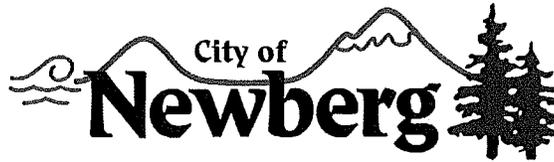


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ENGINEERING SERVICES DEPARTMENT

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December 1, 2015

Jessica Pelz
Associate Planner
Community Development Department

RE: CPTA-15-002
ODOT Newberg Dundee Bypass TSP Amendment

Dear Jessica:

On September 2, 2015, the Oregon Department of Transportation (ODOT) (*from here on out known as "applicant"*) applied for an amendment to the City's Transportation System Plan (TSP). Additional information was submitted November 10, 2015 for review and evaluation. My comments are as follows:

Removal of Southbound Through Lane and One Right Turn Lane on Oregon 219

In evaluating this portion of the proposed amendment, the Engineering Services Department looked at the Transportation Planning Rule subsection 660-012-0000(3)(a) which states that "In all urban areas, coordinated land use and transportation plans are intended to provide safe and convenient vehicular circulation and to enhance, promote and facilitate safe and convenient pedestrian and bicycle travel by planning a well-connected network of streets and supporting improvements for all travel modes."

The submitted information addresses both the operational standards and the traffic safety concerns. The traffic analysis shows that reducing the number of lanes on Oregon 219 will increase the volume to capacity performance standard from 0.80 to 0.94. This exceeds ODOT's performance standard by about 10 percent. The trade-off is that if two lanes are constructed there will be a substandard merge and weave distance which is a traffic operation and safety concern. ODOT determined that the operational and safety concerns were more important than the mobility standards in this instance. The Engineering Services Department concurs. This requirement is met.

Phase 1 Bypass/Wilsonville Road at Oregon 219 Intersection "No Thru Traffic" Design

Per Oregon's Statewide Planning Goals "A transportation plan shall (1) consider all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian; (2) be based upon an inventory of local, regional and state transportation needs; (3) consider the

Attachment 3

differences in social consequences that would result from utilizing differing combinations of transportation modes; (4) avoid principal reliance upon any one mode of transportation; (5) minimize adverse social, economic and environmental impacts and costs; (6) conserve energy; (7) meet the needs of the transportation disadvantaged by improving transportation services; (8) facilitate the flow of goods and services so as to strengthen the local and regional economy; and (9) conform with local and regional comprehensive land use plans. Each plan shall include a provision for transportation as a key facility.” Additionally it says that “(2) In meeting the purposes described in section (1), coordinated land use and transportation plans should ensure that the planned transportation system supports a pattern of travel and land use in urban areas that will avoid the air pollution, traffic and livability problems faced by other large urban areas of the country through measures designed to increase transportation choices and make more efficient use of the existing transportation system. 3) Each element identified in subsections (2) (b)–(d) of this rule shall contain: (a) An inventory and general assessment of existing and committed transportation facilities and services by function, type, capacity and condition: (A) The transportation capacity analysis shall include information on: (i) The capacities of existing and committed facilities; (ii) The degree to which those capacities have been reached or surpassed on existing facilities; and (iii) The assumptions upon which these capacities are based. (B) For state and regional facilities, the transportation capacity analysis shall be consistent with standards of facility performance considered acceptable by the affected state or regional transportation agency; (C) The transportation facility condition analysis shall describe the general physical and operational condition of each transportation facility (e.g., very good, good, fair, poor, very poor).

The information submitted for the second part of the proposed amendment does not address these goal. The existing TSP configuration of the intersection is Option 1 of the submitted documentation. Option 8 which is the option that has been requested for the City to approve shows that one of the intersections is better and another is the same, but all others are worse than with the current TSP intersection configuration. The applicant states that “this option would require an estimated 50 vehicles per hour to use alternate routes to travel between Wilsonville Road and the Bypass; however, these trips do not result in significant impacts to the performance of the intersections.” The alternate routes noted by the applicant include: making U-turns on Oregon 219, cutting through the Springbrook Estates neighborhood or using the Springbrook Road, Fernwood Road, Corral Creek Road and Renne Road route. To quantify the impact of the 50 vehicles per hour, the percentage of additional vehicles on each route is shown in the table below.

	<i>Springbrook Estates</i>	<i>Springbrook/Fernwood</i>	<i>Renne Road</i>	<i>Wilsonville Road</i>
<i>2016</i>	125%	3%	50%	16%

The Engineering Services Department has requested additional traffic data for year 2035 but has not yet received that information. Once it is received, the information will be evaluated and presented to the Planning Commission.

Attachment 3

Out of all of the other options shown only Option 6 (Roundabout) matches or betters the intersection operations of Option 1. This means that the delay at the study intersections will be worse in all other options.

There is no information provided by the applicant to show how the proposed Option 8 is safer than the existing intersection design. In fact, due to driver frustration, the need to make U-turns, go through existing neighborhoods or using routes (like Renne Road) already have safety concerns. Option 8, the no through movement seems more dangerous. Additionally, the out of direction travel increases air pollution and decreases livability issues in the City.

The Engineering Services Department cannot recommend that the City change the configuration at the Phase 1 Bypass/Wilsonville Road intersection.

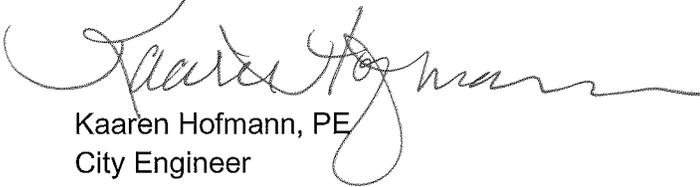
Please note: The Ladd Hill Neighborhood Association submitted information on the proposed amendment. The traffic information included was reviewed in June of 2015. The City's response to this information is attached to the staff report.

In conclusion, the City Engineer recommends:

1. Approval of the removal of the southbound through lane and one right turn lane on Oregon 219.
2. Denial of the Phase 1 Bypass/Wilsonville Road at Oregon 219 Intersection "No Thru Traffic" Design.

Feel free to contact me with any questions.

Sincerely,



Kaaren Hofmann, PE
City Engineer
Direct: 503.537.1273
Email: newbergoregon.gov

c: Jay Harris, Public Works Director
Doug Rux, Community Development Director