

Stakeholder Meetings and Open House Summaries

OR 22 Expressway Management Plan Open House

DATE: December 12, 2007
TIME: 6:00 to 8:00 pm
LOCATION: Polk County Fairgrounds, Arts and Crafts Building

The first public open house for the current phase of the OR 22 Expressway Management Plan was held on Wednesday, November 28, 2007 from 6:00 to 8:00 pm at the Polk County Fairgrounds Arts and Crafts Building. The open house was structured to encourage community members to learn more about the proposed alternatives, which was posted at several stations. Approximately 38 people attended the open house, which had been publicized through a mailing to 95 households in the project vicinity. The open house was also announced to the local media with a press release that was distributed during the second week of November.

The purpose of the open house was to review the previous work that had been completed on the project two years ago and the proposed alternatives for the key intersections along OR 22. The project team also encouraged the public to complete a comment form or write down their thoughts on flip charts which were around the room. The meeting was staffed by members of the consulting team and staff members from ODOT, Polk County, and the Mid-Willamette Valley Council of Governments.

Meeting participants were welcomed at a sign-in table by a staff member and encouraged to complete a comment card before leaving. As community members signed in they were also encouraged to visit the open house stations, which included:

- What to expect tonight
- Background
- Draft Implementation Plan
- Proposed Alternatives

Most attendees appreciated the open house format, but a few asked if there would be a presentation with a question and answer period. Only a few comments were written down onto flip charts:

- Carts - access to Rickreall Road headed west
- Why was golf course given 2 access points (full movement) when Rickreall Road was restricted
- Emergency vehicle access to Rickreall Road
- Out of direction travel to get to properties on Rickreall Road

Comment Form Summary

Comment forms were available to all open house attendees, both at the sign-in table and at a table specifically for filling out comment forms. Nine forms were turned in to project staff at the meeting and one was mailed to project manager Dan Fricke by December 7. Six of the

ten forms returned checked that they heard about the open house from the project mailing, the others heard about the event via word of mouth.

1. Where is it hard for you to get onto OR 22? Have you seen any near misses or crashes at these spots?

- 1.1 Doaks Ferry Road – no accidents
- 1.2 Mill Street/Shaw Street – Green Thumb Lawn Care is on the south side of Highway 22. We now enter and exit Mill and Shaw Street nose to nose with Lawn Care vehicles.
- 1.3 OR 22 and 51 Intersection and gas stations along OR 22
- 1.4 Greenwood Road, Oak Grove Road, and Doaks Ferry Road
- 1.5 Greenwood Road is used by our farm on a daily basis, both by vehicles of equipment. It is not uncommon for us to wait 10+ minutes with equipment to safely cross, especially with the recent completion of the Rickreall interchange allowing a free flow of eastbound traffic. People do not slow down at all for vehicles or equipment crossing, and near misses are a daily occurrence (which is especially concerning when they are with the school buses that cross at Greenwood twice daily).
- 1.6 Oak Grove Road – Was not hard before Casino and new intersection at Rickreall. No near misses or crashes seen.
- 1.7 At Greenwood and OR 22 Yes/Yes. You're going through agricultural land and you need to respect the need of this as well as your through traffic. We live there, most of the through traffic doesn't.
- 1.8 Hwy 22 and Greenwood Road is a hardship, anti-agribusiness. It also hurt business in general.

2. Do you have any ideas for short-, medium-, or long-term changes that could improve OR 22?

- 2.1 Not at this time. The proposals are not clear enough to comment.
- 2.2 Close Shaw and Mill Streets and move the Highway entrance to Riggs Street. Continue 2nd Street to Riggs Street. If you close Shaw Street, build a berm across the entrance.
- 2.3 Short- and Medium-term: The frontage Roads with a tunnel so right on and right off can be done from OR 22. OR 22 and 51 Junction interchange should be a very high priority.
- 2.4 We are in the farm equipment business and rely on wide adequate road systems for slow moving vehicles, commerce, and the movement of production machinery needs to be well thought out when devising interchanges and access. Signage and warning lights can be used more effectively and I want to discourage long re-routes around arterials.
- 2.5 Spend some of the money proposed for these projects to pay patrol officers to help maintain a constant speed – speed traps once a month do not establish in someone's mind that they should obey the speed limit in a particular area. If people weren't going anywhere from 50 to 80 mph, many of the problems wouldn't exist. Overpass with access at Greenwood! ***Signs warning of farm equipment crossing at 22 (we can't cross fast enough with tractors and loaded trucks when people are going 65+. They at least need a warning).
- 2.6 I would much prefer park and ride spots, frequent public transportation opportunities, and a significant hike in gas taxes. In light of both "peak oil" and "global warming" we don't want more cars driving more miles which an expressway would encourage. Think ahead to real solutions for the long term.

- 2.7 Mainly 2 – More traffic control to slow speeds. And an {drawing of loop} overpass at Greenwood to solve that problem and lessen farm equipment and tracks on Highway 99-W that is sometimes at Greenwood and 22.
- 2.8 Short-term – an overpass over Highway 22 at Greenwood Road with west off and east off.

3. Do you have any comments about the proposed alternatives?

Greenwood Road Intersection

- 3.1 Overpass – We have over 350 signatures supporting this, which we turned in to ODOT about a year ago and to the Polk County Commission.
- 3.2 A tighter on/off road, no need to cross two owner properties! Need to be done sooner than 10 years!
- 3.3 Access point needs to be included, and a close to overpass as possible to not unnecessarily eat up farmland. Overpass wide enough and good enough visibility for wide equipment to travel over.
- 3.4 Right-off in both directions.
- 3.5 How about a tunnel and access to 22 by Rickreall Road and none from Greenwood.

Independence Highway Junction

- 3.6 The overpass, the green lines look a lot more doable than some of the other!
- 3.7 Stay on railroad right of way too. Hwy 51 and stay off low ground and blueberries.
- 3.8 Priority
- 3.9 When is this planned to be built?

Doaks Ferry Road Intersection

- 3.10 I think that area should be up to the people who use it.
- 3.11 Use railroad right of way east and west of Eola Inn.
- 3.12 Combine with a tunnel
- 3.13 Needs work
- 3.14 Overpassing the eastbound lane of OR22 for Doak's Ferry Rd. access may cost less than any other option.

Frontage/Backage Roads and Access

- 3.15 Some might be needed but certainly not the entire that's proposed on two or three of the examples!
- 3.16 Combine with a tunnel
- 3.17 Needs work

4. Do you have anything else that you would like to tell the project team?

- 4.1 I saw no proposal where the Doaks Road would come out at College Drive.
- 4.2 Much of this "expressway" goes through EFU land, so consideration needs to be heavily given to equipment and truck traffic and movement when creating plans. Engineers themselves need to directly meet with public and business owners who are heavily impacted by plans.
- 4.3 We/I want to encourage fewer vehicles, less driving, more public transportation opportunities and real land use planning so that people live closer to where they work, shop, etc. Not sprawl – good planned communities. Thank you.
- 4.4 It would be good to meet with some of the engineers even if they don't think we know anything! There might be surprises since we live in the area. I have been on local fire department and rescue teams.
- 4.5 Overpass Greenwood Road-Hwy. 22, support business.

- 4.6 I appreciate the chance to give input on OR 22. Here are suggestions for the most hazardous section of OR 22:
1. Rosemont Intersection: Rosemount Street enters OR 22 at a point where sight distance is restricted. The situation is particularly bad if a car exist Rosemount and wishes to go to West Salem, as the entering car must cross 5 lanes of traffic to dive into the West Salem eastbound exit lane. I have observed drivers literally dive across the road immediately ahead of oncoming traffic. This high risk intersection lends itself to a simple, inexpensive, immediate fix. Extend the present median barricade another 50 feet. Nothing else is needed as Rosemont already connects directly to Stoneway which enters SR 22 at a safer location several hundred feet westward. This change is important as drivers on Stoneway use Rosemont as a shortcut to OR 22.
 2. Rosemont and Stoneway intersections: Both intersections could be eliminated by routing their traffic across the south side of the Capitol Manor parking lot to the safe Capitol Manor intersection. This route presently exists but may be barricaded.
 3. College Drive intersection: I see three alternatives of increasing cost:
 - a. Place a stoplight at College drive intersection.
 - b. Connect a frontage road to Stoneway to make use of the Capitol Manor intersection.
 - c. Convert OR 22 into a frontage road between College drive and Capitol Manor. Bypass the mentioned frontage road with level direct connection between College drive and a point on OR 22 behind Pumilite. Some savings could be made by using the abandoned overpass as fill.
 4. Transportation tax dollars should be prioritized and the Hwy 22 expressway is not the most important transportation project we face. I am against wasting any more money on this plan until more pressing issues are completed first, such as the third Salem bridge, OR 18, and Hwy 99 at Dundee.

OR 22 Expressway Management Plan Open House - Response to Comments

DATE: December 17, 2007
TO: Project Management Team
File
FROM: Larry Weymouth/CH2M HILL
Dan Fricke/ODOT Region 2

This memorandum is ODOT's response to comments received at the first public open house for the current phase of the OR 22 Expressway Management Plan that was held on Wednesday, November 28, 2007 from 6:00 to 8:00 pm at the Polk County Fairgrounds Arts and Crafts Building. The open house was structured to encourage community members to learn more about the proposed alternatives, which was posted at several stations. Approximately 38 people attended the open house, which had been publicized through a mailing to 95 households in the project vicinity. The open house was also announced to the local media with a press release that was distributed during the second week of November. For additional information about the meeting's purpose, content, and participation, see the Meeting Summary (12/12/07). Comments from the meeting are included below with ODOT's response.

Comment Form Summary

1. Where is it hard for you to get onto OR 22? Have you seen any near misses or crashes at these spots?

1.1 Doaks Ferry Road - no accidents

RESPONSE: ODOT crash data have in the recent past shown 27 crashes at this location from 2001 to 2006.

1.2 Mill Street/Shaw Street - Green Thumb Lawn Care is on the south side of Highway 22. We now enter and exit Mill and Shaw Street nose to nose with Lawn Care vehicles.

RESPONSE: A center two-way left turn lane with accesses directly on opposite sides of the highway is a recognized problem. The medium-term alternative in the EMP would install a median barrier and close the Lawn Care access while keeping the left-in movement to Mill Street for east bound highway traffic.

1.3 OR 22 and 51 Intersection and gas stations along OR 22

RESPONSE: The direct access to the gas station from OR 22 would be closed and alternate access provided via a frontage road, under the medium-term phase.

1.4 Greenwood Road, Oak Grove Road, and Doaks Ferry Road

RESPONSE: The safety issues at these locations are they primary focus of the EMP and would be improved by any of the alternatives considered.

- 1.5 Greenwood Road is used by our farm on a daily basis, both by vehicles of (and) equipment. It is not uncommon for us to wait 10+ minutes with equipment to safely cross, especially with the recent completion of the Rickreall interchange allowing a free flow of eastbound traffic. People do not slow down at all for vehicles or equipment crossing, and near misses are a daily occurrence (which is especially concerning when they are with the school buses that cross at Greenwood twice daily).

RESPONSE: ODOT recognizes the safety issues at this location and is proposing in the EMP an overpass for vehicles and farm equipment.

- 1.6 Oak Grove Road – Was not hard before Casino and new intersection at Rickreall. No near misses or crashes seen.

RESPONSE: A continuous median barrier proposed in the EMP would separate directional traffic and eliminate left-out movements at this location.

- 1.7 At Greenwood and OR 22 Yes/Yes. You're going through agricultural land and you need to respect the need of this as well as your through traffic. We live there, most of the through traffic doesn't.

RESPONSE: See response for comment 1.5.

- 1.8 Hwy 22 and Greenwood Road is a hardship, anti-agribusiness. It also hurt business in general.

RESPONSE: See response for comment 1.5. ODOT recognizes the need for its highways to accommodate agribusiness-related machinery and vehicles in rural areas. The EMP proposes an overcrossing at this location.

2. Do you have any ideas for short-, medium-, or long-term changes that could improve OR 22?

- 2.1 Not at this time. The proposals are not clear enough to comment.

RESPONSE: Comment noted. Handouts and drawings attempted to explain the proposed changes. ODOT welcomes additional inquiries.

- 2.2 Close Shaw and Mill Streets and move the Highway entrance to Riggs Street. Continue 2nd Street to Riggs Street. If you close Shaw Street, build a burm across the entrance.

RESPONSE: Comment noted. The exact access in this vicinity still has to be decided but will provide a connection to a new backage road under the medium-term improvements of the EMP.

- 2.3 Short- and Medium-term: The frontage Roads with a tunnel so right on and right off can be done from OR 22. OR 22 and 51 Junction interchange should be a very high priority.

RESPONSE: The EMP is consistent with this comment.

- 2.4 We are in the farm equipment business and rely on wide adequate road systems for slow moving vehicles, commerce, and the movement of production machinery needs to be well though out when devising interchanges and access. Signage and warning lights can be used more effectively and I want to discourage long re-routes around arterials.

RESPONSE: ODOT generally does not favor out-of-direction travel because of the negative impacts on traveler convenience and energy use. However, longer routes than would be ideal are sometimes unavoidable to implement safety improvements.

- 2.5 Spend some of the money proposed for these projects to pay patrol officers to help maintain a constant speed – speed traps once a month do not establish in someone’s mind that they should obey the speed limit in a particular area. If people weren’t going anywhere from 50 to 80 mph, many of the problems wouldn’t exist. Overpass with access at Greenwood! ***Signs warning of farm equipment crossing at 22 (we can’t cross fast enough with tractors and loaded trucks when people are going 65+. They at least need a warning).

RESPONSE: Studies have shown that enforcement actions if not regular and ongoing (essentially permanent) have little long-term effect on changing driver behavior. Warning signs serve to only alert drivers to hazardous situations but are ineffective in slowing most vehicles and creating more safe conditions for cross traffic. The EMP proposes an overcrossing at Greenwood Road as the solution to improve safety.

- 2.6 I would much prefer park and ride spots, frequent public transportation opportunities, and a significant hike in gas taxes. In light of both “peak oil” and “global warming” we don’t want more cars driving more miles which an expressway would encourage. Think ahead to real solutions for the long term.

RESPONSE: ODOT agrees that expansion of public transit and an increase in gas taxes would help to reduce congestion on OR 22. The EMP should address potential improvements to public transit in more detail. The environmental assessment for the proposed OR 22/51 interchange will address energy and air quality impacts.

- 2.7 Mainly 2 – More traffic control to slow speeds. And an {drawing of loop} overpass at Greenwood to solve that problem and lessen farm equipment and tracks on Highway 99-W that is sometimes at Greenwood and 22.

RESPONSE: See response to comment 2.5.

- 2.8 Short-term – an overpass over Highway 22 at Greenwood Road with west off and east off.

RESPONSE: District FHWA guidelines for highway development in rural areas restrict interchanges to a minimum of 3 miles apart. Provision for west off and east off traffic at Greenwood Road (milepost 18.61) would create an interchange that would be closer than 3 miles to the Rickreall/ Hwy 99 interchange (milepost 16.20) and the proposed OR 22/51 interchange (milepost 20.37). Thus, these proposed improvements are unlikely to be approved for federal funding, which would be necessary for construction. In addition, ODOT’s interchange spacing standards for rural expressways is 2 miles apart.

3. Do you have any comments about the proposed alternatives?

Greenwood Road Intersection

- 3.1 Overpass – We have over 350 signatures supporting this, which we turned in to ODOT about a year ago and to the Polk County Commission.

RESPONSE: ODOT has retained the public comments from previous efforts associated with this EMP.

- 3.2 A tighter on/off road, no need to cross two owner properties! Need to be done sooner than 10 years!

RESPONSE: The location of the westbound off-ramp to Greenwood Road is conceptual on the drawing. Final design will determine the best location, which will consider property ownerships with other engineering design factors. Implementation will depend on the availability and prioritization of funding.

- 3.3 Access point needs to be included, and a close to overpass as possible to not unnecessarily eat up farmland. Overpass wide enough and good enough visibility for wide equipment to travel over.

RESPONSE: See responses to comments 1.5 and 3.2.

- 3.4 Right-off in both directions.

RESPONSE: See response to comment 2.8.

- 3.5 How about a tunnel and access to 22 by Rickreall Road and none from Greenwood.

RESPONSE: This alternative was discussed during earlier efforts but was not advanced for further consideration.

Independence Highway Junction

- 3.6 The overpass, the green lines look a lot more doable than some of the other!

RESPONSE: Comment noted.

- 3.7 Stay on railroad right of way too. Hwy 51 and stay off low ground and blueberries.

RESPONSE: ODOT agrees that there are benefits to using existing right of way and avoiding agricultural and wetlands impacts whenever possible.

- 3.8 Priority

RESPONSE: The EMP incorporates improvements to OR 22/51 as a priority.

- 3.9 When is this planned to be built?

RESPONSE: Construction must be preceded by environmental assessment, a plan for funding, and engineering design. Those actions could take at least 3 years.

Doaks Ferry Road Intersection

- 3.10 I think that area should be up to the people who use it.

RESPONSE: The purpose of the open house is to get input from people who use these roads. It is the responsibility of Polk County to maintain Doaks Ferry Road, while ODOT has authority to control access to OR 22.

- 3.11 Use railroad right of way east and west of Eola Inn.

RESPONSE: See response to comment 3.7.

- 3.12 Combine with a tunnel

RESPONSE: Comment noted. An underpass (or tunnel) is part of a proposed improvement.

3.13 Needs work

RESPONSE: Comment noted. The final EMP will provide additional clarity; however, engineering design will address remaining issues of feasibility.

3.14 Overpassing the eastbound lane of OR22 for Doak’s Ferry Rd. access may cost less than any other option.

RESPONSE: An overpass at this location was considered but was found infeasible due to topographic constraints and excessive grades.

Frontage/Backage Roads and Access

3.15 Some might be needed but certainly not the entire that’s proposed on two or three of the examples!

RESPONSE: Implementation would be phased and as necessary to provide access to businesses, both current and future.

3.16 Combine with a tunnel

RESPONSE: See response to comment 3.12.

3.17 Needs work

RESPONSE: See response to comment 3.13.

4. Do you have anything else that you would like to tell the project team?

4.1 I saw no proposal where the Doaks Road would come out at College Drive.

RESPONSE: This improvement was raised as a long-term alternative to anticipated future growth in the area east of Doaks Ferry Road. The location of the connection from the vicinity of an interchange at College Drive to Doaks Ferry Road would be decided during development permitting process of Polk County. The intent of the EMP is to have Polk County amend its Transportation System Plan to include such a connection as a basis for allowing development.

4.2 Much of this “expressway” goes through EFU land, so consideration needs to be heavily given to equipment and truck traffic and movement when creating plans. Engineers themselves need to directly meet with public and business owners who are heavily impacted by plans.

RESPONSE: See response to comments 1.5 and 1.8. Public involvement in design issues will be ongoing and is always welcome.

4.3 We/I want to encourage fewer vehicles, less driving, more public transportation opportunities and real land use planning so that people live closer to where they work, shop, etc. Not sprawl – good planned communities. Thank you.

RESPONSE: The Transportation Planning Rule (OAR 660-012) governs ODOT and Polk County actions and addresses these issues.

4.4 It would be good to meet with some of the engineers even if they don’t think we know anything! There might be surprises since we live in the area. I have been on local fire department and rescue teams.

RESPONSE: ODOT especially values the input of citizens who have first-hand experience and knowledge of local transportation issues.

4.5 Overpass Greenwood Road-Hwy. 22, support business.

RESPONSE: Comment noted. See response to comments 1.5 and 1.8.

4.6 I appreciate the chance to give input on OR 22. Here are suggestions for the most hazardous section of OR 22:

1. Rosemont Intersection: Rosemount Street enters OR 22 at a point where sight distance is restricted. The situation is particularly bad if a car exist Rosemount and wishes to go to West Salem, as the entering car must cross 5 lanes of traffic to dive into the West Salem eastbound exit lane. I have observed drivers literally dive across the road immediately ahead of oncoming traffic. This high risk intersection lends itself to a simple, inexpensive, immediate fix. Extend the present median barricade another 50 feet. Nothing else is needed as Rosemont already connects directly to Stoneway which enters SR 22 at a safer location several hundred feet westward. This change is important as drivers on Stoneway use Rosemont as a shortcut to OR 22.

RESPONSE: Comment noted. This EMP only addresses the area to the east as far as College Drive. The comment will be retained for future studies.

2. Rosemont and Stoneway intersections: Both intersections could be eliminated by routing their traffic across the south side of the Capitol Manor parking lot to the safe Capitol Manor intersection. This route presently exists but may be barricaded.

RESPONSE: Comment noted. This EMP only addresses the area to the east as far as College Drive. The comment will be retained for future studies.

3. College Drive intersection: I see three alternatives of increasing cost:

- a. Place a stoplight at College drive intersection.

RESPONSE: Installation of stop lights is contrary to the defined function of an expressway. Grade separations and interchanges are the preferred traffic engineering method for handling cross traffic at intersections. Studies show that stop lights can increase rear-end crashes on expressways.

- b. Connect a frontage road to Stoneway to make use of the Capitol Manor intersection.

RESPONSE: Comment noted. This EMP only addresses the area to the east as far as College Drive. The comment will be retained for future studies.

- c. Convert OR 22 into a frontage road between College drive and Capitol Manor. Bypass the mentioned frontage road with level direct connection between College drive and a point on OR 22 behind Pumilite. Some savings could be made by using the abandoned overpass as fill.

RESPONSE: Comment noted. This EMP only addresses the area to the east as far as College Drive. The comment will be retained for future studies.

Previous Public Involvement Efforts for OR 22/51

PREPARED FOR: Dan Fricke/ODOT Region 2
 PREPARED BY: Brandy Steffen
 COPIES: Larry Weymouth/CH2M HILL
 DATE: May 14, 2007

The purpose of this memo is to summarize the previous efforts and work performed by ODOT for the OR 22/51 Expressway Management Plan (EMP) from Doaks Ferry Road to Greenwood Road. Included in this memo:

- Timeline of previous outreach activities
- Stakeholder information from previous projects
- Printed materials, including project materials and news articles about the previous projects

Timeline

Year	Activity
Project 22: Highway 22/51 Interchange Implementation Strategy	
June 2005	No known public involvement activities by time of project delivery concepts and strategy report. Mentions using information from a September 2004 public hearing.
OR Highway 22 Expressway Management Plan	
September 30, 2004	Public Open House to present alternatives and gather public comments (OR 22 from Doaks Ferry to Greenwood Road)
OR Highway 18/22 Safety Projects	
Spring 2002	Develop Purpose and Need/Problem Statement
November 7, 2002	Public hearing on plans to improve Highway 18/22 from Steel Bridge Road to the Van Duzer Corridor. Environmental assessment of Highway 18/22.
Willamina to Salem Corridor Oregon Highway Route 22 Project	
January 1996	Final plan is published
May 17, 1995	Open House to discuss the draft Strategy. Held from 4:30 – 7:30 at the Willamina Middle School.
May 16, 1995	Open House to discuss the draft Strategy. Held from 4:30 – 7:30 at the Walker School Cafeteria.
May 16, 1995	Open House to discuss the draft Strategy. Held from 11:30 am – 1:00 pm at the ODOT Region 2 District Office.
May 15, 1995	Open House to discuss the draft Strategy. Held from 4:30 – 7:30 pm at the Polk County Fair Grounds.

May 1995	Ad placed in Itemizer Observer and Statesman Journal inviting the public to attend a series of open houses to discuss the draft Strategy.
May 1995	A newsletter was mailed to announce the May open houses and provide information on the results of the previous open houses and project's process (additional information not available).
January/February 1995	Open Houses held (additional information not available). The May newsletter states that over 250 people commended on the project, through various mediums.
February 1995	Ads published in the Polk County Itemizer Observer, Statesman Journal, and Goal Latino (in Spanish) soliciting comments on the project. Questions included travel direction, travel mode, major concerns, and joining the mailing list
January 1995	A newsletter was mailed that included an introduction to the project and asked basic questions that were repeated in ads run during February 1995.

Stakeholder Information

Name	Organization	Contact Information	Collected From
	Andy's Fruit Stand	5152 Salem-Dallas Hwy. NW Salem OR 97304 503-362-1363	Other Contacts (October 2001 or unknown dates)
	Bobcat of Salem	5135 Salem-Dallas Hwy. NW Salem, OR 97304 503-566-7172	Other Contacts (October 2001 or unknown dates)
	Brunk House	5705 Salem-Dallas Hwy. NW Salem, OR 97304 503-371-8586	Other Contacts (October 2001 or unknown dates)
	Capital Manor Retirement Center	1955 Salem-Dallas Hwy. NW Salem, OR 97304 503-362-4101	Other Contacts (October 2001 or unknown dates)
	Chevron	5322 Salem-Dallas Hwy. NW Salem, OR 97304 503-365-0557	Other Contacts (October 2001 or unknown dates)
	Classic Cabinets	2625 Salem-Dallas Hwy. NW Salem, OR 97304 503-378-7301	Other Contacts (October 2001 or unknown dates)
	Confederated Tribes of Grand Ronde	PO Box 39 Grand Ronde, OR 97347	Highway 22W Corridor Planning Citizens Advisory Group
	Confederated Tribes of the Grand Ronde		Willamette River Crossing Capacity Major Investment Study Task Force (March 1999)
	Cruisen Classics	2655 Salem-Dallas Hwy. NW Salem, OR 97304 503-378-7883	Other Contacts (October 2001 or unknown dates)
	Eola Bend RV Park	4700 Salem-Dallas Hwy. 22 Salem, OR 97304	Other Contacts (October 2001 or unknown dates)

		503-364-7714	unknown dates)
	Eola Trailer Park	3485 Salem-Dallas Hwy. NW Salem, OR 97304 503-364-9482	Other Contacts (October 2001 or unknown dates)
	Fisher Implement Co., Inc.	111 50 th Avenue NW Salem, OR 97304 503-581-5033	Other Contacts (October 2001 or unknown dates)
	Knorr Steel Framing Systems	5073 Salem-Dallas Hwy. NW Salem, OR 97304 503-371-8038	Other Contacts (October 2001 or unknown dates)
	Leisureland Homes, Inc.	2535 Salem-Dallas Hwy. NW Salem, OR 97304 503-399-0127	Other Contacts (October 2001 or unknown dates)
	McCullough Roofing	5153 Salem-Dallas Hwy. NW Salem, OR 97304 503-363-1968	Other Contacts (October 2001 or unknown dates)
	Oak Knoll Golf Course	6335 Salem-Dallas Hwy. 22 Salem, OR 97304 503-378-0344	Other Contacts (October 2001 or unknown dates)
	Oregon Department of Administrative Services		Willamette River Crossing Capacity Major Investment Study Task Force (March 1999)
	Pentacle Theater	324 52 nd Avenue NW Salem, OR 97304 503-364-7121	Other Contacts (October 2001 or unknown dates)
	Pipe, Inc of Salem	5032 Salem-Dallas Hwy. NW Salem, OR 97304 503-585-7350	Other Contacts (October 2001 or unknown dates)
	Restlawn Funeral Home and Cemetery	201 Oak Grove Road NW Salem, OR 97304 503-585-1373	Other Contacts (October 2001 or unknown dates)
	Robinson Well Drilling and Pumps, Inc.	4520 Salem-Dallas Hwy. NW Salem, OR 97304 503-371-1844	Other Contacts (October 2001 or unknown dates)
	Salem Youth Commission		SKATS Committee (August 2000)
	Salem-Keizer School District		Salem Joint Advisory Subcommittee on Transportation (JASC) (August 2000)
	SAMTD Senior and Disabled		SKATS Committee (August 2000)
	Touch of Mink	2485 Salem-Dallas Hwy. NW Salem, OR 97304 503-399-0127	Other Contacts (October 2001 or unknown dates)
	Valley Recycling and Disposal	2515 Salem-Dallas Hwy. NW Salem, OR 97304 503-585-4300	Other Contacts (October 2001 or unknown dates)

	West Salem Foursquare Church	4750 Salem-Dallas Hwy. NW Salem, OR 97304 503-391-4346	Other Contacts (October 2001 or unknown dates)
	Westside Driving Range	6050 Highway 22 Salem, OR 97304 503-364-3615	Other Contacts (October 2001 or unknown dates)
	Westside Mini-Storage	2401 Salem-Dallas Hwy. Salem, OR 97304 503-585-0285	Other Contacts (October 2001 or unknown dates)
Airport Supervisor	McNary Field	2990 25 th Street SE Salem, OR 97302	Highway 22W Corridor Planning Citizens Advisory Group
Al Barnhill	Central School District	1610 Monmouth Independence, OR 97351	Highway 22W Corridor Planning Citizens Advisory Group
Ann Gavin Sample, Chair	City of Salem Councilor		Salem Joint Advisory Subcommittee on Transportation (JASC) (August 2000)
Barbara Michels	West Salem Neighborhood Association	355 Kingwood Avenue NW Salem, OR 97304	Highway 22W Corridor Planning Citizens Advisory Group
Bart McElroy	School District		Policy Committee (August 2000)
Bill Lahmann, Manager Customer Relations	US Postal Service	PO Box 14000 Salem, OR 97309	Highway 22W Corridor Planning Citizens Advisory Group
Bill Smaldone	City of Salem Councilor		Salem Joint Advisory Subcommittee on Transportation (JASC) (August 2000)
Bob Newton	City of Keizer		Policy Committee (August 2000)
Bob Royer	Marion County	3599 Dogwood Drive S Salem, OR 97302 503-362-3502	Willamette River Crossing Capacity Major Investment Study Task Force (March 1999)
Charla Richards- Kreitzberg	South Salem Neighborhood Association	3733 Dogwood Drive S Salem, OR 97302	Highway 22W Corridor Planning Citizens Advisory Group
Charley Waters	Salem Neighborhoods Inc.		Salem Joint Advisory Subcommittee on

			Transportation (JASC) (August 2000)
City Manager	City of Independence	PO Box 7 Independence, OR 97351	Highway 22W Corridor Planning Citizens Advisory Group
Councilor Ken Woods, Jr.	City of Dallas	1130 Main Street Dallas, OR 97338	Highway 22W Corridor Planning Citizens Advisory Group
Craig Hanneman	Polk County Business	4350 Gibson Road Salem, OR 97304 503-362-5812	Willamette River Crossing Capacity Major Investment Study Task Force (March 1999)
Dale Peterson, President	HUT Development Corporation	4800 Salem-Dallas Hwy. 22 Salem, OR 97304 503-364-0506	Other Contacts (October 2001 or unknown dates)
Dan Voigt	Voigt Paving	3574 Eola Drive NW Salem, OR 97304 503-364-7783	Other Contacts (October 2001 or unknown dates)
Dave Bishop	ODOT		Policy Committee (August 2000)
Dave Haugeberg	Yamhill County	PO Box 480 McMinnville, OR 97128 503-472-5141	Willamette River Crossing Capacity Major Investment Study Task Force (March 1999)
Dave Kittrell	BPA	2715 Tepper Lane Keizer, OR 97303 503-392-2071	Other Contacts (October 2001 or unknown dates)
David Schuerman	Rickreall Derry Area Advisory Committee	503-623-7567	Other Contacts (October 2001 or unknown dates)
Deane Funk	Salem Chamber of Commerce	4245 Kale Street NE Salem, OR 97305	Willamette River Crossing Capacity Major Investment Study Task Force (March 1999)
Dennis Kilfiol	Salem Area Mass Transit District Senior and Disabled Consumer Advisory Committee	1362 Moonbeam Court NW Salem, OR 97304 503-585-0320	Willamette River Crossing Capacity Major Investment Study Task Force (March 1999)
Dennis Koho	Salem-Keizer Area Transportation Study Policy Committee	1142 Larchwood Street NE Keizer, OR 97303 503-393-2906	Policy Committee (August 2000)
Denny Nielsen	Salem Hospital	665 Winter Street SE Salem, OR 97309	Highway 22W Corridor Planning Citizens Advisory Group
Doris Heavner	City of Salem Citizens Advisory Traffic	3895 Ash Avenue SE Salem, OR 97302	Willamette River Crossing Capacity

	Commission	503-585-2660	Study Task Force (1999)
Eb Engelmann	Environmental Interest	c/o 355 Capitol Street NE Salem, OR 97310 503-986-3481	Willamette River Crossing Capacity Study Task Force (1999)
Ed Greenwood, Chair	Eola Area Advisory Group	503-399-1092	Other Contacts (October 2001 or unknown dates)
Edward Jochums	Community Services Department, City of Salem	555 Liberty Street SE #300 Salem, OR 97301	Highway 22W Corridor Planning Citizens Advisory Group
Eleanor Miller	Salem Neighborhood Involvement	1675 Atta View Drive S Salem, OR 97302 503-363-7706	SKATS Committee (August 2000)
Garth Larson	West Salem Business Association	3094 Glen Creek Road Salem, OR 97304 503-363-1436	Willamette River Crossing Capacity Major Investment Study Task Force (March 1999)
Gary Anderson	Private Provider		SKATS Committee (August 2000)
Gary Viehdorfer	Salem-Keizer Schools Community Advisory Committee	5564 Sugarplum Street SE Salem, OR 97306 503-378-8689 x 230	SKATS Committee (August 2000)
Gene Miller	Polk County Citizen at Large	320 Fir Villa Road Dallas, OR 97338 503-623-6875	Willamette River Crossing Capacity Major Investment Study Task Force (March 1999)
Gerry Bartz	Salem Downtown Development Advisory Board	3145 Winslow Way NW Salem, OR 97304	Willamette River Crossing Capacity Major Investment Study Task Force (March 1999)
Grafe		1328 Dogwood Drive Woodburn, OR 97071	Highway 22W Corridor Planning Citizens Advisory Group
Greg Gilmor	Salem-Keizer Area Transportation Study, Goods Movement Advisory Committee (Agricultural Interest)	2255 Madrona Avenue SE Salem, OR 97302 503-399-8019	Willamette River Crossing Capacity Major Investment Study Task Force (March 1999)
Janet Taylor	Salem Economic Development Corporation	PO Box 13999 Salem, OR 97309 503-581-8338	SKATS Committee (August 2000)
Jason Smith	J&J Stump and Tree Removal	4305 Salem-Dallas Hwy. NW Salem, OR 97304 503-585-2443	Other Contacts (October 2001 or unknown dates)
Jerry Thompson	Salem Area Transit District Board of Directors		Salem Joint Advisory Subcommittee on

			Transportation (JASC) (August 2000)
Jerry Watson	City of Keizer	1237 Manzanita Way NE Keizer, OR 97303 503-393-8160	Willamette River Crossing Capacity Study Task Force (1999)
John Rich		536 Oregon Avenue NE Salem, OR 97301	Highway 22W Corridor Planning Citizens Advisory Group
John Whittington	Salem Area Transit	3140 Del Webb Avenue NE Salem, OR 97303	Highway 22W Corridor Planning Citizens Advisory Group
Karen Trucke	City of Keizer Neighborhoods	6330 14 th Avenue NE Keizer, OR 97303 503-390-1234	Willamette River Crossing Capacity Major Investment Study Task Force (March 1999)
Keith Miller	Senior Trooper, OSP	3710 Portland Road NE Salem, OR 97310	Highway 22W Corridor Planning Citizens Advisory Group
Kelly Munger	City of Salem Planning Commission		Salem Joint Advisory Subcommittee on Transportation (JASC) (August 2000)
Kevin Johnston	SKATS Citizen Advisory Committee	5250 Faircrest Court SE Salem, OR 97306 503-378-3956	Willamette River Crossing Capacity Study Task Force (1999)
Linda Bierly	West Salem Neighborhoods	2308 Ptarmigan Street Salem, OR 97304 503-362-6860	SKATS Committee (August 2000)
Lucia Norris	SKATS Pedestrian Interest	170 Superior Street SE Salem, OR 97302 503-378-4128	SKATS Committee (August 2000)
Margie Monk	Eola Inn	1265 Acacia Drive S Salem, OR 97302	Other Contacts (October 2001 or unknown dates)
Mark Cusick	Keizer Chamber of Commerce	PO Box 21344 Keizer, OR 97307 503-585-1677	Willamette River Crossing Capacity Major Investment Study Task Force (March 1999)
Martin Gage	City of Salem	2115 Bruce Street NE Salem, OR 97303 503-363-0017	Willamette River Crossing Capacity Study Task Force (1999)
Michael Kerr	Capitol Farms, Inc.	9015 Windsor Island Road N Salem, OR 97303	Highway 22W Corridor Planning

			Citizens Advisory Group
Mike Guyer	Marion-Polk Building Industries Association	2865 Grayhawk Court NW Salem, OR 97304 503-362-8676	Willamette River Crossing Capacity Major Investment Study Task Force (March 1999)
Mike Sauerwein, City Manager	City of Sheridan	120 SW Mill Street Sheridan, OR 97378	Highway 22W Corridor Planning Citizens Advisory Group
Nick Fortey	West Salem Traffic Chair		Policy Committee (August 2000)
Orella Chadwick	Tillamook Farm Bureau	7650 Fairview Road Tillamook, OR 97141	Highway 22W Corridor Planning Citizens Advisory Group
Paul Thorp	Polk County Farm Bureau	16750 Airlie Road Monmouth, OR 97361	Highway 22W Corridor Planning Citizens Advisory Group
Phil Cogswell	City of Salem	3537 Homestead Road S Salem, OR 97302 503-585-4650	Willamette River Crossing Capacity Study Task Force (1999)
Phil Walker	Polk County Agriculture	4789 Brush College Road NW Salem, OR 97304 503-585-6437	Willamette River Crossing Capacity Major Investment Study Task Force (March 1999)
Ralph Blanchard		750 James Howe Road Dallas, OR 97338	Highway 22W Corridor Planning Citizens Advisory Group
Randy Franke	Marion County		Policy Committee (August 2000)
Randy Morgan	Salem Area Mass Transit District Senior and Disabled Consumer Advisory Committee	1115 Madison Street NE #513 Salem, OR 97303	Willamette River Crossing Capacity Major Investment Study Task Force (March 1999)
Randy Osman	Polk/Marion-Salem Tourism Alliance	PO Box 1 Falls City, OR 97344	Highway 22W Corridor Planning Citizens Advisory Group
Rich Guadajno	US Fish and Wildlife Service, Baskett Slough	10995 Highway 22 Dallas, OR 97338	Highway 22W Corridor Planning Citizens Advisory Group
Robin Barney	Salem Downtown Association	350 Commercial Street NE Salem, OR 97301 503-371-4000	Willamette River Crossing Capacity Major Investment Study Task Force (March 1999)

Robin Roberts	OR Economic Development Department	775 Summer Street NE Salem, OR 97310	Highway 22W Corridor Planning Citizens Advisory Group
Ruyji Torihara	Tokyo International University	PO Box 14040 Salem, OR 97309	Highway 22W Corridor Planning Citizens Advisory Group
Scott Cantonwine	Cascade Warehouse, Inc.	1625 Front Street NE Salem, OR 97303	Highway 22W Corridor Planning Citizens Advisory Group
Sonny Ortiz	Hispanic Representative	3180 Center Street NE Salem, OR 97301 503-399-3440	SKATS Committee (August 2000)
Susan Adams	Bonneville Power Administration	86000 Hwy 99 South Eugene, OR 97405	Other Contacts (October 2001 or unknown dates)
Ted Litchfield	SKATS Bicycle Advisory Committee (BAC)	1483 Brenner Street NE Salem, OR 97301 503-581-3086	SKATS Committee (August 2000)
Terry Kelly	Salem Downtown Development Advisory Board	PO Box 5588 Salem, OR 97304 503-362-3601	Willamette River Crossing Capacity Major Investment Study Task Force (March 1999)
Tim Kirsch		317 Juniper Lane Lyons, OR 97358	Highway 22W Corridor Planning Citizens Advisory Group
Tom Fenel		48278 Kingwood Avenue Mill City, OR 97360	Highway 22W Corridor Planning Citizens Advisory Group
Tom Ritchey	Polk County	Polk County Courthouse Dallas, OR 97338 503-623-8173	Policy Committee (August 2000)
Tony Nielsen	City of Salem Planning Commission		Salem Joint Advisory Subcommittee on Transportation (JASC) (August 2000)
Wayne Lierman, Chair	North Santiam Hwy 22 Association	1015 West Regis Stayton, OR 97383	Highway 22W Corridor Planning Citizens Advisory Group
Wayne Trucke	City of Keizer Neighborhoods		SKATS Committee (August 2000)
Wes Bennett	City of Salem Councilor		Salem Joint Advisory Subcommittee on Transportation

			(JASC) (August 2000)
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Printed Materials

OR 22 EXPRESSWAY MANAGEMENT PLAN FACT SHEET

FUNDING

- Key No. 13188 (obligated in 2003) \$3,000,000
 - Key No. 13591 (obligation sched. 2009) \$1,060,000
 - SAFETEA-LU Earmark \$2,500,000
- (NOTE: will be put in STIP once it is incorporated into the MTIP)*

SCOPE

- Project limits are the railroad overpass east of Rickreall east through Doaks Ferry Road on OR 22 (Willamina-Salem Highway)
- Intent is to develop a plan to implement the “expressway” designation of the highway. This includes access management, intersection improvements, and land use.
- OR 22 in the study area is a high speed expressway with several public and many private access points. Speed and number of accesses have been identified as one of the causes of safety issues in the corridor. There are two top 10% SPIS sites in the study area (OR 22/51 intersection and Doaks Ferry Road intersection)
- Development of a purpose and need/problem statement and a scope of work for the plan was started in **Spring 2002**. The Project Management Team, comprised of ODOT, Polk County, City of Salem, SKATS, and FHWA participated in development of, and approved the scope and problem statement. All agreed the plan was a necessary precursor to any environmental process – especially when we hadn’t done enough analysis to identify a project to start an environmental document on.
- A public open house to present alternatives and gather public comments was held in **October 2004**.

SCHEDULE

- Region 2 negotiating scope of work with CH2M-Hill to complete the expressway management plan. Execution of the work order contract expected by **October 15, 2006**
- Public involvement session to present the staff-recommended alternative – **January 2007**
- Draft plan prepared and ready to begin local adoption process – **April 2007** (*this includes adoption by SKATS and incorporation into the RTSP*)
- Adoption of final plan by OTC – **August 2007**

LOCAL INVOLVEMENT

- Polk County Public Works Director has requested to be involved in development of scope of work. We will accommodate that request.

- Polk County, City of Salem, and SKATS staff have been and will continue to be members of the project management team that will guide development of the plan
- Regular updates will be provided to the Polk County Commission and other elected officials through e-mail messages and in-person meetings.

ADDITIONAL TASKS/COSTS

- Environmental Assessment for OR 22/OR 51 interchange
 - Cost estimate - \$300,000-\$500,000
 - Time to complete – up to 36 months

(NOTE: cost and time estimate provided by Norm Rauscher/Elton Chang)
- EA can be started anytime after local plan adoption process completed
- IAMP will be prepared concurrently
- Interchange is within the MPO boundary and will, therefore, be subject to financial constraint requirements

We need your help!



The Oregon Department of Transportation (ODOT) is developing an Expressway Management Plan for the portion of Oregon Highway 22 from Doaks Ferry Road to Greenwood Road.

We need your input to determine proposed improvements along Highway 22.

Stop by and learn more about the Expressway Management Plan and tell us what you think.

**Transportation
Open House for the
Highway 22
Expressway
Management Plan**

**Thursday,
September 30, 2004**

3 p.m. to 7 p.m.

**Eola Bend RV Park
4700 Salem-Dallas
Highway**



If you have any questions or need additional information, please call Dan Fricke, ODOT Project Manager (503) 986-2663 or Mark Fancey, Mid-Willamette Valley Council of Governments (503) 588-6177.

The location of the of the frontage road north of Hwy 22 directly affects me.

I would not favor the “blue alt” because this would run right through my house.

Utilizing Second Street as the frontage road would be ok. The red alternate.

I am also in favor of Hwy 22 access points closer to Doakes Ferry Road going east and west.

Don Schrecher
4535 Salem Dallas Hwy NW
Salem OR 97304

Greenwood: Right in, right out, east and westbound. A thought to consider – when Hwy 51 construction begins if Greenwood is already in place the 4-way access would be a excellent conduit to detour traffic off Hwy 51 to 22. Not that I personal desire such traffic, but would be an excellent facilitator of traffic with great amount of safety to construction workers and drivers alike.

Hwy 51: Folded standard looks good and something that would be in budget with least amount of negative impact to current business and residents. Folded diamond looks very good as well. No doubt a increased cost but would appear to be best long term design to benefit the community as a whole.

Brian & Johanna Hewitt
525 Greenwood Road

I like the red frontage road. Having access to 50th street via the frontage road would be safe for our up and coming (children) drivers. Going to school in West Salem. Or combo of blue and red running in front of our driveway.

Jennifer Pittman
5149 Dallas Hwy NW
Salem

I understand the following options at Greenwood are being considered.

1. No overpass, blocking access from north and south. This option is not workable. It is extremely inconveniant for south Greenwood and completely land locks north Greenwood. There are farms that operate both sides of the Highway and causes them to travel about 10 miles to cross to highway.

2. No change. If live of no value this is ok.

3. Overpass with on, off ramps from east and west. This is Cadillac but off ramp from west and on ramp going east are already serviced on Rickreall Rd.

4. Overpass with exit from the east is workable.

Kenneth B. Quiting
815 Greenwood Rd S
Independence, OR 97351

I'd like to thank you for having this informational meeting. I certainly understand that ODOT can not solve the world problems. But I would like to suggest as a part of the process that current changes in land use and infrastructure be a more active part of the process. These are life changes concepts and need to be more refined than simply ideas or conceptions. Sincerely,

Pat Williams
320 55th Ave NW
Salem OR 97304

I am writing these comments regarding the Greenwood Rd interchange at Hwy 22. While data may not support that this point is a "safety concern", it in truth is such a point. In my opinion, this will bear out once the 22x99 interchange at Rickreall is completed. I strongly support a Greenwood road overpass with in/out access. In addition, emergency/rescue vehicles must have access to both North and South Greenwood Rd.

If ODOT decides to close Greenwood Road to Hwy 22 access or leaves things the way they are, I would not stay. The current safety issues at this site already have me wondering, "why live here?"

Richard Regan
820 Greenwood Rd
Rickreall OR 97371

1. North frontage should go straight into interchange. (22/51) not up 52nd and down 55th.

2. East bound ability to turn north on Doaks Ferry is essential.

3. Access at Greenwood is essential in addition to overpass. West bound traffic needs to be able to get over to Rickreall Rd.

Phil Walker
580 Main Street 4780 Brush College Rd NW
Dallas OR 97338 Salem OR 97304

Regarding your plans for a frontage road. I am hoping you can stay close to the hiway. But if not please consider using Aster St NW which is already available. I have lived and worked as a professional horse trainer at Holiday Rose Ranch for over 25 years. I hope to continue with my stable and living until I can no longer function. Please let our neighborhood stay somewhat calm and keep the frontage road form going to 52 or 55th. Sincerely,

Marty Brown
410 55th Ave NW
Salem OR 97304

1. For us it might be more attractive to go up Orchard Hts. Rd to get to West Salem than to go thru what could be a confusing use of frontage roads to get on Hwy 22 east bound. If others opted for the same the load on Orchard Hts. Might increase more than it can easily handle. Any estimates made on this scenario?

2. I don't understand how folks on Greenwood Rd can easily get to Hwy 22, either east or west bound. What did I miss?

Dick and Nancy Daniel
980 Oak Grove Rd NW

Appreciate the education but I'm 80 years old and would hope to have the couple of houses considered but will try to understand the costs.

I have a home at 4383 2nd NW in Old town plat of Eola. Entrance now to Hwy 22 form Shaw Street certainly needs help to enter 22 and turn is close to curve of Hwy 22 and appears dangerous. We use the exit to Hwy next to the Schoolhouse as it is westerly from Shaw and gives us a bit more clearance. The alternate access just north of Hwy would be more suitable. Old 2nd Street is very close to our front. Appreciate the opportunity for comment!

Robert Groves
3100 Turner Rd SE #326
Salem OR 97302

We don't like closing 50th Ave at Hwy 22.

Why not make 50th Ave right in and right out only similar to Oak Knoll Golf Course by adding a wider off ramp to 50th.

It's a straight section of Hwy 22 supporting several acres of industrial zoned businesses on 50th plus several subdivisions.

At least have a frontage road form the Hwy 51 interchange back to 50th without having to go way north on 55th St. Good luck.

Bob and Roxanne Weirick
651 50th Ave
Salem OR 97304

Own 4344 Salem Dallas Hwy and 4300 Salem Dallas Hwy.

In favor of access road right next to Hwy22, but this does not give access to Doaks Ferry Rd.

There for you have to build access road below (blue dashes) which does not give access to either 4344 or 4300 Salem Dallas property.

William Jeskey
14620 Kings Valley Hwy
Monmouth OR 97361

1. Frontage road looks good

2. must include 55th

Gerald Freeman
3750 Oak Grove Rd
Rickreall OR 97371

Re: North Frontage Road options

I am concerned about the elimination of access to Doakes Ferry north by west bound traffic on Highway 22 as the drawings now indicate. This will force unnecessary traffic of a significant count either to go past Doaks to the proposed new interchange, then proceed east bound to Doaks Ferry, or worse year to the local traffic and other traffic who become familiar with this problem to access areas formerly accessed by this intersection via local West Salem streets atop the hill to the north, sending unnecessary traffic on minor collectors.

The issue of the Willamette Greenway was brought up as a reason for the current approach, viewing the park as “untouchable.” I have worked with the Willamette Greenway overlay zone in my work pertaining to Chemeketa’s property on Doaks, and it is not unapproachable. Use fo this land would provide a safe ramp from 22 to Doaks north. Another alternative would be to move the structure further west, and not using the park property for the ramp. This would have a minor benefit in moving the exit further from the curve in 22 east of this intersection.

Eliminating west bound access to Doaks/forcing traffic to a frontage road 1.5 miles past would be a serious mistake. This land accessed by Doaks will probably be inside the UGB someday,

and that would force significantly larger numbers of vehicles on the frontage road. The issue of future growth and its impact on this proposal needs more attention. Not good to force traffic to choose minor collectors.

Jerry Vessello, Director of Facilities
Chemeketa Community College
PO Box 14007
Salem OR 97309-7070
vess@chemeketa.edu
503-399-2590

I believe a clover leaf interchange at 50th, State Farm Road and Hwy 22 with frontage roads to feed from Doaks Ferry Rd, Independence Hwy and 55th would be more economical than 2 interchanges and would serve everyone better.

William I. Knorr
PO Box 5267
Salem OR (7304

See about the possibility of getting rid of the park at Doaks Ferry and Hwy 22.

Dale Gilson

Open House Comments from Stations

GREENWOOD TO OAK GROVE

- Construction of Rickreall Interchange will eliminate gaps. Greenwood safety issue.
- General support for overpass with right in/out access to highway
- Life safety access issues
- Provide full move access at Rickreall Rd. during construction of 99W
- Interchange at Greenwood – close Rickreall Rd.
- Need illumination and better delineation at Greenwood

OAK GROVE TO DOAKS FERRY

- Blue alt – affects stable facility and several residences – 35 year resident

INTERCHANGE OPTIONS OR 22 AT OR 51

[included sketches of options]

- Slide flyover SB and maintain Hwy 51/22 intersection
- Bypass to south from west of Oak Grove to Eola (leave 22 for local access)

E-MAILS FROM ODOT STAFF

-----Original Message-----

From: SWANSON Bill T

Sent: Friday, October 01, 2004 7:39 AM

To: FRICKE Daniel L

Cc: BELLEQUE Kent R; AMADOR Kelly L; JAMES Derryl D

Subject: Hwy 22 open house (Thursday 30th)

Hello Dan,

Here is what I was hearing at the open house.

1. Doaks Ferry rd needed to have access from west Salem (not closing) along with the over crossing structure.
2. No concrete barriers w/o having frontage roads in first (Their concerns are that maint. would start putting in median barrier w/o notice, like they did down the road)
3. Too far out of direction and business would be forced out. (several mention the up coming ballot measure: property rights)
4. The frontage (n side) is not in the right place, takes out too many business and homes, did not want it in there front yard.

Other than few heated discussions on access control, median barrier and out of direction, it went pretty good.

It will be interesting comparing there written comments with what they where voicing.

-----Original Message-----

From: BELLEQUE Kent R

Sent: Friday, October 01, 2004 8:20 AM

To: FRICKE Daniel L

Cc: AMADOR Kelly L; JAMES Derryl D; SWANSON Bill T

Subject: RE: Hwy 22 open house (Thursday 30th)

Dan/Kelly

Noted comments from the interchange station

* Reroute Highway 22 south of the existing Hwy 22 between Oak Grove Road and around the Eola Inn location. This would allow the existing Hwy 22 to serve as the frontage road.

* Move the flyover interchange to the South (along Hwy 51) and keep the intersection of Hwy 51/55th/Hwy 22 open for left turns at Hwy 51 for the moves that are not included in the flyover.

Verbal Comments

* As Bill mentioned there was discussion on not installing a median. I sent the gentleman your way Dan on the median being installed "over night". I am not sure if this is the same person that made the comment at each station but it is a valid comment. In project team meetings we did discussed the short term option of installing a median with u-turns at certain locations, knowing that we would like to do more (interchange) but available dollars may not allow a more longer term solution

* Some people like that flyover, but didn't realized that 55th and other movements were not allowed. Still, one person thought that other roads could be used to accommodate the frontage road and 55th traffic that would not be able to get to the interchange.

* Most people that voiced a preference like either the standard diamond or the folded diamond that fits the traffic projects. There were a couple comments about the impact to the orchards with some of the interchanges.

* A lot of people wanted to know when the project would be built.

From a interchange standpoint, I spent quite a bit of time showing people how the interchange would work and that the interchange options shown fit in with the frontage road concepts at the other station. Some people thought the on and off ramps were the frontage roads. After

explaining the interchanges and how they worked, many of my visitors understood how the interchanges fit with the frontage road ideas.

Overall- I though the open house went well. Many people were thankful for the opportunity to come and see what was going on.

Kent

-----Original Message-----

From: AMADOR Kelly L

Sent: Friday, October 01, 2004 7:46 AM

To: SWANSON Bill T; FRICKE Daniel L

Cc: BELLEQUE Kent R; JAMES Derryl D; CALLAWAY Regina A

Subject: RE: Hwy 22 open house (Thursday 30th)

I agree with Bill. I heard a lot about no concrete barriers and a lot of concerns about the barriers being installed without any notice to the public. I also heard people wanting the overpass at Greenwood but with access to the highway.

I thought we had a good meeting and a good turn out. The last time I counted there were over 60 people signed in.

I too am interested in see the comments.

Project Summary Sheet
for the
Highway 22 Expressway Improvement Project
February 16, 2001

The project would include the creation of a divided highway from the Willamette River to Highway 99W (including the Dallas Cutoff). Local roads and frontage roads will funnel local traffic to intersections at Highway 99W, Highway 51, the West Salem interchange near Eola Drive, and a new interchange serving the College Drive area on the western edge of Salem. The project will include the construction of roadway connections to serve local businesses and residential areas.

This action will prevent accidents that frequently occur from turning movements and local traffic entering the highway. A complete list of improvements and the optimal alignments of the local access roads will be fully developed as the project progresses. Based on the preliminary investigations of the corridor, the improvements currently listed are the best option for achieving the project goal of saving lives. Oregon Department of Transportation (ODOT) and stakeholders from the local area are currently developing a Corridor Refinement Plan that will develop improvement scenarios and evaluate them for safety, transportation, and cost effectiveness.

The anticipated improvements include:

- **Centerline Barrier:** Placement of a concrete centerline barrier to prevent accidents due to vehicle crossover into opposing traffic. Removal or revisions of existing accesses to provide connectivity to local roads rather than directly onto the expressway.
- **West Salem Improvements:** Construction of an interchange at a new intersection of Highway 22 and College Drive. Construction of frontage road improvements to make the connections to surrounding neighborhoods. Removal of direct access to the highway from several local streets serving West Salem. Selected improvements to the existing West Salem streets to provide better connectivity between Eola Drive and Wallace Road to Highway 22.
- **Improvements at the intersection of Highway 22 and Highway 51:** Construction of an interchange at the intersection of Highway 22 and Highway 51 including frontage road improvements to make connections to surrounding neighborhoods.
- **Greenwood Road:** Construction of an overpass “fly-over” bridge at Greenwood Road to allow local traffic and farm equipment to safely cross Highway 22.
- **Improvements at the intersection of Highway 22 and Highway 99W:** Construction of an interchange at the intersection of Highway 22 and Highway 99W including the intersection of Highway 22 and Dallas-Rickreall Highway 223 (Dallas Cutoff). Improvements within the community of Rickreall on Highway 99W including the Rickreall Road intersection.

These improvements will reduce life threatening, high-speed, turning movement conflicts by converting these intersections from unsignalized “rural” intersections to “expressway” intersections which are appropriate for the traffic volume.

Thank you for your consideration and support on this critical effort. Questions can be directed to Mike Propes of the Polk County Board of Commissioners 503-623-8173, or Tony Snyder, Polk County Public Works Director at 503-623-9287.

HIGHWAY 22 TASK CHECKLIST

TASKS & SUBTASKS	MY VISION (OF COG WORK)	COMMENTS
in GIS format		
Future Case analysis based on SKATS EMME/2 model in the MPO. 2025 no-build scenario	Yes	Double check with Dorothy, but Dan's assumption is just basic information. Do a quick check with the City/County to see if there are any development proposal in progress, but otherwise do not make any assumptions about what the corridor will look like as far as development. A big box store on Hutmaker's property(City's feel?) No V-Sim
Alternatives Identification	ODOT. COG participates in discussions only	
Alternatives Evaluation	ODOT. COG participates in discussions only	
Plan Packaging (COG Lead)		
Write Plan	COG	
Draft Refinement Plan -- 50 black & white copies	COG	
Produce Electronic Version	COG	See I-5 Conditions Report. Mike has the CD. Expectation is a mini-version (less elaborate). Lori & Sandra alerted for a few months from now. Lori has been to school on this. Dan wants a meet with Terry Cole, Mark Fancey and Rob & I to coordinate the Rickreall electronic version. Expect many aerial views. When making up figures (see mapping above) Consider that work will be in PDF format for Adobe Acrobat.
Final --25 color copies	COG	
Adoption	ODOT	We may have to show up at meetings to hold ODOT's hand, and maybe do preliminary findings, but otherwise nothing
Agreement No. 18239 expires on 30 June, 2001		Expect renewal to begin NLT 1 June. Will wait to be surer of what is needed. At this time only a date change is anticipated, so change can be done quickly.

Project Goals

The Technical Advisory Committee also developed goals for the Rickreall Junction project. The goals are based on the Oregon Transportation Plan and the Oregon Highway Plan approved by the state Transportation Commission. Local citizens and the Polk County Board of Commissioners have reviewed these project goals.

- Meet Oregon Highway Plan Mobility Policy to ensure efficient traffic flow.
- Meet Oregon Highway Plan Major Improvement Policy to ensure that the project is properly sized to meet travel demands for the next 20 years.
- Meet Oregon Highway Plan Access Management Policy to the maximum extent possible. This includes controlling highway access and using medians to ensure that intersections and interchanges operate safely and efficiently.
- Meet Oregon Highway Plan Safety Policy.
- Meet ODOT Highway Design Manual standards or agree on design exceptions.
- Minimize impacts on Rickreall and adjacent farm and sensitive lands. Provide for off-highway traffic circulation according to Oregon Highway Plan policy.
- Minimize overall costs including engineering, right of way purchasing and construction.

Notes:

Rickreall Interchange Project



Willamina - Salem HWY
Pacific West HWY
Dallas-Rickreall

Department of Transportation (ODOT) Rickreall Junction Interchange Project — Open House Overview June 11, 2002

The Rickreall Interchange project Open House is designed to:

- Show the design options for improving the intersections of Ore. 22 with Ore. 99W and Ore. 223.
- Listen to your concerns and answer your questions about the design options.
- Gather your comments to help ODOT with a final decision about what to design and build.

There are four information stations — one for each design option.

- The stations have pictures and handouts about the interchange design options.
- Please use the handouts to compare the design options as you go from station to station.
- ODOT staff is available at each station to answer your questions.

Please take the time to look at and learn about each option. Then tell us which option you prefer and why.

- After considering all the options, please use a comment form to tell us which you prefer and why you feel it is the best solution for Rickreall and for travelers on Ore. 22, Ore. 99W and Ore. 223.
- Please place your comment form in the comment box before you leave.
- If you prefer, ODOT staff can take notes for you.

Project Background

The Polk County Transportation System Plan identifies Ore. 22 and Ore. 99W as principal arterials (major roads).

- The plan identifies needed road projects. The plan includes building an interchange at the Ore. 22-Ore. 99W intersection and at the Ore. 22-Ore. 223 intersection.
- The Ore. 22 Corridor Strategy developed by ODOT in 1997 also identifies the long-term need for these improvements.

Ore. 22 is the primary route connecting Salem-Keizer and the mid-Willamette Valley to the Oregon coast, including Lincoln City and Tillamook.

- Recreational travelers, industrial and commercial businesses, local farmers and businesses all use Ore. 22.
- The corridor also is a vital link for area residents who need health care and emergency services and for commuting to jobs in Salem and Corvallis.

A Technical Advisory Committee helped to develop an approach for addressing the problems at these intersections. The TAC included local, state, and federal officials. The committee developed the following problem statement:

- “The intersections of Ore. 22 with Ore. 99W and the Dallas Rickreall Highway are experiencing a high number of accidents typically associated with traffic signals and high-speed turning

movements on rural highways. Left as is, this problem is expected to worsen as traffic volumes increase. Current traffic volumes exceed Oregon Highway Plan mobility standards. It is expected that traffic volume growth will continue to reduce operational performance, causing operational failure during the 20-year planning horizon. The entire Ore. 22 corridor from Salem to Dallas suffers from current safety problems and will suffer from future safety and mobility problems. The problem is too big to be addressed all at once and must be solved incrementally. The problems at Ore. 22, Ore. 99W and the Dallas-Rickreall Highway, by state and local consensus, are the most immediate of these incremental challenges.”

Design Options

ODOT staff met with Rickreall residents and area business owners last year. At that time, the design options that best addressed the identified problems were freeway-type interchanges.

- Many people said they would like to see a traffic signal on Ore. 99W as part of the design. They believe that a signal would cause gaps in traffic using Ore. 99W through town, making it easier to cross or enter the highway.
- Installing a traffic signal at the southern ramp terminal on Ore. 99W originally was considered to address this concern.
- ODOT engineers have since determined that this traffic signal would not meet engineering standards.

A recent development is that a diamond-style design for the Ore. 22-Ore. 99W interchange has been reconsidered and added back to the design options. This is an alternative to looping ramps.

- With a diamond ramp, a traffic signal is justified on the off-ramp from Ore. 22 westbound to Ore. 99W. This signal would be at the ramp north of the interchange.

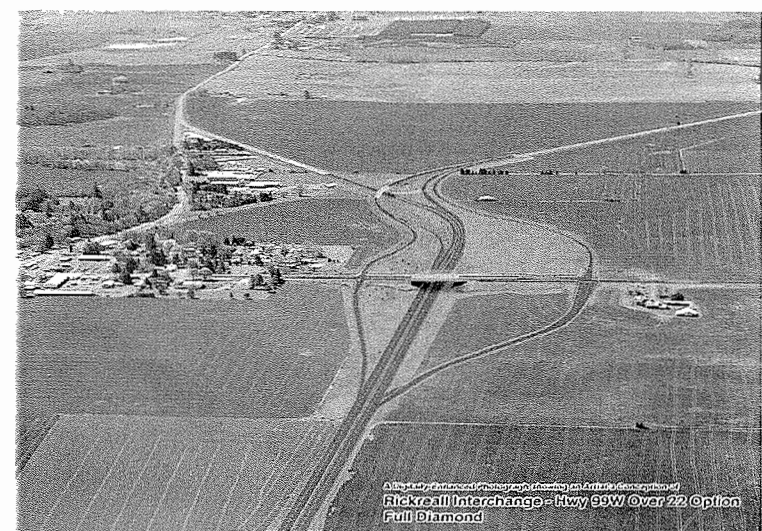
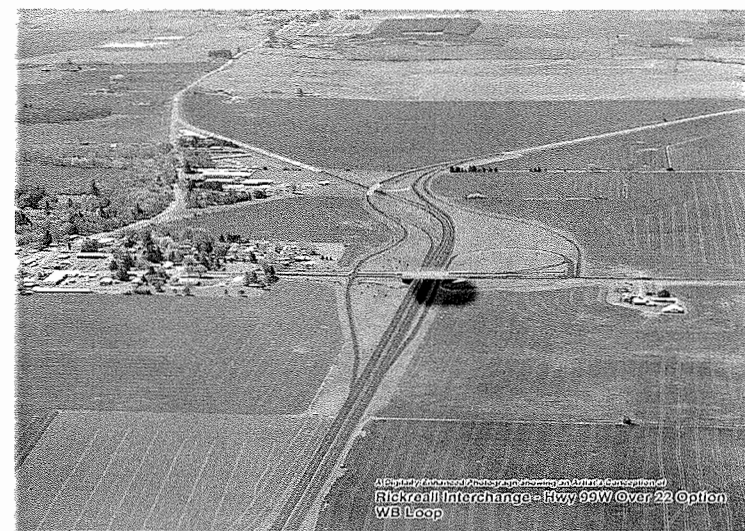
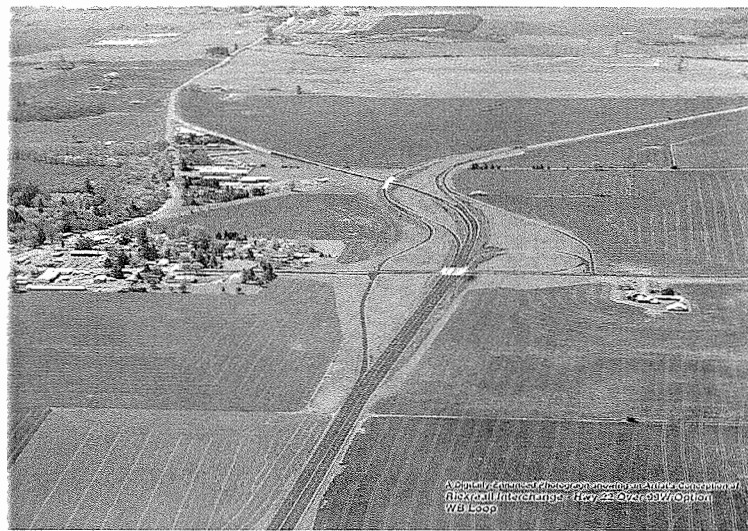
Last year, people also favored designs that carried Ore. 22 over Ore. 99W, rather than having Ore. 99W go over Ore. 22.

- Building Ore. 99W over Ore. 22 would result in southbound traffic on Ore. 99W approaching Rickreall on a downhill grade.
- ODOT also has determined that construction costs would be lower if Ore. 99W cross over Ore. 22.
- Some cost savings may also be possible with a diamond ramp option for Ore. 99W going over Ore. 22 if the interchange has to be upgraded in the future.

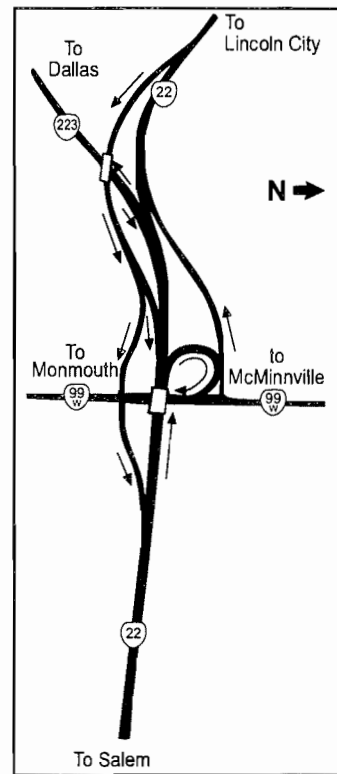
These possible changes in the designs previously presented to the community are shown and described in more detail at each of the information stations.

- Please keep these differences in mind as you consider the merits of each design option.
- Please remember to write your comments and concerns on the comment form and to turn it in before you leave the Open House today.

Thank you.

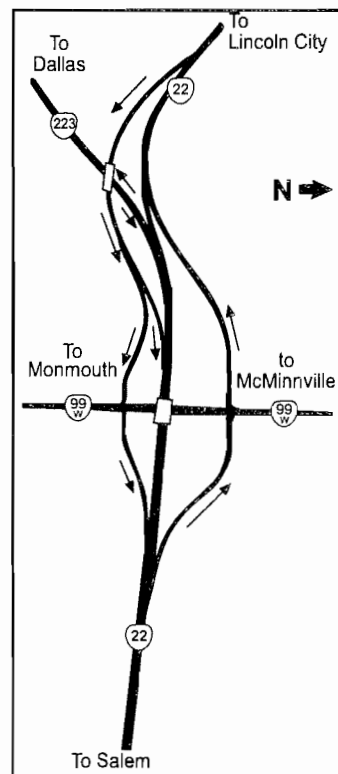


Ore. 22 Over - WB Loop Exit Option



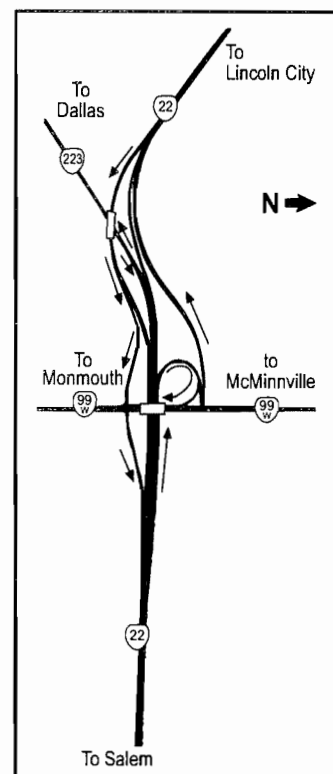
- Ore. 99W stays on its existing grade along its current alignment.
- Ore. 22 is rebuilt to north of its current alignment.
- Parallel deceleration lane and loop exit to Ore. 99W.
- Left exit to Ore. 223, with both Ore. 22 traffic lanes continuing toward coast.
- Two foot narrower median and shoulder widths on Ore. 22.
- Raised median between Church Street and the southern ramp terminal.

Ore. 22 Over - Full Diamond Option



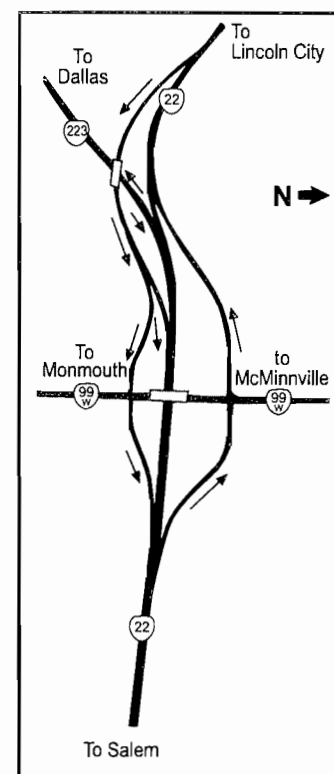
- Ore. 99W stays on its existing grade along its current alignment.
- Ore. 22 is rebuilt to north of its current alignment.
- Two foot narrower median and shoulder widths on Ore. 22.
- Raised median between Church Street and the southern ramp terminal.
- Includes traffic signal at northern ramp terminal.

Ore. 99W Over - WB Loop Exit Option



- Ore. 22 stays on its existing grade along its current alignment.
- Ore. 99W overpass returns to its existing grade at the north edge (approximately) of elementary school.
- Additional design features like landscaping and pedestrian lighting along Ore. 99W are included to help slow down traffic coming into Rickreall from the overpass.
- Raised median from north of the interchange to Church Street.

Ore. 99W Over - Full Diamond Option



- Ore. 22 stays on its existing grade along its current alignment.
- Ore. 99W overpass returns to its existing grade at the north edge (approximately) of elementary school.
- Additional design features such as landscaping and pedestrian lighting along Ore. 99W are included to help slow down traffic coming into Rickreall from the overpass.
- Raised median from north of the interchange to Church Street.
- Includes traffic signal at northern ramp terminal.

All Options

- Improve safety by separating Ore. 22/Ore. 99W and Ore. 22/Ore. 223 traffic movements.
- Interchanges provide enough lane capacity to meet 20- to 25-year traffic demand.
- Provide improved school crossing with center-median pedestrian refuge area, enabling pedestrians to cross street in two stages (crossing just one direction of traffic at a time).
- Pageant Street is closed and converted to a cul-de-sac.
- Primary access to elementary school, Grange, and Mason Lodge will be provided by a new county road running north from Rickreall Road along the eastern community boundary.

The photo enhancements below illustrate the amenities available on the two "99W OVER OPTIONS" above



PMT #2-PROPERTY OWNER CONTACTS BRIEFING

February 23,2001

1. On 14 November 2000; I sent a letter to 31 businesses, 2 groups, and 2 individuals (The PMT has these lists),. A few had incorrect addresses and were remailed, and three individuals have been added since the 14th as a result of neighbor's input. The letter to the Brunk House has been returned twice.
2. The letter mentioned the start of the plan, area under study, that data was being gathered, gave an idea of what type alternatives might be explored with an emphasis on access management, and asked recipients to contact me if they had special requirements they wanted to be sure the designers were aware of.
3. Eight people eventually contacted me, five of who felt they may have special requirements and/or ideas of what was needed. Their comments were all forwarded via e-mail to the Green River Project Management Team. Dale Kittell of BPA and Dan Voight passed on information regarding large vehicle operations. Dean Freeborn had his comments on Greenwood Road. Clyde Aspenwall, Aspenwall Produce & Coffee Place, and Rich Rinehard, Chevron station passed on their concepts for what should not be done. The Pentacle Theater contact, Dave Davis, passed on his name as POC and Phillip Simmons (owns property next to Aspenwall) called with his name and contact information. One other, can't recall who, also called with a correction to his address
4. All of the interested people have been told that when alternative have been developed, and if they affect them, either myself or someone else from the PMT would sit with them one-on-one and discuss the alternative(s) with them. As one fellow said, *"I just want to be sure that I don't come to work one day and find barricades and people starting work, without me knowing about it."* I think that sums up the general sentiment on knowing what is going on. I have guaranteed them, that with the exception of regular type maintenance and repair, that won't happen.
 - a. Along this line, I got a very worried call from Aspenwall one day referencing my assurances and concerned about a formally drawn out plan showing an interchange and other changes through his property. Turned out to be the option Tony is submitting to try and get funding for work. I believe Aspenwall is ok with that, now, but am not sure.
5. Generally, the public involvement is proceeding as outlined in the early e-mail suggestions sent to the PMT after our first meeting.
 - a. However, there are always other efforts underway that are not directly aligned with the corridor refinement plan, and these inadvertently can cause credibility difficulties. Some of these can simply be discussions

with individuals about options, confusion over maintenance, efforts to obtain funding, fatality bandwagon drives (lots of articles/editorials/letters in Polk County newspapers about one meeting, study, or another). I have no infallible solution to preventing any public misconceptions, and, in fact in my opinion they will probably occur regardless of the number of contacts, or public blitz undertaken. It is best to simply remember that for every action there is a reaction, and to expect it.

6. On another aspect of the COG's work. We have made zoning maps for the area under study and provided a set to Erik for reference as needed during design. We also have a list of owners associated with each property, so as to be able to contact them when the time comes. Erik also has this list. The maps are generally no good for inclusion in a future document. It was necessary to make them very large to show the small lots and property that occur as one gets further east of the Hwy. 51 intersection. I do have a copy (there are only two sets) with me if anyone is curious about certain areas.

Highway 22 Corridor
Greenwood Road to West Salem Bridgeheads Refinement Study

Draft Public and Stakeholder Involvement Process
10/25/01

Efforts to date:

- Wayne drafted a Public Participation memo on Aug 16, 2000
- Wayne sent out a letter (on COG letterhead) on 14 Nov 2000 to roughly 22 businesses describing the beginning of the study.
- Wayne did some follow-up with people who called him, has done some public outreach to businesses.

Where we go from here:

1. Develop up to 4 alternatives per the 4 segments - Ongoing
 - a. Pacific overcrossing to Oak Grove
 - b. Oak Grove Road to ODOT Weigh Station
 - c. ODOT Weigh Station to PGE Substation
 - d. PGE Substation to West Salem Bridgeheads
2. Map them and look for red flags - lots of work left to do
 - a. PMT meeting to review this in early December?
3. January SKATS Policy Committee review – they don't meet in December
4. Public showing of initial alternatives (February)
 - a. What were showing:
 - i. Single line drawings over aerial photos – both feasible and non-feasible
 - ii. Do we have separate short-term and long-term concepts?
 - iii. ?? Matrix showing feasible and non-feasible evaluation
 1. E.g. Alternative 1.c is not feasible because of topography or wetland encroachment
 - b. Locations where maps are posted
 - i. Rickreal – Polk County Fairgrounds
 - ii. Dallas City Hall
 - iii. Post Office – West Salem, other
 - iv. Grocery Stores? Roths in West Salem, Aspenwall, other??
 - c. Newsletter # 1
 - i. Send to 22 businesses on list, Groups, e.g. Polk Commissioners (see 8/16/00 memo for list)
 - ii. Property owners – list of several hundred, (but need to find the electronic file)
 - iii. Newsletter cannot show all alternatives, so it directs them to the locations

*Exposing
Map per
10/25/01*

5 min... CH?
Plans + Maps
Don't show everything (no mandaboot)
but all possible areas

- iv. Need to decide layout, text, budget for newsletter
- v. Contact: Jaffe. What about Dan Fricke & Tony Snyder?
- d. Web Page
 - i. Need to decide if we have budget to simply list the locations or actually show the alternatives
 - ii. Does web page ask for public input via a form or just an e-mail. E-mail's to Jaffe
- 5. COG - One-on-one personal visits or small group meetings with Businesses (and other land owners, as needed)
 - a. May want Tony or Dan to help with these, at least the initial ones.
- 6. COG - Summarize Public Comment
 - a. Summaries sent to PMT
 - b. SKATS Policy Committee meeting to review initial alternatives and public comments
- 7. ODOT to develop draft recommended improvements for the 4 segments
 - a. Short term and long term recommendations
 - b. SOW calls for "functional plans" up to 2 alts. per segment
 - i. Refine layouts
 - ii. Operational analysis
 - iii. How long for ODOT PD and TPAU to do this?
 - c. PMT meeting
- 8. Public Showing of Draft Refinement Plan Recommendations (April? May?)
 - a. New maps (at same locations)
 - b. Newsletter #2
 - c. Summarize public comment
 - d. Work Sessions with:
 - i. Polk Commissioners
 - ii. Polk Planning Commission
 - iii. SKATS Policy Committee
 - iv. MWACT
 - e. Briefs to:
 - i. City of Independence
 - ii. Polk County Mayors
 - iii. West Salem Neighborhood Association
 - f. Salem Staff to brief Salem Council and Commission
- 9. Final PMT meetings before production of Draft Plan
- 10. Production of Draft Refinement Plan - COG
 - a. Draft plan - 50 copies, black&white format
- 11. Final Refinement Plan - COG
 - a. Final Plan - 25 color copies
 - b. Electronic Version on CD

Enk needs to be here

Tony Cole had been here for R. Jaffe

will be in Expressway Plan

look at Enk's scope

There is a lot of info from Salem & Polk approved

w/ a lot of info start process to amend TSPs

Salem approved Polk approved JTC approved Polk approved to conduct investigations

Working Group Line Item (PMT) + Reg. Planning Managers + Craig Graef Street Review by PMT group. If they approve plan. Jaffe will approve it.

MEMORANDUM

TO: Business Owners and Operators-Highway 22

FROM: Wayne L. Rickert Jr

SUBJECT: Corridor Refinement Planning

14 November 2000

This note is to let you know that the Oregon Department of Transportation is beginning a corridor refinement plan for Highway 22. The corridor refinement process will determine the highway's twenty-year needs and document the solutions needed. The corridor refinement plan is the follow-on step to the interim strategy completed a few years ago. The refinement plan is scheduled to be complete by 1 July 2001.

The portion of the highway covered by the plan is from the overcrossing (by the dairy's lagoon) of the railroad east of the 99W/22 intersection to the west end of Salem's Willamette River bridges.

Soon you will notice crews gathering traffic information to update data on the number of vehicles on the highway and which direction they travel. The information may be gathered a variety of ways; automatic counting with tubes across the highway and/or connecting streets, visual observations, and possible, but not planned at this time, surveys. This is likely to be the only obvious early signs of the planning process.

But, gathering raw traffic data is not the only work underway. Among other tasks, accidents will be analyzed, traffic volumes projected to twenty-years, and congestion analysis accomplished. The highway will be divided into sections for determining solutions to problems, four solution alternatives for each segment will be developed and from those, the preferred solution determined.

So, what can you expect from this plan? Its difficult to predict for every place along the highway, but there are only a limited number of successful ways to solve the kinds of problems the highway has and is expected to have. Based on my experience, I anticipate some of the solutions could involve horizontal sight distance improvements, medians, interchanges, and access management. Horizontal sight distance improvements are those which allow vehicles to see and be seen further away, especially at intersections. Medians are the dividers between

opposing traffic. There are traversable medians and non-traversable. Non-traversable prevent crossing over, into or in front of opposing traffic. Interchanges are well known to everyone, and there are different types. Some of these types are relatively inexpensive and used at places with fairly low numbers of entering and exiting traffic. Other are used in areas, usually urban, with high numbers of vehicles.

I want to discuss access management separately because it is anticipated to be a significant part of the work and one which could potentially involve you directly. A few months ago this portion of Highway 22 was designated as an Expressway. Other than Interstates, Expressways have the toughest policies regarding accesses. Access management is the also usually the most inexpensive way to solve accident and some congestion problems. Almost all of you have businesses connecting directly to the highway. The others connect close to the highway by using an intersecting road or street. I would expect that many accesses will be planned to someday be closed, or rerouted. Any that are closed will have to leave some way for getting vehicles to the highway. That is usually accomplished by using a local street system, either existing or by constructing frontage roads. For many of you, this will not be a problem, but for others because of the nature of the business or type of equipment used, it may present difficulties.

If you use large equipment or haul oversized loads please contact me so I can pass on that information to the people who will be developing alternatives. If you have other concerns please let me know of those as well. The folks working on the plan are experienced, and may have ideas about difficulties you will face, but sometimes the difficulties are not obvious or are overlooked. The earlier we are aware of potential pitfalls, the more opportunity we are given to avoided them.

You all drive the highway often so you are aware of the growth in traffic and difficulties getting onto the highway, the increasing accidents, and the need for improvements. But this is a twenty-year plan and the improvements identified during this process will not come quickly. The growing backlog of needed work around the state will cause delays in those that should be done soon, and other improvements are only needed as additional traffic growth occurs.

I do not expect we will have the first set of alternatives for each segment developed until very late winter or early spring. As we identify those alternatives, or are far enough along with them to believe they might affect you, one of the individual working on the project, probably me, will call and make an appointment to discuss the ideas being developed. Often this contact can result in making adjustments which benefit everyone. If there is a preferred person to contact, please let them know of the plan, and pass me their name and how I can reach them.

My address and phone number are on the letterhead. My e-mail is wrickert@open.org

Thank you