Agenda  
Mid-Willamette Valley Area  
Commission on Transportation  
(MWACT)

Date: Thursday, April 4, 2019  
Time: 3:30 p.m.  
Place: Courthouse Square  
Senator Hearing Room  
555 Court St. NE  
Salem, OR 97301  
Phone: (503) 588-6177 FAX (503) 588-6094

3:30 p.m.  
Item 1.  Call MWACT Meeting To Order.................................Ken Woods, Jr.

Welcome and Introductions  
Approval of March 7, 2019 Meeting Summary  
Public Comment  
Comments from the Legislative Delegation  
OTC Comments  
Commission Discussion/Area Updates

3:45 p.m.  
Item 2.  I-5: Woodburn-Salem Work Zone Safety Pilot  
Project .................................................. Julie GaNung, ODOT Region 2

ODOT, together with Associated General Contractors (AGC) and other external stakeholders, selected 11 projects for the work zone safety pilot program. The I-5: Woodburn-Salem pavement preservation project was chosen as one of those projects due to the high volume of traffic (~97,000 AADT\(^1\)) and its location adjacent to the previous I-5: Willamette River (Boone) Bridge-Woodburn pavement preservation project where a construction worker fatality occurred in the work zone in 2017.

\(^{1}\) AADT-Average Annual Daily Traffic

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The project team was tasked with considering the use of crossovers to fully separate the work zone from traffic, as well looking at other temporary traffic control and management strategies to increase safety in the work zone. The project development process included extensive coordination and collaboration with FHWA, the Mobility Advisory Committee, emergency response partners, and transit providers.

**Action:** Informational presentation and questions.

**4:05 p.m.** Item 3. ODOT Speed Setting Process ......................... Doug Bish, ODOT

ODOT is working with stakeholders to develop a new method for speed zoning within Oregon. Nationally, there has been a reliance on 85th percentile speeds to set posted speeds. The proposed speed setting process will be based on work done in NCHRP\(^2\) 855 that expanded the functional class system using context and the work currently being done within NCHRP 17-76 developing new guidance for speed setting describing the factors that influence speed setting.

**Action:** Informational presentation and questions.

**4:25 p.m.** Item 4. Statewide Transportation Improvement Fund (STIF) Discretionary and Statewide Transit Network Program Solicitation Process and ACT Review................................................................. ODOT staff

This is a follow-up item from the March MWACT meeting. MWACT members were asked in March to review the 7 applications that applied for the STIF Discretionary Fund or the Statewide Transit Network Program.

This month, MWACT needs to determine which of the 7 applications they want to recommend for funding and provide accompanying reasons for MWACT’s support of the proposals.

**Action:** Funding recommendations on STIF applications.

**4:55 p.m.** Item 5. Other Business................................................................. Dan Fricke

- Next MWACT Meeting

**5:00 p.m.** Item 6. Adjournment ......................................................... Ken Woods, Jr.

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\(^2\) NCHRP-National Cooperative Highway Research Program
Mid-Willamette Valley Area Commission on Transportation (MWACT)
Courthouse Square
Senator Hearing Room
555 Court St. NE
Salem, OR 97301
Thursday, March 7, 2019
3:30 p.m.

MWACT Members Present

Sam Brentano, Marion County Board of Commissioners
Cathy Clark, 2018 Vice Chair, Keizer Mayor
Scott Hill, 99W/18 Corridor, McMinnville Mayor
Marcia Kelley, Cherriots BOD
Michael Langley, Confederated Tribes of the Grand Ronde
Jim Lewis, Salem City Council
Lyle Mordhorst, Polk County Board of Commissioners
Lisa Nell, ODOT Region 2
Walt Perry, Jefferson City Council, I-5 Corridor
Jim Sears, 99E/213 Corridor, Silverton City Council
Della Seney, Hwy. 22E Corridor, Aumsville City Council
Mitch Teal, Marion County Private Sector
Cynthia Thompson, YCTA
Ken Woods, Jr., 2018 Chair, Dallas City Council

MWACT Members Absent

Kathy Hadley, Polk County Private Sector
Rick Olson, Yamhill County Board of Commissioners
Ken Wright, Yamhill County Private Sector

Others Present

Shelly Alexander, DEA
Dick Anderson, Cascades West ACT
Bill Ciz, Parametrix
Dean Craig, Workforce Industries
Steve Dickey, Cherriots
Kristine Evertz, Summit Strategies
Dan Fricke, ODOT
Becky Gilliam, Safe Routes To School National Partnership
Anna Henson, ODOT
Patrick Johnson, Newberg City Councilor (Alternate for Scott Hill)
Arla Miller, ODOT
Lori Moore, MWVCOG-SKATS
Karen Odenthal, MWVCOG-SKATS Staff
Janelle Shanahan, Marion County Public Works

Agenda Item 1.   Call to Order – 3:30 p.m. – Introductions

Chair Ken Woods, Jr., called the meeting to order at 3:30 p.m.  Introductions were made.

Summary of November 1, 2018:  The summary of the November 1, 2018, meeting was approved as submitted by consensus of the members present.

Public Comment:  There were no public comments.

Comments from the Legislative Delegation:  There were no comments from the legislative delegation.

OTC Comments:  There were no comments from the OTC.

Commission Discussion/Area Updates:  Mayor Scott Hill announced that the Yamhill Parkway Committee (YPC) and local elected officials are urging the Oregon Legislature, the Oregon Transportation Commission (OTC), and Oregon Governor Kate Brown to assist in locating and procuring the remaining funding needed to complete the final phase of the Newberg-Dundee Bypass project.  He distributed a resolution adopted by the YPC related to this issue along with material regarding the overall project and what the necessary next steps include.

Commission members discussed the potential impact of the work proposed for the Aurora-Donald Interchange might have on the Newberg-Dundee project and McKay Road.

Lisa Nell announced that recruitment has begun to fill the vacancy that ODOT Director Matt Garrett will leave when he retires later this year.  Ms. Nell encouraged qualified candidates to apply for several positions that are currently vacant within ODOT.

MWACT Chair Ken Woods, notified members that he received a communication from Polk County
Commissioner Craig Pope, related to his representation of MWACT to the Oregon Aviation Review Committee (ARC). As Commissioner Pope is no longer a member of the commission, he needs to know what is his current status as the MWACT representative? He has been informed that he does not need to be an MWACT member in order to serve as the MWACT representative. He needs approval from the commission to continue as their representative. Following discussion related to Commissioner Pope qualifications and previous service to MWACT, members decided to continue with Commissioner Pope as their representative to the Oregon Aviation Review Committee.

Item 2. Election of Officers

MWACT members generally elect officers for the year during their second meeting of the year. However, as this is the first meeting of the year, members waived that rule¹ and re-elected Ken Woods and Cathy Clark as Chair and Vice Chair, respectively, for 2019.

Item 3. I-5 @ Aurora/Donald Interchange

Dan Fricke, ODOT, explained that in 2017, the Oregon Legislature provided an additional $25 million to the Aurora-Donald Interchange project. The funds are for design work and construction of an initial phase of the project (Phase 1).

Bill Ciz, Parametrix, provided an overview of the Aurora-Donald Interchange project. This I-5 Interchange was constructed in the early 1960s. The bridges on the Interchange have inadequate clearance for modern trucks, and the infrastructure is not seismically sound. This is a major access point to I-5 for both businesses and agriculture. There are often long queues on the ramps, and safety is a significant issue.

Referencing the project location map handout distributed prior to the meeting, commission members discussed zoning options and impacts for the NE quadrant. The area is currently undeveloped. Discussion focused on the likelihood of the area remaining undeveloped. It was suggested that a zone change from Exclusive Farm Use (EFU) is not necessarily accomplished easily. Some members agreed that it is difficult to make zoning changes. Other members disagreed about the difficulty in changing land use zoning.

Mr. Ciz highlighted 3 potential design options for Phase I:

¹ MWACT’s Operating Agreement includes the following: “The Chair and Vice-Chair shall be elected by the MWACT membership annually, at the second meeting of each calendar year.”
Roundabout options were discussed. The feasibility of a roundabout in this location is questionable.

Mr. Ciz provided an overview of the project schedule/timeline and next steps. A public open house related to the project will be held in the spring/early summer 2019. Community input on alternative designs for the interchange will be requested. It is anticipated that ODOT will select a preferred alternative this summer.

Item 4. Statewide Transportation Improvement Fund (STIF) Discretionary and Statewide Transit Network Program Solicitation Process and ACT Review

State and federal funds are available to public transit programs through the Statewide Transportation Improvement Fund (STIF) discretionary program and Statewide Transit Network programs.

The project selection process has begun. This process includes review and comment by the ACTs (Area Commissions on Transportation). Seven applications from project sponsors in the tri-county MWACT area were distributed to MWACT members in their agendas for their review along with guidance related to how assess them. Dan Fricke noted that some of the projects overlap area contiguous to the MWACT area. MWACT members will provide their comments for each application during their April meeting. Project descriptions are included in the applications on page 2, section 15. Project evaluation criteria are included in sections 19-27 of the applications.

Additional information related to the projects was distributed. Mr. Fricke reminded everyone that MWACT members are not prioritizing the proposed projects. They are reviewing and commenting on each project.

Chair Ken Woods, Jr., adjourned the meeting at 4:55 p.m.
Agenda Item 3.

ODOT Speed Setting Process

Mid-Willamette Valley Area
Commission on Transportation
(MWACT)

April 4, 2019
How are speeds set in Oregon?
Statutory versus designated speeds

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<tr>
<th>Statutory</th>
<th>Need investigation to determine</th>
<th>Statutory</th>
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<tbody>
<tr>
<td>15 MPH</td>
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<td>55 MPH</td>
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<td>25 MPH</td>
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<td>70 MPH</td>
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*Designated may be any speed if roadway does not meet statutory requirements
**Designated Speeds**
Requirements of the statutes

Requires engineering investigation

Investigation concludes current posted speed unsafe

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**Speed Zone Investigation**

Collected, compiled, analyzed:
- Roadside character
- Traffic mix & volume
- Crash data
- Roadway widths
- Travel speeds
Current speed setting practices

- Relies on 85th percentile speeds
- Number of crashes, geometry and context
- More flexibility in urban areas
- Post speeds typically below 85th percentile
- Operating speeds typically 5 to 7 mph over posted

National speed setting practices

Similar to Oregon Practices:
- 85th percentile
- Other factors considered
- Rural roads versus urban roads
How do we balance all components?

Recent and current efforts

Research and Surveys
- NCHRP 17-76/855
- NTSB Report
- TTI and AAA Survey
- MUTCD Proposed Changes
Options for setting speeds
Context NCHRP Report 855

Land use

Rural

Urban

Suburban

Urban Core

NCCHPR 855—Road user priority based on context

<table>
<thead>
<tr>
<th>Context Roadway</th>
<th>Rural</th>
<th>Rural Town</th>
<th>Suburban</th>
<th>Urban</th>
<th>Urban Core</th>
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<tr>
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User Priority:
- High
- Medium
- Low
How NCHRP 17-76 is developing guidance

- Guidance based upon the relationships between
  - Speed,
  - Crashes, and
  - Roadway characteristics
  - Context
  - Vulnerable users

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<td>High to Medium</td>
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Target zones:
- Low < 30 mph
- Medium 30—45 mph
- High > 45 mph

How should we approach changing the way we set speeds?

- Seek OTC permission
- Form advisory group to recommend potential changes
  - Look at Portland Pilot
  - Look at NCHRP 17-76
- Bring in national experts for advice
- Rulemaking process
Timelines

Develop Draft Rule
Feb - June 2019
✓ Feb 2019 Advisory Group
✓ April 2019 National Experts
✓ May 2019 Final Draft

Rulemaking Process
July-Dec 2019
✓ July 2019 Rule Process
✓ Aug 2019 File w/ SS
✓ Sept 2019 Public Meetings

OTC Early 2020?
✓ 2020 Approval

Questions?