

Final Meeting Minutes – WSNA – 2018-05-21

Jim Allhiser called the meeting to order at 7PM. 47 members signed the roster. EM Easterly moves to approve minutes – second by Craig Evans. Vote unanimous approval.

Reports:

Salem Police – Officer Susan Slivkoff

Coffee with a Cop – Thursday May 24th, 8:30am – 10am, 205 Church ST SE – Starbucks

<http://crimereports.com/> A website to track crime, used by Salem PD.

1 house burglary via garage door entry. Several car break-ins; unlocked or smash-and-grab. A lot of suspicious activity calls, loitering. We do want to know about those so we can attempt to investigate. It is always helpful if you have surveillance cameras around your property, and if you're willing to share.

City Councilor Jim Lewis –

Union Gospel Mission move was approved 9 – 0 by the city council.

A “compromise” vote on the Loan Oak Reimbursement District passed 5 – 4.

Improvements in affordable housing on Portland Road, including pedestrian access, and improvements to CTEC. These are the benefits of the urban renewal area.

The budget committee unanimously approved the budget, which included funding to fully staff and operate the Orchard Heights fire station, 11, starting January 1st.

System Development Charges – workgroup and discussion still ongoing. Come join us with your ideas. They'd like to have something by the end of the summer, but it has been slow work.

Next city council meeting Tuesday the 29th.

City Councilor Cara Kaser –

Budget will be before the council in June. The council can adjust areas of the budget 10%.

The biggest change is aligning the budget with strategic service areas. This year (2019 budget year) is probably the last year that we will have the working capital to support the budget as-is. There won't be enough to continue without additional revenue sources for 2020. One of the biggest parts will be communities communicating about “what services do you want, and what will you pay for them?”

Homelessness Solutions Task Force – June 13th – Council Chambers – all public comment on the solutions the task force has proposed. Things like toilets downtown, a secure storage locker facility, “211” card updates, and more.

Congestion Relief Task Force- 7AM on Fridays. Last Friday we were presented with a range of options, lots of small pieces that should be considered in “systems” or “collections.” Current challenge: What really can we do in a 2 year period? The next meeting is an opportunity to really drill into those solutions.

Land Use – Wes Hill

We've been working out kinks on the facebook collaboration, moving forward. We've had some deliberations and discussions, seems positive. Interactive training on the 24th of May that Jim, Chris, Tyson, and Wes will participate in. It is still, as it always has been, a goal of the Land Use committee to provide comments on all land use actions to have standing in case future actions or positions are warranted. Jim reports numbers on engagement from facebook page (views, comments, people reached, etc).

Traffic & Infrastructure – Nick Fortey

Asking to clear the pedestrian crossing signage from foliage near Rosemont exit. Site distance issue near Annette's. Will work to get vegetation clear, but anything beyond that will take some cooperation and coordination with local business owners. Lastly, take care around Orchard Heights and its crossroads while the sidewalks and curbs are improved previous to resurfacing.

Question – “any updates to the Safe Routes to Schools”? None at this time.

Difference Makers – DeWayne Hilty

Will delay until next month as our recipient was unable to make this meeting.

Disaster Preparedness – Mike Evans

Unprepared documentary. Visit the OPB website and try out the “aftershock” tool. Good preparedness information.

#1 priority would be to clear a path to the hospital of debris on the east side. There isn't a #1 priority for the West Side that is similar. Panelists were the engineers that prepared the documentary.

Sent a letter on the 3rd to city council and city budget committee, and forwarded to Greg Walsh, to collaborate with the city when updating the Salem Emergency Management Plan (SEMP). Greg provided a response. Mike will provide a copy for the minutes. On the 14th, Greg met with the Disaster Preparedness committee. Greg shared that the fire chief may not solicit public input, but there may be a requirement to do so, so there is some concern there. Also, there is plenty of concern about the bridges. The meeting concluded with some agreement that the SEMP should include realistic recovery and restoration plans and estimates regarding the bridges.

Steve Anderson – Make sure to ask about the state monies for emergency response equipment that the city can apply for.

Member – how about the rest of the bridges like Mill Creek and Pringle Creek? Are those included in the SEMP?

WSBA – Not Present

Transit – Mischa O'Reilly (Cherriots)

Safety messaging about walking and biking – every intersection is a crosswalk in Oregon. A fun campaign, borrowed from Metro, will help with public awareness. Feel free to grab a sign.

Parks – Gary Deming (read by Jim Allhiser in Gary's absence)

Discussion among city staff about volunteer based trail service versus inmates completing that service.

Edgewater – Jessica Preis

May 27th – 3PM, 200 Glen Creek Rd. NW (gravel lot near the R/R Bridge) – Walking Cruise of Wallace Marine Park

June 16th – Super Saturday – 10:30am to 1pm – 925 Gerth ST NW (Boys & Girls Club)

Thursday Farmer's Market – 10am to 2pm for 13 weeks. July through September. Edgewater, between Kingwood and Gerth. Lisa Sherman is the market director. You can share ideas and voice concerns to her –

lisas@salemsaturdaymarket.com or 503-585-8264.

4 areas of information dissemination - Community Board in West Salem Park, Information tables in West Salem City Hall, Urban Grange, West Salem Boys & Girls Club.

Watershed – E.M. Easterly

Glenn-Gibson Watershed Council

May 5th – friends of trees – mulch native plants in Eola Ridge park.

A project is being developed just east of there, downstream (Turnage Brook). It will involve removing invasive non-native species of vegetation, and planting native, non-invasive species.

The GGWC and Rickreall WC were awarded an OWEB collaboration grant to fund deeper cooperation and collaboration between the two councils.

This summer the council is planning to visit the Woodmansee Park riparian restoration project. Lessons learned from the Goldcrest Brook erosion may be applied to erosion areas or future projects in Glenn Gibson Watershed. Guests are always welcome.

Old Business –

2nd St & Wallace short-update from Tyson Pruet

3 options, under, over, or at-grade level. Over and under, of course, are much more expensive. Are there any ways to do an underpass or overpass at minimum cost? There is much discussion and interest, and much planning remains to be done. Overpass and underpass options become more expensive when adding pedestrian options.

Question, is there any talk or discussion about urban renewal and moving it farther into the business district for revitalization?

There was a little bit of discussion, but that wasn't the focus of the meeting.

Question, what are the outreach requirements for the urban renewal board?

I am not certain. I haven't been on that board for 7 or 8 years.

New Business –

EM Easterly gives public thanks to Jim Lewis, and his campaign team. His team was out cleaning up the signs immediately. EM asks that all neighbors review and comply with the Salem Revised Code regarding sign placement and duration of display.

The WSNA plans on rescheduling the July meeting. A specific date has not been identified yet. Discussion will follow at the June meeting.

Presentation – Daniel Fricke – Sr. Transportation Planner, Region 2, ODOT – Discussion.

I will attach the presentation to the minutes as an appendix.

Question – will it improve traffic on Wallace Road? At some intersections, maybe. At others, probably not.

Concessions were considered when changing from Alternative 4D to the city-council proposed "Salem Alternative." Mobility was not one of the primary goals, and a tradeoff by changing the Hwy 22 connector into a grade-level on Marine Drive versus an elevated freeway-type, was made by the city. That is; a reduced project footprint has a tradeoff of not meeting mobility standards.

If mobility is not a goal, what are the success criteria? Multi-modal mobility for transit and freight, and safety improvements (weaving). The other would be system redundancy – that is, providing another way to get across the river.

There were analyses that showed improvements in the traffic? Traffic Volume at Commercial and Mission is reaching 2.0 in the draft EIS, a lower number in the technical report of the Final EIS, with No-Build. Building the bridge would move that traffic volume elsewhere. When Commercial & Mission continue to degrade and reach a 2.0 volume to capacity rating, all surrounding intersections within that entire system have a high percentage chance of also being over 1.0 volume to capacity; also known as complete gridlock.

Can you describe changes of traffic volumes, no-build versus “preferred alternative?” New Beckett St, Hope, Glen Creek, Brush College, Orchard Heights, and Riverbend AM peak would be slightly worse than no-build. Hope, Orchard Heights, Taggart, New Beckett St PM peak would be slightly better than no-build. On the east side some intersections near pine, hickory, liberty, and commercial would perform worse than no build. Clearly, as a bridge doesn’t land there today, building a bridge would put traffic there. Again, meeting mobility standards was not a primary goal of the “preferred alternative.” Alternative 4D, as proposed, did more to alleviate congestion and improve mobility as compared to the city-adjusted “preferred alternative.”

Question about having to refund money if no action is taken? Earmarks obtained by city in 2004 and 2005 of federal money, and SKATS budget, and ODOT funds. Who would have to pay it back? That’s a discussion that would have to happen. It hasn’t happened yet. It is an extraordinary set of conditions that would result in paying that back. That is, ODOT would be surprised that some action isn’t taken by the deadline. It is the presenter’s opinion that it would be foolish to waste the monies and efforts that have gone into the SRC, and risk figuring out how to pay back the federal monies when city budgets are already distressed. Jaffe speculates that money would come out of a future funds budget (cancel a future project), from the MPO (SKATS). That is only speculative and not confirmed.

Is the design as currently proposed a cascadia-event withstanding structure? It has not been designed to that level of specificity yet, but when it is, it most certainly will be designed to that standard, or beyond.

Can you discuss the Rosemont exit? The preferred alternative, ODOT’s opinion is that the Rosemont offramp would need to be closed as there would not be sufficient “weave” distance. ODOT would be committed to finding and planning the best way to connect HWY22 to the hills of West Salem whether at Eola, Doaks Ferry, or something else that hasn’t been studied yet.

Can you say more about the trigger to having to “repay”? If no record of decision is finalized by the FHWA by September 31st, 2019, we will have to figure out how to repay. If the FWHA records a decision of “no-build” it is not known what would need to be repaid at this time.

Any action on the “4F” determination or the de-minimus finidngs? The city will need to respond to the letters.

Updated noise study and updated noise technical report / technical review – do we have that available? It would be part of the Final EIS.

Environmental Justice Report? The report is finalizing, and would go out to the public with the Final EIS.

When are updates and revisions to the Regional Transportation Systems Plan supposed to happen? Before the Final EIS, After? We’re working on those right now. We do have to wait for a Final EIS, but we can have all of the work and amendments ready to go, to present to the OTC.

The meeting concluded at 8:30 PM.

Respectfully submitted – Chris Wilhelm – WSNA Secretary