



MINUTES
KEIZER CITY COUNCIL and PLANNING COMMISSION
JOINT WORK SESSION
Monday, June 11, 2012
Keizer Civic Center
Keizer, Oregon

**CALL TO
ORDER**

Council President Cathy Clark called the work session to order at 5:48 p.m.
The following were present:

Council:

Mayor Christopher (5:56)
Cathy Clark
Jim Taylor
Brandon Smith
Joe Egli
David McKane
Mark Caillier

Commission:

Jim Jacks
Greg Rands
John Rizzo
Matt Chappell
Jonathan Thompson
Jared Choc (absent)
One Position Vacant

Staff:

Chris Eppley, City Manager
Shannon Johnson, City Attorney
Bill Lawyer, Public Works
Nate Brown & Sam Litke,
Community Development
Debbie Lockhart, Deputy
City Recorder

DISCUSSION
Interchange
Area
Management
Plan

Community Development Director Nate Brown explained that the Interchange Area Management Plan process began in 2008; the interchange is vital to the future of Keizer. He introduced Terry Cole, the Lead Planner for Oregon Department of Transportation Region 2 and Shayna Reyberg who will be working with Keizer on the Code language that will need to be adopted into the Comprehensive Plan and the Transportation System Plan. Mr. Brown then distributed a map showing the recommended alternative for the program noting that the document shows all the different options studied. He noted that the various configurations were studied on a specific basis to identify how much improvement would be required for the functionality of the interchange.

Some discussion took place regarding the effect the interchange plans might have on urban growth expansion with Mr. Brown explaining that the DLCD had expressed concern regarding a perceived assumption that Keizer had permission to expand so the project was quantified in general terms with calculated land use, trips and modeling. Mr. Cole added that the approach taken was consistent with the existing plan. When looking 20 to 25 years into the future and the growth around the existing interchange there are difficulties and the proposed improvements help those.

Mr. Cole then explained the analysis process noting that the I-5 mainline was studied at the same time. The analysis process was traditional with

intersections studied individually. Each study shows a specific expectation for level of service and volume to capacity measurements. The alternatives in the report showed the greatest promise for avoidance of failure. The best balance was studied and performance evaluations studied. Alternative mobility standards will be adopted for this interchange; this would modify the ones already in place and the way the future impacts would be analyzed. Mr. Cole pointed out that there is no money for any of this; the management thrust is the “no build” scenario; ODOT does not expect the improvements to be constructed within the 20-year planning horizon but the policy is adaptable so that if money is found the project can be built. Mr. Brown interjected that with the City undergoing Periodic Review and with potential urban growth boundary discussions, it became apparent that review of the interchange was needed and Mr. Cole had informed the City that this process was available.

Mr. Cole explained that there was no guarantee of funding but this study gives the City a clear picture of what to advocate for and it resets the game board with respect to mobility standards. He explained that the document is broken out into existing conditions and future analysis which includes performance improvements and recommenced alternatives should funding become available.

Discussion then took place regarding expansion of the urban growth boundary, failure of the intersection, funding for improvements, the source of traffic at the intersection, and partnerships. Mr. Cole explained that the City does not need to adopt the full document. Each jurisdiction is being asked to adopt language and code changes that apply to their area. Adoption of the Interchange Function Statement, which tells what it is and what it is expected to do, constitutes an agreement. Mr. Brown added that there is a lot of work remaining; the improvements need to be introduced into the Regional Transportation System Plan and put on the illustrative list (wish list), and agreements with other partners need to be worked out.

Focus was then directed to the map that had been distributed with Mr. Cole reviewing each improvement:

Phase 1:

- I-5 to OR99E widening
- Verda Extension to I-5 OR99E widening

Phase 2:

- 35th Street realignment
- Lengthen Chemawa Road northbound and southbound ramps
- Tepper overcrossing and East Tepper Drive
- Indian School Road realignment
- Portland Road to Chemawa Road auxiliary lanes

Phase 3

- North ramps partial clover “B”
- Other planned projects which include extension of Verda Lane

Shayna Reyberg provided orientation on the implementation noting that the City will not adopt the entire document but will take parts relevant to the City and she will propose the exact language at upcoming meetings. It will show support for the improvements, recognize that they are not funded, acknowledge and address what would happen if the funding was secured, address alternative mobility standards and acknowledge that ODOT would adopt those for their facilities as well as Keizer. This would allow for the projects to move forward. Mr. Brown added that the City has already adopted an alternative but this plan would push that plan to allow more flexibility and more trips.

Mr. Cole noted that the current standard is calculated using a particular set of analysis methods and ODOT is suggesting a procedure where instead of using the highest hour number, the analysis parameters be the average of the annual pm peak. This adjusted methodology would effectively lower the bar for the volume to capacity calculation. Mr. Brown explained that this flexibility comes with the requirement that the City create an overlay district and commit to living within the budget; it puts a higher level of importance on the analysis that is done and the City will be held accountable to the plan. Ms. Reyberg added that the overlay zone puts a special flag on the area; it doesn't lay any regulations on, but enhances the level of coordination with ODOT. It will refer people to the Access Management Plan and will provide a flag for planners when reviewing applications in this area. She explained that the plan was developed jointly with other jurisdictions so ODOT does not anticipate opposition from other cities. Adoption will look different for each jurisdiction but the baseline will be the same.

ADJOURN Meeting adjourned 7:23 p.m.

Minutes approved: 7-11-12