

Community Development Department
P.O. Box 970 ▪ 414 E First Street ▪ Newberg, Oregon 97132
503-537-1240 ▪ Fax 503-537-1272 ▪ www.newbergoregon.gov

MEMORANDUM

TO: Newberg Planning Commission
FROM: Jessica Pelz, AICP
SUBJECT: **Supplemental items for the 12/10/15 Planning Commission packet**
DATE: December 7, 2015

We have received additional materials to add to your packets for the December 10, 2015 Planning Commission meeting. Please see attached for:

- Attachment 1: Public Comments (received after 12/2/15 and by noon on 12/7/15)
- Attachment 2: Memo from Kittelson & Associates, Inc., (12/2/15)

Jessica Nunley Pelz

From: Mary Starrett <starrettm@co.yamhill.or.us>
Sent: Thursday, December 03, 2015 12:51 PM
To: Jessica Nunley Pelz
Subject: Planning Commission Public Hearing/ Proposed TSP Amendment

Written Testimony for Dec 10, 2015 City Planning Commission Public Hearing on the Proposed TSP Amendment

To the Planning Commission:

The County has written to ODOT several times regarding our concerns about the "through-through" lane configuration at the east end of the Newberg-Dundee Bypass, which is in Newberg's current Transportation System Plan (TSP).

ODOT has taken an important step in proposing a new TSP Amendment that would change this intersection to a "no-through" design.

The "no-through" design helps mitigate potentially serious public safety issues along the six-plus miles of Wilsonville Road that are in Yamhill County. (There are fewer than 100 yards of this already dangerous road within Newberg City limits.) This is a far more threatening situation than minor traffic increases on several streets near Springbrook Road in Newberg that the "no-through" design could cause.

Yamhill County's LCDC-approved Comprehensive Plan and TSP contain important, carefully developed goals and policies requiring safety on our roads and highways that align with State goals and policies. The "through-through" design conflicts with the county's Comprehensive Plan and TSP.

As stated, the County has responsibility for over 6 miles of road and Clackamas County and the City of Wilsonville cover the remaining 7+ miles.

Though Wilsonville Road was not properly modeled or analyzed by ODOT, ODOT continues to claim that there will be "no impact on Wilsonville Road."

It is apparent the "through-through" intersection currently in Newberg's TSP would create significant congestion and safety concerns along the entire Wilsonville Road corridor as commuter traffic (including trucks) strives to avoid Springbrook Road.

Please support ODOT's proposed "No-Through" design.

Thank you for considering the impact of this decision.

Respectfully,

Mary Starrett
Yamhill County Commissioner
Phone: 503.434.7501

Jessica Nunley Pelz

From: Stan Primozich <primozichs@co.yamhill.or.us>
Sent: Friday, December 04, 2015 4:34 PM
To: Jessica Nunley Pelz
Cc: PLANNING
Subject: written testimony for December 10th, 2015 Public Hearing on proposed TSP Amendment

I am concerned that members of the city council have made public their intention to defeat the proposed amendment that ODOT has put forward as a reasonable alternative to the “through-through” design that is currently in the Newberg TSP. I have made my concerns clear on more than one occasion, the negative impact of this current configuration. I have brought this to the attention of the Parkway Committee and have written letters to ODOT. Wilsonville road is already a less than safe road for the current traffic load. There is a very small portion of this road in the geographic limits of Newberg, while the county has responsibility for the safety of users for more than 6 miles. I see many issues with the study ODOT claims to have made of the impact of traffic from the by-pass with the “through-through design. In their study they refer to Wilsonville Road as an “external station” which means it is outside of the modeled area. External stations are modeled totally different than those inside the model area. The safety and well being of all of our citizens has got to be the thing that drives our decision making. As a County Commissioner in Yamhill County I would be derelict in that duty if I were to not protest the “through-through” design being proposed by the initial ODOT plan. I am grateful they realized their mistake and put forth the “no-through” alternate before it was too late. I cannot stress strongly enough how important it is to put politics, and personalities aside and look at the core issues: safety, safety, safety. Stan Primozich, Yamhill County Commissioner

RECEIVED

DEC 07 2015

John C. Freeman
29090 Heater Road
Sherwood, OR 97140
503-625-1732

Initial: _____

December 7, 2015

City of Newberg
Planning Commission

Dear Commission Members,

I am the Past-President of a Clackamas County CPO, which goes by the name of Ladd Hill Neighborhood Association (LHNA). Our area is comprised of both Clackamas County residents and Yamhill County residents. Our area encompasses more than 300 homes, from the Willamette River on the South, to Parrett Mtn Road on the North, Bell Road on the East and about 2-3 miles West of Ladd Hill Road on the West.

I am also here representing the Coalition for Wilsonville Road.

We are strongly in favor of the By-Pass project.....we do not object to the project.

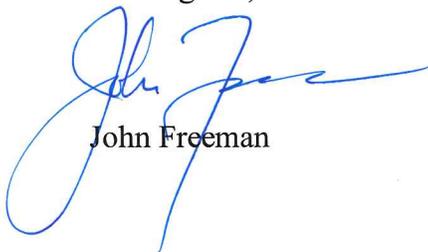
We only object to the tremendous increase in traffic on Wilsonville Road, should the planned alignment of the East end of the By-Pass connect to the West end of Wilsonville Road.

Some members of the Newberg City Council have questioned why residents of Clackamas County and the LHNA are taking a position on intersection design within the City of Newberg. We are part of the Newberg Community, even though we do not live within the City Limits of Newberg. About 20 of our members are active members of the Yamhill County CERT group.

We shop in Newberg. We dine-out in Newberg. I have used Newberg companies to make products for my company. I have hired approximate 10 Newberg High School students as part-time employees over the last 19 years. I had adult residents of Newberg working in my business for 7 years. And, we have paid property taxes to support the Newberg School District for the past 19 years because we are within the Newberg School District. We truly are a part of the Newberg Community!

We strongly encourage you to approve the TSP Amendent designed and approved by ODOT, which provides for "no-through" direct passage between Wilsonville Road and the By-Pass.

Best regards,



John Freeman



M. BARBARA CARTMILL
DIRECTOR

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DEVELOPMENT SERVICES BUILDING

150 BEAVERCREEK ROAD | OREGON CITY, OR 97045

December 7, 2015

Newberg Planning Commission
414 East 1st Street
Newberg, OR 97132

To the Planning Commission:

The County has written to ODOT several times regarding our concerns about the "through-through" lane configuration at the east end of the Newberg-Dundee Bypass, which is in Newberg's current Transportation System Plan (TSP).

ODOT has taken an important step in proposing a new TSP Amendment that would change this intersection to a "no-through" design.

The "no-through" design helps mitigate potentially serious public safety issues along the seven miles of Wilsonville Road that are in Clackamas County. (There are fewer than 100 yards of this already dangerous road within Newberg City limits.) This is a far more threatening situation than minor traffic increases on several streets near Springbrook Road in Newberg that the "no-through" design could cause.

Clackamas County's LCDC-approved Comprehensive Plan and TSP contain important, carefully developed goals and policies requiring safety on our roads and highways that align with State goals and policies. The "through-through" design conflicts with the county's Comprehensive Plan and TSP.

Clackamas County and the City of Wilsonville have responsibility for 7 miles of road and Yamhill County covers the remaining 6+ miles.

Though Wilsonville Road was not properly modeled or analyzed by ODOT, ODOT continues to claim that there will be "no impact on Wilsonville Road."

It is apparent the "through-through" intersection currently in Newberg's TSP would create significant congestion and safety concerns along the entire Wilsonville Road corridor as commuter traffic (including trucks) strives to avoid Springbrook Road.

Please support ODOT's proposed "No-Through" design.
Thank you for considering the impact of this decision.

Respectfully,

A handwritten signature in blue ink that reads "M. B. Cartmill".

M. Barbara Cartmill
Director



December 7, 2015

City of Newberg Planning Commission
c/o Doug Rux, Community Development Director
414 E. First Street
Newberg, OR 97132

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.

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 exist near where this rural road enters the west side of the city. We are carefully managing the entire Wilsonville Road corridor through the I-5 interchange to reduce congestion and to preserve the I-5/Wilsonville interchange. We are under the obligations of an adopted Interchange Access Management Plan with ODOT.

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. We are 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 ask that the Newberg Planning Commission 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,

A handwritten signature in blue ink that reads "Tim Knapp". The signature is written in a cursive, flowing style.

Mayor Tim Knapp
City of Wilsonville

Submissions to Newberg City Planning Commission and City Council (2015-12-07v11) – Part 2					
Category	#	Description	Date	Author/Source	File Name or URL
Part 2 Table of Contents	12.00				
	12.01	ODOT Response to LHNA Concerns re Draft EIS	16-Dec-02	Compiled from ODOT's WebSite: < http://www.oregonjta.org/region2/files/highway99w/tier_1/appf.pdf >	12.01 ODOT responses to LHNA re LDEIS 2002.doc
	12.02	Kelly Amador Ltr to Nancy Krauschaar, City pof Wilsonville	16-Aug-13	Kelly Amador, Senior Project Leader	12.02 Amador to NK Wvl & LC CC 2013-08-16.doc
	12.03	Newberg City Council Minutes	2-Dec-13	Dundee Bypass (ODOT) City Council Recorder	12.03 Newberg City Council minutes 2013-12-02.pdf
	12.04	Newberg City Council Partial Transcript	2-Dec-13	Audio file for the Meeting	12.04 NewbergCityCouncilPartialTranscript 2013-12-02.doc
	12.05	Photo: Semi driving unsafely on Wilsonville Rd.	14-Nov-13	Concerned Citizen	12.05 Semi on Wilsonville Rd 2013-11-14.jpg
	12.06	Photo: Another accident on Wilsonville Rd.	4-Dec-15	Concerned Citizen	12.06 Accident Wilsonville Rd 2015-12-04.jpg

12/10/15 PC - Supplemental Attachment 1

From: http://www.oregonjta.org/region2/files/highway99w/tier_1/appf.pdf

NOTE: These are verbatim samples of the many letters expressing concerns that were sent to ODOT in 2002 re the draft EIS. In particular, this is when ODOT decided that since the City of Wilsonville and Clackamas County were outside the Bypass 'sphere of influence', these jurisdictions were left out of discussions. From that point on, these jurisdiction only received occasional updates and ODOT's continued repeating of the misleading & inaccurate statement "Our modeling and analysis shows no impact on Wilsonville Rd."

Response to LDEIS Comments

Alternatives

Author (last, first name)

Agency (A) or Public (P)

Written Communication #

Comment #

Resource / Category

Comment

Comment Response

Reply to Dave Leckey, Ladd Hill Neighborhood Association

55 Ladd Hill Neighborhood Assoc. / Leckey, Dave

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54

3

Resource/Category: Alternatives

Comment: Prefer connection of McMinnville to I-5 via Donald exit at I-5 or revise 3I and remove the interchange at OR 219.

Comment Response (ODOT): Reasons for the rejection of a Regional Bypass are explained in Chapter 2 of the LDEIS (see "Alternatives Considered but Withdrawn"). Regarding Alternative 3I, the alternative did not rank high with the POST, primarily because the at-grade intersections reduced safety for travelers, increased travel time, and increased the amount of traffic on OR 99W through downtown Newberg. Removal of the interchange at OR 219 would not resolve these issues. NDTIP

56 Ladd Hill Neighborhood Assoc. / Leckey, Dave

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1

Resource/Category: Alternatives

Comment: Opposed to interchange at OR 219 due to connection to Wilsonville Road. Reasons: will increase traffic on Wilsonville Road to I-5, Wilsonville Rd has poor visibility, narrow shoulders, tight turns and speed limit of 45 mph, slow moving farm vehicles use this road, road also used by bicyclist and slow driving tourists, increased traffic would result in more safety problems.

Comment Response (ODOT): The POST recommended an interchange at OR 219 for the following reasons: 1) it connects the two highways (OR 99W and OR 219); 2) will reduce through traffic in Newberg which will enable livability improvements to Oregon 99W in that section; and, 3) it allows access to I-5 through Marion County.

57 Ladd Hill Neighborhood Assoc. / Leckey, Dave

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4

Resource/Category: Alternatives

Comment: Third choice are 3C, 3D and 4C, least like to cause problems on Wilsonville Rd, limited access to Newberg and Dundee, smooth traffic flow around urban cores.

Comment Response (ODOT): The commentor expresses less preference for Alternatives 3C, 3D, and 4C. These alternatives were not forwarded as the recommended alternative by the POST. For more information on this decision, please see Chapter 2 of the LFEIS.

Reply to Ben Bole, Ladd Hill CPO:

Ladd Hill CPO / Bole, Ben

P T-88 1

Resource/Category: Transportation

Comment: Concerned about safety at Wilsonville Rd interchange. Does not want interchange at OR

12/10/15 PC - Supplemental Attachment 1

219. If decision is made to build interchange, Ladd Hill CPO would like to work with ODOT and other parties to determine structure of interchange so that traffic is discouraged from using Wilsonville Rd.

Comment Response (ODOT): There is already an interim project to improve the safety at Wilsonville Road, Springbrook Avenue, and OR 219. Assuming the bypass design includes an interchange at OR 219, as is recommended in the draft location-level EIS, a local circulation plan will be developed during the Tier 2 EIS phase of project development to determine how best to make local roads work with the interchange. Area residents will have the opportunity to participate in that process.

Response to Cheryl McCaffrey

19 McCaffrey, Che+A518ryl

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Resource/Category: Purpose and Need

Comment: P. 1-5 No projects discussed that are planned by Wilsonville or in the vicinity of I- 5. See letter for details.

Comment Response (ODOT): Related projects discussed on page 1-5 signify the context for cumulative impacts. Since travel time from Wilsonville Road and Newberg would not be affected by the bypass, and no other substantial changes in Wilsonville Road are planned that would add corridor capacity or reduce travel time, the Wilsonville area is not considered part of the "sphere of influence" for discussing cumulative effects.

McCaffrey, Cheryl 93 McCaffrey, Cheryl

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86 86
8 7

Resource/Category: Alternatives

Comment: 3J with modification may be reasonable. See letter for details.

Prefer alts. 2A and 2B.

Comment Response (ODOT): The POST selected 3J with modifications as the Alternative it recommended to ODOT in January 2003.

The POST considered two versions of the Regional Bypass in 2001. The POST dropped these alternatives from further consideration in June 2001 based on substantial problems associated with them, including

NDTIP

Response to LDEIS Comments

Alternatives

their likely inability to comply with state and federal regulations. For more information, please see page 2-13 of the LDEIS.

Sabin, Paul & Sharon

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1

Resource/Category: Alternatives

Comment: Opposed to interchange at OR 219. Will increase traffic on Wilsonville Road to I-5. Eliminate this option.

Comment Response (ODOT): The POST recommended an interchange at OR 219 for the following reasons: 1) it connects the two highways (OR 99W and OR 219); 2) will reduce through traffic in Newberg which will enable livability improvements to Oregon 99W in that section; and, 3) it allows access to I-5 through Marion County.

55 Ladd Hill Neighborhood Assoc. / Leckey, Dave

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3

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NDTIP

Response to LDEIS Comments

56 Ladd Hill Neighborhood Assoc. / Leckey, Dave

12/10/15 PC - Supplemental Attachment 1

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1

Category: Alternatives

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57 Ladd Hill Neighborhood Assoc. / Leckey, Dave

P

54

4

Category: Alternatives

Comment: Third choice are 3C, 3D and 4C, least like to cause problems on Wilsonville Rd, limited access to Newberg and Dundee, smooth traffic flow around urban cores.

Comment Response (ODOT): The commentor expresses less preference for Alternatives 3C, 3D, and 4C. These alternatives were not forwarded as the recommended alternative by the POST. For more information on this decision, please see Chapter 2 of the LFEIS.

From City Council Packet for 12/2/2013 City Council Business Meeting from “agenda and minutes” of the City of Newberg website.

to RCA Ordinance No. 2013-2766

MEMORANDUM

Date: August 16, 2013

To: Nancy Kraushaar, City of Wilsonville Larry Conrad, Clackamas County

From: Kelly Amador, ODOT Project Manager

Subject: Newberg Dundee Bypass ESEE Analysis for OR 219 Interchange

cc: Tim Potter, Julia Kuhn, Bill Ciz

This memo summarizes our discussions at the July 16, 2013 meeting regarding potential traffic impacts to Wilsonville Road associated with the construction of Phase 1 of the Newberg Dundee Bypass. The memo is organized according to the topic areas we discussed at the meeting; additional details are also provided to help clarify the issues.

Newberg Dundee Project History

The Newberg Dundee Bypass project is intended to improve mobility and safety for travel within and through Newberg and Dundee. Safety and congestion on Oregon 99W is well documented since the early 1980s. The current planning effort to address Oregon 99W began in the late 1990s with an Alternatives Analysis planning study. This study examined a number of transportation alternatives and options; a bypass highway around Newberg and Dundee was selected as to advance into project design and environmental analysis.

In 2000, the project evaluated a number of alignments for the bypass around Newberg and Dundee. The study considered the benefits and impacts of alternative bypass corridors to the south and north of Newberg and Dundee. In 2005, the Tier 1 Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) identified a Bypass alignment to the south of Oregon 99W as the preferred alternative. In the identified alignment, the four-lane Bypass connects to Oregon 99W at an interchange near Rex Hill and at Oregon 18/Oregon 99W near McDougall’s corner; intermediary interchanges will be located along the bypass at Oregon 219 and with Oregon 99W at East Dundee.

In conjunction with the Tier 1 FEIS, ODOT also pursued and was granted a Goal Exception to construct sections of the Bypass outside of the Newberg and Dundee Urban Growth Boundaries. The Goal Exception required significant analyses, coordination with the cities and Yamhill County, and extensive public outreach efforts. The Goal Exception was approved by Yamhill County and by the state agencies in 2005.

ODOT began detailed design and environmental analysis on the identified location of the bypass highway in 2006. This process concluded in June of 2012 with a Tier 2 FEIS and ROD on the preferred alternative for the Newberg Dundee Bypass. The first construction phase (Phase 1) of the Newberg Dundee Bypass was included in the Tier 2 FEIS and ROD. Funding for the Phase 1 was included in the 2009 Jobs and Transportation Act passed by the Oregon Legislature. Phase 1 will include the construction of the Bypass segment between Oregon 219 and at a location to the south of Dundee. The segments between Rex Hill and Oregon 219 as well as between south Dundee and McDougall’s corner will be constructed as part of later phases. In addition, Phase 1 only includes a two-lane bypass; widening of the bypass to four lanes will occur as part of a later phase. Additional details of Phase 1 can be found in the enclosed newsletter (Attachment A, June 2012 newsletter).

Page 33

Attachment "1"
to RCA Ordinance No. 2013-2766
Nancy Kraushaar, City of Wilsonville

Newberg Dundee Stakeholder Public Involvement

Since the 1990's, the Newberg-Dundee Bypass process has been informed through extensive stakeholder and public outreach at each stage of the project. Each of the planning and environmental phases included numerous opportunities for citizens and residents to participate in the process. A stakeholder committee with elected officials from Newberg, Dundee, Dayton, and Yamhill County guided the process. Marion County participated early in the process, but as alternatives were refined, there were no impacts within the county and their participation in the project diminished. Coordination with Washington County started in 2008 when improvements to Oregon 99W reached 1,000 feet into the county.

Based on the environmental review, no impacts (including transportation) were documented on roadways within Clackamas County or the Cities of St Paul, Sherwood and Wilsonville. Therefore, these jurisdictions were not asked specifically requested to participate in the study process.

Newberg Dundee Bypass Transportation Modeling

Extensive transportation analyses and environmental analyses have been completed to support the Tier 1 FEIS, Tier 2 FEIS, and Goal Exception. The travel demand forecasts upon which the traffic analyses are based were provided by ODOT's Transportation Planning and Analysis Unit (TPAU). TPAU maintains an emme2 model for Newberg and Dundee and the adjacent areas of Yamhill County. As part of the Tier 1 and 2 environmental analysis, the cities and county worked with TPAU to ensure that the emme2 model is based on the current population and employment forecasts. TPAU provided the Newberg Dundee Bypass project team with travel forecasts that were be used to analyze future year traffic conditions for the Tier 1 and 2 FEIS, Goal Exception, and detailed design efforts.

Kittelson & Associates, Inc. post-processed the travel forecasts, based on actual traffic counts conducted within the two cities and performed operational analyses needed to support the Bypass approvals.

In addition to the emme2 model, TPAU also provided an analysis of induced travel demand, based on the Oregon Statewide Model (Gen 1). The Gen1 model is an integrated economic, land use and transportation model that is used to evaluate "intercity" travel and regional economic and land use effects. During the Tier 1 FEIS and Goal Exception efforts, a number of questions were raised by the public related to the potential for the Bypass to "induce" additional population growth in Yamhill County with additional traffic using Oregon 99W as well as other routes from I-5 to Yamhill County. The Gen1 model results showed that the Bypass would not induce a measurable amount of travel growth onto these corridors.

Traffic Analysis of the Newberg Dundee Bypass Phase 1 at Wilsonville Road

To support the Phase 1 construction efforts, Kittelson & Associates, Inc. worked with TPAU to analyze both year 2016 (year of opening) and year 2035 conditions assuming construction of only Phase 1 of the Bypass. Like the FEIS processes, the analyses compare the "with bypass" conditions to the No Build. In response to questions raised by the City of Wilsonville and residents in Clackamas County, some key findings of the Phase 1 analyses, specifically related to Wilsonville Road, are provided below.

Today, Wilsonville Road carries approximately 3,500 vehicles per day to the south of Springbrook Road. In 2016, traffic volumes could increase to approximately 4,000 vehicles per day; by 2035, Wilsonville Road could carry upwards of 6,000 vehicles per day. Of this traffic, approximately 75 percent in the PM peak hour is oriented to/from the north along Oregon 219.

Near the Wilsonville Road intersection, Springbrook Road carries approximately 7,000 vehicles per day now; without the Phase 1 Bypass, the traffic volumes could increase to 8,000 vehicles per day in 2016 and 13,000 vehicles per day in 2035. If Phase 1 of the Bypass is constructed, the volumes on Springbrook Road could increase to 14,000 vehicles per day in 2016 and more than 21,000 vehicles per day in 2035.

Also attached is a more detailed memo on specific peak hour traffic and v/c ratios on Wilsonville Road.

Responses to CPO Questions

We have addressed questions raised by the CPO below.

CPO Question #1 “What would happen if the Wilsonville Road was not relocated to Oregon 219 and remained connected to Springbrook Road?”

ODOT Response: Drivers will be advised through signage to use Springbrook Road as the primary connection between Oregon 99W and the Phase 1 Bypass. As noted above, this could double the amount of traffic that Springbrook Road carries. This doubling in traffic would result in a failure at the existing Wilsonville Road/Springbrook Road intersection (i.e., the v/c ratio would change from 0.73 to about 1.4). Based on the commitment in the Tier 2 FEIS and ROD, ODOT is required to implement “traffic improvement measures associated with Phase 1 based on forecast 2016 opening-year demand. These measures will bring non-project-impacted intersections up to or better than the level of operational performance expected with the No Build Alternative” or to the ODOT or local government operation performance standard. The performance standard for this intersection is a v/c ratio of 0.90. To achieve this level of operations, ODOT would need to install a traffic signal or a roundabout at this intersection. Operating a roundabout or a traffic signal so close to the Springbrook Road/Oregon 219 intersection would be extremely difficult. The two intersections are only 450 feet apart and the queues on Springbrook Road would extend from the Oregon 219 nearly to the Wilsonville Road intersection, rendering it virtually impossible for Wilsonville Road traffic to turn left onto Springbrook Road.

CPO Question #2 “Just thought I'd put in writing one of the suggestions raised in the meeting that seemed to have merit. The suggestion was to leave the Wilsonville Road/Springbrook Road situation as it currently exists except that, for west-bound traffic on Wilsonville Road coming to a stop sign at Springbrook, have all the Wilsonville Road traffic merge right onto Springbrook northbound. Eliminate the left lane stop sign. For drivers wanting to go towards St. Paul on 219, they would go to the next intersection north and make two left-hand turns at those stop-lighted intersections. This has the great advantage of not throwing east-bound bypass traffic onto the obvious straight ahead -Wilsonville Road.

ODOT Response: This would result in additional traffic using Springbrook Road at the Fernwood, Hayes and Oregon 99W intersection. This additional traffic would likely require improvements to all of these intersections beyond that identified in the Tier 2 FEIS. Additionally, as part of the Phase 1 project, the Oregon 219/2nd Street Intersection is converted to a right turn-in/right turn-out intersection. This would mean Wilsonville Road traffic bound for Oregon 219 southbound to St. Paul or the Phase 1 Bypass would have to travel north to Oregon 99W and then travel to Oregon 219, or use a local street to get to Oregon 219 and travel south to St. Paul or the Phase 1 Bypass. This results in a significant amount of out of direction travel for Wilsonville Road traffic headed southbound on Oregon 219 and increased pressure on the Oregon 99W intersection.

DECEMBER 2, 2013

7:00 P.M. MEETING

PUBLIC SAFETY BUILDING TRAINING ROOM (401 EAST THIRD STREET)

A work session was held prior to the meeting. Fiscal policies were discussed and the department heads gave updates. No action was taken and no decisions were made. All councilors and the mayor were present.

I. CALL MEETING TO ORDER

Mayor Bob Andrews called the meeting to order at 7:02 PM.

II. ROLL CALL

Members Present: Mayor Bob Andrews Denise Bacon Ryan Howard
Bart Rierson Stephen McKinney Mike Corey
Lesley Woodruff

Staff Present: Lee Elliott, City Manager Pro Tem Truman Stone, City Attorney
Jay Harris, Civil Engineer Barton Brierley, Planning & Building Director
Norma Alley, City Recorder Nicole Tannler, Minutes Recorder

Others Present: Robert Soppe, John Freeman, Merle Smith, Cheryl McCaffrey, Mary Starrett, Bill Ciz,
and Kelly Amador

III. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was performed.

IV. CITY MANAGERS REPORT

Mr. Lee Elliott, City Manager Pro Tem, reported on Friday from 5:00-7:30 PM the Christmas tree lighting is at the library with Santa Claus lighting the tree. He said fiscal policies will be discussed soon and he is currently meeting with each individual councilor to discuss the fiscal year. In the first quarter the city is hoping to hire an economic development consultant and host a summit to further understand economic development.

V. PUBLIC COMMENTS

Mayor Andrews opened public comments.

Mr. Robert Soppe, resident, stated prior to a council meeting two and a half months ago he provided written comments to the Council. Six weeks ago he addressed council because he had not addressed them directly with the questions before he told staff he had not received a response and still has not. Mr. Soppe presented three questions to the council and staff: did he follow the proper procedure for submitting questions to the city council; is it unreasonable to expect a reply within two and a half months; and, if two and a half months is too short of a time, what is reasonable? The second issue he raised six weeks ago refers to the poor job done compiling and publishing the results of the citizens' satisfaction survey. This report sits on the city website for all to see. He stated he is disappointed; but, not surprised.

12/10/15 PC - Supplemental Attachment 1
VI. COUNCIL APPOINTMENTS

1. Consider reappointing Allyn Edwards, Matthew Fortner, and Art Smith, to the Newberg Planning Commission serving terms expiring December 31, 2016.

MOTION: Bacon/Howard approving the reappointment of Allyn Edwards, Matthew Fortner, and Art Smith to the Newberg Planning Commission serving terms expiring December 31, 2016. Motion carried (7 Yes/0 No).

2. Consider reappointing Karl Birky and Dianna Cotter and appointing David Hostetler to the Traffic Safety Commission serving terms expiring December 31, 2016; and, appointing Chris Kelley to the Traffic Safety Commission serving a term expiring December 31, 2015.

MOTION: Rierson/Corey approving the reappointment of Karl Birky and Dianna Cotter and appointment of David Hostetler to the Traffic Safety Commission serving terms expiring December 31, 2016; and, the appointment of Chris Kelley to the Traffic Safety Commission serving a term expiring December 31, 2015. Motion carried (7 Yes/0 No).

VII. CONSENT CALENDAR

1. Consider approving a Proclamation honoring fallen Police Reserve Officer Robert Libke and supporting the City of Oregon City as it heals from this terrible tragedy.
2. Consider a motion approving the city council minutes from October 7, October 21, and November 4, 2013.

MOTION: Rierson/Woodruff approving Proclamation honoring fallen Police Reserve Officer Robert Libke and supporting the City of Oregon City as it heals from this terrible tragedy and a motion approving the city council minutes from October 7, October 21, and November 4, 2013 as amended. Motion carried (1 Yes/0 No).

VIII. PUBLIC HEARINGS

Consider a motion adopting **Ordinance No. 2013-2766** amending the transportation system plan to reflect the Phase I alignment of the Newberg-Dundee Bypass.

TIME – 7:12 PM

Mayor Andrews stated at the last council meeting public comments were closed on Ordinance No. 2013-2766 and asked the council if they would like to reopen it due to the amount of the public wanting to speak on the topic today.

MOTION: Rierson/Bacon opening the record to allow additional public comments for **Ordinance No. 2013-2766** a second time. Motion carried (7 Yes/0 No).

Mayor Andrews called for any conflicts of interest or abstentions; none appeared.

Mr. Barton Brierley, planning and building director, presented the staff report including a PowerPoint slideshow (see official meeting packet for full report).

Ms. Cheryl McCaffrey, member of the Ladd Hill Association, commented on the economic interest statement (EIS) in 2002 with concern of traffic on Wilsonville Road. The response was there will not be an impact on Wilsonville Road. She said she believes the problem will move from Dundee to Wilsonville Road and Newberg. The neighborhood association observed the Oregon Department of Transportation (ODOT) had not studied the impact on Wilsonville Road. The association gave a proposal to have Springbrook meet at the bypass and not change the intersection because Wilsonville Road is a dangerous road.

Ms. Mary Starett, member of the Ladd Hill Association, stated those of us who use that road have the tragedy that can occur on Wilsonville Road. They are concerned the accidents would increase and from what ODOT has projected.

Mr. Meryl Smith, resident, has seen the changes in both Wilsonville and Sherwood and looks forward to the Newberg-Dundee Bypass, but realizes what is generating discussion now is safety. She asked council to please consider the suggestions for change in regards to safety.

Mr. John Freeman, member of the Ladd Hill Association, said he has given written testimonies to the council (see official meeting packet for full report). ODOT continues to ignore the problems with traffic on Wilsonville Road and their study does not include current configurations. The association hired a company to examine ODOT's study and the report informed us ODOT never conducted a traffic study. He stated ODOT intentionally misled the public in regards to Wilsonville Road. The bid and contract will not be done until 2015, and he does not believe it will delay this project as they have told you. The association asks the council to give approval only if ODOT makes these two changes. They do not want to stop ODOT and they want this bypass to be successful. Council has the opportunity to fix this problem created by ODOT and he encouraged them to make these two changes.

Councilor McKinney asked how the bypass would be signed for north and south and what is the suggested signage from ODOT. Mr. Freeman said they never committed to any particular signage until November 4' 2013, and any amount of signage will not be adequate because people will use their navigation systems. Councilor McKinney said he empathized and understands that road and navigation systems give multiple choices. He said there is no simple solution to fix this with ODOT and he believes the greatest hope is in how the interchange is signed. He does not envision a simple change and thinks it would be very difficult.

Mr. Freeman said he had a conversation with Clackamas county and was told it is out of their hands and ODOT has a very bureaucratic system for changes. He still believes it is possible and if the city can convince ODOT to make these changes it will work without delays.

Mayor Andrews asked if there will be some aggressive and additional signage. He has also heard discussions of going further back on the bypass to include signage. He said this is an ODOT project, not a city or county project. Ms. Kelly Amador, ODOT, said she believes that is going to happen.

Councilor Woodruff said she does not understand the statewide modeling. Mr. Bill Ciz, ODOT, said there is a statewide modeling before any large project. ODOT models a couple different land use models and examines traffic, road use, and land use. The bypass would only address traffic coming through Dundee and Newberg. There is a comparison of land uses in Newberg and ODOT divides that up into smaller zones and runs it under external influences. This generates future traffic zones based on land use plans.

Councilor Howard asked if there is a response to not taking Wilsonville Road into consideration. Mr. Ciz responded ODOT took the modeling done in 2005 and updated it to 2011 traffic counts. They did some cut-lines and found about 75% of traffic is destined for Newberg, 20% for St. Paul, and 5% for the coast. They do not believe anyone will take Wilsonville Road.

Councilor Rierson said there have been some compelling arguments from the public. He would be inclined to use Wilsonville Road to go north and thinks bad information can come from GPS units. He asked if there is a way the council could approve the ordinance without ruling out the suggestions of the Ladd Hill Association.

MOTION: Rierson/Bacon allowing acceptance of engineer report from ODOT. Motion carried (7 Yes/0 No).

Mr. Brierley said there is more traffic going through Highway 99W than through the gorge on I-84. It is a privilege to have ODOT build this bypass in our community. The council is being asked to incorporate phase 1 and recognize it. There are requests from residents and ODOT has committed to the signage and traffic reports. They are major changes and could cost anywhere from \$4,000,000.00-\$4,500,000.00 and delay the bypass up to 18 months. Springbrook Road is a city street and would be an expense to the city of Newberg as well. The long-range plan is still to have Wilsonville Road the old way once funding is available.

Councilor Howard said he recognizes the changes will cost money and add time, but time is not a deterrent to him. He is not firmly convinced Springbrook Road being used in phase 1 is a good idea and he is not supportive of the idea in its current form. He feels this is a forced solution without much thought because it is temporary. He believes if council takes more time and makes sure they are doing it the right way, they will end up with a better infrastructure in the end.

Councilor Bacon asked staff if council has the power to change the plan. Staff replied they do not.

Councilor Rierson asked what the effect would be if council did not pass this ordinance tonight. Staff did not have an answer but said not adopting it does not officially change it. Ms. Amador stated it would delay construction at least a year, if not longer.

Councilor Howard asked if this is approved and intersections are done by ODOT in phase 2, will it remain that way. Staff replied with the full bypass, there will not be changes; and it will remain a city street for Springbrook Road traffic.

Councilor McKinney thanked the public for their comments and said this is the best alternative to what they have for the continuation of the bypass.

Councilor Bacon said she will unhappily vote yes on this. She agrees what is going to happen is dangerous and there will not be another phase to this bypass. She will vote yes to equalize the paperwork.

Councilor Corey said he is also concerned and the project is not a perfect plan, but signage will help. He thinks the project will be stalled after phase 1, but the alternative of spending more dollars is not an option. There are no funds to do this, so he will be voting yes.

Councilor Rierson said he will be voting in favor with difficulty. He understands the requests are not simple, but would like to see an amendment and continue to work with ODOT for some way to incorporate this.

Mayor Andrews said he will also vote yes and spoke of the city's forum in the Parkway Committee to discuss this problem. He does not believe there will not be a full build out said they need to keep a fire under ODOT and legislation. He agrees with the concerns and thanked them for giving council some insights to pursue modifications in the future.

Councilor McKinney said this council is devoted to the completion of the bypass and he thinks all are best served by keeping on track. He thanked Mayor Andrews for reminding everyone of the full completion of the bypass.

MOTION: McKinney/Woodruff adopting **Ordinance No. 2013-2766** amending the transportation system plan to reflect the Phase I alignment of the Newberg-Dundee Bypass. Motion carried (6 Yes/1 No [Howard]).

IX. NEW BUSINESS

Consider a motion adopting **Ordinance No. 2013-2767** amending the code provisions for the Citizens' Rate Review Committee effective December 3, 2013.

TIME – 8:36 PM

Mr. Truman A. Stone, city attorney, presented the staff report (see official meeting packet for full report).

MOTION: Rierson/Bacon waiving second reading of **Ordinance No. 2013-2767** amending the code provisions for the Citizens' Rate Review Committee effective December 3, 2013. Motion carried (7 Yes/0 No).

MOTION: Bacon/Rierson adopting **Ordinance No. 2013-2767** amending the code provisions for the Citizens' Rate Review Committee effective December 3, 2013. Motion carried (7 Yes/0 No).

X. COUNCIL BUSINESS

Discussion on the Villa Road Sidewalk Improvements with Interim Public Works Director/City Engineer Jay Harris and City Attorney Truman Stone.

TIME – 8:42 PM

Mayor Andrews pulled this item from the agenda.

XI. EXECUTIVE SESSION

- 1. Executive Session pursuant to ORS 192.660(2)(e) relating to a real property transaction.

Mayor Andrews opened the executive session at 8:45 PM and closed the executive session at 9:28 PM.

MOTION: Rierson/Bacon to authorize staff to negotiate a lease for the area adjacent to and above the Oliver Springs. Motion carried (7 Yes/0 No).

- 2. Executive Session pursuant to ORS 192.660(2)(h) to consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed.

Mayor Andrews opened the executive session at 9:29 PM and closed the executive session at 10:03 PM.

MOTION: Howard/Rierson directs staff to negotiate with property owners to purchase right of way for the construction of side walk. Motion carried (7 Yes/0 No).

XII. ADJOURNMENT 12/10/15 PC - Supplemental Attachment 1

The meeting adjourned at 10:12 PM.

ADOPTED by the Newberg City Council this 17th day of March, 2014.


Jennifer L. Nelson, Acting City Recorder

ATTEST by the Mayor this 20th day of March, 2014.


Bob Andrews, Mayor

12/10/15 PC - Supplemental Attachment 1

From Audio of December 2, 2013

At 32:39: Mayor Andrews:

While we are in the area of public testimony, I would like to, although they did not sign up, I would like to invite Kelly and Bill, if you would come forward for a moment. I think you have some updated information on some signage that you'd like to share, or I'd like to have you share. / 33:09/ Silver button on the right and introduce yourselves. /33:17/ I'm Kelly Amador, Project Manager with ODOT for Newberg-Dundee Bypass. I'm Bill Ciz, I work for Parametrix. I've been the consultant on the project for a number of years.

Mayor Andrews (MA): Tell me, in follow up to Councilor McKinney, I understand that there's is going to be some very aggressive signage at the junction but I also understand /33:42/ that there is a very positive discussion in your department of going back quarter to a half mile before the intersection to have advance notification of /33:54/ directions to either Portland, Tigard, et cetera which would be encouraging a right or a left turn at the intersection of the Bypass at 219. Am I correct?

/34:08/ Kelly Amador (KA): Yes, you're correct. It would be the signage to I-5 would be not right at the intersection. It would have to be before that, so, in order for people to make a decision on which way they were going to go. It would have to be before that, and not right at the intersection.

MA: Would there be both?

KA: What do you mean both?

MA: At the intersection, as we often see, as well as the advance? That was my understanding.

KA: I believe so. I have not looked at the latest traffic sign sheets, but that's my understanding from conversations that we've had with traffic.

MA: Bill, do you have any comments?

Bill Ciz (BC): No, I don't have anything to add on signage.

MA: You heard the testimony this evening, do you have any rebuttals on this? /34:54/ This is an ODOT project, this is not a City of Newberg project, am I correct?

KA: You're correct.

MA And your project is impacting our streets, right? And that's why we're looking at the TSP.

KA You're correct.

MA So it is an ODOT project.

KA: Correct.

MA: Not a Yamhill County project, not a Clackamas County project, not a City of Newberg project, but an ODOT project. /35:16/ Go ahead.

KA You're correct.

BC: Barton, could you put that map? /35:28/ I think ... I don't know that I have all that much to add. Lets see if this works.

12/10/15 PC - Supplemental Attachment 1

MA: Is this in addition to information that you had the last time?

BC : No, it would just be, ahh...something that ahh ...

MA: I think we got the information pretty well last time, Bill. I don't think we need to... Looking for if you have anything new, like we now have some more definitive information, or I got some more definitive information, on additional signage over what was previously proposed. And I think that's a very positive move on the part of ODOT. Councilor Woodruff [LW], Councilor Howard [RH] /36:08/

LW Thank you. I think this is a question for Kelly. Reading through the information, there are several descriptions of the statewide modeling. I still don't quite understand what that means exactly. Could you ...

KA I'm gonna let Bill.

LW: OK – whoever can answer the question. Could you tell me, what does that mean exactly? Statewide modeling.

BC: /36:26/ Well, when ... there's a statewide traffic model, or transportation model, that's established, and prior to doing any project, a big project or an area study, such as, you're in the Newberg TSP update phase right now. ODOT re-models the land uses which generate traffic /36:54/ and those particular land ... and that is updated and that was what was done for the Newbergs Bypass Study at the beginning of the project in 2005. And there were a number of, there were a couple of, different land use assumptions used because down in the area around 219 and Wilsonville Road there was a proposed Urban Growth Boundary expansion, so a lot of those things were taken into account at the time when we did that modeling. Some of the other testimony that I think you've read in the responses that we gave is for the first EIS study, the Tier 1 study. ODOT also ran a different kind of statewide model that basically takes into account all the interactions of traffic coming into an area, looks at land uses, looks at roadways and determines if additional traffic would be generated by that particular roadway based on land use and land use interactions. And that's what they found did not, that the bypass did not do that. It would only ... it would address traffic that is coming to Newberg and Dundee under that /38:23/ 20-year time-frame. Its not increasing land uses or changing land uses.

LW: Thank you. Paula.

MA: Paula.

Paula: So, part of the statewide modeling is also comparison of other similar situations in different parts of the state? Am I understanding that correctly?

BC: No, no. /38:44/ It is a comparison; it is basicly ... You take your land uses in Newberg and they each... the city is divided up into smaller zones based on population and employment. The model is run with external influences of traffic coming in on, say, 99 W, and then it generates areas where you're going to have traffic congestion in the future. It also is calibrated based on the current condition, then that traffic is projected into the future based on land uses that are in your land use plan.

Paula: OK. Thank you. /39:28/

MA: Mr. Howard

12/10/15 PC - Supplemental Attachment 1

Mr. Howard [RH]: Do you have a response to the assertion that the study that showed no measurable impact on Wilsonville Road didn't take into consideration the realignment of Wilsonville Road?

BC: We do /39:44/ we had our traffic engineer prepare a memo, and we just got it today. Essentially what we discovered, what we did was, /39:57/we took the modeling that was done in 2005. When we did Phase 1 we updated it with 2011 traffic counts and I think we completed that in 2011. We looked back at the model and we did some things ... we did some cut lines so we could figure out where...

RH: I'm sorry? I'm sorry?

BC: Cut lines. So like ... boy this thing doesn't work at all or ...oh there we go... ok it's me ... So, we took Wilsonville Road as an example and we looked at where traffic is going and coming from on Wilsonville Road at Newberg. So what we found was that, and they may be a little different in the memo, I'm going on memory here, about 75% of the traffic is destined for Newberg, parts east of Newberg, or areas slightly west of Newberg. About 20% of the traffic is destined down 219 down towards St Paul /41:05/ and about 5%, I think this memo said 6%, of the traffic /41:09/ is destined for areas out on the coast, McMinnville, Lafayette. And so based on that particular modeling we don't see that anything changes when you change where Wilsonville Road connects from here to here. People go where they are going to go. You're not going to go /41:33/ somewhere because it's straight ahead of you. We don't believe anybody will take Wilsonville Road unless they're going to the Wilsonville area. Or... and if you're going to Tualatin or you're going to Sherwood you'll be taking Tualatin-Sherwood ... 99 W and Tualatin Sherwood Road.

(noise)

MA: Please, please. /41:58/

RH: You kind of outlined where people were going when they were going east.

BC: The reverse is true in the westbound direction.

RH: But from this point, if you were going to I-5 in either direction, I would think that the shortest distance would probably be along Wilsonville Road, would it not be?

BC: I think it depends on where you're going on I-5. If you're going to Wilsonville on I-5, I would agree with you. If you're going to Tualatin on I-5, I would not agree with you that that's the shortest direction. Or if you're going to Donald or an area south of I-5 I don't think that's ...I think it's only to Wilsonville.

RH: Thank you.

MA: Mr. Rierson?

BR: Mr. Mayor, I think the question might be for staff because I think I've been the fence-sitter the whole time here because I think the Ladd Hill Neighborhood Association /42:59/ and some of the other testimony we've heard ... that's been some compelling arguments that unfortunately came to us late in the process /43:05/ and that was news for me at our last meeting. I see myself exiting, coming from, the coast and ending up at 219

12/10/15 PC - Supplemental Attachment 1

much more likely to take the Wilsonville Road if I was going to Portland metropolitan area. Period. If I was going south, McKay Road is a no-brainer but I can't think of a way going east or north ... there's a lot of people that don't like stoplights, I'm not the only one. And there's a lot more stoplights going the other way and a lot of traffic. Currently, if you're traveling you'd have to go out of your way to take the Wilsonville Highway and then go over to Highway 99 or Um south to McKay Road but now we're dumping out right at Wilsonville Highway. And when I use my own GPS unit /44:05/ it tells me, "Don't go McKay Road, it's going to take you another half hour". And then from 219 to I-5, it's like 9 minutes going the speed limit even though it's telling me it's 20. So, I think there is bad information people can get from GPS units and I think more and more people are using those. I think of the Kim family a couple of years ago taking a logging road and thinking they were taking a shortcut. But what I'm getting at, I know this is starting to sound like deliberation, but what /44:42/ I was hoping is that staff could tell me ... and I got to tell you that I appreciate the testimony from Kelly and Bill, and the information about the additional signage and um. And I think we'd seen some responses in the packet that help me a little bit but what I'm hoping that there's a way that we could um approve the Transportation System Plan changes without ruling out the suggestions that the Ladd Hill Association has done. So, I'm not, I don't think I'm quite prepared to vote against the legislative action this evening but at the same time I'm hoping that staff could tell me if there's a way that we can approve the plan and leave open the opportunity that if ... not to just set in stone the current version of the plan. Because that to me ... Springbrook Road right to the bypass instead of having to come out where it is now and having to make that little jog, and the connection of Wilsonville Road to Adolf Road seem to be pretty darn good arguments. So I don't want to delay the project but I'd like to leave the door open if it's possible. So, is it possible? /46:06/ Is there a way to approve the ordinance this evening? And still ...

/46:13/

MA: Staff will have a chance to respond to that.

RH: All right. Thank you.

MA: Anything else? You have anything further, Kelly or Bill?

BC: We could submit this traffic memo that we have into the record.

MA: Do you want to accept that?

BR: I move we accept that into the record.

MA: Do I hear a second? Second Bacon. Be accepted into the record. Call for the question.

Female voice: (inaudible)... question

MA: Question's been called for. All in favor signify accepting the Engineers Report from ODOT, is that correct? Engineers Report from ODOT? All in favor signify by saying "Aye". Those opposed, same sign? None opposed. We will accept that. Do you have additional copies or just the one copy? /47:58/







MEMORANDUM

Date: December 2, 2015

Project #: 9372

To: Kelly Amador & Tim Potter, ODOT Region 2
Bill Ciz, Parametrix

From: Julia Kuhn, PE & Wade Scarbrough, PE

Project: Newberg Dundee Bypass

Subject: Phase 1 Bypass Operations

To supplement the information requested by the City of Newberg for the proposed Transportation System Plan (TSP) Amendment, we have analyzed year 2035 operations at each of the affected intersections in the vicinity of the Oregon 219/Bypass/Wilsonville Road intersection. Opening year intersection analyses were included in the TSP Amendment packet submitted by ODOT to the City earlier in November. The enclosed memo supplements the information previously submitted.

As part of the TSP Amendment, ODOT evaluated the benefits and trade-offs associated with eight options for the Oregon 219/Bypass/Wilsonville Road intersection. These include:

- *Option 1 – Full movement intersection:* under this option travel between Wilsonville Road and the Bypass could occur directly at the signalized Oregon 219/Bypass/Wilsonville Road intersection.
- *Option 2 – Traffic Signal at the Springbrook Road/Wilsonville Road Intersection:* this option maintains the existing alignment of Wilsonville Road. As part of this option, no direct connection would be provided between Wilsonville Road and the Bypass. Instead, Wilsonville Road travelers would use Springbrook Road and Oregon 219 to access the Bypass.
- *Option 3 – Right-in-Right-Out at the Springbrook Road/Wilsonville Road intersection:* this is the same as Option 2 except Wilsonville Road intersection would be restricted to right-in-right-out movements at its intersection with Springbrook Road. Under this option, eastbound travelers from the Bypass to Wilsonville Road could use Oregon 219 and Springbrook Road. However, westbound travelers would need to travel north on Springbrook Road to then access one of the city streets or Oregon 99W to travel between Wilsonville Road and the Bypass.
- *Option 4 – FEIS Wilsonville Road Relocation:* this option realigns Wilsonville Road to intersect Oregon 219 at a signalized location south of the Wynooski Road intersection.

Under this option, travelers between Wilsonville Road and the Bypass would use Oregon 219.

- *Option 5 – Adolf Road Connection to Oregon 219:* this option is similar to Option 4 except that Wilsonville Road would intersect Oregon 219 at the Wyooski Road intersection. This intersection would require signalization.
- *Option 6 – Oregon 219 Roundabout:* this option is the same as Option 1 except that the Oregon 219/Bypass/Wilsonville Road would be controlled with a multilane roundabout rather than a traffic signal.
- *Option 7 – No Connection from Eastbound Phase 1 Bypass to Wilsonville Road:* this option is similar to Option 1 except that eastbound through movements would not be allowed at the Oregon 219/Bypass/Wilsonville Road intersection. Under this option, eastbound travelers would either need to turn left or right from the Bypass onto Oregon 219 and find an alternate route to access Wilsonville Road.
- *Option 8 – No Through Traffic:* under this option, no eastbound or westbound through movements would be allowed at the Oregon 219/Bypass/Wilsonville Road intersection. Travelers desiring to travel between Wilsonville Road and the Bypass would need to find an alternative route.

We developed year 2035 traffic volumes at the affected intersections based on data collected about existing traffic conditions as well as information provided by ODOT's Transportation Planning and Analysis Unit (TPAU). The forecast year 2035 traffic volumes associated with each of the options are shown in Figures 1 – 8. These volumes are reflective of completion of only Phase 1 of the Bypass.

Based on the traffic volumes shown in the figures, we calculated the volume-to-capacity (v/c) ratio at each of the affected intersections for each option. Table 1 compares the calculated v/c ratio to the performance standard used in the Final EIS for the Bypass.

12/10/15 PC - Supplemental Attachment 2

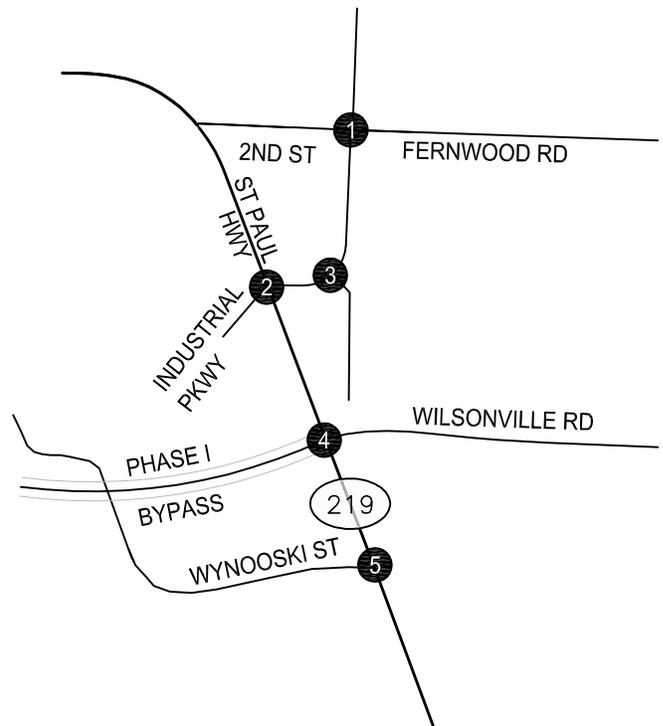
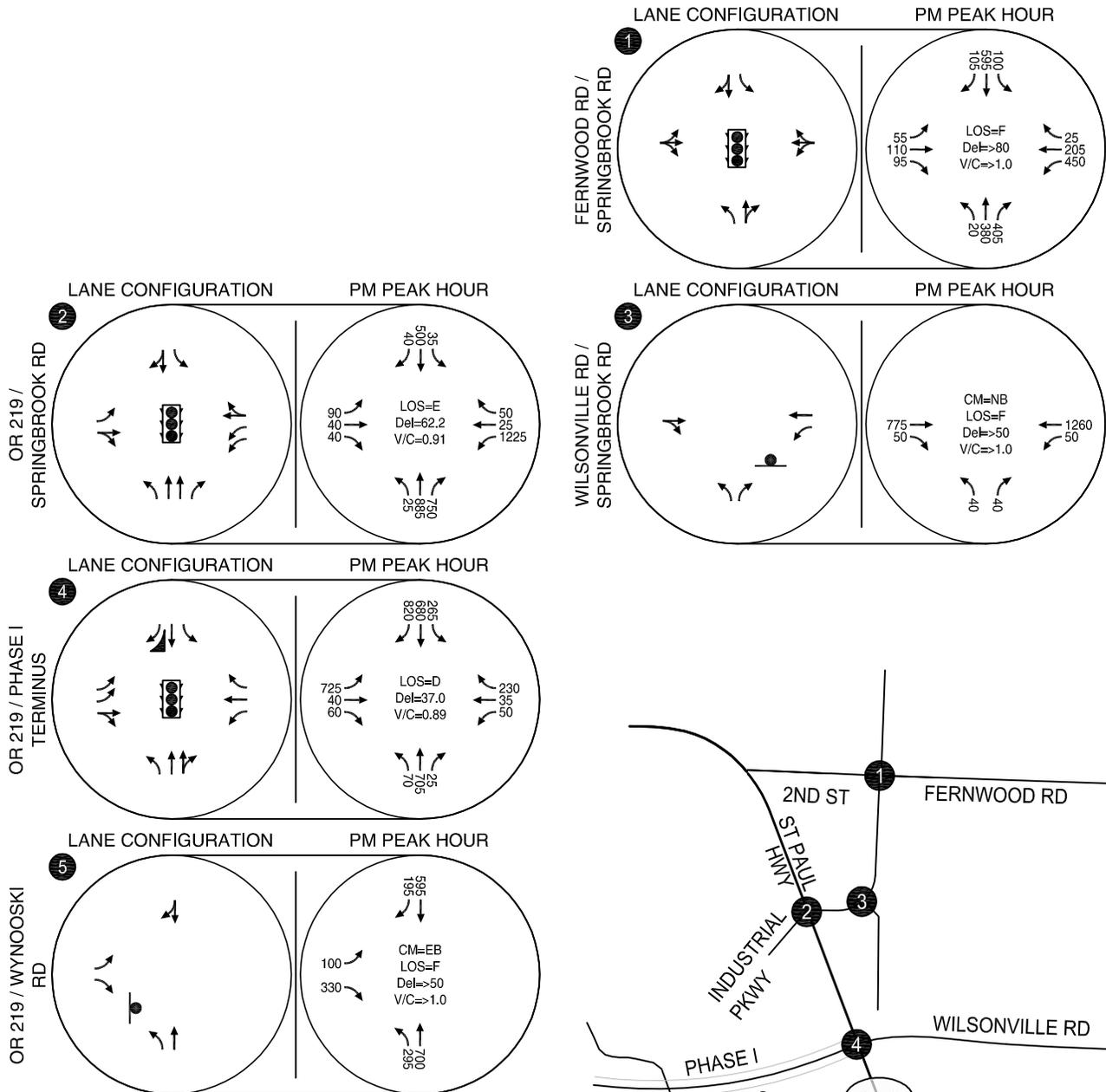
Table 1. Year 2035 Intersection Operations

Intersection	Oregon 219/Bypass/Wilsonville Road Intersection Option								
	Performance Standard	1 - Full Movement Intersection	2 - Traffic Signal at Springbrook/Wilsonville Road Intersection	3 - Right In/Out at Springbrook/Wilsonville Road Intersection	4 - FEIS Wilsonville Road Relocation	5 - Adolph Road Connection to Oregon 219	6 - Oregon 219 Roundabout	7 - No Connection from EB Phase 1 Bypass to Wilsonville Road	8 - No Through Traffic
OR 219/ Springbrook Rd	0.80	0.91	0.90	0.97	0.91	0.91	0.91	0.91	0.93
OR 219/ Bypass	0.65	0.89	0.81	0.83	0.94	0.94	0.92*	0.90	0.80
OR 219/ Wynooski Rd	0.80	> 1.0	> 1.0	> 1.0	> 1.0	0.88	> 1.0	> 1.0	> 1.0
Springbrook Rd/ Wilsonville Rd	0.90	> 1.0	> 1.0	> 1.0	> 1.0	> 1.0	> 1.0	> 1.0	> 1.0
Springbrook Rd/ 2nd St/ Fernwood Rd	0.90	> 1.0	> 1.0	> 1.0	> 1.0	> 1.0	> 1.0	> 1.0	> 1.0
OR 219/ Realigned Wilsonville Rd	0.80	N/A	N/A	N/A	0.87	N/A	N/A	N/A	N/A

*Note: Option 6 Roundabout configuration assumes a 2-lane westbound entry with a separate right-turn lane and shared left-through lane.

As shown in Table 1, the analysis of 2035 traffic conditions confirms the following key findings:

- Under all options, the Oregon 219/Springbrook Road intersection is expected to operate slightly below capacity, with volume-to-capacity ratios ranging between 0.90 and 0.97.
- The Oregon 219/Bypass intersection will also operate slightly below capacity under all scenarios. Options 4, 5, and 6 would result in the worst performance at the intersection with V/C ratios of 0.92 to 0.94, while the rest of the options would perform with V/C ratios ranging between 0.80 and 0.90.
- The Oregon 219/Wynooski intersection is expected to exceed capacity on the minor street approach under all options, with the exception of Option 4, which assumes the intersection would be signalized.
- Under all options, the city street intersections with Springbrook Road are expected to exceed the available capacity. Thus, the analysis confirms that completing the Bypass segment connecting from Oregon 219 to Oregon 99W will be necessary in the future to avoid overloading Springbrook Road.



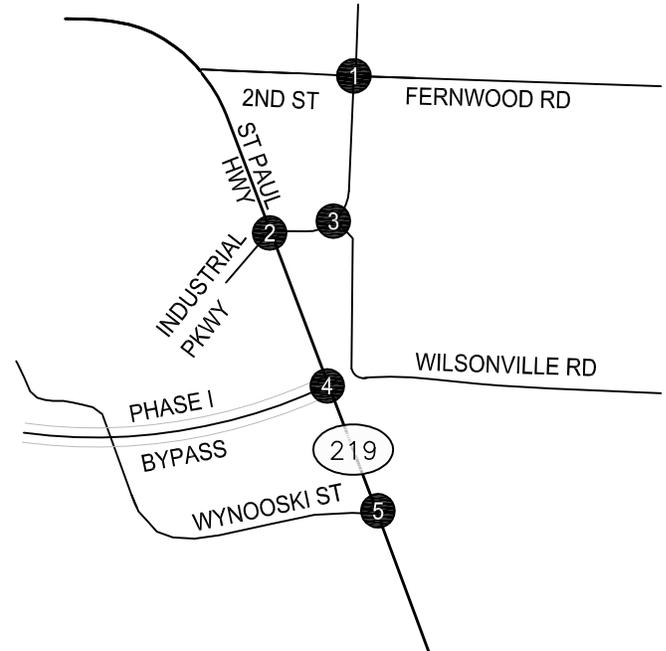
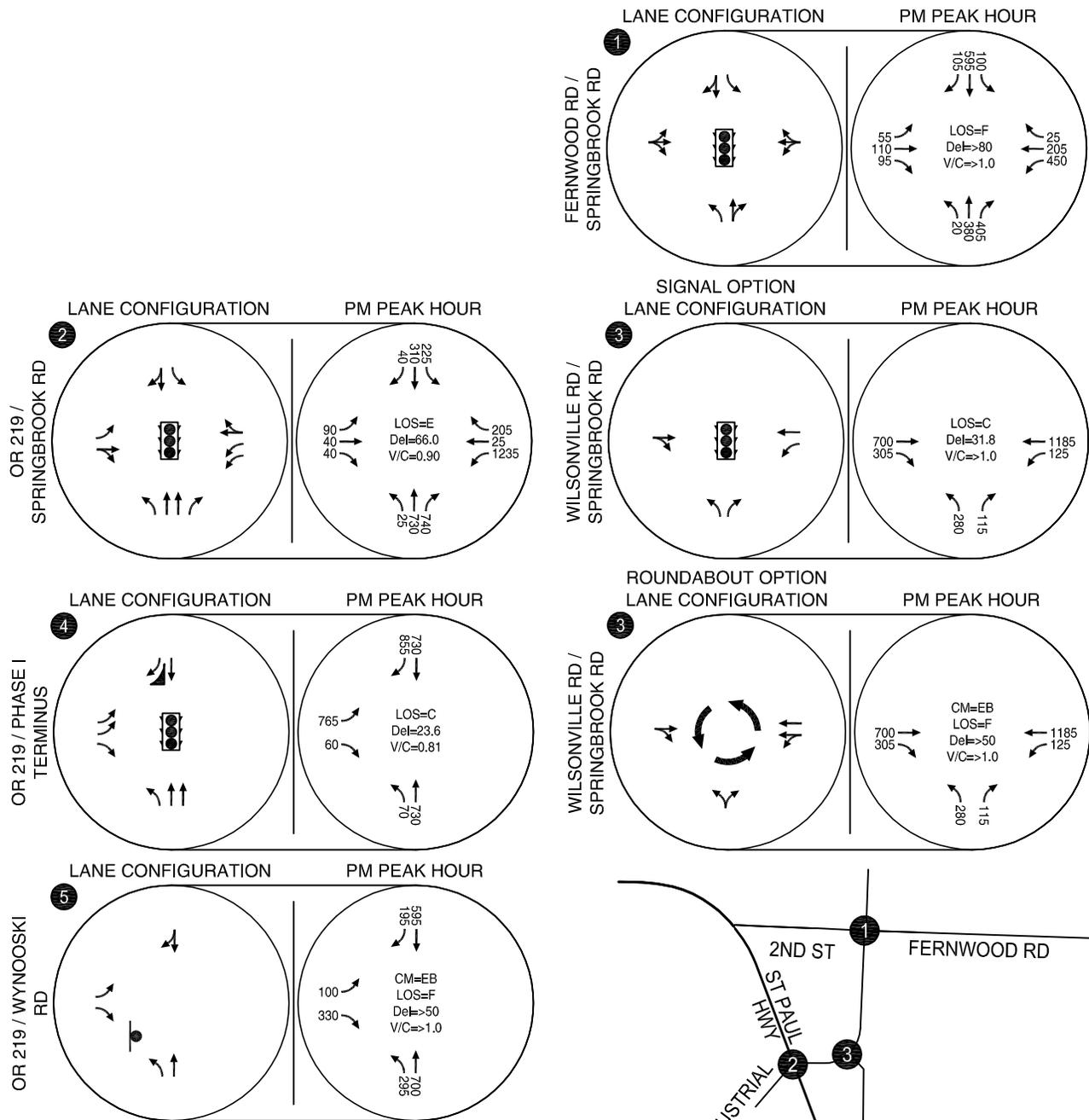
- STOP SIGN
- TRAFFIC SIGNAL

CM = CRITICAL MOVEMENT (TWSC)
 LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED) / CRITICAL MOVEMENT LEVEL OF SERVICE (TWSC)
 Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED) / CRITICAL MOVEMENT CONTROL DELAY (TWSC)
 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

**Option 1 Traffic Conditions
 Year 2035 PM Peak Hour
 Newberg, Oregon**

**Figure
 1**

K:\H_Portland\proj\lib\9372 - Newberg-Dundee Bypass\2015 August Analysis ZHB\9372_August_figs.dwg Dec-01, 2015 - 6:15pm - zbugg Layout Tab: Option 1 - 2035



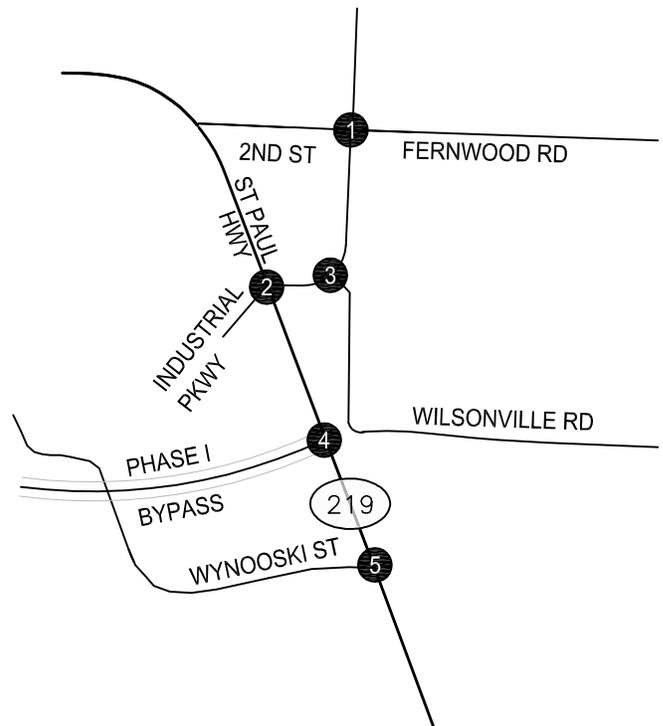
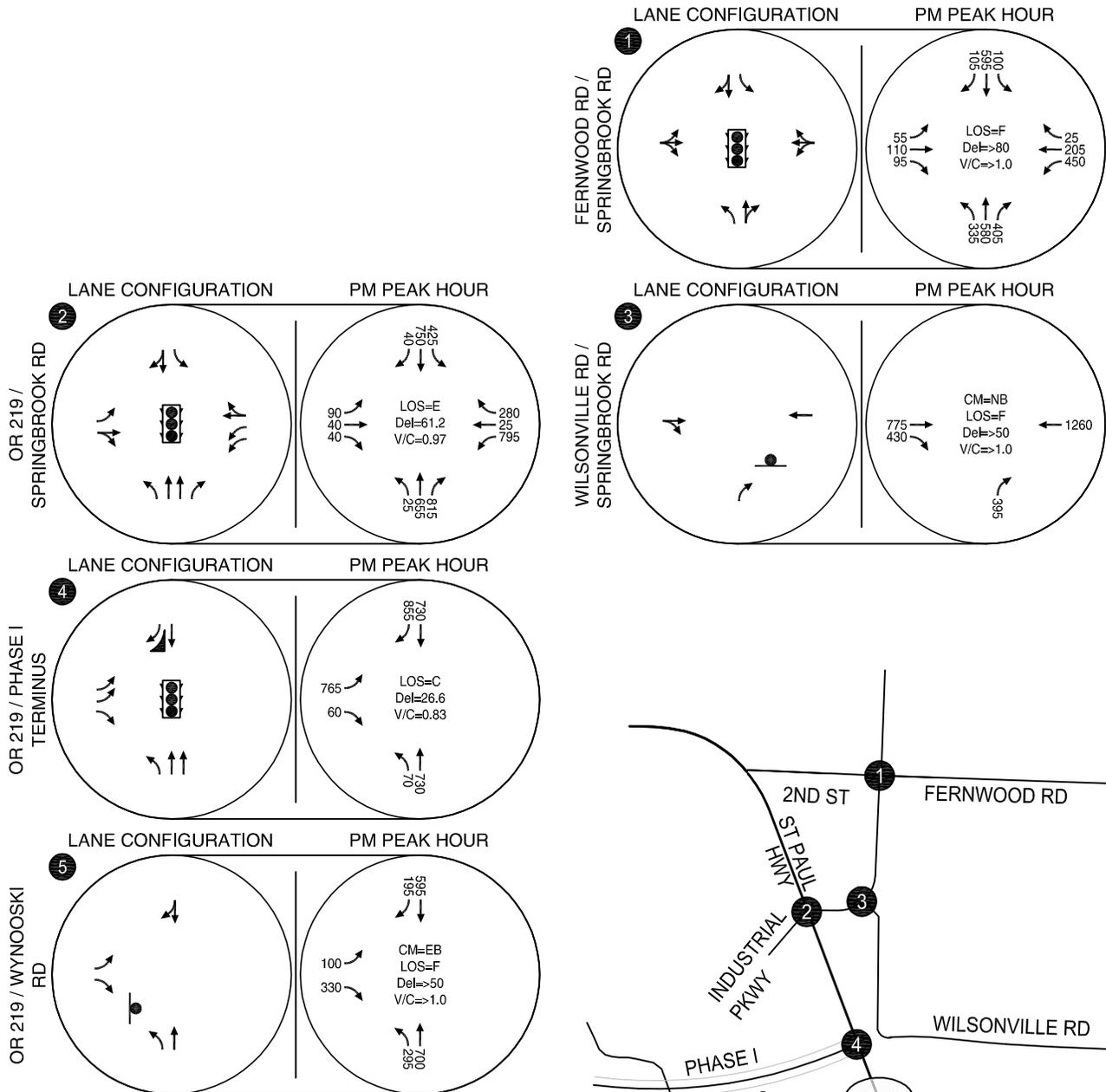
- STOP SIGN
- TRAFFIC SIGNAL
- ROUNDABOUT

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
 LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED) / CRITICAL MOVEMENT LEVEL OF SERVICE
 Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED) / CRITICAL MOVEMENT CONTROL DELAY
 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

**Option 2 Traffic Conditions
 Year 2035 PM Peak Hour
 Newberg, Oregon**

**Figure
 2**

K:\L_Portland\proj\lib\9372 - Newberg-Dundee Bypass\2015 August Analysis ZHB\9372_August_figs.dwg Dec 02, 2015 - 7:25am - zbugg Layout Tab: Option 2 - 2035



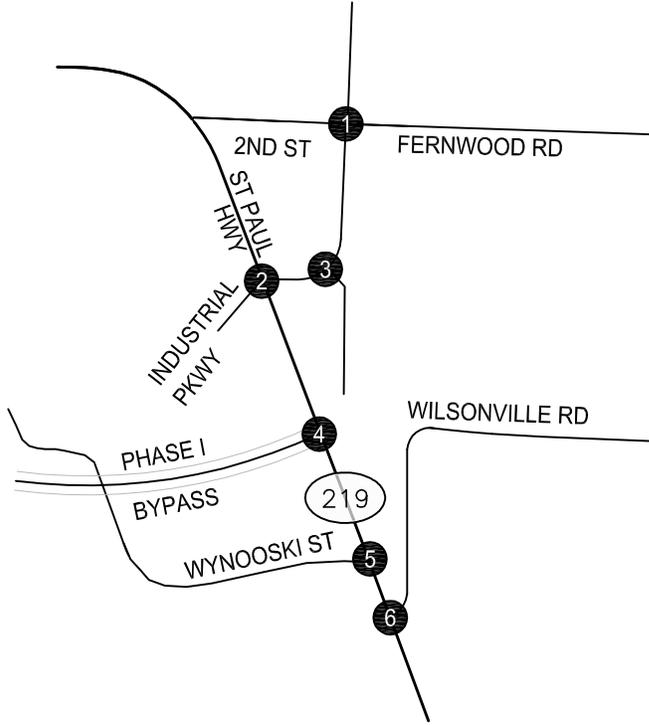
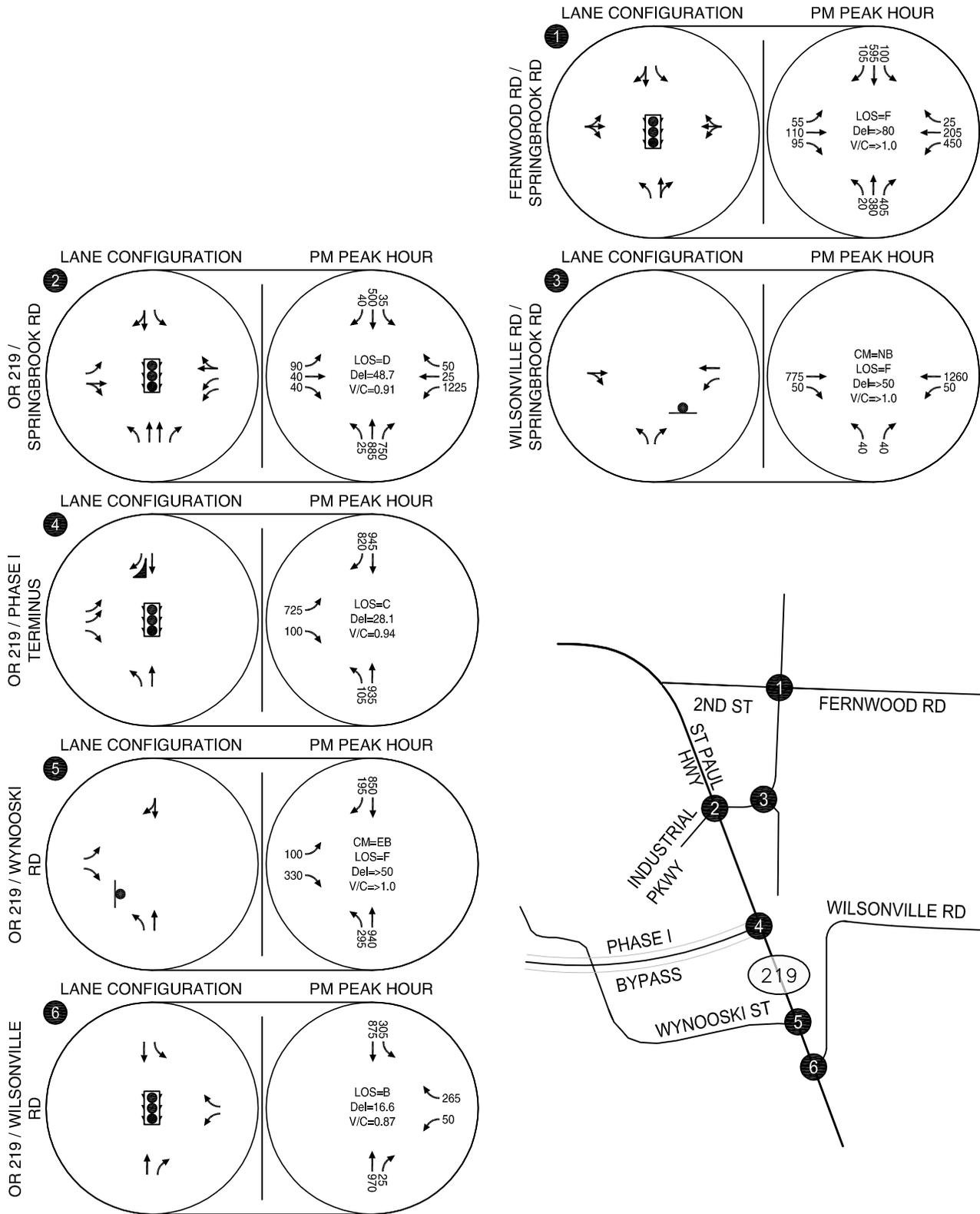
- STOP SIGN
- TRAFFIC SIGNAL

CM = CRITICAL MOVEMENT (TWSC)
 LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED) / CRITICAL MOVEMENT LEVEL OF SERVICE (TWSC)
 Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED) / CRITICAL MOVEMENT CONTROL DELAY (TWSC)
 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

**Option 3 Traffic Conditions
 Year 2035 PM Peak Hour
 Newberg, Oregon**

**Figure
 3**

K:\L_Portland\proj\lib\9372 - Newberg-Dundee Bypass\2015 August Analysis ZHB\9372_August_figs.dwg Dec-01, 2015 - 6:16pm - zbugg Layout Tab: Option 3 - 2035



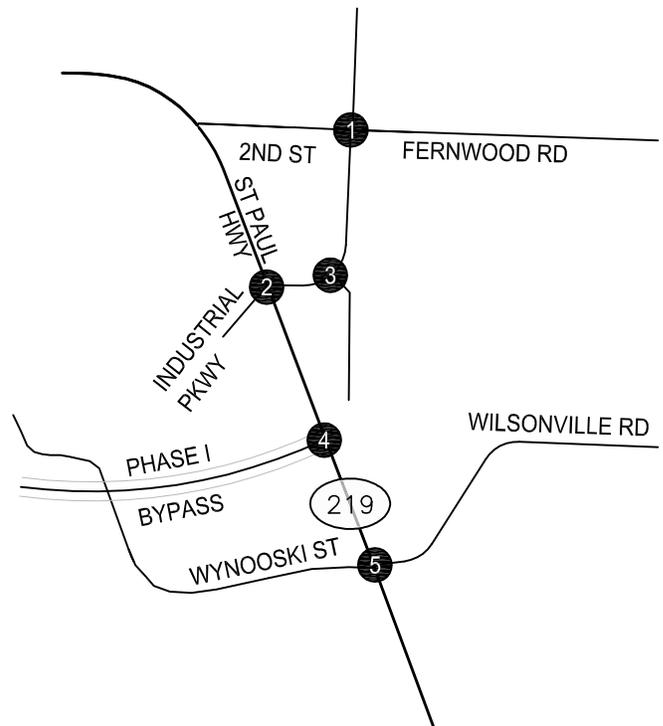
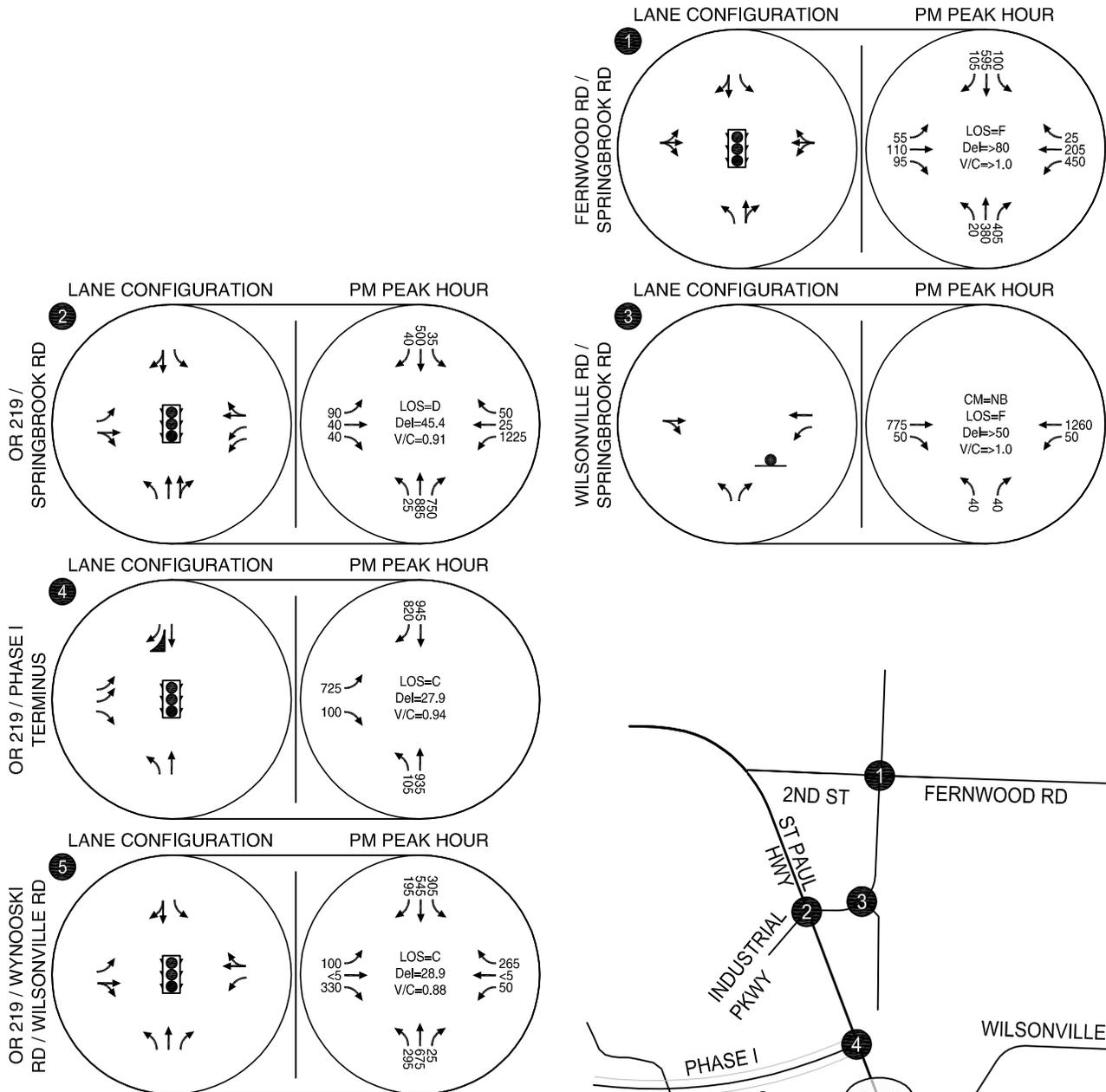
● - STOP SIGN
 - TRAFFIC SIGNAL

CM = CRITICAL MOVEMENT (TWSC)
 LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED) / CRITICAL MOVEMENT LEVEL OF SERVICE (TWSC)
 Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED) / CRITICAL MOVEMENT CONTROL DELAY (TWSC)
 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

**Option 4 Traffic Conditions
 Year 2035 PM Peak Hour
 Newberg, Oregon**

**Figure
 4**

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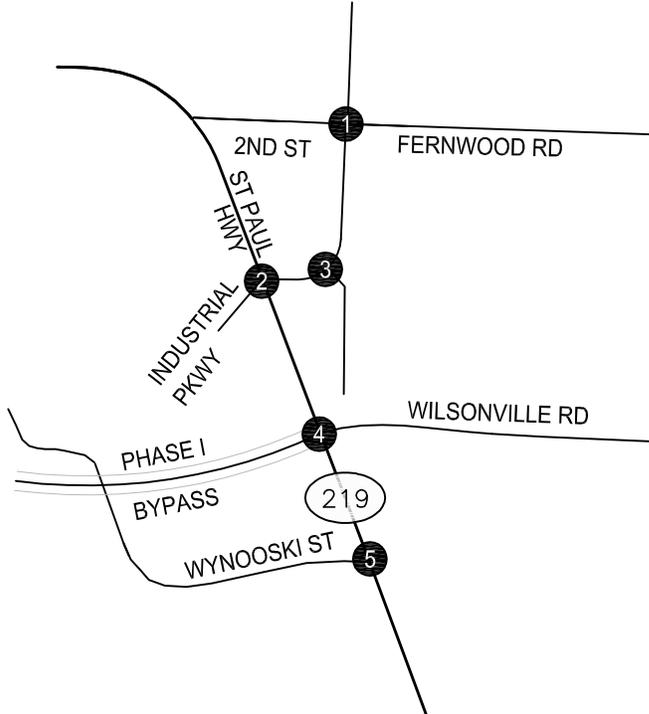
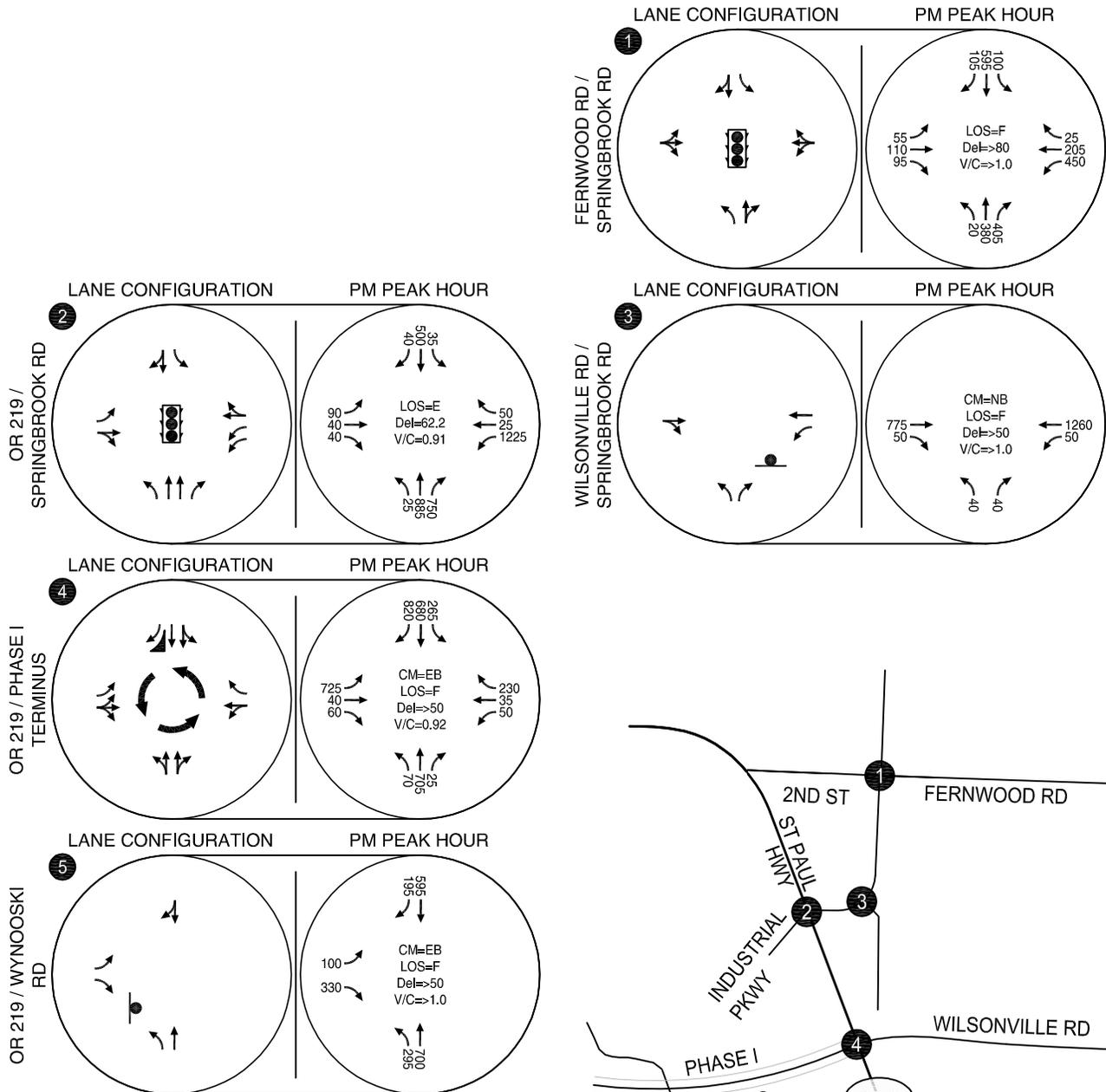
- STOP SIGN
- TRAFFIC SIGNAL

CM = CRITICAL MOVEMENT (TWSC)
 LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED) / CRITICAL MOVEMENT LEVEL OF SERVICE (TWSC)
 Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED) / CRITICAL MOVEMENT CONTROL DELAY (TWSC)
 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

**Option 5 Traffic Conditions
 Year 2035 PM Peak Hour
 Newberg, Oregon**

**Figure
 5**

K:\H_Portland\proj\lib\9372 - Newberg-Dundee Bypass\2015 August Analysis ZHB\9372_August_figs.dwg Dec-01, 2015 - 6:16pm - zbugg Layout Tab: Option 5 - 2035



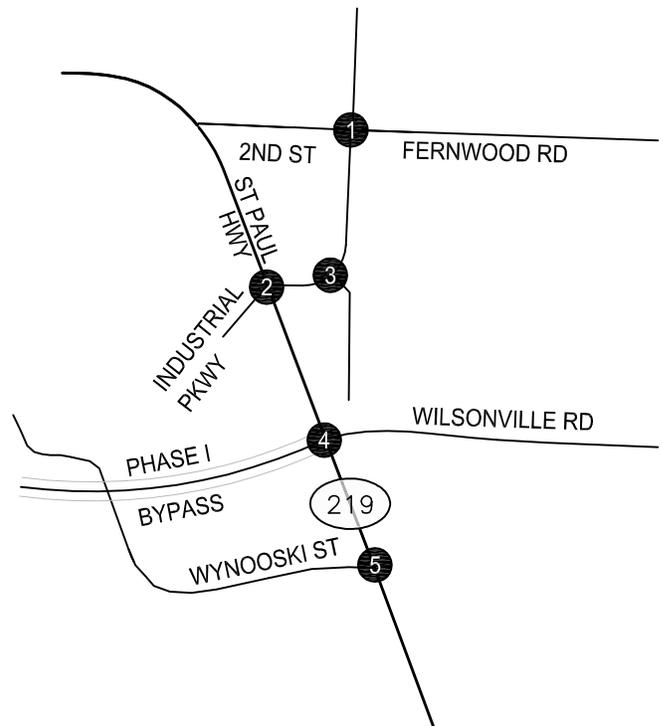
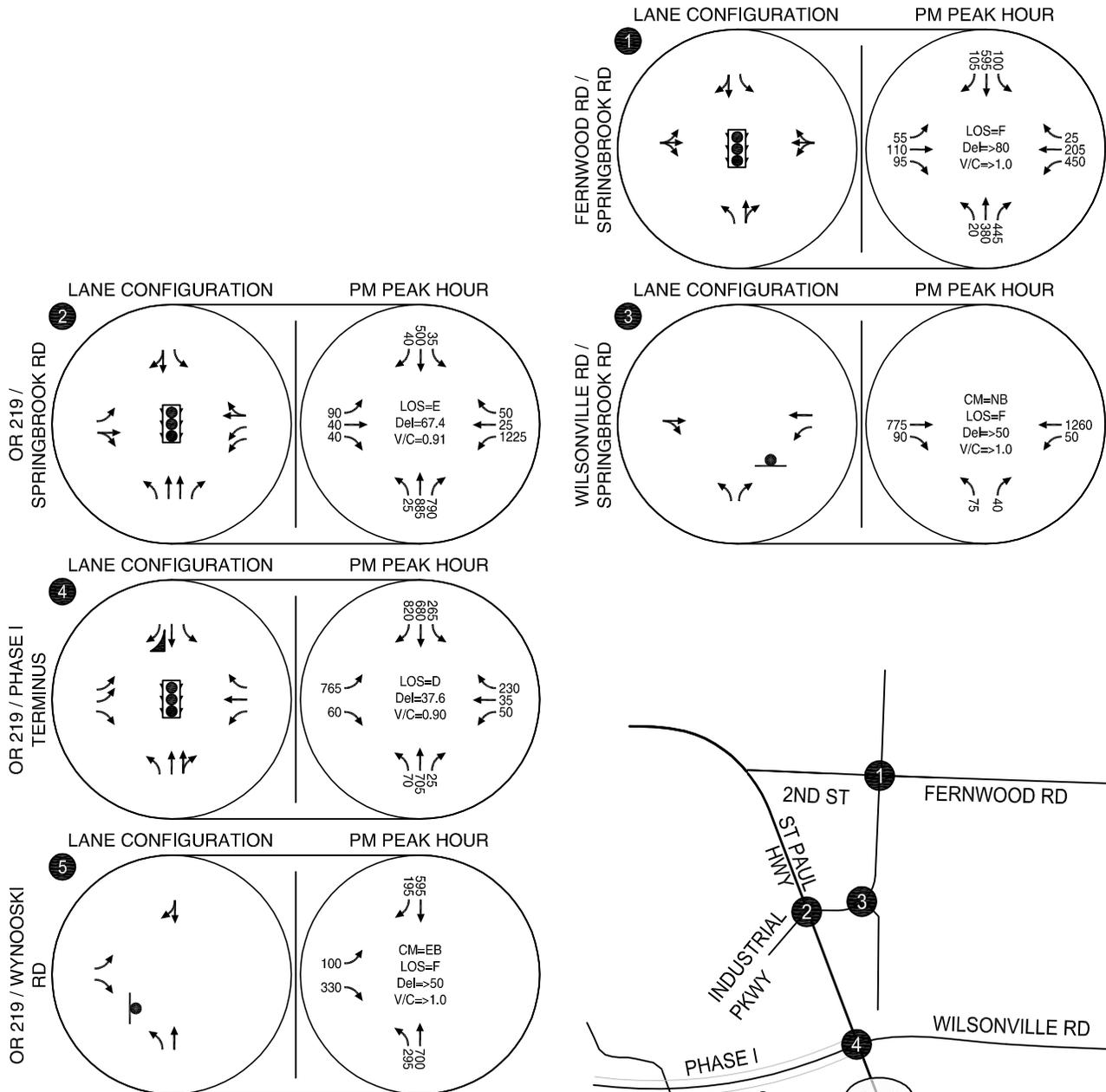
- STOP SIGN
- TRAFFIC SIGNAL
- ROUNDABOUT

CM = CRITICAL MOVEMENT (TWSC)
 LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED) / CRITICAL MOVEMENT LEVEL OF SERVICE (TWSC)
 Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED) / CRITICAL MOVEMENT CONTROL DELAY (TWSC)
 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

**Option 6 Traffic Conditions
 Year 2035 PM Peak Hour
 Newberg, Oregon**

**Figure
 6**

K:\L_Portland\proj\file\0372 - Newberg-Dundee Bypass\2015 August Analysis ZHB\0372_August_figs.dwg Dec 02, 2015 - 7:24am - zbugg Layout Tab: Option 6 - 2035



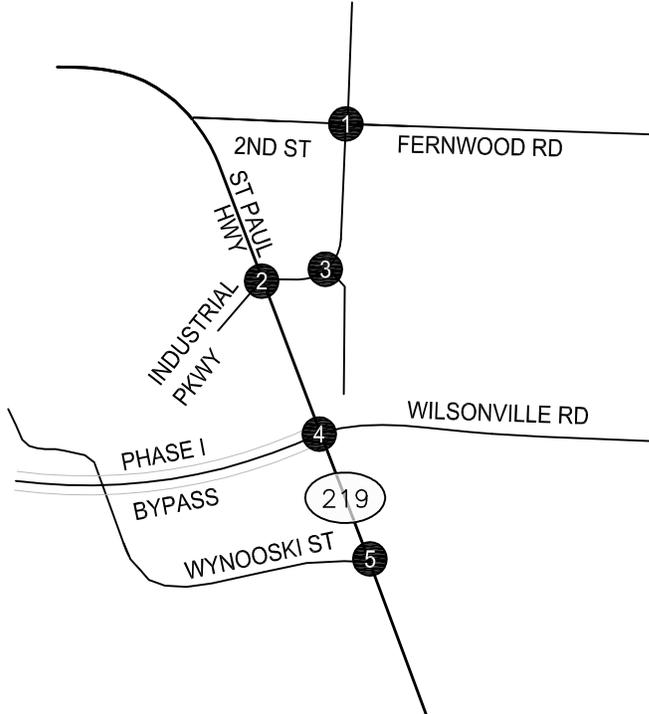
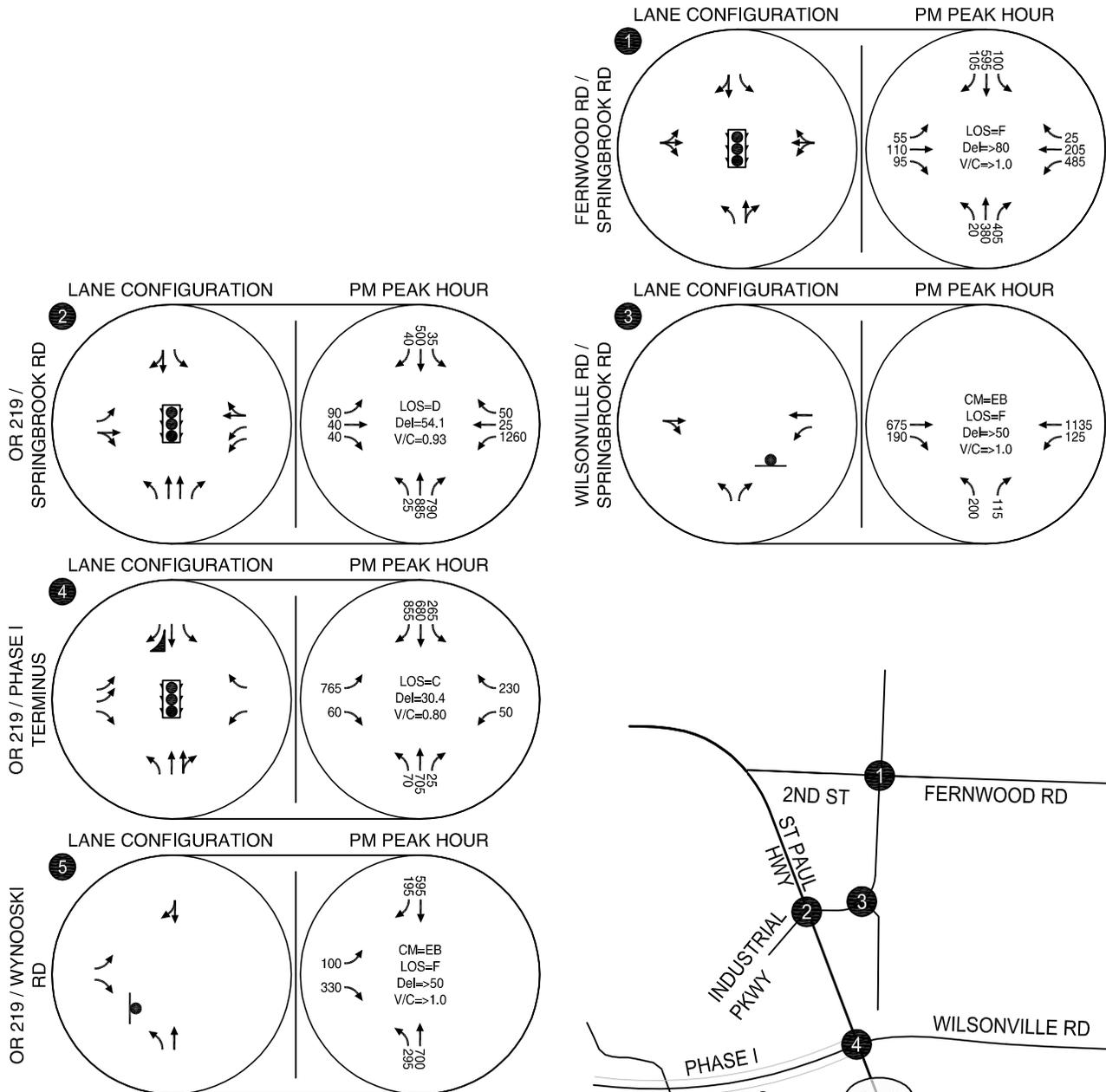
- STOP SIGN
- TRAFFIC SIGNAL

CM = CRITICAL MOVEMENT (TWSC)
 LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED) / CRITICAL MOVEMENT LEVEL OF SERVICE (TWSC)
 Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED) / CRITICAL MOVEMENT CONTROL DELAY (TWSC)
 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

**Option 7 Traffic Conditions
 Year 2035 PM Peak Hour
 Newberg, Oregon**

**Figure
 7**

K:\H_Portland\proj\lib\9372 - Newberg-Dundee Bypass\2015 August Analysis ZHB\9372_August_figs.dwg Dec-01, 2015 - 6:17pm - zbugg Layout Tab: Option 7 - 2035



- STOP SIGN
 - TRAFFIC SIGNAL
 CM = CRITICAL MOVEMENT (TWSC)
 LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED) / CRITICAL MOVEMENT LEVEL OF SERVICE (TWSC)
 Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED) / CRITICAL MOVEMENT CONTROL DELAY (TWSC)
 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

**Option 8 Traffic Conditions
Year 2035 PM Peak Hour
Newberg, Oregon**

Figure 8

K:\L_Portland\proj\lib\9372 - Newberg-Dundee Bypass\2015 August Analysis ZHB\9372_August_figs.dwg Dec-01, 2015 - 6:17pm - zbugg Layout Tab: Option 8 - 2035