discussed preferred meeting times and agreed on Tuesday afternoons. They said a regular monthly schedule was preferred over a different Tuesday each month. Members said that there are more meetings that could conflict with this one at the beginning of the month. Ms. Kehe agreed to send a tentative schedule of upcoming meetings to the SAC via email/fax. She adjourned the meeting.