Public Involvement Report

McGilchrist Street SE: 12th Street SE to 25th Street SE

City of Salem, Marion County, Oregon
ODOT Region 2, Key #97333

Prepared for
City of Salem

Prepared by
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Otak, Inc.

Updated Project Information
(as of August 11, 2017)

STIP Project Name: McGilchrist St SE:
12th St SE to 25th St SE (Salem)

City of Salem, Marion County, Oregon
ODOT Region #2, Key #20739

Federal Aid Number: Pending
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- Public Involvement Plan (February 16, 2016)
- Public Meeting (February 23, 2016) – Meeting summary; SESNA agenda; SESNA minutes including attendance list
- Public Meeting (March 3, 2016) – Meeting summary; sign-in sheet; mailing map; City announcement letter
- City Council Communication – Copy of documentation of July 11, 2016 meeting (email dated August 26, 2016)
- Project fact sheet (February 2016)
- Project website screen shot
Introduction
The following provides a summary of the public involvement activities conducted to-date for the McGilchrist Street SE Corridor Improvements Project. Public information and involvement is integral to the design process, helping to ensure a community-supported plan consistent with the project’s vision and objectives. The consultant team prepared a Public Involvement Plan (PIP) to guide public involvement activities during the execution of the project (see Appendix A). The PIP outlines the mechanisms that have been used to communicate and inform the public with public meetings, property owner one-on-one meetings, City Council communication, and information provided on the City's website.

Project Description
The project proposes widening McGilchrist Street SE in Salem from 12th Street SE to and including the 25th Street SE intersection, including realignment of the offset 22nd Street SE to create a four-way signalized intersection. The project is located in the City’s McGilchrist Urban Renewal Area (URA) and is being funded in part with URA funding. The project also lies within Ward 2, one of eight designated Wards of the City. The need for improvements is supported by the City of Salem Transportation System Plan (TSP) and the McGilchrist Urban Renewal Area Plan. The design of this project will build on previous analyses, conceptual design, and public input for advancement to preliminary and final design, and construction. The Preliminary Design Report for McGilchrist Street SE, dated 1/30/09, prepared by Otak, documents extensive prior preliminary design in the corridor that also involved public outreach and property owner contact. In the intervening years before the commencement of the current work, the City’s Urban Development Department performed a variety of outreach efforts focused on public input to support economic development. Improvements to the McGilchrist corridor were consistently expressed as a priority.

Public Outreach
City staff prepared a project fact sheet providing a project overview, information related to public input opportunities, and contact information for additional communication. Staff also developed a project website updated with project materials as they become available.

The City of Salem, in partnership with the consultant team, has held two public meetings to date. Prior to each meeting, the City made arrangements to invite property owners, tenants and business owners to attend. The meetings occurred on February 23, 2016 and March 3, 2016. At the meetings, the project team provided an overview of the following:

- Project Goals and Key Issues
- Prior project work and results documented in the 2009 report
- 2009 Conceptual Design Plan as the basis for the current work
- Project Schedule

At each meeting the audience was encouraged to ask questions and provide follow-up feedback either through written comment, and/or email. Fact sheets with project information were distributed to the attendees and made available through the City’s website for the project.
For the February 23, 2016 event, the project team was given an opportunity to make a presentation followed by a question and answer session at the Southeast Salem Neighborhood Association (SESNA) meeting. This provided a broad cross section of public users of the corridor the opportunity to receive information and provide feedback on the project. In advance, an invitation specific to the project presentation was announced in the SESNA newsletter and the regular meeting agenda. 21 people attended the meeting including the general public and City staff.

Concerns expressed by attendees included:
- Safety and usefulness of the proposed facilities for pedestrians and bicyclists
- Traffic congestion relief
- Impacts to businesses and the properties in the corridor including the realignment of 22nd
- Cost and availability of funding
- Chronic flooding and drainage problems
- Construction scheduling and resulting traffic impacts

No written comments were received. One email comment was received by staff pertaining to flooding experienced by businesses south of the McGilchrist Street SE corridor in the broader McGilchrist URA. The email suggested “oversized drainage to allow flooding to pass by McGilchrist.” Staff responded that the project drainage design will be coordinated with the City’s stormwater master plan (which is in process as of the date of this report). At the SESNA meeting the project team explained the McGilchrist roadway, culvert, and drainage design will address drainage in the corridor but is not intended to address broad flooding issues throughout the larger Pringle Creek basin. Basin-wide issues are to be addressed part of the City’s stormwater master plan. The project design will be closely coordinated with the master plan effort.

At the March 3, 2016 event, tenants, business, and property owners from the project study area were invited to a presentation and open house to receive information and provide input. Announcement of this meeting was sent out in the form of a City-mailed informational letter to property owner addresses. The announcement was also distributed separately to tenants and business owners at the street addresses in the study area. The announcement included an offer in Spanish of translation assistance. This event was used to gather input and share information specifically with those most impacted by the design and construction of the project. Approximately 12 people attended the meeting including property owners, tenants, and City staff.

Concerns included:
- Land acquisition needs for the widening and realignment and the acquisition process
- Parking impacts
- Traffic congestion, especially at the railroad crossing
- Building and property impacts affecting businesses at the 22nd intersection realignment
- Access and circulation for large trucks to businesses
- Drainage and flood control improvements
- Construction scheduling and resulting traffic impacts
The audience was invited to ask questions. Afterwards, the public took the opportunity to visit different information stations, review maps and diagrams, speak one-on-one with the project team, ask questions and provide input on the materials. No additional written or emailed comments were received. Several property owners requested individual meetings with staff to review property impacts as the design progresses. Individual follow-up is in process as of the date of this report which will likely result in refinements to the design.

As the project moves forward into the design phase, the team anticipates additional public meetings to inform the public of project design status. The primary component of outreach will focus on individual meetings with property owners and businesses affected by project impacts. Please see Appendix A for open house flyers, summaries, and sign-in sheets.

**Project Management Team (PMT)**

The PMT is comprised of City staff from the Public Works and Urban Development Departments. The PMT served in a decision-making role for the alternatives design, communicating guidance from internal City departments with the project team, and responsible for development of a recommendation for a preferred alternative. The PMT met on March 9, May 16, and June 2, 2016.

Discussions at the PMT meetings were very focused on integrating public and corridor stakeholder concerns with development of a preferred alternative. Key discussion topics included:

- Project overview and goals
- Decision-making processes
- Building on previous work
- Project “givens”
- Key issues
- Alternatives alignment and impacts
- Safety and circulation (traffic, pedestrians, and bicyclists)
- Property and business impacts
- Environmental impacts and stormwater management
- Costs and funding strategies
- Evaluation criteria and scoring

The PMT recommended Alternative 3 (Center Realignment) at the 22nd Street SE intersection because it balanced impacts north and south of the intersection without affecting existing buildings. It was recognized this alignment may also have flexibility in design to allow for further refinements to reduce impacts. Please refer to the *Alternatives Alignment Evaluation Report* for additional information.

**Property Owner/Stakeholder Meetings**

Property owner and stakeholder meetings and coordination to date include:

- The City and consultant team have reached out and met with several property and business owners in the project area to discuss project objectives, issues, 22nd Street realignment design, roadway widening
and circulation impacts, schedule, and other relevant information. Some of these individuals also attended the public meeting events.

- The project team met with the City’s Stormwater Master Plan team to coordinate design efforts related to flooding and drainage, and convey input from the public received at McGilchrist Street SE project public meetings.
- The project team met with representatives of Union Pacific Railroad (UPRR) and Oregon Department of Transportation Rail Division (ODOT Rail) to discuss impacts and improvements at the existing grade crossing.
- City staff attended a meeting with the Salem Chamber of Commerce to present an update on the project. There were approximately 30 people in attendance including business representatives, County commissioners, and other elected officials. In addition to the presentation, all attendees received a copy of the project fact sheet. They expressed interest and support of the project and requested additional updates as the design moves ahead.

Additional meetings will occur as the project design proceeds with individual property and business owners and other stakeholders such as Salem Area Transit and adjacent neighborhood associations.

City Council Briefings and Meetings
City staff briefed Ward 2 Councilor Tom Andersen on the project including public outreach efforts and the alternatives development process via email communication on February 16 and June 7, 2016. On July 11, 2016 staff met with Councilor Andersen and Mayor Anna Peterson to review the process and recommendation for Alternative 3. Staff was directed to proceed with design of Alternative 3 (Center Realignment). Please refer to Appendix A for a copy of the email communication summarizing this meeting (prepared by Aaron Kimsey, dated 8/26/16).

Further Information
As indicated above the City has developed a project fact sheet and project website which will be updated throughout the design process (http://www.cityofsalem.net/McGilchrist). To see the fact sheet and snapshot of the website, please refer to Appendix A. Additional public meetings, individual property owner meetings, and additional design refinements will occur throughout the design process.
Appendix A
Introduction
This Public Involvement Plan (PIP) will guide public involvement activities during the execution of the McGilchrist Street SE Corridor Improvement Project. The project is located on McGilchrist Street SE in Salem from 12th Street to and including the 25th Street intersection. The need for improvements is supported by the City of Salem Transportation System Plan (TSP) and the McGilchrist Urban Renewal Area Plan. The design of this project will build on previous analyses, conceptual design, and public input for advancement to preliminary and final design, and construction. Public outreach is integral to this process to help develop a plan consistent with the project’s vision and objectives.

Project Vision
The McGilchrist Street Corridor Improvement project will result in an up-to-date arterial transportation facility that balances the needs of economic development, environmental regulations, safety and mobility for all modes of transportation, and available funding. The project will reduce congestion; address chronic drainage problems in the corridor; balance safety and access; and facilitate economic development in the McGilchrist Urban Renewal Area. The area is prone to flooding. This project, in addition to being a key transportation corridor in the area, will also include the design of stream crossing improvements on two branches of Pringle Creek which will be integrated into the City’s Stormwater Master Plan Update, currently underway in the Pringle Creek Basin.

Project Background and Objectives
The City’s TSP has identified the project corridor as a major arterial. This typically requires a five-lane design standard. To reduce property impacts, previous studies indicated that a three-lane design with strategic placement of additional lanes in localized segments of the corridor can support future traffic volumes. Based on those studies, the Urban Renewal Agency plans to widen and improve McGilchrist Street in the project area to a three-lane arterial standard, with additional intersection turn lanes and one additional eastbound travel lane east of 22nd Street. This proposed lane configuration will be updated as needed as part of the current design effort. Additionally, the improvements will include a realignment of 22nd Street at its intersection with McGilchrist Street, new traffic signals or signal modifications at major corridor intersections, culvert widening at the two Pringle Creek crossings, new stormwater facilities meeting federal standards, and widening at the existing UPRR mainline track crossing. Significant drainage challenges exist along the corridor and will factor into the roadway design. The project enables the City to address current traffic congestion and drainage problems, provide sidewalks and bike lanes, and accommodate future development.

Initial design is funded with Urban Renewal Area funds. Because the City will likely seek Federal grants for right-of-way acquisition and construction, the project will be designed in accordance with applicable Federal, State, and local agency design standards.

An alternatives analysis process using alternatives evaluation criteria will be implemented to develop a conceptual design plan. Development of several alternatives analyzing alignment impacts will occur to assess opportunities and constraints, resulting in a conceptual plan for a recommended alternative. This includes affected adjacent streets, stormwater improvements, right-of-way impacts, and recommended access.
management modifications and impacts. The recommended alternative will be provided to the City Council for adoption as the Conceptual Plan to be used for project design.

The Conceptual Plan will serve as the foundation for advancing the project to preliminary and final design, and prepare PS&E for corridor construction. Depending on funding opportunities and costs, the corridor construction may be required to be broken into phases.

The corridor design will seek to:
- Reduce existing congestion along the McGilchrist Street corridor;
- Balance mobility and safety through the review of access management measures;
- Create an enhanced pedestrian environment along McGilchrist Street;
- Examine corridor improvement opportunities that may allow future redevelopment scenarios to be integrated into the design;
- Furnish the City Council/Urban Renewal Agency Board with sufficient information for adoption of the McGilchrist Street recommended conceptual plan.

Following completion of the Conceptual Plan, the project will proceed to preliminary design (including NEPA documentation) for the corridor. Right-of-way acquisition and final design will proceed based on funding availability.

Public Involvement Overview
The City’s Urban Development Department (UDD) is charged with leading the public involvement process. The Consultant is required to provide graphic support and presentation materials.

Public involvement activities in support of project development will be coordinated between the consultant team (Otak and its subconsultants, referred to as Consultant) and the City of Salem and Urban Development Department (together referred to as City). This public involvement plan outlines those activities that will be completed by the Consultant and activities that will be completed by the City, delineating responsibilities as needed. As specified within the project’s scope of work, this public involvement plan will address who is to be involved, through what means, with what frequency and how.

The objectives of the public involvement plan include:
- provide on-going opportunities for community members and stakeholders to stay informed and provide feedback on the development of the plan
- provide timely and complete information to the public
- promote early involvement by public stakeholders and agencies in identifying key issues
- maintain a record of public input and for consideration during the planning process
- develop the public involvement record to be consistent with future use in the NEPA process

Stakeholders may include:
affected jurisdictions and agencies (City of Salem, Urban Renewal Agency, ODOT, Union Pacific Railroad, environmental regulatory agencies as part of the permitting process, and possibly others, including future funding partners to be determined)

- participants in the development of the City’s Stormwater Master Plan Update
- local residents, property owners, businesses, and community organizations
- special interest groups (e.g. freight haulers, pedestrians/cyclists, watershed advisory groups)
- service providers such as emergency services, transit service, and the school district

**Approach and Implementation**

Development of the project will rely on solicitation of input from a variety of sources, such as the City Council/Urban Renewal Agency Board, affected stakeholders, City Public Works and UDD staff, stakeholder agencies, focus groups and individuals.

A Project Management Team (PMT) is proposed to provide ongoing input and advice to the Consultant on a wide range of technical and non-technical project issues. The core members of the PMT are assumed to include Aaron Kimsey (Public Works Project Manager) and Sara Long (UDD Project Manager). Julie Warneke (City Transportation Planning Manager) may also be included as the design is developed to ensure consistency with the City’s TSP and other transportation planning objectives. Others may be integrated into meetings and decision-making processes as determined by the core PMT group, such as the City’s Stormwater Master Plan Project Manager and ODOT representatives. The PMT will make day-to-day project management and work program decisions. Final decisions regarding the project are assumed to be the responsibility of the Salem City Council.

The involvement of the Stormwater Master Plan project manager and/or team currently working on that effort will be important to address long-standing concerns from the public with flooding problems in the McGilchrist Street corridor. Public involvement events are a helpful venue to demonstrate the integration of the projects. The scope of the McGilchrist design involves new underground storm drainage, detention, and water quality facilities to meet the needs of the roadway improvements. It also involves the replacement of the two existing Pringle Creek culverts along project. Although this work will help to alleviate some of the existing drainage problems along the corridor, the improvements will not solve the significant Pringle Creek basin-wide flooding issues experienced in the area. Developing a set of solutions to address basin-wide issues is part of the Stormwater Master Plan. Work in this corridor will consist of several capital projects that will be part of a larger list of capital projects that need to occur in the basin. There will still be flooding issues resulting from flows that are going to increase with upstream development south of the project. Without additional downstream improvements, there will still be constrictions from undersized culverts that can back up water in large storm events. Communication of the context of the McGilchrist Street Corridor Improvement project in the overall set of flood control projects needed in the basin will be helpful for the public to have a good understanding of the expected outcomes of the project.

The overall process will solicit feedback from and disseminate project information to diverse interests and provide opportunity for meaningful public involvement. The mechanisms that will deliver this program are described below and summarized in Table 1, Estimated Public Involvement Schedule.
Note that the current scope of work for the Consultant carries the project through the 60% design stage, intended to advance the project through preliminary design sufficient to obtain environmental clearances and position the project for right-of-way acquisition pending funding availability. Public involvement activities shown below are based on the current scope of work.

**A. Public Outreach**

This can be open houses and/or presentations in advertised events for residents, businesses, and property owners along the immediate corridor. Forums can include neighborhood association meetings with specific information about the project, and time set aside in those meetings to present the project. Meetings open to the general public can also occur using the same presentation information, depending on the preference of City staff. These can be scheduled at regular project intervals to provide opportunities for information sharing with the public through verbal and graphic presentations and interaction with project team members. Other elements of these activities can include additional outreach for updates using neighborhood association meetings, implementation of a project website, and MailChimp.

There are two primary audiences affected in the project area – the properties occupied by businesses along the corridor, and residents, businesses, and property owners beyond the corridor in and adjacent to the McGilchrist Urban Renewal Area. To involve these groups, the PMT proposes two main forums for public outreach:

- **Property/Business Owner Open Houses** – These events will be focused on properties immediately affected along the project corridor and side streets anticipated to be impacted by the improvements. This includes property owners, business owners, and tenants. The City staff plans to send mailers to both the property owners shown on the tax rolls, and also to the physical street addresses in an effort to make sure all parties have opportunities to be updated and provide feedback on the project.

- **Presentations at Neighborhood Association (NA) meetings** – Coordinate with affected neighborhood associations to provide presentations and obtain feedback using specific time slots allotted for the project. The primary NA containing the project corridor is the Southeast Salem Neighborhood Association (SESNA). Other adjacent NA’s include Morningside, Southeast Mill Creek (SEMCA), and South Central (SCAN). Notifications will be made through regular NA monthly announcements.

Up to three public meeting events are expected to be held with the corridor properties. City and UDD staff intends to hold additional outreach events through the neighborhood associations corresponding to milestone design dates. Also, there will be broad open house events that will be held as the project nears construction with the public (schedule to be determined). The anticipated focus and approximate timing of events associated with the critical alignment selection phase of the design are noted within Table 1, and are subject to refinement through the course of the project.

**Consultant Deliverables:**

- **Project Information Sheet** – To be prepared by UDD staff; provide review comments and information as requested, including two updates
• Graphic information including electronic copies as needed
• Attendance and facilitation support at the open houses
• Summary of public comments

City Responsibilities:
• Drafting project information sheets
• Formulating/maintaining mailing lists
• Arrange public meetings and meeting place
• Preparing/printing of outreach materials
• Announcements/advertising for events
• Open house sign-in sheets
• Preparation of forms for public comment and compiling forms for summarizing by Consultant
• Creation/maintenance of a project website
• Other public communication for updates as desired

B. Project Management Team (PMT) Meetings
As described above the PMT will serve in a project decision-making role and will be utilized to illuminate project design opportunities and constraints. This group is intended to bridge the process between public outreach and the alternatives design. The core PMT group will be integrated into the development and prioritization of alternatives evaluation criteria. PMT meetings may be combined with regular monthly status meetings or held separately depending on staff preference. The anticipated focus and approximate timing of PMT meetings associated with the alternatives evaluation are noted within Table 1, and are subject to refinement through the course of the project. Meetings of the PMT are not open to the public.

Consultant Deliverables:
• Meeting agendas and materials
• Attendance and facilitation of meetings
• Summary meeting/action notes as required

City Responsibilities:
• Identify and invite additional participants as required
• Arrange meeting location and logistics
• Review, distribute, and follow up on meeting/action notes internally

C. Property Owner/ Stakeholder Meetings
City and Consultant will cooperatively identify a list of individual property owners or stakeholders for one-on-one or small focus group interviews to discover individual project objectives, issues, impacts, schedule and other relevant information if required. During the Alternatives (and possibly into the Preliminary design) phase of the project, a total up to ten (10) individual or focus group interviews of 30-60 minutes in duration may be conducted. Potential individual stakeholders could include PMT members, individuals (or representatives) from the City Council/Urban Renewal Agency, other stakeholder agencies, business owner associations, property owners, business owners, tenants, residents, or other interests.
Consultant Responsibilities:
- Conduct property owner/stakeholder interviews
- Provide summary meeting notes to City

City Responsibilities:
- Coordinate with Consultant in identifying list of individual stakeholders
- Set up interviews and handle logistics regarding time and place

D. Council Briefings and Meetings
The focus of this activity is to keep City Council informed of the project. It is expected we will meet with the Ward 2 City Councilor early in the project to determine an appropriate format for disseminating information to Council and obtaining consensus for a preferred alignment alternative at the first meeting.

For Council outreach such as work sessions and/or meetings, presentations are assumed to be carried out by City/UDD staff. Work sessions with the City Council are opportunities to inform decision-makers and hear feedback. They are “check-in” opportunities and allow elected officials to be aware of any specific constituent concerns. At this time, it is uncertain whether Council work sessions are appropriate or individual meetings the Ward 2 Councilor are sufficient. This will be determined as the process moves along. The anticipated focus and approximate timing of Council outreach is noted within Table 1, and is subject to refinement through the course of the project. It is intended that Council outreach will result in the adoption of a recommended alignment by City Council at a Council meeting. All presentations and coordination are assumed to be the responsibility of City/UDD staff.

Presentation materials from open houses are assumed to be available for use by City/UDD staff for these meetings.

Consultant Deliverables:
- Work session and Council meeting materials will be used from prior Public Outreach events.

City Responsibilities:
- Coordination of Council outreach events such as Ward Councilor meetings, work sessions, and meetings
- Digital presentation and mounted graphics (also provided to Consultant via e-mail in PDF format for inclusion with Public Involvement documentation and final report)
- Prepare summary Council outreach notes and provide to Consultant via e-mail in PDF format for inclusion with Public Involvement documentation and final report

E. Public Information Materials
The Consultant will provide general support to City staff in terms of providing electronic PDF files and graphics for associated project activities. Specific public information materials to be prepared in association with the project are as follows:
Presentation Materials
Hard copies of presentation materials associated with open houses will be provided in electronic format for posting on the City's website or for use with newsletters and other outreach channels used by the City.

Consultant Deliverables:
- Electronic (PDF) copies of presentation materials

City Responsibilities:
- Posting of materials on the project website and/or incorporating into other outreach materials

Project Information Sheets
The City will prepare a project information sheet that conveys basic information about the project, including mission, vision, goals/objectives, general schedule, and who to contact for more information. The Consultant review, comment, and provide technical information as requested. It is assumed the project information sheet will be updated at two key project milestones, with the intent of serving a wide audience through distribution to key stakeholders, property owners, businesses, community groups, and open house attendees. The information sheets are anticipated to be released according to the following three project milestones:
  - Project initiation
  - Completion of alternative selection and/or 30% Preliminary Design
  - Completion of 60% Preliminary Design

These information sheets are intended for physical distribution and posting on the City or project website. The City will provide a sufficient number of printed copies of the final version of each of the three editions.

Consultant Deliverables:
- Project information sheet support

City Responsibilities:
- Development and maintenance of a project mailing list
- Printing and distribution of the project information sheets

Table 1. Estimated Public Involvement Schedule (Preliminary Design)

<table>
<thead>
<tr>
<th>Month</th>
<th>PMT</th>
<th>Property Owners</th>
<th>Public Outreach*</th>
<th>Council Outreach**</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>Regularly scheduled status meetings</td>
<td>Meet with property owners subject to significant impacts</td>
<td></td>
<td></td>
<td>City to integrate ODOT Note – (¶) in table indicates sequence of events during the month</td>
</tr>
<tr>
<td>2016</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Month</td>
<td>PMT</td>
<td>Property Owners</td>
<td>Public Outreach*</td>
<td>Council Outreach**</td>
<td>Other</td>
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</tr>
<tr>
<td><strong>February 2016</strong></td>
<td>Regularly scheduled status meetings</td>
<td>Meet with property owners subject to significant impacts (1)</td>
<td>Open House 1a* – Intro; Overview; present previous concepts and current schedule – combined with NA (2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>March 2016</strong></td>
<td>Provide project “givens;” Establish Alternatives Evaluation criteria; Prioritize criteria for evaluation</td>
<td>Meet with property owners subject to significant impacts (1)</td>
<td>Open House 1b* – Intro; Overview; present previous concepts and current schedule – corridor property and business owners (2)</td>
<td>Ward 2 Councilor meeting** – Briefing to provide overview; confirm direction, vision, and process; Introduce Alternatives evaluation and selection process (3)</td>
<td>Consultant – Develop Alternatives for review; establish opportunities/constraints</td>
</tr>
<tr>
<td><strong>April 2016</strong></td>
<td>Review alternative opportunities and constraints; identify key stakeholders for later interviews</td>
<td>Brief property owners with significant impacts if needed (2)</td>
<td></td>
<td></td>
<td>Consultant – analysis; costs; plan refinements.</td>
</tr>
<tr>
<td><strong>May 2016</strong></td>
<td>Review Alternatives; score/rank; provide input for refinements (1) (may occur in June)</td>
<td>Brief property owners with significant impacts if needed (2)</td>
<td>Work Session/Ward 2 Councilor** – Briefing by staff to prepare for adoption; review Alternatives, public input, property owner feedback; obtain input for final refinements (3)</td>
<td></td>
<td>Consultant – Update conceptual design of recommended alternative</td>
</tr>
<tr>
<td><strong>June 2016</strong></td>
<td>Review refinements; select Alternative for recommendation to Council (1)</td>
<td>Brief property owners with significant impacts if needed (2)</td>
<td>Open House 2a,b* – Present Alternatives and PMT recommendations (Optional) (3)</td>
<td>Council Work Session or Meeting (TBD) – Report on public outreach process; present recommendation; obtain adoption (4) (may occur in July)</td>
<td>Consultant – 30% design</td>
</tr>
<tr>
<td><strong>July – December 2016</strong></td>
<td>Meetings to review project impacts</td>
<td></td>
<td>Open House 3* – Present 60% Design (November/December)</td>
<td></td>
<td>Consultant – Prepare DAP; advance to 60% design</td>
</tr>
</tbody>
</table>

*Public Outreach – “Open House” is intended to be a public outreach event. These events will be in two formats: a) combined with neighborhood association meetings for those outside the immediate corridor,
and b) specific event focused on corridor property owners and businesses. Invite lists to be determined by City/UDD staff.

**Council Outreach – “Work Session” may be individual briefings with the Ward 2 Councilor or work sessions with the full City Council. Format will be determined with the Ward 2 Councilor by City/UDD staff.**
The project team attended the SESNA monthly meeting to present the project to the neighborhood association and their other invitees. In advance, Sara coordinated our attendance with the neighborhood chair so the presentation could be advertised through SESNA. Our project was listed as an agenda item (see attachment). This meeting was an opportunity for the project team to disseminate information and obtain input from a public audience affected by the corridor work.

- Sara and Aaron introduced the project team, reviewed prior background work and outreach, and explained the current status.
  - Prior work included development of a preliminary level design used for budgeting. That was completed in 2008 with a report in January 2009 documenting key issues, conceptual design, and budget-level costs.
  - Current design work is being funded with tax increment funds generated in the McGilchrist Urban Renewal district.
  - The project is starting up again with the intent to move to detailed final design, environmental permitting, and construction.
  - Current funding is insufficient to advance the project to acquire right-of-way (ROW) or construction.
  - The City’s goal at this time is to pursue federal funding. Federal funding is very competitive among local agencies across the country. Part of the City’s strategy for funding is advancing design to help strengthen its competitive position in the application process.
  - At the earliest, the project could go to construction in 2018, allowing for design, ROW acquisition and permitting.
  - At this time, the project will be designed and processes will be followed that will maintain the project’s eligibility for future federal funding.
  - The McGilchrist road project is for the roadway corridor only. Basin area flooding is being addressed by the City’s Stormwater Master Plan Update.
Tom presented an aerial plan showing the prior 2009 design superimposed over a 2014 aerial of the project corridor.

New traffic counts have been performed and the previous design needs to be revised to address updated traffic projections. Traffic analysis per federal funding requirements requires the corridor to be designed to accommodate traffic projections for a 20-year timeframe. The alignment will need to be adjusted where possible to reduce impacts from the previous design, such as the addition of double left turn lanes from westbound McGilchrist to southbound Pringle Road found to be necessary based on the updated traffic analysis.

The City’s Transportation System Plan (TSP) classifies McGilchrist as a major arterial, typically requiring a 5-lane cross-section (2 travel lanes in each direction with a center turn lane), bike lanes and sidewalks on each side.

At the time of the previous design, it was determined that for the most part, construction of a 3-lane cross section would accommodate 20-year projections. Based on updated projections, that is still a valid assumption. However it should be noted due to extensive turning movements at major intersections, traffic signals and turn lanes at intersections increases the widening in limited areas to 4 or 5 lanes. New or modified signals are proposed at 13th, Pringle, 22nd, and 25th. A new signal is also proposed at 12th as part of the 12th Street widening project that is concurrently underway with federal funding.

Because the TSP calls for a 5-lane section, the City may consider acquiring ROW for 5 lanes. There is extra ROW available in some areas from previous dedications for development.

A main focus is to avoid impacts to existing buildings if possible. This is an issue particularly where 22nd Street will be realigned to eliminate the offset intersection, at the McGilchrist approach to 25th, and in the area of Pringle Road where the double left turns widen both McGilchrist and Pringle significantly over the earlier design.

Similarly, our goal is to reduce impacts to existing onsite parking from the widening where possible but this is unavoidable in some areas as shown on the plan.

Realignment of 22nd – To eliminate the existing offset intersection, 22nd will need to be realigned. This is important to safety for vehicle travel and helps to organize pedestrian crossings. This intersection will be signalized. The 25th/Madrona project is due to start construction this year and that will eventually connect 22nd through to Madrona so increased traffic is expected along 22nd. The realignment will cause the road to “reverse-curve” through the intersection significantly impacting existing businesses on one or both sides of McGilchrist (the plan shows the options from the 2009 report). Would like to shorten transitions to reduce property impacts.

We have already met with some of the property owners adjacent to the 22nd intersection to begin analyzing options and impacts. Federal funding requires that the project obtain all environmental clearances prior to acquiring ROW. So although the City is prohibited from negotiating land acquisition, we are able to work with property owners to explore design options.

The project will typically include bike lanes and sidewalks wherever widening occurs. We would like to find opportunities for pedestrian crossings if possible where there is an extended length between signals, depending on safety issues.

Need to address turning movements for large trucks. This affects how 22nd is realigned, and concern with pedestrian crossings at side streets.

There are 3 creek crossings on McGilchrist. The culverts at both forks of Pringle Creek will need to be replaced with significantly larger new structures. This is due more to the requirement to design to fish-passage standards than creek flow. The Clark Creek crossing will is not planned to be modified based on initial environmental considerations. Sidewalks
may be able to be bridged across the channel since pavement width may already be sufficient for the new roadway. All of these issues need to be fully examined in detail. It should be noted that the Pringle Creek culverts will likely cause the most disruption during construction because of potential road closures. We will take a closer look at this during the design.

- The Union Pacific Railroad (UPRR) crossing will be widened. Earlier design showed a median for one of the signal poles. With an additional turn lane (not yet shown on the presentation plan), this will become more complicated with the tracks so close to the intersection. Need to coordinate with UPRR. The work approaching Pringle from the east, between the culvert, the widening at the tracks, and the road and drainage work itself create a significant amount of work and change at the intersection.

- The City has developed a new stormwater code since 2009 requiring stormwater treatment that wasn’t part of the earlier design. This may result in surface features to treat stormwater runoff in locations to be determined. The net result will be some increases to the impacts of street widening over the pavement and sidewalks.

- We will address relocations of franchise utilities along the street, both overhead and underground. CenturyLink facilities are an example of a utility that will affect our design and construction. Their existing lines run south on 22nd and then head in both directions underground on McGilchrist. Utility adjustment to accommodate the street work often complicates scheduling. Poles carrying overhead lines need to be moved. New street lighting will be integrated into the design, and needs to be coordinated with the overhead lines.

- Current schedule status – Environmental studies and pre-design are underway. Preliminary design is scheduled to be complete late this year or early next year with environmental clearances hopefully in early to mid-2017 at which time the ROW acquisition process could get underway. The earliest start for construction is 2018. The focus now is to complete preliminary design to obtain environmental clearances required for ROW acquisition. The City has only authorized the consultant team through preliminary design pending funding outcomes.

- The project has an estimated $20M overall cost with a large portion for ROW.

Following are a summary of Questions and Responses:

Q – Will the project include “boulevard” treatments such as enhanced landscaping?

A – The project will be fully landscaped and new surface stormwater facilities will increase “green” opportunities. It is also recognized this is a corridor occupied primarily by commercial and industrial businesses east of the UPRR tracks, so the creating low-maintenance features are a consideration. The City standard is for detached sidewalks along arterials but this also needs to be balanced with trying to avoid extensive impacts to existing businesses.

Q – How are pedestrian facilities going to be addressed at the 22nd realignment and along 25th?

A – At 22nd, sidewalks and bike lanes are planned to be built as far as the transitions extend north and south. On 25th, the project is intended to accommodate the City’s planned multi-use path located along the east side of 25th for the length of the improvements. The east side of 25th contains a large drainage ditch and an underground sewer line with manholes that require maintenance access. The project will not extend beyond the airport fence. We are concerned with the potential presence of wetlands in the ditch. Given those issues, there will need to be a great deal of consideration of how this is all addressed. The other issue with these types of projects is how to
transition pedestrians and cyclists on and off of new facilities at each end where the new
improvements terminate. This will also be a consideration.

Q – Can the road be designed to cross over or under the UPRR crossing?
A – It is not planned as part of this project. Although we have not been asked to examine this topic,
it appears that an undercrossing may be unfeasible due to groundwater levels and other conflicts.
An overcrossing could extend so far east and west on McGilchrist that access and property impacts
would drive the cost beyond feasibility as well.

Q – Have we spoken to impacted properties?
A – As discussed, we have begun contacting property owners at 22nd. We have also had discussions
with some businesses. It's important to note that businesses and property owners are often
separate entities and we have to work with both, but ultimately ROW would be acquired from the
property owner. We are prohibited from entering into negotiations and/or discussing costs until
completion of the environmental process. Complicating this issue is the uncertainty of a
construction schedule pending funding.

Q – Under the impression that URA Funding in the McGilchrist area is not generating funds at the
projected rate, so is it generating enough for this project?
A – It has not generated the tax increment to pay for the construction, but it has generated funds for
design and grant match. After the real estate downturn in 2008, tax revenue generation slowed
down, but it is recovering and generating an increased amount.

Q – Is there concern with spending funds on design without better assurance of future grant
funding?
A – There is always concern but in today's competitive environment, the design is needed in order
to compete for funds, which is why it is not unusual for a design to be done prior to having
construction money in hand.

Q - Have we contacted ODOT Rail? Who did we speak to at UPRR?
A – We have not yet contacted ODOT Rail. We are just beginning the project. We have just last week
completed the final design survey and obtained the draft traffic report showing the lane needs for
the roadway. We have spoken briefly with UPRR to attain access for survey. The City has drafted the
necessary paperwork to engage UPRR during preliminary design. Our contact has been Terrel
Anderson. During our earlier work in 2006-2009, we had preliminary conversations with both
UPRR and ODOT but the project never proceeded beyond the planning stage.

Q – Note – the following was submitted via email on 2/24/16 to Sara Long from an attendee.
Flooding is a major concern by the businesses south of McGilchrist St. Flooding is in mentioned in the
second paragraph of the McGilchrist St. chapter of the SESNA-NEN neighborhood plan adopted last
year because the businesses are quite vocal about flooding. I suggest oversized drainage to allow
flooding to pass by McGilchrist St. In this flat of area, there will be a lot of anger if the flood level is
significantly higher on the south side of the street...Two of us would like to receive updates.
Dave MacMillan  irow@comcast.net
Jeff Leach  jeff.sesna@fastmail.us
A – (from Sara Long via email to Jeff Leach)
Thank you very much for the follow-up communication. We definitely recognize the flooding issues
regarding McGilchrist Street and will be looking into ways to mitigate those along with working on
this project in conjunction with the City's Stormwater Master Plan so all projects align. As the project
reaches 30% and 60% design we will be providing updates and hosting additional meetings which will include speaking to the flooding issues. I actually had the benefit of attending several of the NEN-SESNA neighborhood plan meetings and was able to listen to the conversations and concerns of the neighbors associated with both McGilchrist Street and the flooding. I have placed both yourself and Jeff on our update contact list, however if you have any questions or concerns please don’t hesitate to contact Aaron or myself.

Attached: SESNA 2/23/16 Agenda

CC: Aaron Kimsey, Sara Long, Robert Chandler (Salem)  
Ken Ackerman, Tim Kraft, Mandy Flett (Otak); Lynda Wannamaker (WCI)
MEETING NOTICE

Tuesday, February 23, 2016
7:00 p.m.
Capitol Park Wesleyan Church
410 19th St. SE

This is an open meeting. The public is invited.
For more information, call:
Bill Smaldone, 503-361-8807

AGENDA

1. Welcome, Introductions, and Approval of Minutes
2. Announcements
3. Officers’ Reports
   a. Salem Police Officer
   b. Parole & Probation
4. Neighbors’ Concerns
5. Guests
   a. McGilchrist Rd. Improvements – Sara Long, Project Manager, City of Salem
   b. SESNA Fortieth-Year Proclamation – City Councilor Tom Andersen
   c. Flooding Issues – John Shepard
   d. Baggage Rehab & Mill St. Crossing – David Smith & Jean Palmateer, ODOT
6. Tom Andersen, City Councilor for Ward 2 (if available)
7. Old Business
8. New Business
9. Committee Reports (when available):
   a. Neighborhood Watch
   b. Land Use
   c. South Salem Connect (formerly SESNA Partnership)
   d. Tree Planting Update

ENCLOSURES: Minutes 01/26/16

SESNA GOALS: 1) Strengthen SESNA’s role in City of Salem processes. 2) Empower citizens to work toward beneficial resolutions of neighborhood problems. 3) Increase neighborhood involvement and communication.
ONGOING COMMITTEES: Beautification, Fund Raising, Housing, Land Use, Neighborhood Safety, Neighborhood Partnership Program, Outreach, School Liaisons, Watershed.

Website and neighborhood email forum: www.sesna.us
Southeast Salem Neighborhood Association Meeting - February 23, 2016

Meeting called to order at 7:01 pm

1. **Introductions, announcements, minutes**
   a. Attendance listed at end of minutes
   b. Minutes were approved. Discussion on purpose of minutes - to record what was said or what is true? Concluded that corrections do not need to be made if record reflects untrue statements actually made at meeting.
   c. *Announcement:* Meeting on State Street Corridor plan to be held March 8th @ 5-7 pm at Court Street Christian Church (where past meetings were held on Looking Forward project). Presented by Salem Planning Division.
   d. *Announcement:* CERT class starts next week at Salem Fire Dept at Salem Airport, details on City and SESNA websites, class is free.
   e. *Announcement:* Spaying and neutering of cats is free for anyone in 97301 zip code, both for pets and for strays, through July, they can trap for you.

2. **Officer's Reports, Officer Gordon** - Pedestrian vs. vehicle collisions continue to be a problem, two in this neighborhood in the past month. Typically happens when it is raining. Slow down at crosswalks - marked and unmarked. Cash and bags typically stolen out of cars, so take that stuff out when you leave your car. Smart phones - turn on your “find my phone” app. Report ALL suspicious activity, note shoe color. Don’t use cell phone while driving, wear your seatbelt. Neighbors expressed concerns about pedestrian accident on 17th St, asked about possibility of additional speed signs. Neighbor concern about vandalism GRAFFITI on 19th St. due to upswing in gang activity around Richmond Elem. Gang team and graffiti abatement team are on top of it.

3. **Neighbor Concerns** - none

4. **Guests**
   a. **Sara Long, Tom Walsh & Aaron Kimsey, McGilchrist Street Improvements** - Update on what to expect. Plan paid for out of Urban Renewal funds, up to 60%. Want to get federal funds to pay for rest of design. (Have to have design in order to get grants; have been saving match funds.) Ideally construct in 2018, depending on funding for construction. Classified as major arterial, ie should have five lanes, bike lane; re-evaluated and concluded only needs three lanes. Keep road narrow to reduce size of culvert/bridges needed over creeks. Separate project for 12th St. Widening at Pringle, possibly second turn lane, requiring improvements further down on Pringle. Decide how to realign 22nd St so it goes through, not staggered, going to be painful either way, try to avoid destroying buildings and parking. Create double left turn onto 25th St. Many things have been added (fiber optics, for instance) since last plan in 2007. Conversations about bike lanes/boulevard, acquiring land for size of street, stormwater treatment. City has plan for multi-use path along east side of 25th - they will do some work on this during McGilchrist plan. No change to RR crossing - this intersection is #1 in state for “near misses”. Can’t talk about acquisition until many other things are in place.
b. **John Shepard, Flooding** - Involved with Stormwater master plan and code with city. City used to require stormwater to be put into creeks to move it to the river. New codes try to address impact of this requirement. 45% of available watershed has houses on it; building will continue to increase. Detention basins may help. May have to ask developers to hold water onsite. Talked about 2012 flood, and Tulsa OK’s plans/changes to manage their stormwater. Generally have to have flood insurance to get a new mortgage. Kirk shared how he mitigated this using a surveyor and “letter of map revision” to FEMA.

c. **Jean Palmateer & David Smith, Baggage Building rehabilitation** - Plan to be substantially completed by end of September, maybe not entirety of inside. Building will house Greyhound bus depot. Will add a few parking spots, then revisit existing parking. Want to connect with bikes and pedestrians. Quiet zones had conflicts when planned. Did a study, shared suggested improvements to RR Xing at 12th & Mill, which were discussed. May already have funding, looking for support from citizens (suggested writing a letter to Rail and Public Transit Division). Crossing may be year or two out before fruition.

d. **Carol Snyder, Friends of D Street Field** - Updates on demolition of Oregon State Hospital site. Want 6 acre area kept as a city park with play fields (no equipment). City council in talks with State. State has indicated interest in reserving space, but don’t want to maintain it. Group wants to push for decision before developers buy it. SESNA may be able to write a letter in support. NESCA and NEN very involved in this project. Parks department seems to be out of the loop.

e. City Councilor did not attend to present us with proclamation.

5. **Old Business**

   a. **Heritage committee** - met with photographer and gave ideas for things to photograph. Dave shared what he took pics of; photographer made a slideshow. Decision was made during meeting to place six sign toppers: 17th & Mill, 21st & Mill, 25th & Claude, Hines & 14th, State & 23rd, 12th & State (place to put it?).

6. **Committee Reports**

   a. **Land Use**: Kirk went to May’s Landing hearing. Planning department said no, they don’t like it, hearing officer is likely to approve this time anyway. May’s Landing wrote a long response to staff report recommendation against plan.

   b. **South Salem Connect**: Fund has $3,526.63.

   c. **Trees**: Will be here on March 5th. Jeff will coordinate.

Meeting adjourned at 8:50 pm

*denotes guest or city staff
The project team held a public information meeting to present the project to the corridor property owners and businesses. In advance, Aaron sent out a mailer inviting corridor property owners and businesses to this meeting to receive information on project status, ask questions, and provide feedback. The City mailed the invitation to the property owners of record as well as to the street addresses in an effort to make sure tenant businesses were also notified of the meeting. The mailing address area typically extended at least one block beyond the estimated limits of sidestreet work.

- Aaron introduced the project team, reviewed prior background work and outreach, and explained the current status.
- Current design work is being funded with tax increment funds generated in the McGilchrist Urban Renewal district.
- The project is starting up again with the intent to move to detailed final design, environmental permitting, and construction. Funding beyond the current design is not in place at this time. The City is pursuing federal funding.
- At the earliest, the project could go to construction in 2018, allowing for design, right-of-way (ROW) acquisition and permitting.
- The McGilchrist project is for the roadway corridor only. Basin area flooding is being addressed by the City's Stormwater Master Plan Update.
- The plan on display at this meeting represents the preliminary plan designed in 2009. Since that time, future traffic projections require additional turn lane improvements onto Pringle Road.
- Tom presented the aerial plan showing the prior 2009 design superimposed over a 2014 aerial of the project corridor.
- New traffic counts have been performed and the previous design needs to be revised to address updated traffic projections. Traffic analysis per federal funding requirements requires the corridor to be designed to accommodate traffic projections for a 20-year timeframe. The alignment will need to be adjusted where possible to reduce impacts from the previous design, such as the addition of double left turn lanes from westbound McGilchrist to southbound Pringle Road found to be necessary based on the updated traffic analysis.
• The City’s Transportation System Plan (TSP) classifies McGilchrist as a major arterial, typically requiring a 5-lane cross-section (2 travel lanes in each direction with a center turn lane), bike lanes and sidewalks on each side. At the time of the previous design, it was determined that for the most part, construction of a 3-lane cross section would accommodate 20-year projections. Based on updated projections, that is still a valid assumption. However it should be noted due to extensive turning movements at major intersections, traffic signals and turn lanes at intersections increases the widening in limited areas to 4 or 5 lanes. New or modified signals are proposed at 13th, Pringle, 22nd, and 25th. A new signal is also proposed at 12th as part of the 12th Street widening project that is concurrently underway with federal funding.

• Realignment of 22nd – To eliminate the existing offset intersection, 22nd will need to be realigned. This intersection will be signalized. The 25th/Madrona project is due to start construction this year and that will eventually connect 22nd through to Madrona so increased traffic is expected along 22nd. The realignment will cause the road to significantly impacting existing businesses on one or both sides of McGilchrist (the plan shows the options from the 2009 report). Would like to shorten transitions to reduce property impacts.

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• Similarly, our goal is to reduce impacts to existing onsite parking from the widening where possible but this is unavoidable in some areas as shown on the plan.

• Federal funding requires that the project obtain all environmental clearances prior to acquiring ROW. However, we are able to work with property owners to explore design options during design.

• The project will typically include bike lanes and sidewalks wherever widening occurs. Need to address turning movements for large trucks. This affects how 22nd is realigned, and concern with pedestrian crossings at side streets.

• There are 3 creek crossings on McGilchrist. The culverts at both forks of Pringle Creek will need to be replaced with significantly larger new structures. This is due more to the requirement to design to fish-passage standards than creek flow. The Clark Creek crossing will is not planned to be modified based on initial environmental considerations. Sidewalks may be able to be bridged across the channel since pavement width may already be sufficient for the new roadway. All of these issues need to be fully examined in detail. It should be noted that the Pringle Creek culverts will likely cause the most disruption during construction because of potential road closures. We will take a closer look at this during the design.

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complicates scheduling. Poles carrying overhead lines need to be moved. New street lighting will be integrated into the design, and needs to be coordinated with the overhead lines.

- Current schedule status – Environmental studies and pre-design are underway. Preliminary design is scheduled to be complete late this year or early next year with environmental clearances hopefully in early to mid-2017 at which time the ROW acquisition process could get underway. The earliest start for construction is 2018. The focus now is to complete preliminary design to obtain environmental clearances required for ROW acquisition. The City has only authorized the consultant team through preliminary design pending funding outcomes.

- The project has an estimated $20M overall cost with a large portion for ROW.

Following are a summary of Questions and Responses:

Q – What is the process for the City to acquire property?
A – Aaron described the standard process and indicated this is all dictated by federal laws governing ROW acquisition for public roadway projects. The City will contact the property owner and field locate the required acquisition limits for appraisal and discussion purposes. The City develops an offer based on the land value, the cost of restoration of the property to continue in operation such as site improvements for driveway or parking impacts. Appraisals are performed by independent 3rd parties. The property owner has the option of countering the City’s offer with their own appraisal. Once the purchase parameters are settled, the City compensates the owner. This all occurs prior to construction. As noted, this process cannot begin until the City receives environmental clearances.

Q – Are we grade-separating the 22nd intersection?
A – No. the intersection is planned to be a four-way signalized intersection. The exact location is currently being evaluated to minimize impact to the extent feasible.

Q - It was noted that trains “park” on the crossing when they are being moved at the rail yard. They don’t just move through.
A – It is recognized that the UPRR rail yard is located immediately north of the project. The turn lanes from westbound McGilchrist to southbound Pringle Road will extend across the track crossing. The signals will be connected at the intersection. One of the reasons for introducing dual left turn lanes at this intersection is to reduce the overall total queuing length for the turn lanes.

Q – Concern expressed regarding the widening across the frontage at 2305 McGilchrist Street SE (Auto Team Center – Paul Homewood, property and business owner). The parking is already limited on the site. What can be done?
A – The team is starting to look closely at how to address adverse impacts where possible. The previous design already moved the south curb as far south in the existing ROW as possible. There may be options to move the sidewalk to reduce the impact. Parking impacts are a major concern for the design team.

Q – Major impact of 22nd realignment at shown at Sunbelt Rentals (1850 22nd Street – Mac Stuart and Dick Cox, property owners). Shows the roadway through middle of property and building. Noted that the City should coordinate directly with the property owners.
A – The alignment is from the 2009 study. Looked at two basic alignments for budgeting purposes at that time. The design team is investigating realignment options using tighter curves to avoid building impacts. We will contact the property owners regarding design plans and impacts.
Q – Concern with parking impacts at 2475 Pringle Road (MFCP Control Products – NW corner Pringle/ McGilchrist- Neil Schmidt – tenant); also concerned with circulation and access after construction.
A – Good input. The roadway will be approximately one lane width wider on both frontages due to the additional left turn lane required from westbound to south Pringle Road. There appears to be additional ROW available to work with, but there will be frontage impacts. We do not know yet whether the impacts will extend further into the property until the design is further along. We will need to meet with the property owner as the design progresses to understand onsite large vehicle circulation patterns for potential driveway impacts.

Q – Concern with onsite circulation and parking impacts from the additional widening on Pringle Road to the properties on the west side of Pringle south of McGilchrist from extending double left receiving lanes (property owner - David Richenstein with DAR Properties – 2551 Pringle (Community Action), 2561 Pringle (Automotive Paint Specialties/Rose Paper Products), and 2571 Pringle (Industrial Source Welding Supplies)).
A – Still designing the roadway alignment across this frontage. The team will need to meet with the property owner to review circulation in closer detail and potential measures to maintain business needs to access, deliveries, and parking.

Q – Question about whether the project was going to remove the roadside ditches.
A – Yes. Except for surface features for water quality, the stormwater is planned to be collected in a new underground drainage system.

Q – What types of water quality facilities will be used?
A – A mixture of proprietary engineered structures and "Green" facilities such as surface rain gardens. All work will need to conform to the City's latest stormwater standards and meet federal environmental regulations.

Attached:  
City invite letter 2/18/16  
Mailing area map  
Sign-in sheet 3/3/16  

CC:  
Aaron Kimsey, Sara Long, Robert Chandler (Salem)  
Ken Ackerman, Tim Kraft, Mandy Flett (Otak); Lynda Wannamaker (WCI)
February 18, 2016

SUBJECT: McGilchrist Street Corridor Improvement Project  
12th Street SE to 25th Street SE  
Project Number 687002

Dear Salem Property Owner/Resident:

The Urban Renewal Agency of the City of Salem is planning to widen and improve McGilchrist Street SE from 12th Street SE to 25th Street SE. Planned improvements include the addition of a center turn lane, bicycle lanes, sidewalks, and an additional eastbound travel lane east of 22nd Street SE. The alignment of 22nd Street SE will be modified to improve safety at the intersection with McGilchrist Street SE. Signal improvements are proposed at 13th Street SE, Pringle Road SE, 22nd Street SE, and 25th Street SE. The project roadway design will also address significant drainage challenges along this corridor. A Project Location Map is enclosed for your reference.

The City is currently in the preliminary design phase of the project. Final street alignment and right-of-way acquisition limits are being determined at this time.

The City has scheduled an informational presentation for Thursday, March 3, 2016, at 3:00 p.m., in the “Terminal Hold Room” of the Salem Airport at 2990 25th Street SE. Staff will be available to answer questions and gather input until 4:30 p.m.

If you are unable to attend the presentation and have questions regarding the above improvements, please contact me at 503-588-6211 or akimsey@cityofsalem.net.

Sincerely,

Aaron Kimsey, PE  
Senior Project Manager

Enclosure: Project Location Map
cc: Ken Ackerman, PE, Otak, Inc.; Tom Walsh, PE, Walsh Consulting Group; Anna M. Peterson, Mayor; Councilor Tom Andersen, Ward 2; Bill Smaldone, Southeast Salem Neighborhood Association; Steve Powers, City Manager; Kacey Duncan, Deputy City Manager; Sara Long, Urban Development Project Manager; Peter Fernandez, PE, Public Works Director; James L. Bonnet, PE, City Engineer; Mike Gotterba, Emergency Preparedness/Communications Manager; Brian D. Martin, PE, Assistant City Engineer; File: P.N. 687002, Design

This is an open, public meeting and special accommodations are available, upon request, to ensure access for individuals seeking to participate. Services may be requested for sign language interpretation, languages other than English, or persons with disabilities. To request accommodations or services, please call 503-588-6211 at least two business days prior to the meeting.

Engineering Division  
Parks and Transportation Services Division  
555 Liberty Street SE / Room 325  
Salem OR 97301-3513  
Phone 503-588-6211  
Fax 503-588-6025

Operations Division  
1410 20th Street SE / Building 2  
Salem OR 97302-1200  
Phone 503-588-6063  
Fax 503-588-6480

Parks Operations  
1460 20th Street SE / Building 14  
Salem OR 97302-1209  
Phone 503-588-6336  
Fax 503-588-6305

Willow Lake Water Pollution Control Facility  
5915 Windsor Island Road N  
Keizer OR 97303-6179  
Phone 503-588-6380  
Fax 503-588-6387

Reasonable accommodation and accessibility services will be provided upon request  
Servicios razonables de alojamiento y accesibilidad se facilitarán por petición
PROJECT LOCATION MAP

McGILCHRIST STREET SE IMPROVEMENTS
P.N. 687002

PROJECT LIMITS

CITY OF Salem AT YOUR SERVICE
PUBLIC WORKS DEPARTMENT

ENGINEERING DIVISION
555 Liberty Street SE, Room 325
Salem, OR 97301-3513
Phone 503-588-6211
www.cityofssalem.net

October 2015
Tom,

On July 11, 2016, Sara Long and I met with Councilor Andersen, Public Works Director Peter Fernandez, and Mayor Peterson to discuss the 22nd Street realignment alternatives. First, I briefly described the selection criteria on which each alternative was graded against and who the selection committee was comprised of. Next, I went through each alternative and its score with a brief explanation summarizing the justifications for the point totals. The alternatives reviewed were:

- Alternate 1 (North Realignment),
- Alternate 2 (South Realignment), and
- Alternate 3 (Center Realignment).

Ultimately, I presented Alternate 3 as the recommended alignment selected by the committee. Overall, Councilor Andersen and Mayor Peterson favored the decision made by the selection committee and offered additional support if necessary during property owner meetings or as the design is presented at public meetings.

Thanks,

Aaron Kimsey, P.E. | Senior Project Manager
Public Works Department | 555 Liberty St. SE
Room 325 | Salem, OR 97301
tel: 503.588.6211 akimsey@cityofsalem.net
McGilchrist Street Improvement Project

FACT SHEET

Background

The McGilchrist Urban Renewal Area, established in September 2006, encompasses approximately 403 acres and is located west of the Salem Municipal Airport (McNary Field). The focus of the Urban Renewal Area is to provide funding for improvements to McGilchrist Street SE in order to stimulate private development.

Public Outreach Opportunities

February & March 2016: Project Kick-Off Meetings

Future business and neighborhood outreach meetings will be held as the project reaches 30% and 60% design completion.

The project will be held at 60% design completion until construction funding is acquired.

Contact Information

Aaron Kimsey
503-588-6211
akimsey@cityofsalem.net

Sara Long
503-589-2065
slong@cityofsalem.net

Project website: www.cityofsalem.net/mcgilchrist

The Project

The City of Salem is beginning to develop design improvements to the McGilchrist corridor. The project specifically includes McGilchrist Street SE between 12th and 25th Streets. The project also includes designing a realignment of 22nd Street.

The McGilchrist design project will be completed in conjunction with a Stormwater Master Plan process which will be evaluating storm water management City-wide including flooding issues in the McGilchrist corridor.

The initial design phase is being funded with urban renewal dollars. Grant funding will be required to complete the design and construction of the corridor improvements.
McGilchrist Street Improvement Project

The City of Salem is beginning to develop design improvements to the McGilchrist corridor. The project specifically includes McGilchrist Street SE between 12th and 25th Streets. The project also includes designing a realignment of 22nd Street. The project includes approximately 10,000 linear feet of roadway improvements and includes the crossing of the Union Pacific Railroad tracks.

The McGilchrist design project will be completed in conjunction with a Stormwater Master Plan process which will be evaluating storm water management City-wide including flooding issues in the McGilchrist corridor.

Project Goals
1. Improve freight mobility necessary to facilitate new industrial development
2. Provide multi-modal transportation improvements to enhance safety & connectivity for pedestrians and cyclists
3. Reduce traffic congestion
4. Reduce reoccurring flooding problems

McGilchrist Urban Renewal Background:
The McGilchrist Urban Renewal Area, established in September 2006, encompasses approximately 403 acres and is located west of the Salem Municipal Airport (McNary Field). The focus of the Urban Renewal Area is to provide funding for improvements to McGilchrist Street SE in order to stimulate private development. The focus of the Urban Renewal Area is to provide funding for improvements to McGilchrist Street SE in order to improve mobility and stimulate private development.

Meetings:
February & March 2016: Project Kick Off

Documents:
- Project Fact Sheet

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