

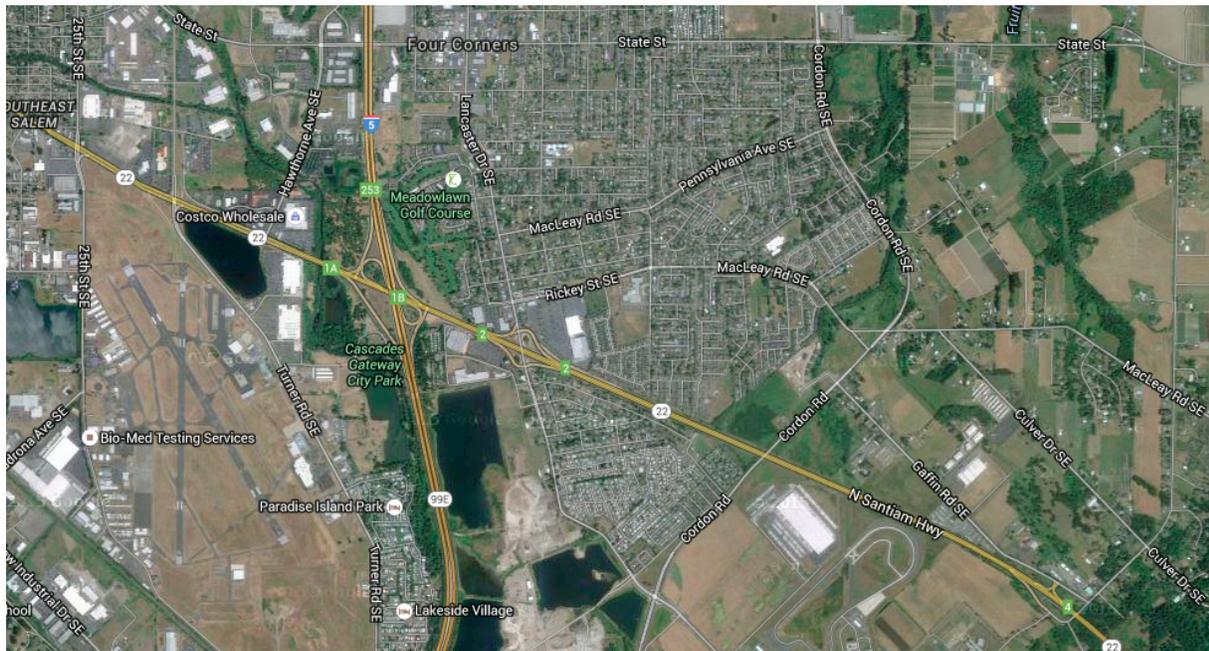
OR 22 Facility Plan: 25th Street SE to Gaffin Road SE in Salem

Public Involvement Plan

INTRODUCTION

The goal of the OR 22 Facility Plan is to assess existing and future transportation operations and safety conditions on OR 22 (Mission Street SE) between 25th Street SE and Gaffin Road SE in Salem, and identify potential solutions to the problems. The project will look at the situation that exists today, forecast conditions, identify and analyze future options, and make recommendations for a safe and efficient facility. The plan will include a new interchange at Cordon Road.

The OR 22 Facility Plan will be prepared by the Oregon Department of Transportation (ODOT) in collaboration with agencies, jurisdictions, citizens, and stakeholders to create a common vision for the future of transportation in the corridor. Involving citizens in the planning process is essential to build integrity in project outcomes.



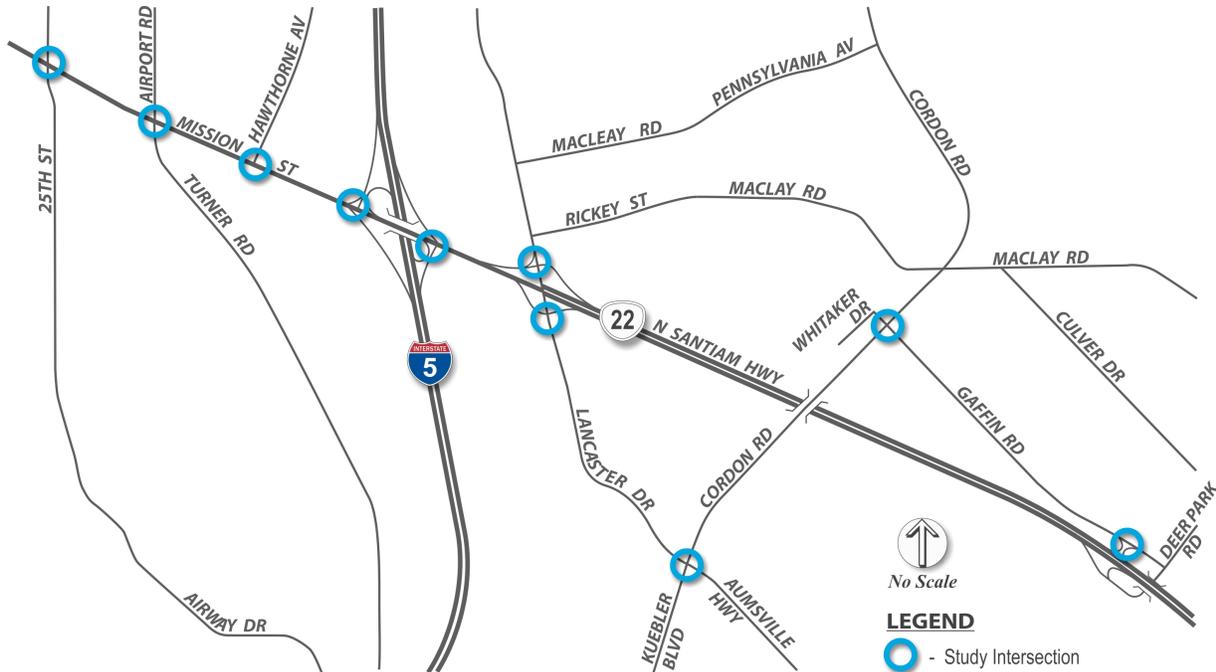
PROJECT BACKGROUND

This project is a continuation of past work to examine and improve the OR 22 (east) corridor:

- In 2005 ODOT conducted the Southeast Salem Area Transportation Study (SESATS) that evaluated potential improvements at the Kuebler Boulevard/I-5 interchange as well as along OR 22, including the need for a new Cordon Road/OR 22 interchange. The study did not recommend Cordon Road for an interchange.
- In 2012 the City of Salem and Marion County conducted the Cordon Road Interchange Study (CRIS) that recommended a Cordon Road interchange. ODOT concurred with the

recommendations of the study with the caveat that the interchange is considered to be a local project.

The OR 22 Facility Plan will build on past efforts to identify key improvements and look specifically at the proposed Cordon Road interchange, the 25th Street SE/Mission Street intersection, and potential modifications to the Lancaster Drive and Gaffin Road SE interchanges.



PROJECT AREA

OR 22 (east) is a principal arterial in this urban/developing urban and industrial area; it is designated an expressway and truck route on the National Highway System (NHS). The western portion of the corridor carries roughly 43,000 vehicles per day while the eastern portion carries around 26,000 vehicles per day.

The area adjacent to OR 22 includes a mix of commercial, industrial, institutional and residential uses. A natural area including wetlands is located in the vicinity of I-5.

The project corridor includes OR 22 from 25th Street SE to Gaffin Road SE in the City of Salem, within Marion County. The project area will also include Lancaster Drive from Hagers Grove Road-Carson Drive SE to Macleay Road SE.

PUBLIC INVOLVEMENT GOALS

Both the Federal Government and the State of Oregon direct public agencies to conduct planning activities in ways that ensure opportunities for citizens to be involved in all phases of the planning process. Connecting with project stakeholders, such as businesses, organizations,

commuters, property owners, residents, bicyclists, and freight, to hear concerns about and vision for future transportation in the corridor is the primary goal of the public outreach for this project. Maximizing public resources is very important, and this project will learn from, and collaborate with related studies. The project team is committed to a public engagement process that is:

- **Meaningful:** provide timely information
- **Accountable:** respond to input
- **Inclusive:** communicate outside of structured meetings
- **Transparent:** make decisions public; post materials on the website
- **Realistic:** inform about constraints and objectives
- **Outcome-oriented:** engage the public to maximize success

AUDIENCE AND STAKEHOLDERS

Pro-active outreach and input methods accessible to the public are essential. Project stakeholders include institutions, public agencies, advocacy groups, neighborhood and business groups and area residents. The project team will conduct active outreach to groups and individuals who represent the following interests: bicycle, freight, transit, pedestrians, mobility impaired, low income and underrepresented populations.

The Salem-Keizer Area Transportation Study (SKATS) Policy Committee will provide input throughout the project, and it includes key agency stakeholders on the project, including the City of Salem, Marion County, and the Salem Area Mass Transit District (SAMTD).

The project will allow for full and fair participation by all potentially affected community members in the decision-making process, including people with disabilities, low-income, limited English proficiency, minority and other underserved groups. This will include an analysis of the census data to report on the numbers of protected populations, as well as methods to conduct outreach to under-represented populations.

Active Outreach Methods to Key Stakeholders

- **Businesses:** Identify key businesses in the corridor, conduct in-person outreach to key businesses, collaborate with the Salem Chamber of Commerce and the Strategic Economic Development Corporation (SEDCOR).
- **Property owners:** Communicate with key property owners along the corridor, sharing project goals and inviting them to participate.
- **Commuters and Residents:** Connect with neighborhood organizations representing residents and commuters utilizing the facility on a regular basis. Communicate with people living in cities on OR 22 East of the project corridor, such as Aumsville, Stayton and Sublimity.
- **Pedestrians and Bicyclists:** Collaborate with advocacy organizations and agencies committees charged with bicycle and pedestrian planning and safety.
- **Freight:** Contact the Oregon Freight Association and trucking companies.

- Bus riders: Include Salem Area Mass Transit District in the planning process. If needed, interview bus riders in the corridor for input at key points.
- Agencies (local, state, federal): Include agencies with a stake in the outcome of the project in the interested parties list, proactively contact agencies located in the corridor, and consult regularly with Salem-Keizer Area Transportation Study (SKATS) Policy Committee and the Mid-Willamette Valley Area Commission on Transportation (MWACT).
- Elected officials: Brief elected officials at key decision points. Make information concise and able to understand in a 3-minute quick read.
- Fire & EMS: See above agency category. Also, request that fire and EMS forward information on to their volunteers and invite them to meetings.

PROJECT DECISION MAKING

In all public communications, it is important to be clear who is making decisions for the project and how public comments will be considered and incorporated. Prior to each major decision point, the project team will communicate with stakeholders about:

- Who will make the decisions
- How can stakeholders influence the decisions
- When will stakeholders have an opportunity to participate
- How stakeholder input will be considered and who will respond

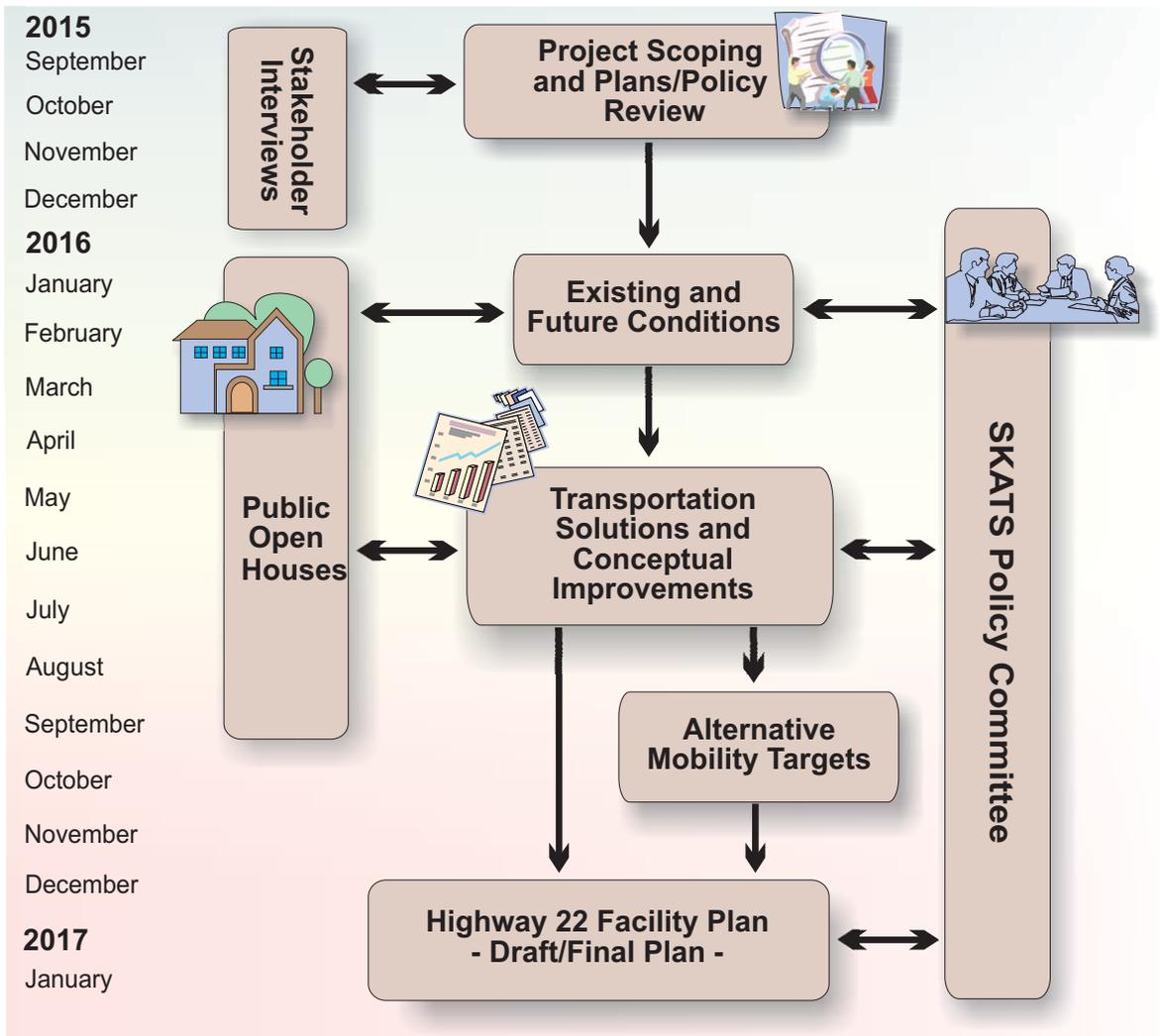
The Salem-Keizer Area Transportation Study (SKATS) Policy Committee

(<http://www.mwvcog.org:8080/2/departments/transport>) will serve as the project's policy advisory committee, providing input at key points. Public involvement for this project will follow the goals of the SKATS Public Involvement Plan:

1. An open and ongoing public involvement process that ensures full citizen, agency, and interested party participation in, and input into, regional transportation planning.
2. Full public access and information to key decisions in the regional transportation planning process.
3. Widely disseminated, clear, and timely information distributed to the citizens, affected agencies, and interested parties.
4. Timely and gracious acknowledgement and response to issues, concerns, and comments raised by the public regarding the development and implementation of regional transportation plans, programs, and projects.

The Project Management Team (PMT) guides the project and issues final reports and studies by the project. See Page 8 for a list of PMT participants.

The project will connect at key points with the elected representatives of key stakeholders, such as the City of Salem, Marion County, Salem Area Mass Transit District, and Salem-Keizer School District.



KEY PUBLIC INVOLVEMENT TASKS

The Project Webpage will include:

- A brief project overview
- Maps showing the project area
- Meeting dates and other public involvement opportunities
- A library of project technical memos and public involvement summaries
- Capacity for individuals to sign up for email updates on the project, submit public comments and questions
- Links to related projects

Interested Parties List: The project team will actively develop and maintain a comprehensive list of individuals and organizations with an interest in the outcome of the plan. All interested parties will receive regular email updates with project information, online links, and invitations to the community meetings.

Presentations to Public Committees and Boards: The project team will keep key elected and appointed public bodies well informed. This will include, if requested, informational sessions prior to key decision points.

Stakeholder Meetings will occur as needed to identify creative solutions to core challenges and provide a venue for sharing ideas in a small setting. The meetings will be informal and structured to address the specific situation at hand – either one-on-one, or in a small group.

Salem-Keizer Area Transportation Study (SKATS) Policy Committee Meetings will provide input throughout the course of the project. Topics will relate to the project reports and conclusions at key points in the process.

Community Workshops provide a venue for vetting ideas and recommendations at key decision points in the project. The public will have the opportunity to offer input on the goals of the plan, as well as the specific solutions to be considered to address deficiencies. The goals of these meeting series are to present and receive feedback on:

Meeting #1: Existing and Future Conditions

Meeting #2: Evaluate the Solutions

Format: The initial stakeholder interviews will include input on the best time, location and format for these meetings. Instead of a traditional meeting format, the project could consider a mobile “Meeting Tool Kit” that could be utilized at a series of existing meetings of neighborhood groups, businesses, and organizations.

Public Comments: ODOT staff will be the primary contact for all stakeholder and public inquiries. Calls and emails about the project will be received by ODOT via email, webpage, and phone and routed to the appropriate person to answer the question or respond to the comment. This is critical, as thoughtful and timely responses will increase trust and credibility. The project will catalogue comments and responses, and share with the project team in a timely manner for consideration.

CONCLUSION

This document is an overview of the major public involvement goals and tasks. Coordinating with related projects and input from initial project interviews will help refine and provide detail to this broad plan. Details such as topics for the email updates, the Interested Parties List, key stakeholders to connect with individually, and recruitment efforts for the public meetings will be developed through the course of the project.

Public outreach is a powerful and dynamic force to create long lasting outcomes that are supported by the community. When done with inclusion, respect, and agility, it builds trust and strengthens the relationship between relationships between the community and public agencies.

PROJECT TIMELINE

Tasks and Products	Public Involvement
PUBLIC INVOLVEMENT PLAN - Tech Memo #1	NOVEMBER 2015 Stakeholder Interviews
PLANS AND POLICIES FRAMEWORK – Tech Memo #2	
EXISTING AND FUTURE BASELINE CONDITIONS	
Existing Conditions - Tech Memo #3	MARCH 2016 SKATS Meeting #1 Community Workshop #1: Existing and Future Conditions
Future Transportation Conditions and Needs – Tech Memo #4	
Determine Potential Environmental Constraints – Tech Memo #5	
IDENTIFYING SOLUTIONS	
Transportation Solutions Identification Process – Tech Memo #6	
Develop Transportation System Solutions Tech Memo #7	JULY 2016 SKATS Meeting #2 Community Workshop #2: Evaluate the Solutions
DEVELOP ALTERNATIVE MOBILITY TARGETS (ATM)	
Intersection Deficiency and Annual Hourly Traffic Volume Evaluation– Tech Memo #8	
ATM Implementation – Tech Memo #9	
ATM Documentation – Tech Memo #10	
FACILITY PLAN DEVELOPMENT: DRAFT AND FINAL PLAN	JANUARY 2017 SKATS Meeting #3

Salem-Keizer Area Transportation Study (SKATS) Policy Committee

The SKATS policy committee is made up of elected officials from the jurisdictions within the region (the cities of Salem, Turner and Keizer, and Marion and Polk counties) and representatives of agencies, such as the Oregon Department of Transportation (ODOT), and the Salem Area Mass Transit District (SAMTD). SKATS is the designated Metropolitan Planning Organization for the Salem-Keizer area, and the Policy Committee provides the region a valuable forum in which to consider the issues, develop coordinated strategies, and recommend prudent investments in our system to solve the transportation challenges we face in the region.

- Commissioner Sam Brentano, Marion County Board of County Commissioners
- Mayor Cathy Clark, Keizer (Chair)
- Director Robert Krebs, Salem Area Mass Transit District Board of Directors (Vice Chair)
- Paul Kylo, Salem-Keizer School District Board
- Mayor Anna Peterson, Salem
- Commissioner Craig Pope, Polk County Board of County Commissioners
- Tim Potter, ODOT Area 3 Manager
- Mayor Gary Tiffin, Turner

Project Management Team

ODOT*

- Dan Fricke, Senior Region Planner (Project Manager)
 - Keith Blair, Senior Traffic Analyst
 - Dave Warrick, Interchange Engineer
- * Other ODOT technical staff will participate as needed

City of Salem

- Julie Warncke, Transportation Planning Manager
- Kevin Hottmann, City Traffic Engineer

Marion County

- Julia Uravich, County Traffic Engineer

SKATS

- Karen Odenthal, Senior Transportation Planner

Salem Area Mass Transit District

- Stephen Dickey, Director of Transportation Development