MEETING SUMMARY

Project Oversight Steering Team (POST)

Friday, July 14, 2006
12:00 PM – 4:00 PM

Newberg Public Safety Building
401 East Third Street
Newberg, OR

MEETING ATTENDEES:

<table>
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<tr>
<th>POST Members</th>
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<tr>
<td>Dave Cox</td>
<td>Federal Highway Administration</td>
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<tr>
<td>David Haugeberg</td>
<td>Yamhill County Parkway Committee</td>
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<td>Leslie Lewis</td>
<td>Yamhill County</td>
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<td>Diane Ragsdale</td>
<td>City of Dundee</td>
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<tr>
<td>Cora Parker</td>
<td>Oregon Department of Land Conservation and Development</td>
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<td>Bob Andrews</td>
<td>City of Newberg</td>
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<td>Wayne Stocks</td>
<td>City of McMinnville</td>
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<tr>
<td>Tim Potter</td>
<td>ODOT Mid-Willamette Valley Area</td>
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<table>
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<tr>
<th>Staff</th>
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<tr>
<td>Lisa Ansell</td>
<td>ODOT</td>
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<td>Erik Havig</td>
<td>ODOT</td>
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<td>Terry Cole</td>
<td>ODOT</td>
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<td>Art James</td>
<td>ODOT</td>
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<td>Mac Lynde</td>
<td>ODOT</td>
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<td>Bill Ciz</td>
<td>Parametrix</td>
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<td>Lauren Golden</td>
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<td>Donna Robinson</td>
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<td>Shelley Holly</td>
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<td>David Siegel</td>
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<td>Michael Harrison</td>
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<td>Paul Heydenrych</td>
<td>Oregon Transportation Improvement Group</td>
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<td>Marc Butorac</td>
<td>Kittelson &amp; Associates, Inc.</td>
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<td>Philip Bates</td>
<td>Steer Davies Gleave</td>
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<td>George Machan</td>
<td>Cornforth Consultants</td>
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AGENDA & DISCUSSION

1. Introductions and Meeting Purpose
   - David Siegel began with introductions and an overview of the agenda.
   - Lisa Ansell presented the POST with the purpose of the meeting. The purpose of the meeting was to present the design options that ODOT recommends analyzing in the Design Draft Environmental Impact Statement (Design DEIS).

2. Initial Data from OTIG Traffic Surveys
   - Art James introduced Philip Bates of Steer Davies Gleave, who discussed the intercept surveys.
   - Philip stated that the intercept surveys were designed to give a reliable picture of the demographics of those using Oregon 99W. An inter-agency agreement ensured the surveys could be performed safely. The effort included extensive public outreach to communicate the need for the study despite anticipated traffic delays.
   - The surveys were held on June 6 and 10, 2006, for cars and June 7, 2006, for trucks. No incidents were reported during the truck survey on Oregon 219. The West Dundee car survey was suspended for 10-15 minutes on the morning of June 6 to alleviate traffic congestion. The Rex Hill car survey was suspended at 4 PM on June 6 and 1 PM on June 10 to alleviate traffic congestion. The Rex Hill survey took place at a different location on June 10 than on June 6 because of safety concerns.
   - In total, approximately 3,000 surveys were collected from car drivers and 300 surveys were collected from truck drivers. 260 surveys were also completed through the project website. Steer Davies Gleave is now in the process of analyzing the data.
3. **Design Option Development Process**

- Bill Ciz began the design option presentation by describing the design option development process. The process began with the Bypass Corridor selected in the Tier 1 Location Environmental Impact Statement (Location EIS). Based on feedback from the spring 2004 design workshops, ODOT created base roadway designs. ODOT presented the base design options at an open house in October 2005. Based on feedback received at the open house, ODOT refined these base design options and presented the refined designs at the December 2005 design workshop. ODOT further refined the designs based on input from the December 2005 design workshop and presented them at the May 23, 2006, design workshop. After the workshop, ODOT made further design modifications and then conducted a comparative screening of design options based on environmental, regulatory, and community impacts.

- Marc Butorac, Kittelson & Associates, gave an overview of the interchange form and local circulation and access options development process. ODOT conducted stakeholder working group (SWG) meetings and local access forums as part of public outreach. Through the outreach efforts, interchange and local circulation and access concepts were drafted. ODOT used the SWGs and local access forums to screen and recommend design options based on each options’ comparative advantages. The next steps in the process will include preparing access management plans and submitting the Interchange Area Management Plans (IAMPs) to local city councils and the Yamhill County Commission for review and approval.

4. **Design Option Presentation**

**Big Picture Issues:**

**PEDESTRIAN & BICYCLE INFRASTRUCTURE.** Dave Cox asked if a bike path was designed within the right-of-way of the Bypass. Bill Ciz responded “no.” Leslie Lewis stated that ODOT is recommending the most significant bicyclist and pedestrian improvements should occur on the existing Oregon 99W, because that is the most direct travel route and is the location of most travel destinations. Terry Cole stated that the Bypass shoulders would be available for bicycling and walking and that ODOT had discussed additional bicycle/pedestrian facilities with the Chehalem Park and Recreation District. Dave recommended analyzing bicycle/pedestrian facilities within the Bypass right-of-way.

**SAFETY EVALUATION CRITERION.** Dave Cox asked if a “safety” criterion was used in evaluating the design options. Bill Ciz indicated that “safety” was used as a criterion and that detailed information on all the criteria are available. Dave asked that information on how the design options met the “safety” criterion be added to the Alternatives Screening Report and handout.

**PROJECT TOLLING ISSUES.** Diane Ragsdale recommended the POST vote against tolling the existing Oregon 99W. Dave Cox stated that tolling an existing roadway is not allowed under federal regulations, unless the road is reconstructed. David Haugeberg stated he was not comfortable voting on eliminating funding options without a legal opinion on the effect such a vote would have on the Design DEIS process.
Section/Interchange Specific Issues:

DAYTON INTERCHANGE & LOCAL CIRCULATION AND ACCESS

- Marc Butorac stated that ODOT recommends two Dayton Interchange options be carried into the Design DEIS, Options 1.1 and 1.7. These design options were selected because they most closely fit within the Tier 1 Location EIS Corridor boundaries. Option 1.2 was not recommended because it does not allow free movement between Oregon 99W and Oregon 18, per the Goal Exception. Option 1.7 does go outside of the Corridor; however, the total farmland affected outside the approved Corridor is comparable to Option 1.1. Terry Cole noted that Option 1.7 would actually affect far less EFU land than Option 1.1 as much of the EFU land inside the approved corridor that would be needed to construct Option 1.1 would not be needed to construct Option 1.7.

- Marc stated that ODOT recommends three local circulation and access options be carried forward into the Design DEIS, Options A, B, & C. Marc mentioned that each local circulation and access option map includes short-term (in red) and long-term (in purple) improvements. Short-term improvements are a necessary part of the Bypass project. Long-term improvements are not deemed a necessary part of the Bypass project and are therefore up to the local cities and Yamhill County to initiate. Options A and B are associated with the Interchange Option 1.7 and Option C is associated with Interchange Option 1.1.

DAYTON TO DUNDEE SEGMENT

- Bill Ciz stated that ODOT developed two design options for this segment. Option 2.1 has a narrow median and Option 2.2 has a wide median. The wide median adds roughly 60 feet to the roadway footprint. ODOT recommends carrying Design Option 2.1 into the Design DEIS because the narrower roadway affects less agricultural land.

- Dave Cox asked if the 42 foot median barrier meets current median spacing safety standards. Bill responded “yes.”

- Bob Cortwright recommended examining what the Goal Exception allows regarding the Frontage Road and access to adjacent properties. Terry Cole pointed out that reconnection of disconnected local properties or replacement of local roads that are impacted by the Bypass is not a Goal Exception issue when such actions only replace existing capacity. Wayne Stocks stated that the map for Design Option 2.2 does not show access to the Gun Club property. Bill responded that access to the Gun Club and two adjacent properties is still being discussed and a proposed solution will be added to the graphic before the next POST meeting, if possible.

DUNDEE UGB TO CHEHALEM CREEK SEGMENT

- Bill Ciz stated that ODOT took three options to the May 2006 design workshop: semi-depressed (Option 3.A), at-grade (Option 3.B), and fully-depressed (Option 3.C). Workshop attendees recognized that Option 3.C was significantly more costly to construct than Options 3.A and 3.B. Workshop attendees suggested the use of berms with Options 3.A and 3.B, as a

- Dave Cox suggested reducing the footprint of Options 3.A.2 and 3.B.2 by substituting walls for some berms or using a combination of walls on top of berms. Dave suggested that this may keep more of Options 3.A.2 and 3.B.2 within the Corridor.

- Bill stated that ODOT recommends three local road crossings of the Bypass be carried forward into the Design DEIS for this segment. The first road crossing is for Fulquartz Landing and includes two design options, with one of these options having a greater affect on farm land and the other having a greater affect on residential property. The second road crossing is within the Dundee city limits, and includes three design options—one at 6th, 8th, and 10th Street. Only one of the Dundee crossings will be constructed as a part of this project. The third road crossing is a farm access crossing for use by Columbia Empire Farms.

EAST DUNDEE INTERCHANGE & LOCAL CIRCULATION AND ACCESS

- Marc Butorac stated that ODOT is recommending that two interchange design options move forward into the Design DEIS for further analysis, Option 4.1 and 4.2. Option 4.1 has the Diamond Interchange form and stays within the Corridor. Option 4.2 has the Parclo A Interchange form and travels outside the Corridor. Because of the shape of Option 4.1 and 4.2, they affect roughly equivalent farm acreage. Because Option 4.1 requires a wider bridge on the Bypass across Chehalem Creek, Option 4.1 is likely to have more environmental effects.

- ODOT recommended eliminating the at-grade design options for the East Dundee Connector Road, in part because of the operational challenges of at-grade railroad crossings and because of the five to seven-fold increase in crossing traffic that would occur over the tracks in this area (compared to the current traffic crossing at Dayton Avenue). This approach would also present construction challenges due to the 11 foot grade difference between the track and Oregon 99W at this location. Leslie Lewis stated that she understands why a fully-depressed or at-grade Connector Road are not an option, but she was concerned about not analyzing an option in the Design DEIS that the public prefers. Leslie requested a graphic showing what an at-grade crossing would look like, so the public could better understand the light impacts and size impacts of this option. Diane Ragsdale concurred that this would help the Dundee City Council understand the negative affects of an at-grade crossing. Diane stated that the Connector Road overpass would need an aesthetic design, as it would become the gateway to Dundee. Dave Cox suggested that ODOT create an artists rendering to show potential positive aesthetic elements of the overpass. Terry Cole emphasized that ODOT has been and remains committed to working with the City and County to develop a signature design that can serve as an attractive gateway to the community (potentially through a local artist competition). Bill Ciz and Terry also shared that the project team has developed basic renderings and photo simulations that can be further used for aesthetic design purposes as the process evolves.
Leslie stated that Figure 4.A in the PowerPoint is different from the figure in the document. The figure in the document is missing Dayton Avenue. Marc noted that the omission will be corrected.

WEST NEWBERG (CHEHALEM CREEK TO OREGON 219) SEGMENT

Bill Ciz stated that there are no significant operational issues (for example, safety) with this segment’s five design options. All five of the design options also include the closure of 11th Street. Leslie Lewis stated that these design options would require ODOT to purchase the residences on 11th Street.

ODOT recommended three design options move forward to the Design DEIS for further study, Options 5.1C.2, 5.1D.2, and 5.2C

Bill presented Option 5.2C, which the project team prepared as a result of comments received at the May 23, 2006, design workshop. Bill stated that the project team is still analyzing Option 5.2C’s operational impacts to SP Newsprint.

Bob Andrews suggested melding aspects of Option 5.1D.2 with 5.2C, with the goal of providing space underneath the Bypass for some of SP Newsprint’s facilities. George Machan stated that the Bypass roadway cannot be elevated high enough to allow for such structures, as this elevation would cause conflicts with the neighboring airport’s flight path. Bill recommended moving 5.2C into the Design DEIS process as-is, and further exploring modifications to accommodate SP Newsprint if 5.2C has no fatal flaws.

Dave Cox suggested adding screening to remove the view of SP Newsprint from the Bypass. Bill stated that the project would likely include screening.

OREGON 219 INTERCHANGE & LOCAL CIRCULATION AND ACCESS

Marc Butorac stated that the SWG and local access forum efforts resulted in seven design options. Of the seven options, only Option 6.1 is recommended to be taken into the Design DEIS for further analysis. Option 6.1 provides more efficient traffic flow, and has fewer affects on residential property, than the other six options.

Marc stated that the current Statewide Transportation Improvement Program will move Wilsonville Road’s access to Oregon 219 further north.

EAST NEWBERG (OREGON 219 TO OREGON 99W) SEGMENT

Bill Ciz stated that Design Option 7.4C, the segment’s only design option recommended to move forward into the Design DEIS, was created to minimize affects on residential property, avoid affecting the Chehalem Parks and Recreation District golf course (which has federal 4f protections), and allow for more industrial development.

Michelle Eraut asked whether Option 7.4C affects the Chehalem Parks and Recreation District golf course. Bill indicated the golf course would not be affected by Option 7.4C.
EAST NEWBERG INTERCHANGE & LOCAL CIRCULATION AND ACCESS

• Marc Butorac stated that the local topography and the need for free-flowing traffic movements resulted in the creation of only one design option for this interchange, Option 8.1. ODOT recommends that Option 8.1 move into the Design DEIS for further analysis.

• Marc stated that the Bypass footprint goes out of the Corridor in Option 8.1 because: 1) access to property north of the Bypass would be eliminated if the footprint remained within the existing alignment and 2) safety needs necessitated the creation of a truck climbing lane.

• Dave Cox stated that resource agencies are likely to consider the adjacent wetlands to be wildlife passage areas. As such, Dave recommended the interchange be designed so that wildlife can pass beneath the roadway.

• Leslie Lewis disagreed with ODOT’s recommendation regarding the local access connection between Corral Creek and Parrett Mountain Road. Leslie felt that the connection is needed in the short-term, rather than the long-term, so that existing residents will not have to experience as much out of direction travel. Bob Cortright raised concerns that providing such a connection could lead to increased development pressure outside the Urban Growth Boundary, diminishing the existing rural character.

• Wayne Stocks asked about the cost implications of the Frontage Road. Bob Cortright asked about the affects on historic properties along the Frontage Road. Dave Cox asked if the residential and historic impacts of this design have been tabulated. Marc stated that all these impacts have been analyzed. Dave suggested that there should be a table summarizing the impacts.

5. Update: Bypass Public Involvement Efforts

• David Siegel indicated that ODOT will likely mail a newsletter in late August. The topic will focus on project tolling and finance issues. ODOT will also likely mail a newsletter in late September, and the suggested topic is the design options recommended for inclusion in the Design DEIS.

• David Haugeberg stated that the Newberg-Dundee Bypass booth at the Turkey-Rama event was very well attended, and that many of those who stopped by had questions about tolling. Leslie Lewis stated that most of those who stopped by the booth supported the Bypass, and that the majority were opposed to tolling the existing Oregon 99W.

6. Wrap-up and Next Meeting

• Lisa Ansell suggested that the next POST meeting be held on August 4, 2006. Lauren Golden will send an email to POST members to determine if that date is convenient for them.

• Leslie Lewis would like to have a jurisdictional forum with ODOT to discuss the future of the existing Oregon 99W after the bypass is built.
7. **Follow Up Issues**

- Determine how bicycle/pedestrian improvements will be treated on the Bypass.
- Modify the Alternatives Screening Report to include discussion of how the design options meet the safety criterion.
- Obtain a legal opinion on the relationship between eliminating funding options and the Design DEIS process.
- Discuss the jurisdictional transfer process with local elected officials.
- Dayton to Dundee Segment: add graphic to maps showing access to the Gun Club and two adjacent parcels.
- Dundee UGB to Chehalem Creek Segment: consider substituting walls for some berms to reduce the project footprint.
- East Dundee Interchange: consider creating a graphic showing light and size impacts of the at-grade design option and emphasize ODOT commitment to developing an aesthetic treatment for the over crossing in collaboration with the community in the Alternatives Screening Report.
- West Newberg Segment: further explore design option modifications to accommodate SP Newsprint’s operations.
- West Newberg Segment: add screening element to Bypass design, to eliminate view of SP Newsprint.
- East Newberg Interchange: consider design changes that would allow wildlife to travel underneath the road surface and move between wetland areas.