



**MINUTES
KEIZER TECHNICAL ADVISORY COMMITTEE
FOR THE
TRANSPORTATION SYSTEM PLAN UPDATE
Tuesday, August 28, 2007
Keizer City Hall
Keizer, Oregon**

Meeting convened at 3:10.

Person	Representing	Person	Representing
Jacque Moir, Chair	Keizer City Council	Mark Callier	Keizer Citizen
Cathy Clark	Keizer City Council	Dave Baltz	City of Salem
Holly Graff	Planning Commission (P)	Ray Jackson	MWV Council of Governments (P)
Bill Lawyer	Keizer Public Works	Steve Prothero	Traffic Safety Commission (P)
Nate Brown	Keizer Community Devel.	David Rios	Traffic Safety Commission (A)
Sam Litke	Keizer Community Devel.	Dan Fricke	ODOT
Karen Odenthal	Marion County Transp. (P)	Darci Rudzinski	Angelo Planning Group
Jason Locke	DLCD (P)	Beth Wemple	Kittelson (Consultants)
Matt Crall	DLCD (A)		
Tim Smith	Local Developer		

Also Present:
Joy Beebe, Keizer Citizen

Discussion

Beth Wemple explained that the committee would review the project goals/objectives and plans/policies.

Discussion took place regarding maintaining consistency with the State plan, including environmental justice, providing outreach to all citizens regardless of race or income level, coordination with other jurisdictions and goals vs. policies. The following verbiage was suggested:

- "Continued coordination with all residents of Keizer for regular monitoring and improvement to the City Transportation System."
- "Provide a street system emphasizing connectivity that minimizes travel time and congestion."

It was suggested that “facilitating the development of viable alternatives” be substituted for “reducing demand” to keep the statement positive. Additional discussion took place regarding implementation measures; evolution of the system; connectivity; confusion over the words *preservation*, *function* and *integrity* and the emphasis of the plan which should be (1) managing the street system (2) managing the pedestrian and bicycle system and (3) supporting the transit system.

Dialog took place regarding substituting the words *facilitate*, *support* or *encourage* for “provide” in order to clarify financial support. Additional discussion took place regarding working cooperatively with transit agencies

Ms. Wemple suggested the following categories:

- 1) Public Involvement
- 2) Environment
- 3) Streets (modified around functionality/maintenance – no “integrity”)
- 4) Pedestrians
- 5) Bikes
- 6) Transit
- 7) Supplemental Resources
- 8) Funding

Sam Litke suggested adding the word “recreational” to objective 2 of Goal 7 and encouraged discussion relating to Keizer Station and the commuter rail station. He stressed that it is staff’s desire to have this matter clearly addressed in the TSP.

Additional discussion took place regarding commercial navigation of the Willamette River, parking, ADA requirements, sidewalk and bicycle inventories/facilities and impervious surfaces. The following verbiage was suggested: “Support programs that serve the transportation disadvantaged.”

Ms. Wemple noted that she would incorporate changes discussed and send the members the edited version in about a week.

Darci Rudzinski, from Angelo Planning Group, then led discussion regarding setting out a comprehensive policy network for the planning process. She referred to the memorandum which included a brief overview of the regulatory environment and plans that needed to be considered in order to maintain consistency, summarizing transportation planning rule requirements, auditing the code, reviewing of regulatory documents and information pertinent to the development of the TSP.

Discussion then took place regarding inclusion of the Salem Transportation Plan in this process, consistency with Marion County, State and Region Transportation System Plans, goals and objectives, long-range transit plans, funding scenarios and the resultant effects on projects.

It was noted that the Keizer Transportation System Plan goals and objectives and policies are not consistent with the Keizer Comprehensive Plan and they should be. Discussion followed regarding the discrepancies and corrective measures and the process for adoption of the changes. It was then agreed that a subgroup would review and correct some of the discrepancies and identify those that would need full group discussion as well as those that would require the assistance of Ms. Rudzinski. Holly Graf, Tim Smith and Jason Locke agreed to serve on this subgroup.

Ms. Wemple pointed out that the next meeting could not be scheduled until the ODOT traffic counts had been received and reviewed. She explained that her firm would need approximately six weeks to analyze the figures so the next meeting should be held in late October or early November.

In conclusion, Ms. Rudzinski encouraged all members to review the draft document and provide feedback.

Conclusion

The meeting concluded at 4:59 p.m.

Next meeting to be determined