



PLANNING COMMISSION RESOLUTION 2015-310

A RESOLUTION RECOMMENDING CITY COUNCIL ADOPT A TRANSPORTATION SYSTEM PLAN AMENDMENT TO CHANGE THE ROAD AND LANE CONFIGURATION OF SOUTHBOUND OREGON HIGHWAY 219 FROM NORTH OF THE SPRINGBROOK ROAD/INDUSTRIAL PARKWAY INTERSECTION THROUGH THE PHASE 1 BYPASS/WILSONVILLE ROAD INTERSECTION

RECITALS:

1. During the final Phase 1 Bypass design process, the Oregon Department of Transportation (ODOT) identified traffic safety concerns due to the substandard merge and weave distance (about 1000 feet) on Oregon 219 between Springbrook Road and the Phase 1 Bypass/Wilsonville Road intersection. ODOT's analysis showed that with two through lanes and two left turn lanes, vehicles could get trapped in the wrong lane and have to make multiple merges to get into the correct lane, and there is not enough distance between the two intersections to perform these movements safely.
2. Based on the refined evaluation of operations and safety, ODOT modified the design for Phase 1 to remove one southbound travel lane and right turn on Oregon 219, create a dedicated right turn lane onto the Phase 1 Bypass, and direct left-turning vehicles into the correct left turn lane with signage further north on Springbrook Road.
3. The proposed amendment will facilitate safe and convenient vehicular circulation and reduce potential accidents due to the substandard merge and weave. In addition to the safety benefits, the Final Design Alternative also requires less right-of-way than the FEIS Alternative, thereby reducing the overall costs associated with the Phase 1 construction.
4. After proper notice, the Newberg Planning Commission held a hearing on December 10, 2015 to consider the proposal.

NOW THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Newberg that it recommends the City Council adopt the proposed Transportation System Plan amendment as shown in Exhibit "A", Final Design Alternative. This recommendation is based on the staff report, the findings in Exhibit "B", and testimony.

Adopted by the Newberg Planning Commission this 14th day of January 2016.

ATTEST:



Planning Commission Chair



Planning Commission Secretary

Attached:
Exhibit "A": Transportation System Plan amendment
Exhibit "B": Findings

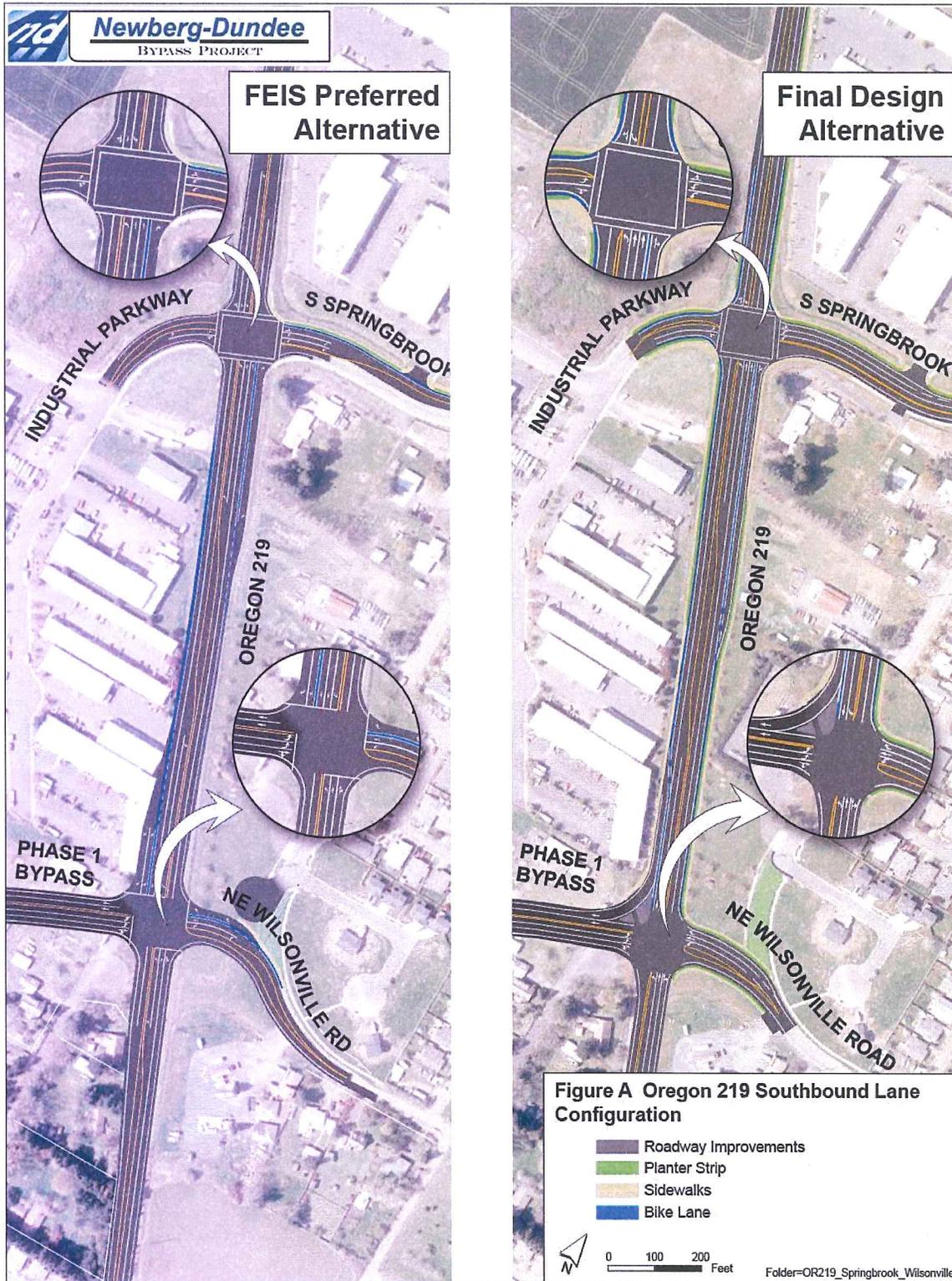


Exhibit "B": Findings

CPTA-15-002 – ODOT TSP Amendments – Resolution No. 2015-310

Applicable Newberg Comprehensive Plan (NCP) Goals and Policies & Applicable Oregon Statewide Planning Goals (SPG)

SPG 1/NCP A. Citizen Involvement. Goal: To maintain a Citizen Involvement Program that offers citizens the opportunity for involvement in all phases of the planning process.

Finding: The city meets this requirement by having various citizen committees with opportunities for the public to testify on general or specific matters. For this specific application, the proposal will go to both the Planning Commission and the City Council, providing multiple opportunities for citizen participation. In addition, a mailed courtesy notice was sent to property owners within 500 feet of the affected intersection and notice was published in the Newberg Graphic newspaper.

SPG 2. Land Use Planning. Goal: To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Finding: This Goal requires that actions related to land use be consistent with acknowledged comprehensive plans of cities and counties. The City of Newberg updated its Transportation System Plan (which is adopted as part of the Comprehensive Plan) in 2013 to include the Newberg Dundee Bypass and Phase 1 realignment of Wilsonville Road. The Goal also requires coordination with affected governments and agencies, evaluation of alternatives, and an adequate factual base. In developing the changes to the road and lane configuration of Oregon 219 from north of the Springbrook Road intersection through the Wilsonville Road intersection, ODOT engaged in coordination efforts with planners, officials, and other representatives of Newberg. All proposed changes are based on traffic modeling data and professional engineer analysis, and are supported by an adequate factual base.

SPG 6/NCP E. Air, Water, and Land Resource Quality. Goal: To maintain and, where feasible, enhance the air, water, and land resource qualities within the community.

Finding: Goal 6 addresses the quality of air, water, and land resources. In the context of a comprehensive plan amendment, a local government complies with Goal 6 by explaining why it is reasonable to expect that the proposed uses authorized by the plan amendment will be able to satisfy applicable federal and state environmental standards, including air and water quality standards. The changes to the road and lane configuration of Oregon 219 from north of the Springbrook Road intersection through the Wilsonville Road intersection will not affect air quality in Newberg and will reduce stormwater runoff and improve water quality by adding a smaller amount of impervious surface to the watershed area than the 2013 TSP amendment.

SPG 9. Economic Development/NCP H. The Economy. Goal: To develop a diverse and stable economic base.

Finding: The Phase 1 Bypass project, including the changes to the road and lane configuration of Oregon 219 from north of the Springbrook Road intersection through the Wilsonville Road intersection will

improve mobility and accessibility generally, and freight movement in particular, throughout the Newberg-Dundee urban area, thus resulting in substantially reduced congestion and fewer hours of delay. Having better freight movement through the area will also be attractive to industries, which will help Newberg create a stable economic base as envisioned by the Goal.

SPG 12. Transportation. Goal: To provide and encourage a safe, convenient and economic transportation system. A Transportation Plan shall...(2) be based upon an inventory of local, regional and state transportation needs; (3) consider the differences in social consequences that would result from utilizing differing combinations of transportation modes; (5) minimize adverse social, economic and environmental impacts and costs; (6) conserve energy; (8) facilitate the flow of goods and services so as to strengthen the local and regional economy...

Guideline B. Implementation. 2: Plans for new or for the improvement of major transportation facilities should identify the positive and negative impacts on: (1) local land use patterns, (2) environmental quality, (3) energy use and resources, (4) existing transportation systems, (5) fiscal resources in a manner sufficient to enable local governments to rationally consider the issues posed by the construction and operation of such facilities.

NCP K. Transportation. Goal 1: Establish cooperative agreements to address transportation based planning, development, operation and maintenance. Policy f: The City shall coordinate with Yamhill County and the State on the development of the Newberg-Dundee Bypass.

Goal 4: Minimize the impact of regional traffic on the local transportation system. Policy b: Provide for alternate routes for regional traffic. Policy g: Minimize the use of local and minor collector streets for regional traffic through application of traffic calming measures as traffic operations and/or safety problems occur. Policy s: Special planning and efforts shall be made to retain and create livable and desirable neighborhoods near the bypass. This shall include retaining or creating street connections, pedestrian paths, recreational areas, landscaping, noise attenuation, physical barriers to the bypass, and other community features.

Goal 12: Minimize the negative impact of a Highway 99 bypass on the Newberg community.

Finding: Goal 12 is implemented through the Transportation Planning Rule (TPR), OAR 660, Division 12. The Newberg-Dundee Bypass Project is an approved project in the City of Newberg's acknowledged TSP. The changes to the road and lane configuration of Oregon 219 from north of the Springbrook Road intersection through the Wilsonville Road intersection reflect final design decisions that are necessary to address traffic operation and safety to implement Phase 1G of the project. The TPR addresses project development activities. Changes in the number of travel lanes and intersection performance standards are not land use decisions. The changes to the road and lane configuration of Oregon 219 from north of the Springbrook Road intersection through the Wilsonville Road intersection are consistent with Goal 12 and with the TPR requirements. ODOT will address intersection performance on Oregon 219 by application of alternative mobility standards as part of Newberg TSP update process.

ODOT performed a traffic analysis to understand how reducing the number of lanes affected the traffic performance of the affected intersections. The analysis showed the following:

- The Oregon 219/Springbrook Road/Industrial Parkway intersection would operate at a v/c ratio of 0.75 in the opening year of Phase 1 of the Bypass. This complies with ODOT's mobility standard of 0.80 for the intersection.
- The Oregon 219/Phase 1 Bypass/Wilsonville Road intersection would operate at a v/c ratio of 0.76 in the opening year of Phase 1. This exceeds ODOT's performance standard of 0.65 for this new intersection (as defined by the Highway Design Manual, HDM); however, the intersection would meet the Oregon Highway Plan (OHP) v/c standard of 0.80 for this section of Oregon 219. ODOT felt that the safety benefits associated with minimizing lane changes along Oregon 219 outweighed the need to comply with the HDM standard.

Based on the refined evaluation of operations and safety, ODOT modified the design for Phase 1 to reflect one southbound lane on Oregon 219 rather than the two originally included in the FEIS. In addition to the safety benefits, the Final Design Alternative also requires less right-of-way than the FEIS Alternative, thereby reducing the overall costs associated with the Phase 1 construction. Staff concurs with this assessment. The proposed amendment will facilitate safe and convenient vehicular circulation and reduce potential accidents due to the substandard merge and weave movement.

SPG 13/NCP M. Energy. Goal: To conserve energy through efficient land use patterns and energy-related policies and ordinances.

Finding: The Bypass project, including Phase 1 and changes to the road and lane configuration of Oregon 219 from north of the Springbrook Road intersection through the Wilsonville Road intersection, are intended to improve statewide and regional mobility through the area and to make existing Oregon 99W more accessible for local and regional traffic. The project will help relieve much of the substantial traffic congestion that already exists along Oregon 99W. Facilitating the smooth flow of traffic at acceptable levels of service helps conserve fuel.