

Community Development Department
P.O. Box 970 ▪ 414 E First Street ▪ Newberg, Oregon 97132
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MEMORANDUM

TO: Newberg Planning Commission
FROM: Jessica Pelz, Associate Planner
SUBJECT: Continued hearing from the December 10, 2015 meeting – File No. CPTA-15-002
DATE: January 14, 2016

At the December 10, 2015 Planning Commission hearing, the Planning Commission voted to continue the hearing on Resolution No. 2015-310 and Resolution No. 2015-311 until the January 14, 2016 meeting. The Planning Commission closed public testimony on these items; therefore, no new public testimony (either orally or in writing) will be accepted on the item at the January 14, 2016 meeting, unless the Planning Commission votes to reopen testimony.

Note: If Planning Commission votes to reopen the public testimony to receive new items, they will not be able to begin deliberation on this item. The written record must remain open for an additional seven days to allow anyone the opportunity to respond to the new information. The applicant would then either request an additional seven days for themselves to respond, or they may waive this right. Deliberation on this item would then be continued to either a special meeting in January (potentially January 28) or to the next regular Planning Commission hearing date on February 11, 2016. If Planning Commission chooses to not vote to reopen public testimony, the hearing on this item will begin at the point of Planning Commission deliberation on January 14, 2016.

Below is a brief summary of the proposals. **Please refer to your December 10, 2015 meeting packet for the full staff report for these items, and please remember to bring the complete packet to the January 14, 2016 meeting.**

Summary of Proposals:

The Oregon Department of Transportation (ODOT) submitted an application to the City of Newberg for two proposed Transportation System Plan (TSP) amendments:

1. Changes to the road and lane configuration of southbound Oregon 219 from north of the Springbrook Road/Industrial Parkway intersection through the Phase 1 Bypass/Wilsonville Road intersection. This change is necessary due to further refinement of the construction plans for the Phase 1 Bypass and to address traffic safety concerns. The changes include removing one of the proposed southbound through lanes on Oregon 219 and one of the proposed southbound right turn lanes onto the Phase 1 Bypass. (Resolution No. 2015-310)
2. Changing the Oregon 219/Phase 1 Bypass/Wilsonville Road intersection to a “No Thru Traffic” design. This change is proposed to address traffic safety concerns expressed by the Ladd Hill Neighborhood Association and their coalition. The “No Thru Traffic” design would remove traffic movements from Wilsonville Road onto the Phase 1 Bypass and from the Phase 1 Bypass onto Wilsonville Road. Westbound traffic on Wilsonville Road could only turn right or left onto Oregon 219, and eastbound traffic on the Phase 1 Bypass could only turn right or left onto Oregon 219. (Resolution No. 2015-311)

Staff Recommendation (from the 12/10/15 staff report):

Staff recommends that Planning Commission does the following:

1. Consider the staff report, public testimony, and the findings.
2. Deliberate.
3. Make a motion to adopt Resolution No. 2015-310, which recommends that City Council adopt proposed Amendment 1 to make changes to the road and lane configuration of southbound Oregon 219 from north of the Springbrook Road/Industrial Parkway intersection through the Phase 1 Bypass/Wilsonville Road intersection.
4. Make a motion to adopt Resolution No. 2015-311, which recommends that City Council deny proposed Amendment 2 to change the Oregon 219/Phase 1 Bypass/Wilsonville Road intersection to a “No Thru Traffic” design.

Attachments:

1. Written testimony submitted at the 12/10/15 Planning Commission hearing



December 10, 2015

Members of the Planning Commission:

Since June 2013, the City of Wilsonville has been engaged and working with ODOT on the design details of the proposed OR219/Wilsonville Road intersection that is associated with Phase 1 of the Newberg-Dundee Bypass.

We were not involved before then – this is when we learned that the phasing of the bypass resulted in Wilsonville Road being rerouted to intersect OR219 immediately across from the bypass. This connection to Wilsonville Road immediately caused us to be very concerned.

I understand that the original traffic modeling for the complete bypass did not assume that it would terminate directly across from Wilsonville Road. With this connection, we are gravely concerned about additional traffic on Wilsonville Road that will use this route to get to I-5.

As you know, Wilsonville Road east of Newberg is a highly constrained rural road with tight curves, limited site distance, and existing safety issues. This very narrow and winding road sees frequent crashes and problematic truck movements (even though through-trucks are prohibited). In Wilsonville, primary and middle school zones are located near where this rural road enters the west side of the city. We are concerned about safety impacts around the schools.

In addition, we are carefully managing operations and capacity of the entire Wilsonville Road corridor within the city to mitigate congestion, particularly around the I-5 interchange. We have worked diligently with ODOT (and shared the costs – a \$12 million investment for Wilsonville alone) to improve the interchange and do everything possible to preserve capacity on I-5 and at the interchange. We are under the obligations of an adopted Interchange Access Management Plan with ODOT.

As I have stated, the City of Wilsonville is greatly concerned about increased traffic on Wilsonville Road resulting from relocating it to intersect with OR Hwy 219 in Newberg directly across from the bypass.

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City of Wilsonville
12-10-2015 Newberg Planning Commission Testimony

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We were pleased to know that ODOT had developed a “No Through” intersection alternative using channelization and islands that would not allow a direct crossing between the bypass and Wilsonville Road. We felt confident that this design would greatly reduce the potential for increased traffic on Wilsonville Road coming to and from the bypass.

We also understand that this is not a desirable modification for your City because of modeled impacts to your local streets.

It is clear to me that it would be best to build the east end of the bypass now to its ultimate configuration where Wilsonville Road is separated from the bypass. I propose that we partner with the City of Newberg to convince ODOT that it makes the most sense to build this end of the project with the best engineering solution. *FEIS*

That being said, in the meantime, we ask that the Newberg Planning Commission to approve the Transportation System Plan amendment that includes the “No-Through” alternative for the intersection of the new bypass, OR219, and Wilsonville Road.

Very truly yours,



Mayor Tim Knapp
City of Wilsonville

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1/14/16 PC staff memo

Linda S. Edwards
16920 SW Wilsonville Rd
Wilsonville, OR 97070



December 10, 2015

City of Newberg
Planning Commission

Dear Commission Members,

I am Linda Edwards, a resident for 17 years on Wilsonville Road; I live close to the Yamhill – Clackamas Country line and support Newberg School District through my property taxes. I am part of the Coalition for Wilsonville Road Safety and in favor of the Newberg-Dundee Bypass project. What I oppose is traffic from the bypass being directed to/from Wilsonville Rd. I am supporting the “No Thru Traffic” plan.

Wilsonville Rd is not designed or maintained to support the through traffic from the Newberg-Dundee Bypass. Those of us that live on Wilsonville Road know its' curves and hazards which create a challenge to drive, even on a good day. It is a windy 2-lane country road which Clackamas County has designated as part of their “Scenic Road” program. It is our road to our home.

We have farmers who work their fields, orchards and vineyards as well as equestrian facilities that drive tractors and equipment as part of their daily chores on Wilsonville Rd. Average speed at times may come down to 15 miles an hour. We have double yellow lanes that are often abused by speeders who pass cars going way too fast, resulting in accidents and worse. We have no turn lanes, no signal lights, no stop signs and no roundabouts until you approach city limits. There are no shoulders but only deep ditches and drop offs or trees and fences on each side. Corners are not engineered for large vehicles. A few curves are so tight that if a truck is coming into the turn they will cross over into the oncoming traffic lane pushing vehicles towards that ditch. I've even watched a truck and a motor home trying to pass requiring a line of cars to back up to allow the other through as they both could not make the curve at the same time.

There are a lot of tall fir trees that line Wilsonville Rd and wind storms happen often cluttering the road with debris and occasionally entire trees fall creating a shut down of the road until it is removed.

Fire, police and ambulance have a very difficult time when their services are needed on Wilsonville Rd or on one of the many roads and streets that feed into it. There is no room to pass, no room to back into, no room to maneuver; there is no place to go.

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In Wilsonville, Boones Ferry Elementary and Wood Middle Schools are on Wilsonville Rd and the traffic that collects there at certain times of the day increases our safety concerns. The surrounding neighborhoods of the schools such as Riverview, Morey's Landing and Hazelwood only can be accessed via Wilsonville Road. There is no other way in or out of their neighborhood. It is becoming increasingly difficult today for those families to merge onto Wilsonville Rd due to high traffic volume. Can you imagine if traffic from the bypass came down this same route?

Just last night my husband and I were traveling to dinner leaving our home at 5pm, heading eastbound on Wilsonville Rd. At Riverview Lane, the traffic had stopped and it took us one hour to get approx 1 ½ miles to Brown Road, our first option to be able to go a back way to get to our destination. Normally our entire commute from home to Wilsonville is 12 minutes. There were no accidents or stalled cars; it was purely a traffic back up at rush hour as vehicles headed to I-5.

It is obvious that Wilsonville Road cannot handle additional traffic from a Bypass without causing major safety issue and delays. And, it needs to be obvious to drivers taking the bypass that Wilsonville Road is not the direct access to/from I-5 and it is not an extension of the Bypass.

I would like to ask each member of the Newberg Planning Commission to put all your personal reasons and agendas aside and ask a questions when you make your vote. Will your decision create the best flow of traffic for the safety to all citizens and is it the best choice to reduce congestion, accidents and ultimately save lives. Many of these reasons were for developing the bypass in the first place. Let's apply them to this.

At the end of the day, to see what is most important when you are building roads and designing plans for the community, you must look at the big picture. It is not just Yamhill or Clackamas Country, it's not just the city of Newberg or Wilsonville; at the end of the day it is road safety for the people in our community that live, that work, that farm and for the children that attend our schools on Wilsonville Rd. This needs to be the number one important goal of this decision. Put aside everything else and let's built this correctly the first time. Let's save lives and frustration that the increase in traffic would cause on our country road. Please put the safety of our citizens first and expedite this project by proceeding with design plans that have been engineered to accomplish the "No Thru" choice.

Sincere Regards,



Linda Edwards

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*Newberg City Planning Commission
Public Hearing Testimony 10 Dec 2015: Resolution 2015-311
ODOT's Proposed TSP Amendment*



My name is Stan Halle. I live in Yamhill County on Wilsonville Rd. I've paid Newberg School taxes for over 14 years. My wife & I spend a great deal of time in Newberg – shopping, eating, and doing extensive volunteer work at the Chehalem Cultural Center. We & many others in our community have been active in the Yamhill County Community Emergency Response Team (CERT) for years. We care a great deal about this City. I also have over 45 years experience as a public policy advisor, engineer, and management consultant.

I am here as a proponent of Resolution 2015-311. I am a past Co-President of the Ladd Hill Neighborhood Association and am currently Chair of the Bypass Impact Committee. We have submitted over 230 pages of information (data, analysis, letters, eMail, maps, and photographs) into the Record.

I want to focus on some key points regarding ODOT's proposed TSP Amendment. Please consider each of the following points carefully BEFORE voting:

1. None of us would be here tonight, if ODOT hadn't provided too much detail in the prior TSP Amendment that the Newberg City Council passed 2 Dec 2013. This has given Newberg unprecedented veto power over a State Agency's intersection design.
2. In a 1 Dec 2015 letter from ODOT to the City of Wilsonville, Director Garret said that *"the current design of the Newberg-Dundee Bypass will have no impact on Wilsonville Rd. or on I-5 at the Wilsonville Rd. interchange."* [Exit 283].
 - a. These statements have been debunked several times, and will again be debunked this evening by independent traffic & transportation engineering experts. Neither ODOT nor its consultants ran a model or analyzed the impact with Wilsonville Rd. directly across from the Bypass. Their own staff said it was outside the model boundaries and couldn't be properly modeled. Modeling stopped at the City limits. To keep stating there is 'no impact', is both misleading and unprofessional. It is this false basis that Newberg City Staff used to conclude that the City Planning Commission should recommend that the City Council should defeat ODOT's 'no-through design'.
 - b. On 30 Sept 2015, Paul Mather, ODOT's Highway Division Administrator said to House Transportation & Economic Development (HTED) Committee Chair, Rep. Caddy McKeown & Vice-Chair, Rep. John Davis, myself and other LHNA reps: *"ODOT never intended Wilsonville Rd. to become an outlet for the Bypass"*.
3. In yesterday's Newberg Graphic Newberg Staff was quoted saying that:
 - a. *"the no-through design may also cause an increase in travel time, energy use and potential driver frustration, which can lead to unsafe driving conditions such as speeding through neighborhoods to make up time."* I ask you to compare that conjecture to Clackamas County Sheriff actual data along Wilsonville Rd. showing speeds in excess of 60mph & as high as 85mph, five days in a row.
 - b. Staff also made reference to: *"...the overall good health of the Wilsonville Road corridor ..."*. Does a major accident almost every week constitute 'good health'? Does having 1,450 students at a Primary and Middle School directly on Wilsonville Rd. with 100's more vehicles, constitute 'good health'? In fact, the

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'thru-thru' intersection design is in direct conflict with the School Districts' *Safe Routes to School Program* based on State-mandated standards.

4. We are not the enemy here – it is a poor Phase 1 design that channels 99W traffic onto Springbrook Rd. ODOT readily admitted in their Final EIS (signed by FHWA June 2012) that *“the 99w/Springbrook intersection will fail on Day ONE when the Bypass opens in 2017”*. Until the Bypass is completed, SE Newberg will bear the brunt of the traffic.
 - a. Extensive analysis has been submitted to City Staff and ODOT showing that, in fact, the 'no-thru' design has minimal impact on local streets (less than 2-4% increase over the projected Bypass traffic, which translates to one vehicle every two minutes at peak hour).
 - b. Conversely, the current 'thru-thru' option has the potential to flood Wilsonville Rd., the City of Wilsonville and the I-5 Exit 283 interchange with significant increases in traffic from commuters and those going between I-5, I-205 and McMinnville or points beyond.
 - c. And why did ODOT recently put up signs at Exit 283 in both directions pointing traffic down Wilsonville Rd. to Newberg? And without informing the City!
5. Finally, we all want the Bypass to be completed – from Dayton to Rex Hill:
 - a. Good News – the FAST Act, signed by the President 4 Dec, could provide Oregon with \$100's of millions over the next five years. Pg 292 specifically lists the Bypass as a high priority project. If the Bypass is completed, the issues surrounding SE Newberg and Wilsonville Rd. corridor would all but disappear.
 - b. Bad News –An ongoing dispute over the Phase 1 Bypass including appeals & possible litigation, would put at Oregon funding at great risk. The real struggle to make sure these funds get to Oregon has only just begun.

Bottom Line – It is essential that the controversy over the Bypass/Hwy219/Wilsonville Road be put to bed as soon as possible avoiding appeals or litigation at all costs. That would be a funding killer. The Bypass is ODOT's flagship project. The **risk to Newberg and the whole region** is that you take action today that allows the funding to complete the Bypass to slip through your fingers.

PLEASE vote to recommend that City Council pass both parts of ODOT proposed TSP Amendment.



December 10, 2015

City of Newberg Planning Commission
Attention: Chair Bliss and Commissioners
PO Box 970
414 E First Street
Newberg, OR 97132

Re: **Transportation System Plan Amendment (CPTA-15-002)**
Summary of Testimony
Project Number 2130551.03

Dear Chair Bliss and Commissioners:

This letter has been prepared to summarize my planned testimony in support of the Transportation System Plan Amendment requested by the Oregon Department of Transportation (ODOT) at the hearing on December 10, 2015.

Contrary to what ODOT, their transportation consultant Kittelson, and City staff have stated, to-date there is no transportation model that could predict the volume of traffic that would use Wilsonville Road with the proposed connection directly opposite the Phase 1 bypass. This statement of fact was confirmed to us several times by both ODOT's modeling staff and Kittelson.

A transportation model was prepared for the full bypass project. It assumed no change in volumes on roads in and out of the Newberg/Dundee area, which was fine for the full bypass because of the convenient connections for traffic traveling through the area. These are called "external stations." In layman's terms, these are fixed numbers, reflecting travel demand outside the model's "sphere of influence."

When funding was provided for phase 1, ODOT reran the model with just the phase 1 section of the bypass, although not with the alignment of Wilsonville Road opposite the Bypass. Volumes for the current configuration were adjusted manually. Because the volumes on Wilsonville Road outside the boundary of the existing model are fixed, there is no way for the volumes to change regardless of how many times it is run using various road configurations inside Newberg. For example, the model cannot reroute a trip currently traveling eastbound on Highway 99W to Wilsonville Road instead - the only outcome is for the model to reroute that trip on the bypass, then up Springbrook and back to Highway 99W.

We learned of this on May 1, 2014, when attempting to have a proper model analysis prepared by ODOT's TPAU unit to reflect the phase 1 alignment of Wilsonville Road opposite the bypass.

Even though we pointed out the fact that the model is incapable of showing any impact on Wilsonville Road, ODOT and their consultants have continued a misleading narrative of "the model shows no impact on Wilsonville Road." The letter from Director Garrett dated December 1, 2015, is another example of this.

In addition, ODOT, City staff, and their consultant have confused the issues by talking about travel patterns and origin-destination studies for current Wilsonville Road users. This still does not address the concerns that drivers traveling on the bypass will find Wilsonville Road a convenient route to and from Wilsonville, I-5, and points north and east.

During the last year of negotiations with ODOT staff and the coalition led by LHNA, there has been disagreement on the potential traffic volume that would be added to Wilsonville Road with the phase 1 alignment. However, ODOT and the



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Transportation System Plan Amendment (CPTA-15-002)
Project Number 2130551.03
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coalition agreed to pursue options for reducing the likelihood of added trips. The outcome of these discussions was the no-through option – initially suggested by ODOT staff, refined by Mackenzie, and vetted by ODOT engineers for alignment and operation.

Analyses of the options available, including the recommended no-through alignment, were prepared by Mackenzie (May 22, 2015) and ODOT's consultant Kittelson (November 24, 2015). Results of both analyses were consistent. Both analyses assumed the existing 50 trips traveling between Wilsonville Road and the bypass (25 each direction) would choose other routes. We believe most of these trips would continue using Highway 99W through Newberg/Dundee as they currently do, but they also have the option to use the various other routes identified in the analyses.

We would note the 2016 Analysis in the FEIS predicts the Phase 1 bypass will result in a reduction of 865 vehicles in the PM peak hour on Highway 99W through downtown Newberg (410 WB/455 EB). Adding the 50 trips from Wilsonville Road back onto Highway 99W still provides a significant reduction of 815 trips.

The staff report makes reference to 50 trips added on Wilsonville Road with the Phase 1 bypass. This is not correct. Again, we find ourselves reiterating the fact that the modeling cannot predict an increase on Wilsonville Road. The 50 trips represent 12% of those already on Wilsonville Road that are assumed to be traveling to and from locations beyond Dundee, and use the bypass.

ODOT responses to Mike Bezner (Clackamas County Transportation Engineering) include a September 5 email in which Julia Khun from Kittelson (ODOT's consultant) states "If we only use the model for the Newberg-Dundee area, we may not be able to ascertain whether traffic volumes on the Bypass may or may not change the traffic volumes on Hwy 99W, Wilsonville Road, or other roadways entering/exiting the Newberg Dundee area." She then states a 2035 Statewide Transportation model run was used, and it found "the Bypass would not measurably change the traffic volumes... on Wilsonville Road." Based on this, she makes a statement that the traffic volumes on Wilsonville Road will not change. It is worth noting the statewide model is not of sufficient detail to provide dependable information for such a localized change as the alignment of Wilsonville Road opposite the bypass (compared to a connection at Springbrook for example).

The bottom line is neither the LHNA, ODOT, nor the City know how many vehicles will be added to Wilsonville Road with the phase 1 bypass project. We all believe there is potential, which is the reason ODOT and LHNA worked together to find a solution to further discourage this through traffic. Given the small percentage of current Wilsonville Road traffic traveling beyond Dundee (50 trips), the small impact on local streets in Newberg (we expect most of the 50 trips to continue using Highway 219 and Highway 99W through town), and safety concerns along Wilsonville Road, it makes sense to allow ODOT to construct the no-through intersection configuration.

I'm happy to answer any questions the Planning Commission may have, or to provide additional background into our analysis and the history of the negotiations with ODOT on the no through design.

Sincerely,



Brent Ahrend, PE
Senior Associate | Traffic Engineer

c: Stan Halle – Ladd Hill Neighborhood Association

M.



Oregon

Kate Brown, Governor

Department of Transportation

Office of the Director

355 Capitol St NE

Salem, OR 97301

December 1, 2015

Nancy Kraushaar, PE
Community Development Director
City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, OR 97070



Dear Ms. Kraushaar;

I am responding to your e-mail of November 7, 2015. In that e-mail you stated that the City of Wilsonville “. . . is interested in requesting a ‘compatibility determination’ (OAR 660-03-0070).” It appears that the City’s request arises out of the City’s belief that the current design option for the Phase 1 of the Newberg – Dundee bypass could attract more vehicles onto Wilsonville Road and eventually to the I-5 @ Wilsonville Road interchange. In response to your e-mail, I consulted with my staff and legal counsel (1) to confirm ODOT’s prior conclusion that the current design option for the Phase 1 of the Newberg – Dundee bypass will not attract more vehicles onto Wilsonville Road and to the I-5 @ Wilsonville Road interchange, and (2) to determine whether, under these circumstances, ODOT must undertake a compatibility determination that the current design is compatible with the City’s acknowledged comprehensive plan and land use regulations. For the reasons set forth below, we have determined that ODOT need not conduct the requested compatibility determination and that the current design of the Newberg – Dundee bypass will have no impact on Wilsonville Road or on the I-5 @ Wilsonville Road interchange.

ODOT adopted a State Agency Coordination Program in 1990 that was certified by the Land Conservation and Development Commission. Contemporaneously, ODOT adopted rules to implement the State Agency Coordination Program and the requirements of Goal 2, ORS 197.180(1)(b), and OAR 660-030-0070. These rules, found at OAR 731-015-0005 through OAR 731-015-0135, specify how ODOT ensures that its plans and actions are compatible with acknowledged comprehensive plans and land use regulations. For projects like the Newberg – Dundee bypass, OAR 731-015-0075 requires ODOT to make a determination that its actions are compatible with acknowledged comprehensive plans and land use regulations of “affected cities and counties.” OAR 731-015-0015(2) defines an “Affected City or County” as “a city or county that has comprehensive planning authority over a site or area which is directly impacted by a proposed Commission or Department action.” As noted above and

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discussed in more detail below, the current design option for the Phase 1 of the Newberg – Dundee bypass will have no impact on any “site or area” over which the City has comprehensive planning authority. As a result, ODOT is not required to conduct a compatibility determination for the current design option for Phase 1 as to the City of Wilsonville. I have also been informed that in the ten-plus

year process in which ODOT studied the Bypass project, and in particular the Phase 1 design, the City of Wilsonville never asserted any impact, much less a direct impact, of the Bypass on a site or area over which the City had comprehensive planning authority. . Given this rigor, I believe ODOT has engaged in all the land use coordination that was required by law at the time and no additional coordination is required at this point in the implementation of the project.

As we talked about last month, I do understand that the City of Wilsonville still has concerns about potential traffic changes to Wilsonville Road. While I am confident that the processes and procedures utilized by ODOT and the consultant traffic analysts who completed the transportation modeling and analysis for the bypass project are appropriate and scientifically sound and reasonable, I have asked my staff to check into those assumptions to ensure nothing was missed by accident. The following are the key points from ODOT staff assessment of the traffic modeling and assumptions:

- “It has been asserted that we did not “model” Wilsonville Road as part of the analysis process for the Bypass. This assertion is not accurate as our Transportation Planning Analysis Unit (TPAU) and consultant traffic team developed a full function transportation model in order to support the Bypass project. Because Wilsonville Road is at the edge of the area modeled, the forecasted use beyond the modeled area is addressed through the use of what is termed an “external station.” External stations are essentially points at the edge of a model study area on statewide or regional roadways that extend beyond the model study area which describe the amount of travel that is expected to enter or exit the study area at that point. Assumptions about the travel characteristics at an external station are based on many factors including:
 - Existing traffic volumes
 - Mix of travel modes
 - Background traffic growth rates
 - Land use and growth expectations inside the study area
 - Land use and growth expectations outside of the study area
 - The characteristics (attractiveness) of the roadway underlying the external stations based on:
 - Functional classification of the facility
 - Numbers of lanes

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- Speed limits
 - Roadway physical characteristics (shoulders, lane widths, visibility, etc.)
 - Congestion
- In order to avoid underestimating travel demand on Wilsonville Road, the future traffic growth rates used are more aggressive than the historic rates within the study area (this is consistent with the Wilsonville TSP and IAMP where a 5% rate of growth was used along Wilsonville Road – the historic rate for Yamhill County is approximately 2-3%). This means that the likely assumed level of travel on Wilsonville Road at the edge of the study area is greater than what we would traditionally expect from normal general traffic increases associated with increases in population, employment, and economic development within the broader region.
- To understand travel patterns in the area, ODOT staff used data from the Oregon Household Activity Survey to determine the average daily travel patterns on Wilsonville Road between Yamhill County and the Metro Area. That data indicated that only a small portion of those in Yamhill County were accessing areas east of Newberg via Wilsonville Road and vice-versa. This essentially means that based upon travelers existing patterns, only travelers destined to or from Wilsonville would likely use Wilsonville Road to travel to/from the Newberg area or other points west. Very few travelers currently use Wilsonville Road to access areas north, south, or east of the City of Wilsonville.
- Travel time also plays a key role in peoples route choices. ODOT used Google maps to evaluate various routing choices from the Newberg/Oregon 219/Phase 1 Bypass intersection to various locations. Travel time to the Wilsonville Road interchange with I-5 via Wilsonville Road is only about four minutes less than time for a trip via Oregon 99W to that same point – however, the same resource also shows that a trip between the same location in Newberg and I-205 at the south end of the metro area is several minutes faster via Oregon 99W compared to Wilsonville Road. This essentially demonstrates that the quickest travel time for travelers from OR 219 intersection with Wilsonville Road to points north or east of the City of Wilsonville, throughout the vast majority of the Metro area, is to use OR 99W.
- Because of its terminus on Oregon 219, most of the trips destined for I-5 southbound will use McKay Road, just as they do today or as they would if the Bypass was not constructed, because it is the quickest and safest route available.

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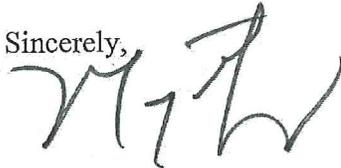
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Additionally, the McKay Road routing allows travelers destined for I-5 Southbound to avoid the significant congestion on I-5 at the Boone Bridge.” As these points demonstrate, there was much thought and consideration about the assumptions for travel demand on Wilsonville Road during the Newberg – Dundee Bypass project planning and design. The assumptions above are reasonable and have been supported by the consultant traffic team experts, and have been the basis for every key project approval decision including the Location Environmental Impact Statement (EIS), ODOT OR99W Facility Plan, Final Design EIS (which included the Phase 1 Bypass), and numerous local land use actions.

Should you have any further questions or concerns related to this request, please feel free to engage Tim Potter, the ODOT Area 3 Manager at 503-986-2764 or James.T.Potter@odot.state.or.us.

Sincerely,



Matthew L. Garrett
Director ODOT

Cc: Karmen Fore
Paul Mather
Sonny Chickering
Tim Potter
Jeri Bohard
Erik Havig
Bonnie Heitsch
Mark Schumock

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From: James Lincoln lincolnjames@mac.com
Subject: Rev. James Lincoln: In support of the "No Thru Traffic" design
Date: December 10, 2015 at 5:25 PM
To: Cheryl McCaffrey cherylmccaffrey1@gmail.com
Cc: James Lincoln lincolnjames@mac.com



Dear Cheryl,

Due to a family health crisis, I will be unable to attend tonight's Newberg City Planning Commission Public Hearing. Would you be able to submit and read this on my behalf?

Rev. James Lincoln
Hope Fellowship Church ~ Ladd Hill Rd.

Re: In support of the "No Thru Traffic" design

Dear Newberg City Planning Commission:

I have been a minister at Hope Fellowship Church on Ladd Hill Rd. for over 15 years. Several of our members courageously brave the trip up and back on Wilsonville Rd. each Sunday to worship with us. I have witnessed several near misses at the corner of Wilsonville Rd. and Ladd Hill Rd. as drivers coming off Ladd Hill Rd. have attempted to enter onto Wilsonville Rd. Both to the east and west the driver's visibility is impaired to oncoming traffic. Narrow shoulders, a hilly winding road and speeding traffic can make entering onto Wilsonville Rd. a harrowing experience for the most alert and skilled driver. Directing *even more* traffic onto Wilsonville Rd. by making it a *de facto* extension of the Bypass will only increase risk and danger on a road already vulnerable to both. Because of this serious public safety threat, I would urge the Planning Commission to approve the "No Thru Traffic" design resolution 2015-311.

Anxious,

Rev. James Lincoln
Hope Fellowship Church ~Ladd Hill Rd.

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*Newberg City Planning Commission
Public Hearing Testimony 10 Dec 2015: Resolution 2015-311
ODOT's Proposed TSP Amendment*



I'm Merle Smith. I live on South Ranch Rd just off Kramien. This is in Clackamas County, but we have a Newberg address, and our mail is delivered from Newberg. We pay school taxes to Newberg as we have for 37 years. Every week, we buy gas and groceries in Newberg. We bank in Newberg. I frequent the ACE hardware store in preference to Home Depot when possible. We buy tires batteries, and shocks from Les Schwab in Newberg, The NAPA store supplies my parts. I do most of my own service on the cars; the Newberg dealership does the hard stuff. This is my community.

I want this bypass...to reduce daily congestion in Newberg, for easier access to the coast, to Dundee and McMinnville, and to points south in the valley. After decades of talk about the traffic, relief is within our grasp.

This is not a battle between opposing neighborhoods. This is an effort to solve a local congestion problem that affects a region. The bypass was always intended relieve traffic with a point to point path around the bottleneck on 99W and be fully contained inside Yamhill County. Analysis was thus limited to Yamhill County, leaving out Wilsonville and Clackamas County.

Together, we are the victims of underfunding, and a partial solution. As a result, the congestion is not being relieved. It is just being moved from 99W to the surface streets of the neighborhoods, and without sufficient notification or study of the impacts outside of the original path or east of the Newberg City Limits.

This is my community. I do not want harm to come to anyone or any neighborhood. 99W traffic was never intended to travel down Wilsonville Rd, even after the decision to only partially finish the bypass. Resolution 2015-311 simply encourages traffic to follow the original bypass intent, by returning 99W bypass traffic back to 99W. ODOT has recommended this as the best solution, given their constraints.

We want the bypass, but we believe if there had been adequate study after the change to partial completion, there would be no thought of allowing Wilsonville Rd. to relieve congestion. It is wrong and the road is totally inadequate for the task.

Given the hundreds of millions of State & Federal funds involved (i.e., our collective tax dollars), Newberg Planning Commission and Newberg City council need to consider their whole community, not just those inside a boundary line on a map. You can make a judgement for the whole community, and end the strife and delays. I urge you to do the right thing and approve Resolution 2015-311.

Attachment 1 to
1/14/16 PC staff memo

December 10, 2015

Newberg Planning Commission
City of Newberg Oregon
414 East 1st. Street
Newberg, OR 97132



Re: Wilsonville Road/Bypass no through design

Commissioners,

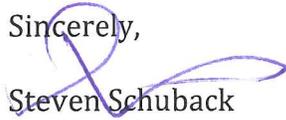
Please acknowledge that Wilsonville Road was never intended to be a byway and traffic shortcut between I-5 and Newberg. Highway 99 is the appropriate route for major traffic to follow and is designed as a highway. Allowing the "through" design of a major highway and bypass that aims substantial commuting traffic and commercial trucks onto Wilsonville road is not safe nor respectful of the road design or residents of the area.

Commuters are savvy and will use smart phone technology at a moment's notice to find shortcuts in traffic. A commuter using the bypass will make every attempt to avoid a congested highway 99 between Newberg and Sherwood. In finding alternative routes to Highway 99, the use of 219 and McKay road is better suited to heavy traffic. Creating easy access to Wilsonville road defeats that purpose and will only increase its overuse.

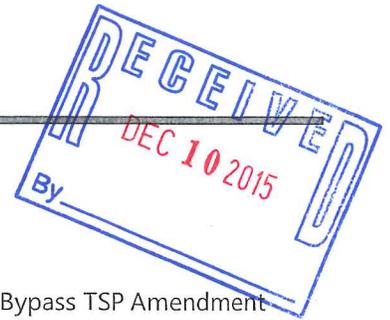
I have lived on Wilsonville road for over 12 years. We do not use a mailbox in part because it is too dangerous to cross the street. Serious traffic accidents are common and witnessed by me at least twice a month. There was one just two days ago with a vehicle in a ditch at 6:30 in the morning blocking the Westbound lane. Meanwhile, a full size semi-truck who was obviously shortcutting from I-5 was in the oncoming Eastbound lane driving to get past the accident. This is a narrow dangerous road. Recently, I've come across 3 roll over accidents on the road. I purposely carry extra road flares in my car to deal with accidents on Wilsonville road, many of which go unreported. These accidents are generally caused by drivers who are unfamiliar with the tight curves and features of the road. Oftentimes semi-trucks will unlawfully use opposing lanes to navigate the same curves. Traffic comes to a halt. Adding Highway 99 traffic onto Wilsonville road is unreasonable.

I support the City of Newberg. My children attend Newberg public schools and my spouse works in Newberg. We are customers and patrons of many local businesses, and we feel as part of the community. Please respect our needs as residents of the area and providing a safe road as our only access to Newberg. In your commendable efforts to resolve traffic concerns, please do not create new ones onto smaller communities.

Sincerely,


Steven Schuback
Wilsonville Road
Yamhill County

Attachment 1 to
1/14/16 PC staff memo



Jessica Nunley Pelz

From: Rep Davis <rep.johndavis@state.or.us>
Sent: Monday, December 07, 2015 10:45 PM
To: Jessica Nunley Pelz
Cc: PLANNING
Subject: Public Comment Submission Regarding: Newberg-Dundee Bypass TSP Amendment

TO: 'jessica.pelz@newbergoregon.gov'

Cc: 'planning@newbergoregon.gov'

To: Newberg Planning Commission

Regarding: Newberg-Dundee Bypass TSP Amendment

Dear Commission Members:

Thank you for your consideration of the proposed TSP Amendment. As a former resident of Newberg, alumni of George Fox University, and member of a family of long-time former Newberg residents, I am personally committed to making sure the Bypass is funded and completed in a manner that helps, rather than harms, mobility and traffic in Newberg and the surrounding region.

As you consider the proposed TSP Amendment with respect to the Wilsonville Road Interchange design of the Newberg-Dundee Bypass, please consider both the local and regional impacts of what many of us believe to be a flawed current design. Any increase in traffic along Wilsonville Road from the Bypass will have a direct negative impact on the health, safety, and welfare of thousands of Yamhill and Clackamas County residents who live on or near Wilsonville Road. Such an increase, which would result from the current design, is also in direct contravention to the Legislative intent of passing the Jobs and Transportation Act of 2009, which funded the vast majority of the Bypass. The Act's provisions related to the Bypass were intended to strengthen the local Newberg community by, in part, funding the beginning Phases of the Bypass to increase mobility and access to the state highway system. They were not intended to directly or indirectly add traffic to an already dangerous stretch of road, nor to add traffic to your local roads. I am committed to making sure that doesn't happen, and to providing Newberg and the surrounding region the resources from the state level to help.

I am confident that the Oregon Department of Transportation and your Legislature will make good on our commitment to remedy any marginal impact that an alternative "No-Thru" design might have on the Newberg Community. Indeed, the significant legislative, administrative, and local focus on this issue recently has served to strengthen our resolve that the Bypass be fully completed in a way that improves, rather than increases, traffic and mobility throughout Newberg.

Thank you for your consideration, and I offer my wholehearted support of the TSP Amendment you are currently considering.

Regards,

State Representative John Davis
House District 26

(Wilsonville, Sherwood, King City, Hillsboro,
Beaverton, Aloha, Tigard & Bull Mountain)
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