# MEETING SUMMARY

**Project Oversight Steering Team (POST)**

Friday, August 4, 2006  
12:00 PM – 4:00 PM  

Newberg Public Safety Building  
401 East Third Street  
Newberg, OR

## MEETING ATTENDEES:

<table>
<thead>
<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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<tr>
<td>Tim Potter</td>
<td>ODOT Mid-Willamette Valley Area Manager</td>
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<tr>
<td>Diane Ragsdale</td>
<td>City of Dundee</td>
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<tr>
<td>Lane Shetterly</td>
<td>Oregon Department of Land Conservation and Development</td>
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<td>Bob Stewart</td>
<td>City of Newberg</td>
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<tr>
<td>Wayne Stocks</td>
<td>City of McMinnville</td>
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<tr>
<td>Kim Thatcher</td>
<td>State Representative, District 25</td>
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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>Terry Cole</td>
<td>ODOT</td>
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<td>Lou Torres</td>
<td>ODOT</td>
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<td>Mac Lynde</td>
<td>ODOT</td>
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<td>Lauren Golden</td>
<td>Parametrix</td>
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<td>Shelley Holly</td>
<td>Parametrix</td>
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<td>David Siegel</td>
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<td>Michael Harrison</td>
<td>Parametrix</td>
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<td>Paul Heydenrynych</td>
<td>Oregon Transportation Improvement Group</td>
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**Other Attendees**

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<tr>
<th>Name</th>
<th>Organization</th>
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<tr>
<td>Bob Cortright</td>
<td>Oregon Department of Land Conservation and Development</td>
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<td>Emily Lawton</td>
<td>Federal Highway Administration</td>
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<td>Lisa Lednicer</td>
<td>The Oregonian</td>
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<td>Matt Crall</td>
<td>Oregon Department of Land Conservation and Development</td>
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<td>Floyd Aylor</td>
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<td>Elizabeth Sundeen</td>
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<td>John Ekman</td>
<td>Columbia Empire Farms</td>
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<td>Phil Grillo</td>
<td>Miller Nash, LLP</td>
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**Agenda & Discussion**

1. **INTRODUCTIONS AND MEETING PURPOSE**

   - David Siegel began with introductions and an overview of the agenda. Dave then presented the POST with the purpose of the meeting. The purpose of the meeting was to achieve understanding of the range of options recommended by the Project Team to forward into the Design Draft Environmental Impact Statement (Design DEIS).

2. **AGENDA**

   - At the beginning of the meeting, Dave Siegel informed the audience that there would be a brief period at the beginning of the meeting for public comment from anyone in the audience wishing to speak. Dave noted that Phil Grillo had asked to address the POST. No other audience member indicated a desire to address the POST.

   - Dave Siegel noted that the POST reviewed the Project Team’s Bypass and interchange design options and recommendations at the July 14, 2006, POST meeting, and that the POST had some follow up questions. Dave said that there was new design information that would be shared with the POST. The new design information involved the Gun Club and adjacent properties, a new West Newberg Frontage Road, Oregon 219 Interchange, Wilsonville Road overcrossing, and an extended view of the Eastern Bypass Segment.

   - Phil Grillo from Miller Nash, LLP, requested and was granted permission to speak to the POST members. Phil stated he worked for Providence Hospital and that the hospital would like ODOT to consider analyzing Design Option 7.2A in the Design DEIS. Phil stated that the hospital was in land trade negotiations with adjacent landowners that could eliminate the 4f impacts of Option 7.2A and allow the hospital to better utilize their property. Post members decided to discuss Phil’s request later in the agenda, during discussions of the East Newberg (Oregon 219) to Oregon 99W Segment.
3. QUESTIONS FROM JULY 14 POST MEETING

- Lisa Ansell took the opportunity to respond to questions raised by the POST at the July 14, 2006, meeting. The question topics and responses are summarized on the next page.

Bicycle and Pedestrian Improvements on the Bypass

Lisa stated that bicycles would be permitted on the Bypass shoulders, that bicycle lanes would be improved on Oregon 99W and that a citizen advisory task force would be created to provide input on the bicycle and pedestrian aspects of the project.

Bypass Design and Safety Criterion

Lisa stated that all Bypass and interchange design options met ODOT and/or AASHTO safety standards.

Jurisdictional Transfer

Lisa stated that ODOT is researching the feasibility of transferring portions of Oregon 99W and expects to be ready to discuss these issues with local jurisdictions within the next 6 to 8 months.

Dayton to Dundee Local Parcel Access

Lisa stated that discussion concerning access to three parcels, including the Gun Club, would occur during the discussion of the Dayton to Dundee Segment, later in the meeting.

Sound Walls and Berms

Lisa stated that it is feasible to substitute sound walls for some berms in order to reduce the project footprint. She added that the use of sound walls and berms will be analyzed in the Design DEIS.

East Dundee Connector Road

Lisa stated that ODOT and FHWA are committed to develop the East Dundee Connector Road overcrossing as an attractive gateway feature by working with local artists on its design.

SP Newprint

Lisa stated that ODOT is hiring an industrial engineer to determine if the Bypass design can better accommodate SP Newprint’s operations. Staff will analyze means of screening SP Newprint from the Bypass during the Design DEIS.

Wildlife Crossing

Lisa stated that all structures constructed as a part of the Bypass will address wildlife crossing.

4. DESIGN OPTION REVIEW AND UPDATE

Big Picture Issues:

SCREENING PROCESS
• Dave Cox asked whether the staff design option recommendations were based solely on the information presented in the Newberg-Dundee Bypass Alternatives Screening document. Terry Cole indicated that additional detailed information on the alternatives was presented to the Stakeholder Working Groups and, in addition, a matrix was developed comparing the design options in more detail. Dave stated that he would like to know, before concurring with staff recommendations, how many acres each option would affect and the comparative environmental impacts. Terry responded that the more detailed environmental analysis, including the development of acreage impacts, would occur during the Design DEIS, and the task before the POST was to decide which options warranted this further analysis. Lane Shetterly indicated that if the style of an interchange changes from the Location EIS to the Design DEIS, staff would need to indicate whether that change in style would have additional environmental effects. Lisa Ansell stated that the Bypass and interchange design recommendations will be presented to state and federal regulatory agencies in September, and the updated information prepared for the agencies will be also be shared with POST members.

GOAL EXCEPTION

• Lane Shetterly asked what actions would need to be taken if the selected Bypass design falls outside the corridor identified in the Location EIS. Terry Cole responded that if the design is outside what was identified in the Goal Exception, ODOT will be required to amend the Goal Exception. Leslie Lewis stated that if an amendment to the Goal Exception was needed, it could also provide an opportunity to remove land from the Goal Exception that was no longer needed for the Bypass and interchanges.

Section/Interchange Specific Issues:

DAYTON INTERCHANGE & LOCAL CIRCULATION AND ACCESS

• Lisa Ansell stated the Project Team’s recommendation that Design Options 1.1 and 1.7 and Local Circulation and Access Design Options 1.A, 1.B, and 1.C be carried forward into the Design DEIS.

• Leslie Lewis stated that Option 1.7 impacts some of the only light industrial property in Yamhill County and that this impact should be included in the design option summary table. Leslie stated that most residents are opposed to Option 1.1. Leslie further commented that, despite its impacts on industrial property, Option 1.7 was the best option presented thus far.

• Leslie Lewis asked whether all the local circulation and access designs would provide access between farm parcels and to the existing RV park. Terry Cole said “yes,” such access would be provided in any scenario. Leslie expressed concern about the lack of county and city funding for these accesses.

• Dave Cox asked whether the designs being recommended to move forward into the Design DEIS have 4f or historic impacts. Lisa indicated that they did not have these impacts. Terry Cole recommended adding language to future project documentation to indicate that the design options recommended for moving forward into the Design DEIS have been visually assessed to be free of 4f and historic impacts and to minimize other environmental impacts.
• Leslie Lewis asked whether emergency access issues were addressed in Option 1.1 and 1.7. Terry Cole indicated that they were addressed and agreed to include reference to emergency access in future project documentation.

• David Haugeberg asked that access to the Angel property be clarified in the Newberg-Dundee Bypass Alternatives Screening document. David also asked if the traffic light depicted in Option 1.A should be a near-term solution rather than long-term in other Options. Terry responded that elements of the other design options could be recommended in the Design DEIS analysis.

• The POST concurred that Options 1.1, 1.7, 1.A, 1.B and 1.C should move forward into the Design DEIS, provided that emergency access is provided for all design options.

DAYTON TO DUNDEE SEGMENT

• Lisa Ansell stated the Project Team’s recommendation that Design Options 2.1A and 2.1B and the Riverwood Road and Fulquartz Landing Road Overcrossing Designs be carried forward into the Design DEIS.

• Lisa Ansell presented the Project Team’s solution to providing access to three parcels, including the Gun Club, through the addition of a frontage road.

• Lane Shetterly asked how development pressures would be managed along the Frontage Road. Leslie Lewis suggested the possibility of using zoning to manage the development pressure. Terry Cole indicated ODOT would retain access rights on the Frontage Road, but that ODOT and the County would need to check and assess whether any action to manage development would potentially have Measure 37 issues.

• Dave Cox asked whether the fact that the Frontage Road Bridge was shorter than the adjacent Bypass Bridge was an indication that the Frontage Road Bridge would have greater environmental impacts. Terry Cole responded that he assumed the bridge was shorter because the terrain did not necessitate a longer bridge, but Terry indicated that ODOT and Parametrix would look into the issue and that all bridge design would seek to minimize possible environmental impacts.

• The POST concurred that Options 2.1A and 2.1B and the Riverwood Road and Fulquartz Landing Road Overcrossing Designs should move forward into the Design DEIS.

DUNDEE UGB TO CHEHALEM CREEK SEGMENT

• Lisa Ansell stated the Project Team’s recommendation that Design Options 3.A, 3.A.2, 3.B and 3.B.2 and the Fulquartz Landing Overcrossing, Fulquartz Landing Road Realignment and Overcrossing and Local Road Crossing (6th, 8th, or 10th Street within Dundee UGB) Designs be carried forward into the Design DEIS.

• Leslie Lewis asked if there is a way for Fulquartz Landing to go under the Bypass. Terry Cole responded that this was explored and determined to not be feasible.

• Dave Cox asked whether bicycle lanes were depicted in the Bypass cross sections. Lisa Ansell responded that bikes could use the shoulders of the Bypass roadway, but there would not be striped
bik lanes on the Bypass. Lisa added that ODOT is planning for bike lane improvements on Oregon 99W and would emphasize the existing highway as the preferred bike route.

- Diane Ragsdale asked if aesthetic treatments, such as flags or downward pointing lights, could be added to the Connector Road. Terry Cole indicated that such aesthetic treatments were possible, and could be discussed as design details as the project moves forward.

- Leslie Lewis stated that express bus service was identified for the Bypass and that such service would require park and ride facilities on the Bypass. Leslie asked where the park and ride facilities would be located in this segment. Terry Cole responded that any park and ride would be located inside Dundee on developable property and that identification of these park and ride lots would not be a part of the Design DEIS. Diane Ragsdale stated that the City of Dundee does not want a park and ride to be located inside the connector loop. Terry said that a park and ride at that location is operationally infeasible and would not be considered.

- Tim Potter wanted it noted that sound walls and/or berms would be considered for inclusion in this segment of the Bypass, if warranted for sound mitigation.

- Diane Ragsdale stated that the City of Dundee had requested two local road connections over the Bypass. Terry Cole responded that ODOT does not see construction of two local road connections as a “cost to cure” issue because, with the exception of one home, all lands in Dundee between the Bypass and the river are undeveloped. In this circumstance, one crossing would address any property disconnections. Terry said that if these properties were further developed during the Design DEIS and additional collector roads were constructed and would have to be disconnected by the Bypass, ODOT would consider adding additional crossings to reconnect some of the collector roads.

- Leslie Lewis asked if ODOT was working with Columbia Empire Farms on the location of the overcrossings. Lisa Ansell responded that “yes,” ODOT was working with Columbia Empire Farms.

- The POST concurred that Design Options 3.A, 3.A.2, 3.B and 3.B.2 and the Fulquartz Landing Overcrossing, Fulquartz Landing Road Realignment and Overcrossing and Local Road Crossing (6th, 8th, or 10th Street within Dundee UGB) Designs should be carried forward into the Design DEIS.

EAST DUNDEE INTERCHANGE & LOCAL CIRCULATION AND ACCESS

- Lisa Ansell stated the Project Team’s recommendation that Design Options 4.1 and 4.2, the at-grade design for the East Dundee Connector Road and the 4.A Local Roads Design Option be carried forward into the Design DEIS.

- Lisa Ansell stated that a corrected map of the 4.A Local Roads Design Option was included in the Errata distributed at the beginning of the POST meeting.

- Terry Cole stated that there will be a free southbound right-turn off of the Bypass from the interchange to the Connector Road that is not yet indicated in the Newberg-Dundee Bypass Alternatives Screening document.
• Dave Cox suggested ODOT update the map for this segment to include the traffic signal at the intersection of Oregon 99W and the Connector Road.

• Mr. Ekman from Columbia Empire Farms asked ODOT to keep Columbia Empire Farms informed and involved in the design process.

• Diane Ragsdale stated that the City of Dundee would prefer the Dayton to Edwards connection be listed as a near-term instead of long-term improvement. Terry Cole said that the Dayton to Edwards connection is listed as long-term because it is not a “cost-to-cure” improvement. He also noted that the area where the road would be located has been developed since the Dayton to Edwards connection was identified in the Dundee TSP and the connection appears to be opposed by directly affected property owners in the vicinity.

• The POST concurred that Design Options 4.1 and 4.2, the at-grade design for the East Dundee Connector Road and the 4.A Local Roads Design Option should be carried forward into the Design DEIS.
WEST NEWBERG (CHEHALEM CREEK TO OREGON 219) SEGMENT

- Lisa Ansell stated the Project Team’s recommendation that Design Options 5.1C.2, 5.1D.2 and 5.2C and the Waterfront Road, River Road/14th Street/College Street, River Street, 11th Street and Wynooski Street Design Options be carried forward into the Design DEIS.

- Lisa Ansell stated that the designs for a frontage road have been added to this segment to provide access to parcels to the north. The Frontage Road designs were included in the Errata.

- Lisa Ansell agreed to delete language from Figure 5.2C in future project documentation regarding “the feasibility of an alternative with additional impacts to SP Paper...”

- Wayne Stocks said that residents who live adjacent to the Bypass in this segment would like sound walls.

- The POST concurred that Design Options 5.1C.2, 5.1D.2 and 5.2C and the Waterfront Road, River Road/14th Street/College Street, River Street, 11th Street and Wynooski Street Design Options should be carried forward into the Design DEIS.

OREGON 219 INTERCHANGE & LOCAL CIRCULATION AND ACCESS

- Lisa Ansell stated the Project Team’s recommendation that Design Option 6.1 and the 6.B Street Design Option should be carried forward into the Design DEIS.

- Lisa Ansell stated that a portion of Oregon 219 would need to be expanded to five lanes in the long-term to accommodate anticipated traffic demand.

- Lisa Ansell stated that new design information indicates that topography renders the 6.A Street Design Option with the Wilsonville Road Overcrossing infeasible.

- Leslie Lewis and Diane Ragsdale expressed concerns that the 6.B Street Design Option requires out of direction travel, which would divert traffic onto other Yamhill County roads and cause a safety problem. They asked whether the Bypass study would include improvements to these county roads. Terry Cole indicated ODOT would look at the issue.

- Lane Shetterly stated that the realigned Wilsonville Road is not within the UGB. Terry Cole responded that reconnecting Wilsonville Road outside the UGB is an IAMP issue, but not a Goal Exception issue.

- Bob Stewart asked if there are any other local circulation and access options. Terry Cole indicated that no other feasible options were brought forward at the Stakeholder Working Group meetings, but that he would further explore improvements to at least the 6.B Option, paying particular attention to possible connections between Wilsonville Road and Fernwood Road.

- The POST concurred that Design Option 6.1 and the 6.B Street Design Option should be carried forward into the Design DEIS, so long as ODOT further explores improvements in local circulation.
EAST NEWBERG (OREGON 219 TO OREGON 99W) SEGMENT

- Lisa Ansell stated the Project Team’s recommendation that Design Option 7.4C be carried forward into the Design DEIS.
- Lisa Ansell reminded the POST that Phil Grillo had asked the POST to also carry Design Option 7.2A into the Design DEIS. Dave Cox stated that it would be a good idea to bring both Option 7.2A and 7.4C into the Design DEIS. Bob Stewart expressed concern with the portion of Option 7.2A that is outside the Bypass Corridor.
- Leslie Lewis stated that the potential land swap between Providence Hospital and the golf course would likely require an amendment to the Urban Growth Boundary to keep the entire golf course within the urban area.
- David Haugeberg asked whether bringing Option 7.2A into the Design DEIS would add significant costs or schedule delays to the project. David Siegel responded that it would not add significant costs or delays.
- The POST concurred with taking Design Option 7.4C into the Design DEIS, and recommended that Design Option 7.2A also be considered.

EAST NEWBERG INTERCHANGE & LOCAL CIRCULATION AND ACCESS

- Lisa Ansell stated the Project Team’s recommendation that Design Options 8.1, 8.1A and 8.A be carried forward into the Design DEIS.
- Lisa Ansell presented Design Option 8.1A, an extended view of the Eastern Bypass Segment, to the POST. Lisa mentioned that any additional Oregon 99W right-of-way needed under Option 8.1A would be included in project impact matrix.
- Leslie Lewis expressed concern about the complexity of the project boundary extending into Washington County but acknowledged that Design Option 8.1A would be a significant safety improvement on Rex Hill. Lisa Ansell stated that ODOT would extend an invitation to Washington County to join the POST.
- Bob Stewart requested the removal of the Corral Creek Road to Providence Drive connection from Figure 8.A because the City of Newberg does not support the creation of this connection. Terry Cole agreed to have this connection removed from future project documentation.
- Lisa Ansell stated that the winery which gains access from Veritas Lane supported ending Veritas Lane at its intersection with Corral Creek Road. Lisa stated that Figure 8.A would be updated to reflect this request.
- Terry Cole stated that ODOT does not consider the Corral Creek Road to Old Parrett Mountain Road connection to be a “cost to cure” improvement. He also stated that ODOT will study, but not fund, this possible solution for out of direction travel.
- The POST concurred with taking Design Options 8.1, 8.1A and 8.A into the Design DEIS.
5. **TOLLING ALTERNATIVES**

- Lisa Ansell presented two graphics representing the potential physical impacts of various tolling scenarios. Lisa stated that the total number of toll kiosks under these scenarios could range from one to five and that OTIG will provide an origin/destination report in September. Lisa asked the members of the POST if they understood the two graphics and the potential physical impacts the graphics represented.

- Diane Ragsdale stated that she and the Dundee City Council are opposed to tolling Oregon 99W, but that she supports tolling the Bypass. Diane also stated that she understood the need to study Oregon 99W tolls in the Design DEIS.

- Kim Thatcher stated her opposition to tolling Oregon 99W, and indicated that she did not think it was the intent of the Oregon Legislature to toll existing roads when they passed public/private partnership legislation.

- Bob Stewart stated he opposed tolling Oregon 99W.

- Leslie Lewis stated that the support for public/private partnership legislation was based on the fact that the legislators believed tolling would only be used on new roads. Leslie Lewis stated that she and the Yamhill County Commission are opposed to tolling 99W.

- Wayne Stocks stated that the Mayor of McMinnville opposed tolling Oregon 99W.

6. **NEXT STEPS**

- Lisa Ansell stated that ODOT will present the Design Options the POST concurred with, and Design Option 7.2A, to CETAS on September 19. Lisa indicated that the POST would receive the materials that will be distributed to CETAS members.

- Lisa indicated that the next meeting of the POST would likely be in September, and that staff would contact them soon regarding a date.

7. **ACTION ITEMS**

New project documentation will:

- Indicate that all the design options recommended for moving forward into the Design DEIS, except for 7.2A, have been visually assessed to be free of 4f and historic impacts and to minimize other environmental impacts.

- Clarify how the Angel property will receive access.

- Remove language from Figure 5.2C regarding “the feasibility of an alternative with additional impacts to SP Paper...” being considered.

- Include reference to emergency access.
• Update maps to include the anticipated traffic signal at the intersection of Oregon 99W and the Connector Road.

• Remove the Corral Creek Road to Providence Drive connection from project consideration.

• Show Veritas Lane ending at its intersection with Corral Creek Road.

ODOT will research the following issues and report back findings to the POST:

• The reason the Dayton to Dundee Frontage Road is shorter than the adjacent Bypass Bridge and whether the shorter length is likely to lead to greater environmental impacts.

• The possibility of the Bypass study including improvements to county roads near the Oregon 219 Interchange that may receive diverted traffic.

• Possible additional local circulation improvements near the Oregon 219 Interchange.