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

Date: Thursday, September 5, 2019
Time: 3:30 p.m.
Place: MWVCOG Offices
    COG Conference Room
    100 High St., SE, Suite 200
    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 June 6, 2019 Meeting Summary
Public Comment
Comments from the Legislative Delegation
OTC Comments
Commission Discussion/Area Updates – Discuss Options for DAS Training

3:45 p.m. Item 2. 2nd Annual Report on ADA Transition .......... Lisa Strader, ODOT

At the March 2018 MWACT meeting, Lisa Strader (ODOT ADA Planning Manager) gave a presentation on ODOT’s approach for implementing their ADA Transition Plan primarily focused on curb ramps. She will give an updated status of the program.

Action: Presentation and questions.

4:15 p.m. Item 3. I-5 @ Aurora/Donald: Project Update .......... Anna Henson, ODOT

At the June MWACT meeting, ODOT staff presented the design options being considered for the I-5 interchange @ Aurora/Donald. Anna
Henson, ODOT Senior Project Leader, will provide an update on the project.

**Action:** Informational presentation and questions.

**4:30 p.m.**  
**Item 4. Update on Highway 22W**  
Anna Henson, ODOT

This is brief update about recent modifications to the Highway 22W intersection with Doaks Ferry (in the west Salem area), future modifications at that intersection, and early project management for the Highway 22W and Highway 51 (aka Independence Highway) intersection.

**Action:** Informational presentation and questions.

**4:45 p.m.**  
**Item 5. Update on Hwy 99 Roundabout**  
Valerie Greenway, ODOT

**Action:** Informational item.

**5:00 p.m.**  
**Item 6. High Priority Projects for MWACT**  
Mike Jaffe, MWVCOG

At their September 23rd meeting, the MWVCOG Board of Directors will be discussing Legislative priorities for future sessions, including transportation priorities. MWACT last determined their project priorities in a 2016 letter to the OTC (*attached*). COG staff would like to know if the list of projects developed in 2016 is still applicable or should it be modified for the purposes of communicating to the MWVCOG Board.

**Action:** Confirm or modify the 2016 list of high priority projects in the MWACT area

**5:20 p.m.**  
**Item 7. Other Business**  
Dan Fricke

- Next MWACT Meeting

**5:30 p.m.**  
**Item 8. Adjournment**  
Ken Woods, Jr.
MWACT Members Present

Sam Brentano, Marion County Board of Commissioners
Sonny Chickering, ODOT (Alternate for Lisa Nell)
Cathy Clark, 2019 Vice Chair, Keizer Mayor
Kathy Hadley, Polk County Private Sector
Patrick Johnson, 99W/18/47 Corridor, Newberg (Alternate for Scott Hill)
Marcia Kelley, Cherriots BOD
Jim Lewis, Salem City Council
Lyle Mordhorst, Polk County Board of Commissioners
Walt Perry, I-5 Corridor, Jefferson City Council
Della Seney, Hwy. 22E Corridor, Aumsville City Council
Mitch Teal, Marion County Private Sector
Ken Woods, Jr., 2019 Chair, Dallas City Council
Ken Wright, Yamhill County Private Sector

MWACT Members Absent

Scott Hill, 99W/18 Corridor, McMinnville Mayor
Michael Langley, Confederated Tribes of the Grand Ronde
Lisa Nell, ODOT
Rick Olson, Yamhill County Board of Commissioners
Jim Sears, 99E/213 Corridor, Silverton City Council
Cynthia Thompson, YCTA

Others Present

Shelly Alexander, David Evans & Associates
Dick Anderson, CWACT-Lincoln City
Ed Chamberland, David Evans & Associates
Jody Christensen, Governor’s Office/Mid-Valley
Steve Drahota, HDR
Steve Dickey, SAMTD
Vidal T. Francis, ODOT
Dan Fricke, ODOT
Anna Henson, ODOT Region 2 Area 3
Mike Jaffe, MWVCOG-SKATS
Kathy Lincoln, SAMTD Board of Directors
Chair Ken Woods, Jr., called the meeting to order at 3:31 p.m. Introductions were made. Marcia Kelley announced that today will be her last MWACT meeting. Chair Ken Woods, Jr., and other MWACT members reminisced about her service on the committee. Ms. Kelley was one of the original members of the 1996 Blue Ribbon panel that discussed the formation of an area-wide, tri-county stakeholder group–MWACT.

Summary of April 4, 2019: Referencing page 4, 4th paragraph from the bottom of the page, Marion County Commissioner Sam Brentano noted that the word “less” should actually be “more.” The summary of the April 4, 2019, meeting was approved as corrected 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: Sonny Chickering provided an update related to current transportation legislation under consideration by the Oregon Legislature.

Mitch Teal, Marion County Private Representative, requested that MWACT members receive updated project reports related to projects reviewed and approved by MWACT such as the Doaks Ferry Road project. Dan Fricke described the current work occurring at the Doaks Ferry Road intersection. ODOT and Polk County will be installing a painted median and signing eliminating left-turns from Doaks Ferry Road in July. Design of a structural left-turn restriction on the highway will begin later this

1 Marion, Polk, and Yamhill Counties
summer. ODOT and the county are also discussing initiating work to identify a preferred layout and begin design of an interchange at the OR 22/OR 51 intersection.

**Item 2. Presentation on Center St. Seismic Upgrade**

Steve Drahota, HDR Engineering, provided an overview of the recently completed Center Street Seismic Upgrade Study project. The purpose of the study was to analyze the Center Street Bridge (along with the eastbound ramp from Wallace Road and ramps connecting to northbound and southbound Front Street). A general plan and cost estimate for proposed seismic retrofit improvements was developed. The projected cost of the proposed retrofits and improvements along with inflation is approximately $100 million. HB 2017 provided $60 million for the project.

Sonny Chickering, ODOT, informed the group that ODOT is committed to completing this project. Mr. Chickering said that, in addition to the $60 million available from HB2017, additional funding may come from one or more sources: savings from other projects, funding as part of the FY2021-24 STIP or FY2024-27 STIP, or other federal sources such as federal redistribution funds.

**Item 3. I-5 @Aurora/Donald Project Update**

Anna Henson, assisted by Ed Chamberland, provided an update on Phase I of the I-5 @ Aurora/Donald project. ODOT staff and a consultant team considered several factors including safety for the design of a new interchange at this location. The group narrowed the possibilities down to two preferred designs:

- ✓ DDI-Diverging Diamond Interchange
- ✓ SPI-Single Point Interchange

The SPI option would look much like the Market Street Interchange. The DDI is like one that was used for an interchange on I-5 near Medford.

There will be an open house on June 12, 2019, for the public to review and comment on the two design options. HB 2017 funded the planning and design elements of the project. However, the funding is only sufficient to construct Phase 1 of the project.

**Item 4. Annual Report on Construction**

Vidal Francis, ODOT, provided an overview of the following projects being constructed this season in ODOT Region 2, Area 3.

Yamhill County
- OR 18: Ash Road to McDougall Junction
Polk County
– OR 99W: Ash Swale
– OR 22: Culvert Project/Willamina
– OR 99W: Hoffman Road through the city of Monmouth

Kathy Hadley, Polk County Private Sector, commented on the need to ensure enough width during construction for farm vehicles/traffic.

Marion County
– Installation of chevrons and warning signs in rural Marion County is approximately 60-70 percent complete.
– I-5 bridge approach upgrades at several locations in Salem.2
– I-5: Woodburn to Salem Paving and Bridges Project-The northbound side will be completed first, then work will begin on the southbound side.

Item 5. Statewide Transportation Improvement Fund (STIF) Discretionary and Statewide Transit Network Program Solicitation Process and ACT Review

Dan Fricke reminded the group that they reviewed seven applications for STIF and Transit Network projects during their April and May meetings. They recommended funding six of the seven projects. MWACT staff completed the ACT review form which was included in the agenda packet. The form contains the MWACT reasoning for recommending the six projects, and the reason for not recommending the seventh project at this time.

Due to the July 4 holiday, there will be no July MWACT meeting. The next meeting is scheduled for Thursday, August 1, 2019.

Chair Ken Woods, Jr., adjourned the meeting at 5:22 p.m.

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2 Silverton Road, Sunnyview Road, Market Street, and State Street overcrossings
Agenda Item 6.

High Priority Projects for MWACT

Mid-Willamette Valley Area Commission on Transportation (MWACT)

September 5, 2019
Mid-Willamette Valley Area Commission on Transportation

A local advisory body chartered by the Oregon Transportation Commission

Chair
Councilor Ken Woods, Jr.
City of Dallas

Vice Chair
Mayor Cathy Clark
City of Keizer

May 5, 2016

Chair Tammy Baney
Oregon Transportation Commission
355 Capitol St. NE, MS# 11
Salem, OR 97301-3871

Dear Commissioner Baney:

Over the years, the communities that comprise the Mid-Willamette ACT have cooperated to assist each other in completing critical transportation projects. This has been demonstrated in the past by our mutual support of high-priority projects including the OR22 interchange for Stayton/Sublimity (completed in 2013) and the Interstate-5 Woodburn interchange (completed in 2015). These major projects might have been delayed many years if MWACT members had not decided that it was in the region’s best interest to see projects completed rather than be developed piece-meal.

Many of the representatives on MWACT have been on the ACT for 10 years or more, some since its earliest days, so we know the importance of regional support. We also understand the fiscal challenges facing the state to allocate funds to maintain the state system while also modernizing to address safety, congestion, and economic development issues. The plain truth is that Oregon must find ways to do both. This is particularly true for projects that are either partially completed or identified as critical needs.

The following four projects within the MWACT area are currently in some stage of development but still far from completion; or, have been identified as a high-priority project in the MWACT area for many years and are in urgent need of attention by ODOT and the OTC. The projects below are not listed in priority order.

1. **The Newberg-Dundee Bypass (Yamhill County)**. Phase 1 of the bypass (a 4-mile section, 1 lane in each direction) is expected to be open in 2017. The full bypass is an 11-mile, four-travel lane expressway. Funding for future phases has not been identified. Meanwhile, properties along the path of the next phase of the bypass are under immediate threat of development, which if developed will substantially increase the right-of-way cost of this next phase. We are asking ODOT and the OTC for prompt action to help secure funds for immediate protective right-of-way acquisition for a section of the bypass.

2. **I-5 Aurora-Donald interchange (Marion County)**. The deficiencies of this interchange were documented in the I-5 Conditions Report in 2000 (16 years ago). ODOT characterized this location as the worst unsignalized interchange on I-5, both geometrically and operationally. Site distance, ramp lengths, facility spacing, access spacing, and overall operating capacity are all substandard. Because there are several trucking service businesses in the vicinity of this interchange, it is a major
stopping point for hundreds of long-distance truck freight vehicles every day. This interchange also
serves significant regional heavy truck freight volumes as the crossroad (Ehlen/McKay Road) is a
critical link to OR219, OR 99W, OR 18, the city of Newberg, Yamhill County, and Lincoln County.
Like many roads in North Marion County, the Ehlen Road / Yergen Road / McKay Road corridor also
serves a high number of recreational bicyclists.

3. **OR22 @ OR51 (Polk County)**. The area where these two state highways meet has been a safety and
operational concern for many years. OR22 is designated as a statewide expressway and freight route.
Until recently, it was one of Oregon’s designated safety corridors with a troubling history of
numerous fatal, injury, and non-injury crashes. The posted speeds are 55 miles per hour along the
corridor (although, actual speeds are higher), and there are a large number of public and private
access points and poor geometry in some locations. Traffic volumes on OR22 east of OR51 have
increased from 29,000 (2000) to 35,900 (2014), which is a 1.5 percent annual growth rate.

ODOT’s OR22(W) Expressway Management Plan (2010) identified the OR22/OR51 Intersection as a
top-10 SPIS location with safety and operational deficiencies. The plan recommends a grade-
separated interchange at OR22 @ OR51 combined with frontage/backage roads for the north and
south sides of OR22 with a median barrier on OR22 and extensive closed accesses. The first phase of
the plan (closing the Doaks Ferry Road access and constructing an initial short segment of the
backage roads north of OR22) will be completed over the next few years, but significant funding will
be needed to complete the remaining facilities recommended in ODOT’s Expressway Plan.

4. **OR18 Grand Ronde (Polk County)** - OR18 is a statewide expressway and freight route, a lifeline
route, and a primary coastal feeder route that experiences significant congestion in the summer
months along with numerous safety problems, inadequate bicycle facilities, and a lack of pedestrian
facilities. Phase 1 of this project was completed in 2010 when a segment of OR18/22 was widened
from two to four lanes, and the Fort Hill Interchange was constructed.

Phase 2 (currently unfunded) will extend the four-lane section from Fort Hill past the Valley Junction
(OR22) intersection. A grade-separated interchange will be constructed to replace the existing
intersection at Valley Junction (OR22). Two bridges over South Yamhill River will also be replaced
and widened. Median barrier improvements will be installed to prevent crossover accidents in
multiple locations. While area residents will enjoy a better operating and safer transportation system,
when constructed, this project will ultimately benefit mostly statewide and regional travelers by
providing a safer and more reliable travel experience for freight and passenger vehicles, as well as for
bicyclists and pedestrians traveling to or through this segment of the OR18 corridor.

These four major projects are the MWACT area’s highest priorities, but there are other projects of
regional and statewide significant that are important to the communities within the MWACT area:

- **Salem River Crossing (Marion/Polk Counties)** – ODOT and Salem are finalizing the FEIS for the
Preferred Alternative, which is a new bridge and connecting infrastructure. The FEIS and FHWA’s
Record of Decision should occur in the first half of 2017. Traffic on the pair of one-way bridges (part
of OR22) into downtown Salem experiences significant congestion in the peak periods, and future
growth in West Salem and the region will exacerbate the bottlenecks that occur today. Traffic
volumes on the bridges exceeded 91,000 vehicles per day in 2015, equivalent to traffic on Interstate-5
through Salem. The Preferred Alternative will reduce traffic congestion on the existing facilities and
provide an additional crossing to accommodate emergency response vehicles in the event of restricted
access to and/or closure of the existing bridge because of an emergency or other incident.
• **OR22 @ Cordon Road interchange (Marion County)** – Cordon Road is a principal arterial that forms part of the circumferential system around the south and east sides of the Salem-Keizer UGB area. At OR22, Cordon Road crosses over the state highway with no connections to OR22. As part of the development of the OR22 Facility Plan, in 2012 ODOT, the city of Salem, and Marion County undertook a separate study of the needs and benefits of an interchange at OR22 and Cordon Road with particular focus on the employment centers both north and south of the interchange location. The results showed an interchange would improve connectivity in the area, support economic development, improve safety, and improve detour routes for I-5 and OR 22, among other benefits.

• **I-5 @ Brooklake Road Interchange (Marion County)** - This interchange needs a reconfiguration of the ramps and parts of Brooklake Road, in particular, to accommodate the significant volume of trucks that use the interchange. The area in the vicinity of the interchange includes a large cannery, May Trucking, and a large truck stop. Expansion of these businesses will be difficult due to the limitations of the interchange. Although outside the city limits, the interchange also serves city of Keizer businesses and residents, and in particular, commuters who work in the Portland area.

• **Dedicated State Funding for Public Transit – (Marion/Polk/Yamhill Counties)** – With the funding that is available, both the Salem-Keizer Transit District and Yamhill County Transit Area provide valuable transportation services to their customers and communities. However, neither agency has the resources to provide weekend service. Weekday service between cities in the valley are often limited to only a few trips per day, with infrequent or no service during the middle of the day. A dedicated state funding source will help to provide weekend service and fill other gaps in service.

We would like to thank the Commission for the opportunity to share our views on these high priority projects.

Sincerely,

[Signature]

Ken Woods
Chair, MWACT

cc: Governor Kate Brown
    House Speaker Tina Kotek
    Senate President Peter Courtney
    Matt Garrett, ODOT
    Sonny Chickerling, ODOT
    Tim Potter, ODOT

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