Oregon Department of Transportation

MOBILITY ADVISORY COMMITTEE MEETING MINUTES

Thursday, November 14, 2024, 1:00 PM

Committee Members Present:

☐ Steve Bates	☐ Kevin Campbell	☒ Kim Curley	☒ Walt Gamble	☒ Mark Gibson	☒ John Hickey
☒ Kristine Kennedy	☒ Jody Lyon	☐ Roni Shaw	☐ Kirk Watkins	☒ Erik Zander	

Alternates:

☐ Jana Jarvis	☐ Troy Tallent

Local Interested Parties Present:

☒ Jolynn Becker (City of Banks)

ODOT SPDB Staff Present:

☐ David Kim	☐ Tamira Clark	☒ Donnell Fowler	☒ Oscar Njuju	☒ Heidi Shoblom	☒ Christy Jordan
☐ Bill Gross	☒ Katie Scott				

ODOT Region Staff Present:

☒ James Doll	☒ Mark Barrett	☒ Charles Hutto	☒ Kenneth Shonkwiler	☒ Ian Davidson
☒ Christine Hildebrant	☒ Tiffany Johnson	☒ Andrea Solano	☒ Kyle Knuth	☒ Keith Blair
☒ Matthew Freitag	☒ Glen Bolen	☒ Paul Scarlett	☒ James West	☒ Terra Lingley
☒ James Feldmann	☒ Jenna Berman	☒ Jamie Schmidt	☒ Kevin Haas	☒ Heather Neavoll

ODOT Region Liaisons Present:

☒ Region 1: Debbie Martisak	☒ Region 2: Michele Becker	☐ Region 3: Sarah Thompson	☒ Region 4: Teresa Gibson
☐ Region 5: Dan Fine			

External Consultants Present:

☒ Kevin Bracey	☒ Matt Steigleder	☒ Paul Selke	☒ Trevor Synkelma

Minutes Approval & Announcements

Approval of September MAC Meeting Minutes:

Receiving no objections, the recommended action from the November 14, 2024 MAC Meeting is to post the Official September 2024 Meeting Minutes to the Mobility Records Page.

Announcements/Updates:

There were no announcements.

ORS 366.215 Permanent Reduction Projects

Projects that Propose a Reduction in Vehicle-Carrying Capacity on Routes subject to ORS 366.215 & OAR Chapter 731, Division 12 requiring an Stakeholder Forum review.

Project Name: Region 4: Prineville TSP (Early Communication)

Presentation Link: MAC Presentation Hyperlink (ORS366.215)

Objective:

· Early Communication.
· Seeking Stakeholder Forum feedback on Intersection Improvements.

Purpose/Scope:

Update addresses 20-year plan for improving safety, mobility and congestion other transportation system for those who drive, walk, bike, use a wheelchair or cane,and deliver freight to support Prineville's growing population and economic development.

Discussion Summary:

Teresa Gibson (Region 4 Mobility Liaison) began the presentation by first introducing herself, as well as **Ken Shonkwiler** (Region 4 Principal Planner) and **Casey Kaiser** (City of Prineville Assistant City Manager). She then shared that the City of Prineville is updating their transportation system plan (TSP) and in doing so, have identified some potential improvements that may create ORS366.215 impacts, and the Region is here today to provide early communication to the group on these potential impacts.

Teresa then provided the following overview of the presentation Agenda Topics and Objective, followed by a Project Location Map (Prineville at the Junction of OR126/ US26, as well as the Junction of OR370 and OR126).

ORS 366.215 Permanent Reduction Projects

Projects that Propose a Reduction in Vehicle-Carrying Capacity on Routes subject to ORS 366.215 & OAR Chapter 731, Division 12 requiring an Stakeholder Forum review.

Topics:

- Location Information.
- Goals & Need.
- Existing Conditions/OD Permit Data.
- Proposed Concepts.
- Next Steps.

Objective:

- Early Communication, Informational and Seeking Early Feedback on Intersection Improvements.

Figure 1: Project Location Map (City of Prineville)

She states that the city of Prineville is a Rural Community, that has significant grade differential and geographic limitations that separate the Tom McCall/Airport west side area from the main City downtown/residential areas east of Crooked River. There are also multiple highways that converge on the west side of town. In addition, US26 (3rd Street) is the primary access point for downtown destinations and is the only east-west routes in town.

Teresa discussed the TSP Update Goals. The TSP was previously completed in 2013, and this update would address a 20-year plan for improving safety, mobility and congestion of the transportation system for those who drive, walk, bike, use a wheelchair or cane, and deliver freight to the support the growth and development of Prineville. She continues by stating the goals of the TSP:

- Safe, Efficient and Accessible.

ORS 366.215 Permanent Reduction Projects

Projects that Propose a Reduction in Vehicle-Carrying Capacity on Routes subject to ORS 366.215 & OAR Chapter 731, Division 12 requiring an Stakeholder Forum review.

- Active Transportation Connected System.
- Economic Development.
- Balance Main Route Mobility and Access.
- Environment.

Teresa then provided the safety and operational issues, as well as providing the roadway characteristics.

Safety and Operational Issues

US26 (3rd Street) from West Y to East City Limits:

- Most crashes of any street in Prineville
- Primary commercial corridor and only east-west thru arterial
- High traffic volumes and experiences frequent congestion
- Juniper to east city limits does not meet suggested pedestrian crossing standard

West Y and OR126/OR370 (O'Neil Hwy) Intersection:

- High traffic volumes, crashes and congestion.
- Complexity of West Y junction.
- Eastbound downhill grade of OR126 and Crooked River constrains ability to make major improvements or to provide alternative routes.
- Barrier for pedestrians and cyclists.

Existing Roadway Characteristics

- US26 (Highway 360)
  - Classified as a Statewide Highway.
  - Has 2-3-4 lanes.
  - Allows for 12-foot-wide Annual Permits to travel during the day, and 10-feet at night.
  - Has an Annual Average Daily Traffic Count (AADT) of 5,800, 26.9% percent of which is truck traffic.
- US26 (3rd Street/Highway 041)
  - Classified as a Regional Highway.
  - Has 3-2 lanes.
  - Allows for 12-foot-wide Annual Permits to travel during the day, and 10-feet at night.
  - Has an AADT of between 8,300 – 13,600, 26.5% percent of which is truck traffic.
- OR126 (Highway 041)
  - Classified as a Statewide Highway

ORS 366.215 Permanent Reduction Projects

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  - Has 4-3 lanes.
  - Allows for 14-foot-wide Annual Permits to travel during the day, and 10-feet at night.
  - Has an AADT of 16,700, 26.5% percent of which is truck traffic.
- OR370 (Highway 370)
  - Classified as a District Highway.
  - Has 4-3 lanes.
  - Allows for 12-foot-wide Annual Permits to travel during the day, and they are not allowed to travel at night.
  - Has an AADT of 2,300, 25.2% percent of which is truck traffic.

Teresa also shared oversize load Single Trip Permit data over the past 5 years that have traveled through OR126/US26. She noted that there were 3,299 Single Trip Permits issued over that time period, with the widest load being 24-feet-wide, and the longest load was 240-feet. The majority of loads that traveled through the project location were less than 12-feet-wide and 120-feet-long. She also explained that this junction is unique, as loads over 150-feet-long can't make the turn on to US26 Westbound (See map below, blue arrow) so traffic is stopped at the US26 junction, which allows these loads to travel on to US26 using the oncoming traffic lanes (see map below, yellow arrow).

Figure 2: Unique Routing Map

ORS 366.215 Permanent Reduction Projects

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She then shared the oversize load Single Trip Permit data over the past 5 years that have traveled through the OR126/OR370 junction. 32 total Single Trip Permits were issued for this location, with the widest load being 14-feet, 8-inches wide, and 115-feet-long. The majority of the loads were less than 12-feet-wide and 80-feet-long.

Teresa then discussed the alternatives considered for the US26/3rd Street location of the project, which included adding a travel lane in each direction, adding a bypass route south of 3rd street, and a couplet at 3rd Street which would use either 2nd or 4th street (see table below). These however would remove parking, affect local schools and community resources, and provide minimal benefits for the location. Therefore, ODOT has recommended that these alternatives not be considered.

Figure 3: Alternatives Considered for US26 (3rd Street)

Alternative	Benefits/Impacts	Feasibility
Add one travel lane each direction (2-travel lanes each direction, no center turn lane)	• Increases vehicle capacity (West Y improvements would have to be constructed) • New conflict points (decrease safety) • Widening & reconstruct intersections/signals required • Congestion-reduction benefits muted by removing turn lane (eliminating left turns would improve, but creates new issues)	• Constrained by buildings; ROW acquisition • Fails to align w/ODOT guidance for urban hwys • Eliminates on-street parking • Requires roadway widening revision to recent ODOT intersection/ramp improvements • Does not align w/TSP evaluation criteria
Add bypass route south of 3rd Street (potentially from Rimrock/Crestview east to ~Carey Foster Rd, connecting to OR380)	• Provides alternate route • Increases connections to neighborhoods • Benefits are likely very limited; circuitous • Major property impacts likely	• No straightforward connection possible south of 3rd Street • Requires crossing Crooked River • Not feasible within TSP horizon • Very costly
3rd Street Couplet (use either 2nd or 4th Streets; provides ~2 lanes each direction) 2nd St would be preferred	• Pinch points restrict feasible length of couplet, congestion reduction benefits minimal • Retains on-street parking • More room for bike lanes • Can increase speeds and out-of-direction travel for people seeking destinations along couplet • Require jurisdiction transfer of 2nd / 4th to ODOT	• Partial/full property acquisitions at east/west endpoints, schools on 2nd and community resources on 4th • Fails to align w/ODOT guidance for urban hwys • 2nd/4th St land uses incompatible w/arterial street in parts of each corridor • Cost opinion: at least $50M

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Next, Teresa shared the recommended actions for US26 (3rd Street) which include:

- Implement already programmed/planned projects including Combs Flat Extension, Peters Road Extension, and 3rd Street Signal Coordination Enhancements.
- Focus on parallel routes for people cycling on 2nd Street and/or 4th Street Enhance Pedestrian Crossings along 3rd Street* in vicinity of following intersections.
- Hickey Farms Road, Williamson Drive and Locust Drive.
- Sidewalk infill St Charles Way to east city limits.

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- Revise north/south approaches on Harewood.
  - from thru-left/right turn to thru-right/left turn.
- Corridor Access Management.

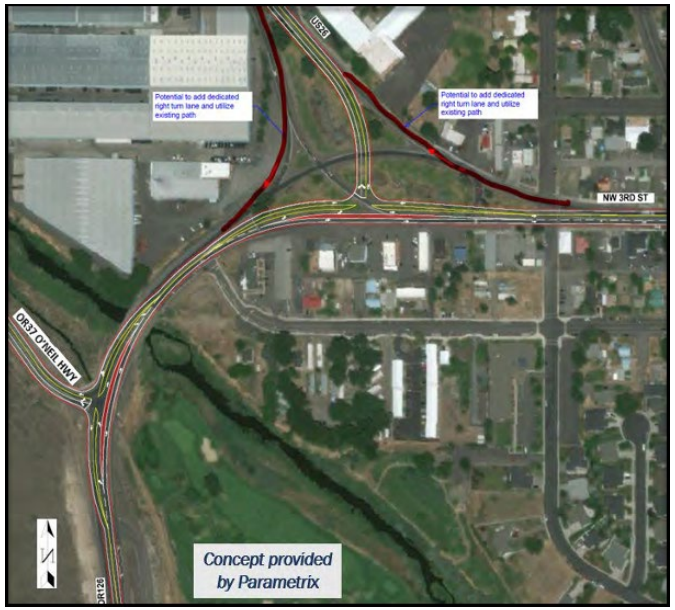
Hearing no comments or concerns about the recommended actions, Teresa continued on to the alternatives the design team looked at for the West Y (OR126/US26) and the OR126/OR370 junction. These alternatives included:

#1 Realignment and Channelization

Realign the West Y junction and rechanneling OR126/OR370 intersection to include separated, protected left turns and merging.

- Simplifies traffic scheme to reduce driver confusion.
- Works within existing right of way (ROW).
- Lower Cost Alternative.
- Pedestrians/bicyclists could be routed along realignment either on-road or south side separated path.
- Likely to provide marginal benefits to traffic mobility.

Figure 4: Alternative 1 for West Y and OR126/OR370 Junctions



ORS 366.215 Permanent Reduction Projects

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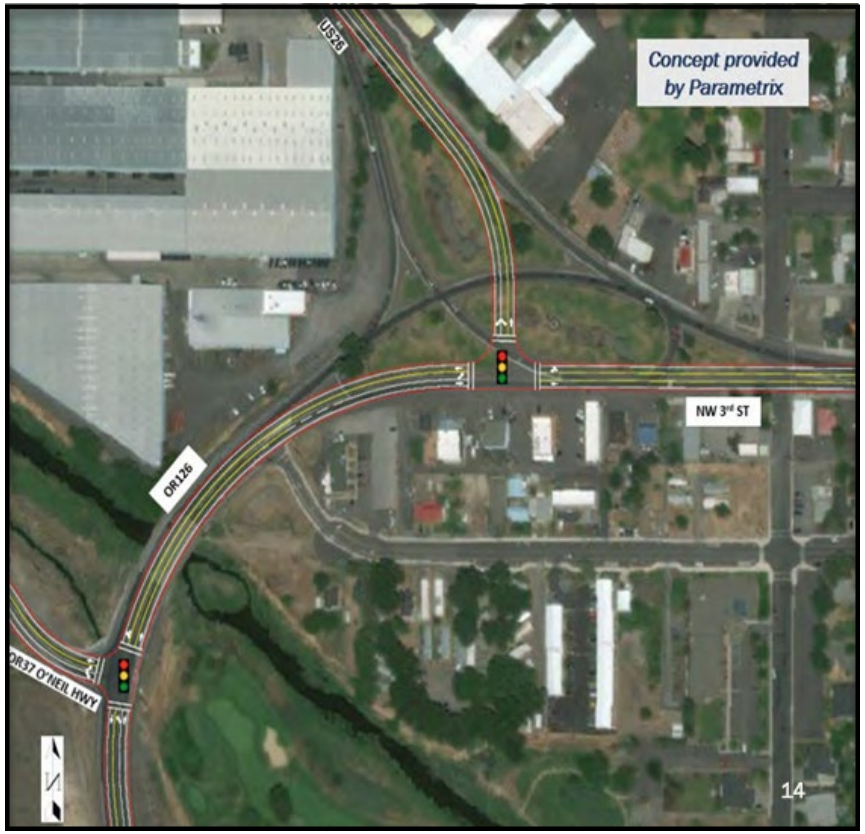
#2 Signalization

Realign West Y junction and signalize along with signalizing the OR126/OR370 highway intersection.

- Simplifies traffic scheme to reduce driver confusion.
- Pedestrians/bicyclists could be routed along realignment either on-road or south side separated path.
- Grades at OR370 problematic for start from dead sop increasing delay and safe stopping on downhill.
- Improves traffic mobility at OR370 for existing worst movement.
- Anticipated to perform worse than No-Build with respect to vehicle delay and safety.

Figure 5: Alternative 2 for West Y and OR126/OR370 Junction



ORS 366.215 Permanent Reduction Projects

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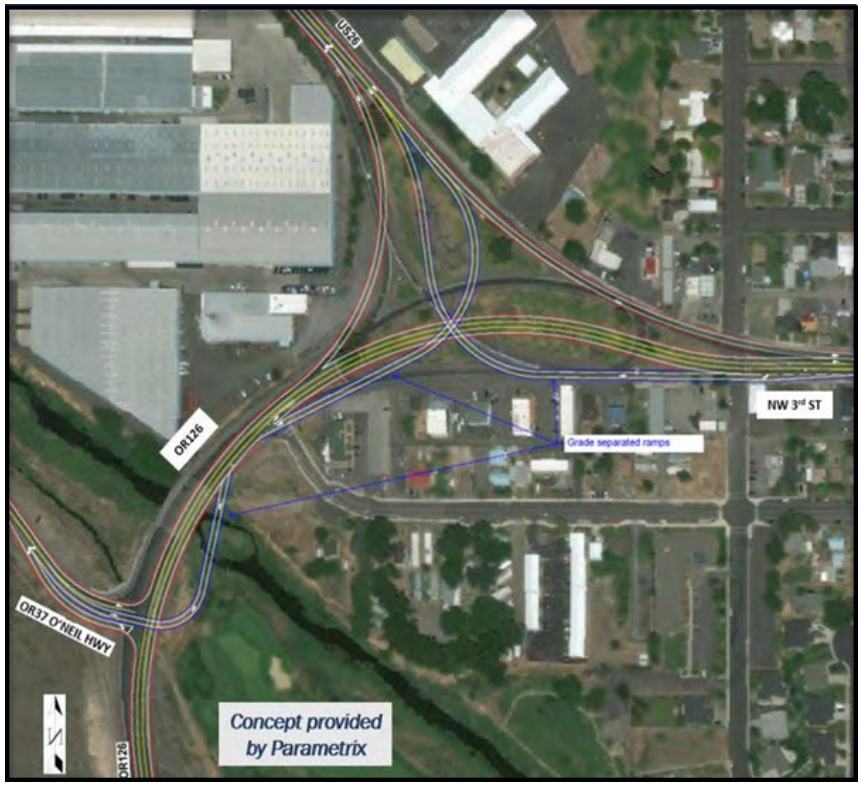
#3 Grade Separation

West Y grade-separated interchange and OR370 left turn at OR126 grade-separated ramp.

- Increases mobility and safety at both locations.
- Pedestrians/bicyclists could be routed along realignment either on-road or south side separated path.
- Undercrossing at OR370 would facilitate pedestrian/bicycle crossings at this location.
- Very costly with unknown environmental impacts to consider vs benefits.
- Not likely feasible due to grade tie-in constraints.

Figure 6: Alternative 3 for West Y and OR126/OR370 Junction



ORS 366.215 Permanent Reduction Projects

Projects that Propose a Reduction in Vehicle-Carrying Capacity on Routes subject to ORS 366.215 & OAR Chapter 731, Division 12 requiring an Stakeholder Forum review.

#4 Roundabout and Intersection Improvements

West Y/Multi- Lane Roundabout and OR126/OR370 intersection improvements

- Simplifies traffic scheme to reduce driver confusion.
- Pedestrians/bicyclists could be routed with separated path on both sides of road and cross at roundabout.
- Increases safety and mobility.
- Constructed without major impacts to private property or structures and potentially frees up right of way (ROW) for repurposing.
- Moderate cost alternative.
- Potential for scaled/incremental improvement (single lane to multi-lane in future if needed.
- **This is the preferred intersection control method.**

Figure 7: Alternative 4 for West Y and OR126/OR370 Junction

ORS 366.215 Permanent Reduction Projects

Projects that Propose a Reduction in Vehicle-Carrying Capacity on Routes subject to ORS 366.215 & OAR Chapter 731, Division 12 requiring an Stakeholder Forum review.

Teresa then opened the presentation up for comments/concerns.

MAC Member Erik Zander (Omega Morgan) stated that the roundabout was the best alternative, though sizing would be important. He asked if there was a previous project where there was a three-legged roundabout used, and if it was effective.

Teresa Gibson (Region 4 Mobility Liaison) stated that there was one used at US20 at Robal Road.

Mark Barrett (Region 4 Traffic Manager) Stated that it was part of the Bend North Corridor project that was opened in 2023.

MAC Member Erik Zander (Omega Morgan) stated that the MAC and the region have worked well together on designing roundabouts that are properly sized, and he hopes the Region will use that previous work to help with this roundabout.

Mark Barrett (Region 4 Traffic Manager) agreed with Erik, saying that if/when the project is funded, the Region will go through a similar design process as compared to the roundabout on US20.

MAC Member Erik Zander (Omega Morgan) asked if the City of Prineville had an estimation of how much industrial expansion will occur in the area. The city has been growing, and the infrastructure needed to accommodate more industry will take heavy equipment, and he asks where that industry will go in relation to the roundabout. He also asked to have the local stakeholders be engaged in discussion, as he worries about a bottleneck in this area.

Ken Shonkwiler (Region 4 Principal Planner) stated that this topic would be discussed in the TSP process. A lot of the industrial development and data center development is planned for around the Tom McCall Roundabout (previously built, but also discussed latter in this presentation), but that a lot of the traffic would likely come from US97 but finishes with that this is something to keep in mind for later discussions.

Teresa Gibson (Region 4 Mobility Liaison) notes that they will keep this in mind, and re-states the previous comments that if/when this project is funded, the project will be back to work with the MAC to get it properly sized.

Hearing no other issues or concerns, Teresa continued the presentation to discuss the OR126/Tom McCall roundabout draft solutions. The increase of development in the area will increase traffic congestion at this roundabout.

OR126/Tom McCall Roundabout Developments

- Add Slip Lanes (**PREFERRED OPTION).**
- Expand to Multi-Lane Roundabout.
- Add Safety Measures such as Speed Feedback Signage.

Teresa opened the presentation up for more comments or concerns.

ORS 366.215 Permanent Reduction Projects

Projects that Propose a Reduction in Vehicle-Carrying Capacity on Routes subject to ORS 366.215 & OAR Chapter 731, Division 12 requiring an Stakeholder Forum review.

MAC Member Erik Zander (Omega Morgan) stated that he likes the slip lane option as well, and also adds that the work done on the Roundabout Study will help with this project, once it gets into the design phase.

Teresa Gibson (Region 4 Mobility Liaison) agreed, and that that information would be taken into consideration for future roundabouts.

There were no further comments or concerns from the group.

Outcome:
The Mobility Advisory Committee/Stakeholder Forum provided feedback to the proposed design for the project and supported the preferred intersection control method.

Action Items:

The Region will return at a later date once the project is funded, and the project heads to design, per DES-02

Project Name: Region 4: US97 Scale House Camera K24075

Presentation Link: **MAC Presentation Hyperlink (ORS366.215)**

Objective:
Seeking Stakeholder Forum support for Proposed Actions subject to ORS 366.215.

Purpose/Scope:

Install a camera system in the Northbound direction on US97 ~MP 146.02 to assist with operations at the Bend Scale House station.

Discussion Summary:

Teresa Gibson (Region 4 Mobility Liaison) introduced the project, stating that this project is a Commerce and Compliance Division (CCD) and Intelligent Transportation System project, located on US97 at the Bend Scale House, south of Bend (~Milepost 146.02).

Teresa then provided the following overview of the presentation Agenda Topics and Objective, Scope, and Schedule followed by a Project Location Map

ORS 366.215 Permanent Reduction Projects

Projects that Propose a Reduction in Vehicle-Carrying Capacity on Routes subject to ORS 366.215 & OAR Chapter 731, Division 12 requiring an Stakeholder Forum review.

Topics:

- Location/Scope/Schedule.
- Existing and Proposed Cross-Sections.
- Pinch Point Information.
- Summary of Proposed Changes.

Objectives:

- Seeking Stakeholder Forum Support for Proposed Action subject to ORS 366.215.

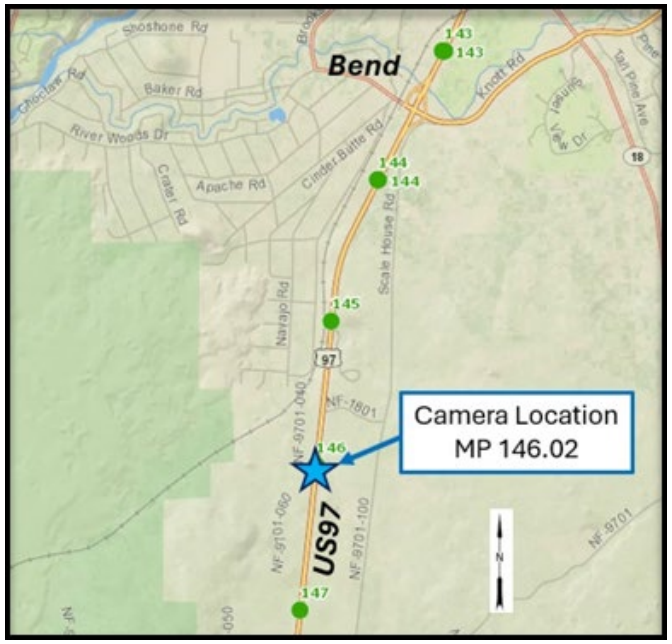
Project Scope:

- Install a camera system in the Northbound direction on US97 ~Milepost 146.02 to assist with operations at the Bend Scale House station.

Schedule:

- Project will hit Design Acceptance Phase (DAP) in December of 2024, with Advance Plans coming February 10th of 2025, with a PS&E of March 13th, 2025, and a Construction season of Spring/Summer of 2025.

Figure 8: Project Location Map for US97 Bend Scale House Camera (US97 ~Milepost 146.02)



ORS 366.215 Permanent Reduction Projects

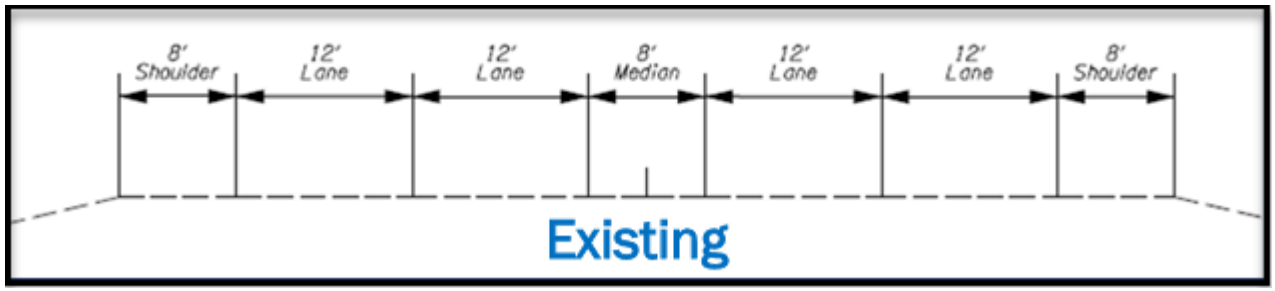
Projects that Propose a Reduction in Vehicle-Carrying Capacity on Routes subject to ORS 366.215 & OAR Chapter 731, Division 12 requiring an Stakeholder Forum review.

Teresa then discussed the existing roadway characteristics, as well as the proposed impacts. She notes that this will only be an impact to Vertical Clearance over the "B" lane (See proposed diagram below):

Existing Conditions:

- This location currently does not have a vertical structure

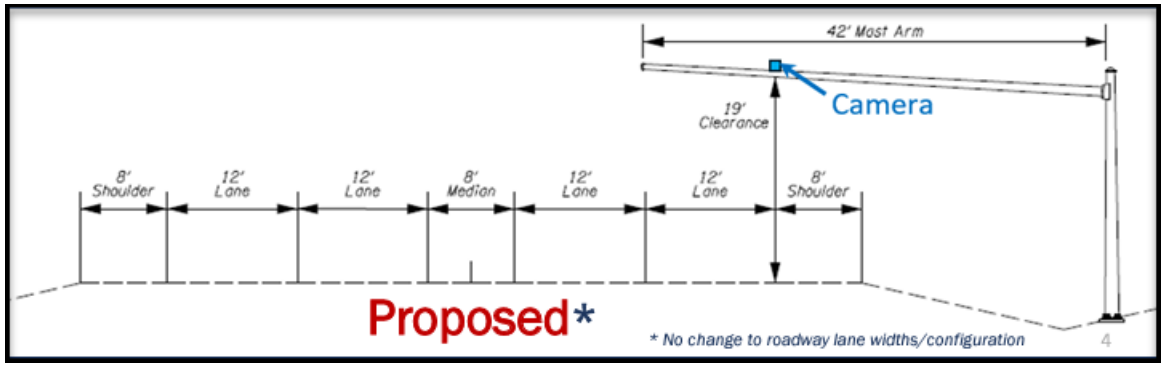
Figure 9 Existing Conditions at US97 ~Milepost 146.02



Proposed Changes:

- There will be a camera system installed over the B lane US97 Northbound. Once constructed, there will be a minimum of 19-feet of Vertical clearance available.

Figure 10: Proposed Changes for US97 ~Milepost 146.02



ORS 366.215 Permanent Reduction Projects

Projects that Propose a Reduction in Vehicle-Carrying Capacity on Routes subject to ORS 366.215 & OAR Chapter 731, Division 12 requiring an Stakeholder Forum review.

MAC Member Erik Zander (Omega Morgan) asked if the mast arm holding the camera can be driven around by getting into the fast lane of traffic.

Teresa Gibson (Region 4 Mobility Liaison) confirmed that this was the case.

There were no further comments or questions from the MAC.

Katie Scott (ODOT Mobility Services Team) took a poll to officially document support or non-support from External and Local Stakeholders for the proposed Reduction of Vehicle-Carrying Capacity (RVC), subject to ORS 366.215, resulting from the installation of a mast-arm mounted camera system in the Northbound direction of US97 at the Bend Scale House Station.

The result of the poll is as follows:

- **Support (No Objections)**: **Mark Gibson** (Oregon Trucking Association); **Erik Zander** (Omega Morgan); **Walt Gamble** (Associated General Contractors); **John Hickey** (Asphalt Pavement Association of Oregon); **Kim Curley** (Bike/Pedestrian Representative); **Kristine Kennedy** (Highway Heavy Hauling); **Jody Lyon** (Oregon Manufactured Housing Association)
- **Support (Declare Reservations)**: None
- **Non-Support**: None
- **Stand Aside**: None

Outcome:

The Stakeholder Forum reached a consensus for support of the proposed Reduction of Vehicle-carrying Capacity (vertical) resulting from the installation of the mast-arm mounted camera system in the Northbound direction of US97 at the Bend Scale House Station.

Action Items:

The Mobility Services Team will issue a Record of Support for the proposed action.

Project Name: Region 2: OR6 at Aerts Road Roundabout

Presentation Link: MAC Presentation Hyperlink (ORS366.215)

Objective:

ORS 366.215 Permanent Reduction Projects

Projects that Propose a Reduction in Vehicle-Carrying Capacity on Routes subject to ORS 366.215 & OAR Chapter 731, Division 12 requiring an Stakeholder Forum review.

Seeking Stakeholder Forum support for Proposed Actions subject to ORS 366.215.

Purpose/Scope:

As part of the adjacent Aerts Addition Master Planned Development, this project will improve intersection safety at the OR 6/Aerts Road intersection by implementing a single-lane roundabout (with westbound right turn lane) off-line of current OR 6.

Discussion Summary:

Trevor Synkelma (AKS Engineering and Forestry) introduced himself, as well as Matt Steigleder (AKS Engineering and Forestry), Chris Bremer (David Evans Associates), Don Odermont (David Evans Associates), and Joanne Becker (City Manager, City of Banks). He explained that the project was presented at the July 2024 MAC Meeting as an early communication, and now the project is presenting today to get Stakeholder support on the final design.

Trevor then discussed the agenda as well as the Location Details, Project Purpose, Scope, Issues, and Intersection Improvements Considered

Agenda:

Topics:

- Location.
- Issues and Options Considered.
- Existing Conditions and Proposed Design.
- Design Vehicle, Accommodation Vehicles.
- Over-Dimension Permit Data.
- Pinch Points.
- Over-Dimension Bypass.
- Summary of Proposed Changes.
- Next Steps.

Objective:

- Seeking Stakeholder Forum Support for Proposed Action subject to ORS 366.215.

Location Details:

OR6 Characteristics:

ORS 366.215 Permanent Reduction Projects

Projects that Propose a Reduction in Vehicle-Carrying Capacity on Routes subject to ORS 366.215 & OAR Chapter 731, Division 12 requiring an Stakeholder Forum review.

- Two-Lane roads.
- Flat grade.
- Straight.
- OR6 at this location has an Average Daily Traffic (ADT) count of 5,000 vehicles, with 20% of that being truck traffic.

Intersection Characteristics:

- Slightly skewed intersection (73 degrees).
- Currently a 5-legged intersection (w/Washington Avenue)

Annual Over-Dimension Permits

- Daytime annual width allowed: 12-feet.
- Nighttime annual width allowed: 10-feet.

Single Trip Over-Dimension Permits

- Daytime width allowed without District approval: 16-feet.
- Nighttime width allowed without District approval: 10-feet.

Figure 11: Project Location Map

ORS 366.215 Permanent Reduction Projects

Projects that Propose a Reduction in Vehicle-Carrying Capacity on Routes subject to ORS 366.215 & OAR Chapter 731, Division 12 requiring an Stakeholder Forum review.

Project Purpose, Scope

Scope:

- As part of the adjacent Aerts Addition Master Planned Development, this project will improve intersection safety at the OR6/Aerts Road intersection by implementing a single-lane roundabout (with westbound right turn lane) off-line of current OR6.

Issues and Concerns to be Addressed (Including Safety and Access Considerations).

- Safety at OR6/Aerts Road Intersection.
  - Intersection within top 10% of Safety Priority Index System (SPIS) sites in the state.
  - Upcoming adjacent development will increase existing storage length.
  - Reports of concerns from users of unsafe conditions when crossing OR 6.
- Access at OR6/ Aerts Road Intersection.
  - Current Level of Service (LOS) of C per City of Banks Transportation System Plan (TSP).
  - Additional development and local trips will increase need for alternative access.

Intersection Improvement Options Considered:

- Option 1: Multi-Way Stop Control Summary: Introduce stop control to OR 6 (not recommended.
  - Pros:
    - Meets MUTCD-defined delay threshold on NW Aerts Road approaches.
    - Meets some MUTCD-based vehicular volume thresholds.
    - Lowest project costs.
  - Cons:
    - Insufficient capacity to satisfy mobility target.
    - Unbalanced traffic flows lead to significant queuing on OR 6.
    - OR 6 has high operating speeds/rural character.
- Option 2: Traffic Signal Summary: Introduce traffic signal at intersection (not recommended).
  - Pros:
    - Reduces angle and turning crashes.
    - Lower project costs.
  - Cons
    - Increase in high-speed rear-end crashes.
    - Higher proportion of serious injury and fatal crashes.
    - Introduces delays in currently free-movement approaches.
- Option 3 (Proposed Solution): Single-Lane Roundabout with Westbound Right-Turn Lane. Summary: Roundabout at intersection with one circulating and OR 6 westbound right-turn lane to Aerts Road.
  - Pros:

ORS 366.215 Permanent Reduction Projects

Projects that Propose a Reduction in Vehicle-Carrying Capacity on Routes subject to ORS 366.215 & OAR Chapter 731, Division 12 requiring an Stakeholder Forum review.

        - Reduces conflict points.
        - Reduces speed through intersection.
        - Reduces active queueing on Aerts Road with future development.
    - Cons:
        - High project costs.
        - Requires additional right-of-way acquisition and temporary construction easements compared to other options.
        - Introduces delays to currently free-movement approaches.
        - Learning curve for drivers at the beginning of roundabout operation.

With this, Trevor passed the presentation to Matt Steigleder (AKS Engineering and Forestry) to discuss the comments received by the project team from the MAC from the July meeting.

Matt Steigleder (AKS Engineering and Forestry presented the following comments from the July 2024 MAC Meeting, as well as the responses from AKS.

MAC Comment #1:

- Model oversized vehicle templates through the roundabout using turn movement programs.
    - AKS Response: AKS received over 20 vehicle templates from various sources and modeled them all through the roundabout. The roundabout concept was refined to provide adequate clearance for these movements. A number of the movements are included at the end of this presentation. Also, there are no height restrictions through this roundabout and truck aprons will have recommended 1% cross slopes to minimize tipping of large vehicles

MAC Comment #2:

- To look at potential queue lengths to extend to US26.
    - AKS response: Based on the Intersection Control Evaluation completed by Kittelson & Associates, Inc, the westbound 95% queue length for 2047 traffic conditions is less than 250ft. US26 is approximately 7000-ft from the intersection of OR 6 and Aerts Rd.

MAC Comment #3

- Request for AKS to review upcoming study/ODOT Highway Design Manual (HDM) and evaluate if elongated roundabout would work at this location.
    - AKS response: As of October 2024, AKS is not aware of the roundabout study being published or incorporated into the 2025 HDM. Section 509.9.2 lists several drawbacks for elongated design including greater right-of-way impacts, increased design speeds, and potential driver confusion. Since the current concept can accommodate the necessary oversized vehicles as shown later in this presentation and to limit additional right-of-way impacts to the private properties in the NE and SW corners of the intersection, AKS is proposing to use a standard central island shape.

Matt next covered the existing conditions, and proposed cross section, conceptual design, proposed roundabout design, design vehicle, accommodation vehicle summary, and the vehicle turning movements

Proposed Roundabout Design

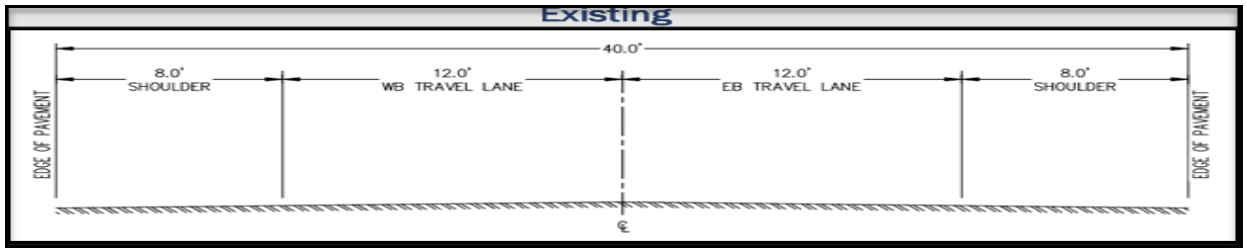
ORS 366.215 Permanent Reduction Projects

Projects that Propose a Reduction in Vehicle-Carrying Capacity on Routes subject to ORS 366.215 & OAR Chapter 731, Division 12 requiring an Stakeholder Forum review.

Existing Conditions:

- OR6 at this location has a 12-foot travel lane in each direction, as well as an 8-foot shoulder in each direction, for 40-feet of total horizontal clearance from edge-of-pavement to edge-of-pavement

Figure 12: Existing Conditions Cross-Section



Proposed Changes:

- A roundabout is proposed for this location. Once constructed, there will be minimum of 20-feet of travel lane on all sides, a truck apron of 11-feet, and a secondary truck apron of 21.5-feet to 26-feet.

Figure 13: Roundabout Diagram (Left Side)

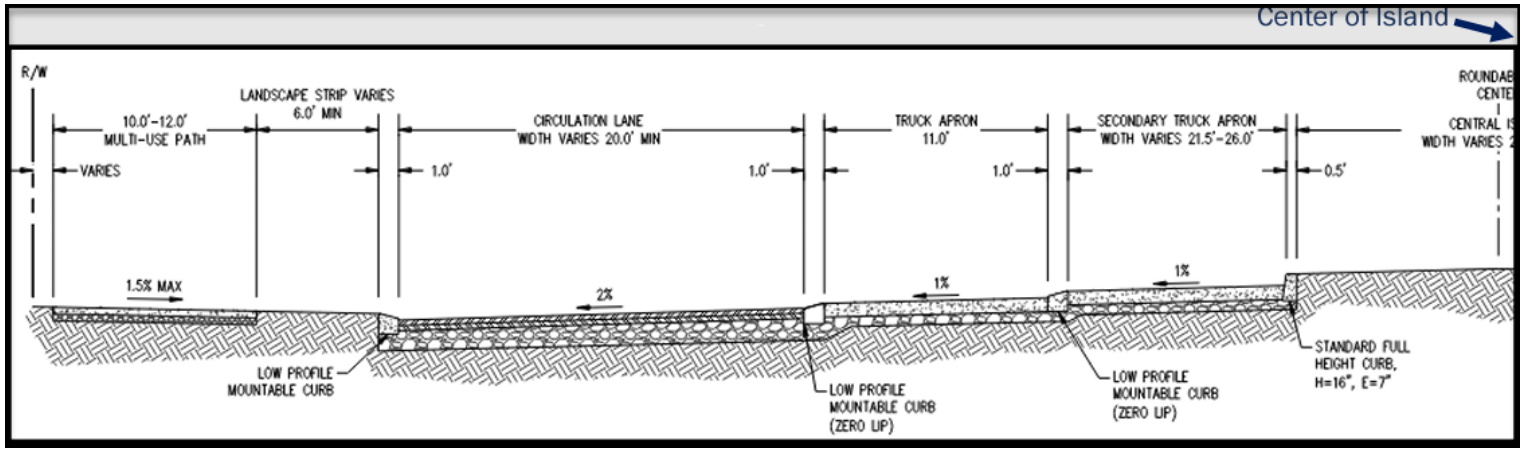
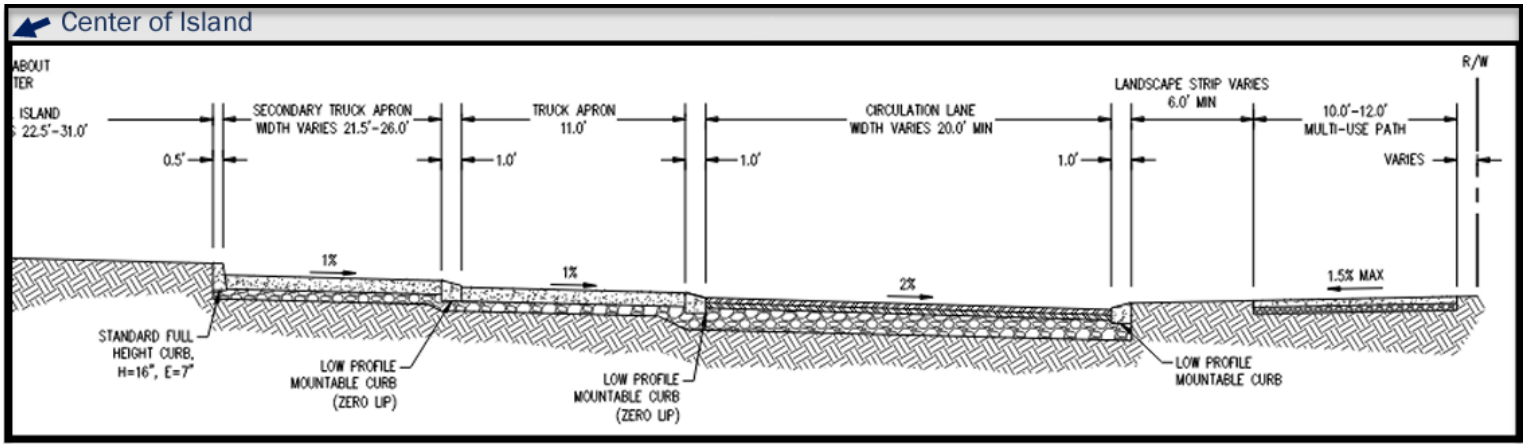


Figure 14: Roundabout Diagram (Right Side)

ORS 366.215 Permanent Reduction Projects

Projects that Propose a Reduction in Vehicle-Carrying Capacity on Routes subject to ORS 366.215 & OAR Chapter 731, Division 12 requiring an Stakeholder Forum review.

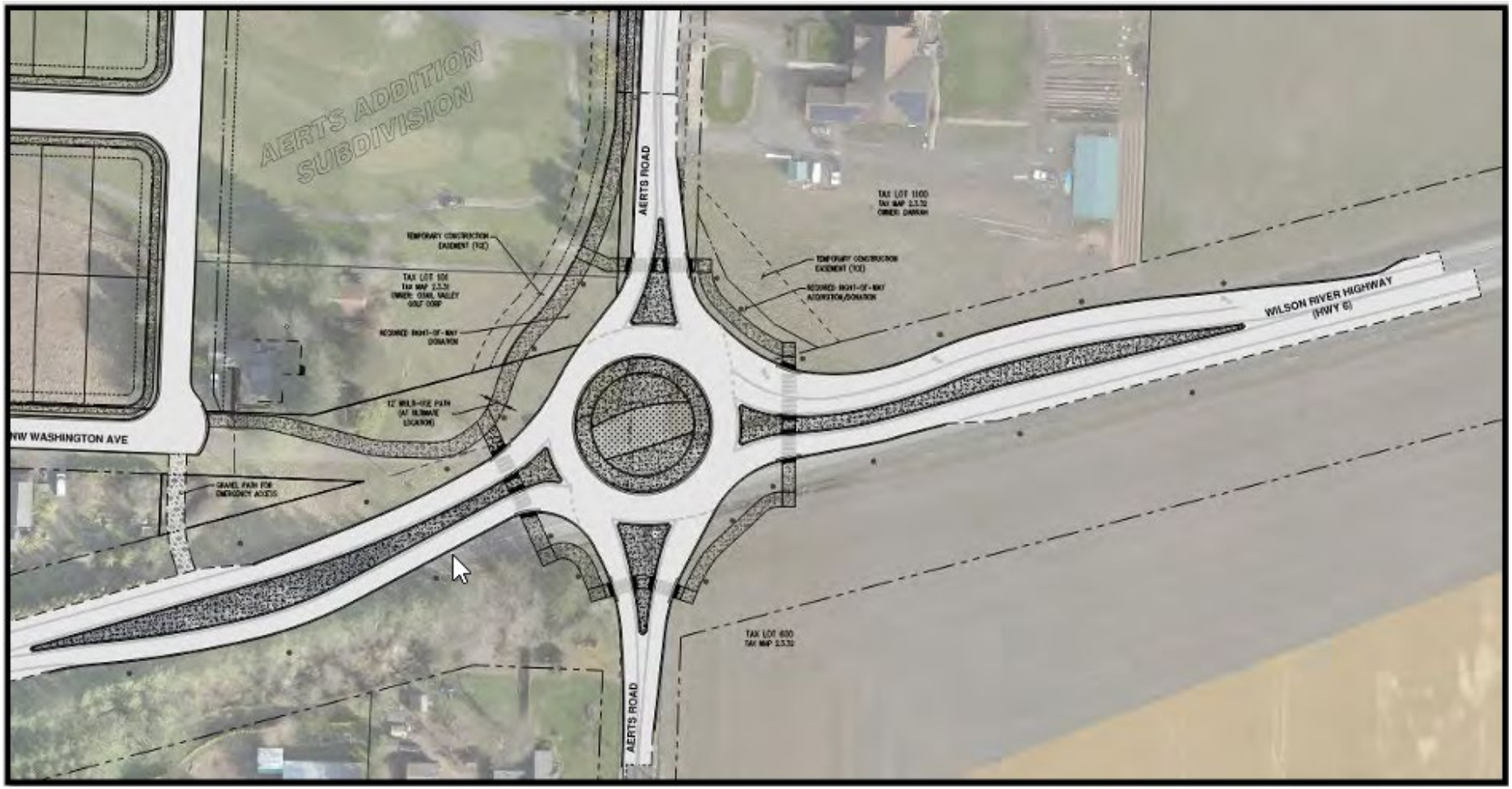


Conceptual Drawing:

Figure 15: Proposed Roundabout Concept Drawing

ORS 366.215 Permanent Reduction Projects

Projects that Propose a Reduction in Vehicle-Carrying Capacity on Routes subject to ORS 366.215 & OAR Chapter 731, Division 12 requiring an Stakeholder Forum review.



Proposed Roundabout Design:

Design Element/Measurement:

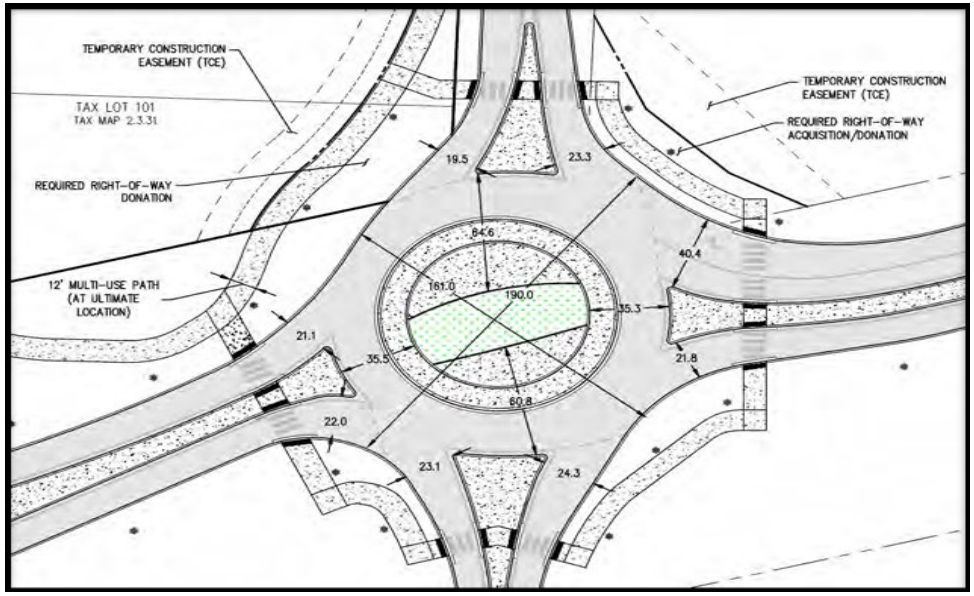
- Inscribe Diameter: Varies – 161-feet to 190-feet.
- Truck Apron Diameter: 105-feet.
- Truck Apron Width: 12-feet.

ORS 366.215 Permanent Reduction Projects

Projects that Propose a Reduction in Vehicle-Carrying Capacity on Routes subject to ORS 366.215 & OAR Chapter 731, Division 12 requiring an Stakeholder Forum review.

- Central Island Diameter: Varies 32-feet to 81-feet.
- Central Island Curb Height: 7-inch non-mountable.
- All Truck Apron Cross Slopes: 1%.
- Splitter Island and Truck Apron Curb Heights: Low Profile Mountable – Zero Exposure/Lip.
- Mountable Curbs: Low Profile Mountable – Zero Exposure/Lip.
- Narrowest Pinch Point (low profile mountable curb to low profile mountable curb) for <u>each</u> travel direction:
  - 21.8-feet Eastbound.
  - 21.1-feet Westbound.
  - 19.5-feet Southbound.
  - 23.1-feet Northbound.
- Travel Lane Widths: 12-feet.

Figure 16: Proposed Roundabout Design Drawing



Design Vehicle and Accommodation Vehicle Summary:

Design Vehicle:

- Truck-tractor/semitrailer with 53-foot trailer (WB-67):
  - Overall Length: 73.5-feet.

ORS 366.215 Permanent Reduction Projects

Projects that Propose a Reduction in Vehicle-Carrying Capacity on Routes subject to ORS 366.215 & OAR Chapter 731, Division 12 requiring an Stakeholder Forum review.

- Overall Width: 8.5-feet.

Accommodation Vehicle:

- BPA Transformer Transportation Configuration:
  - Overall Length: 287-feet, 8-inches.
  - Overall Width: 18-feet.
  - East-West direction only.

- With the exception of two specific wind blade vehicles (Wind Blade_78_OH and Special Wind Blade B3-2), the proposed design will accommodate all oversized vehicles provided to AKS, including the BPA Transformer Transportation Configuration with dimensions highlighted above.
- The two wind blade vehicles will need to utilize the entire available pavement width including opposing travel lanes to navigate the roundabout.

Design Vehicle Turning Movements

Figure 17: Design Vehicle Turning Movement Diagram (WB-67)

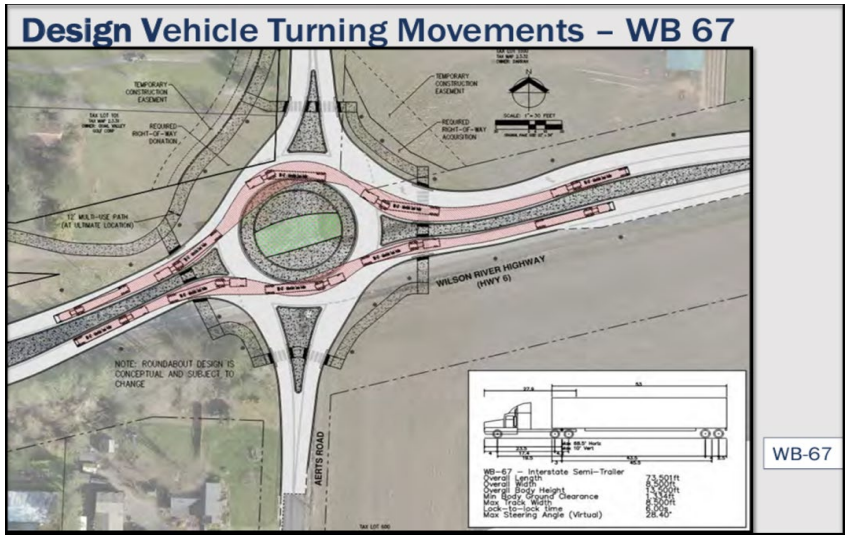
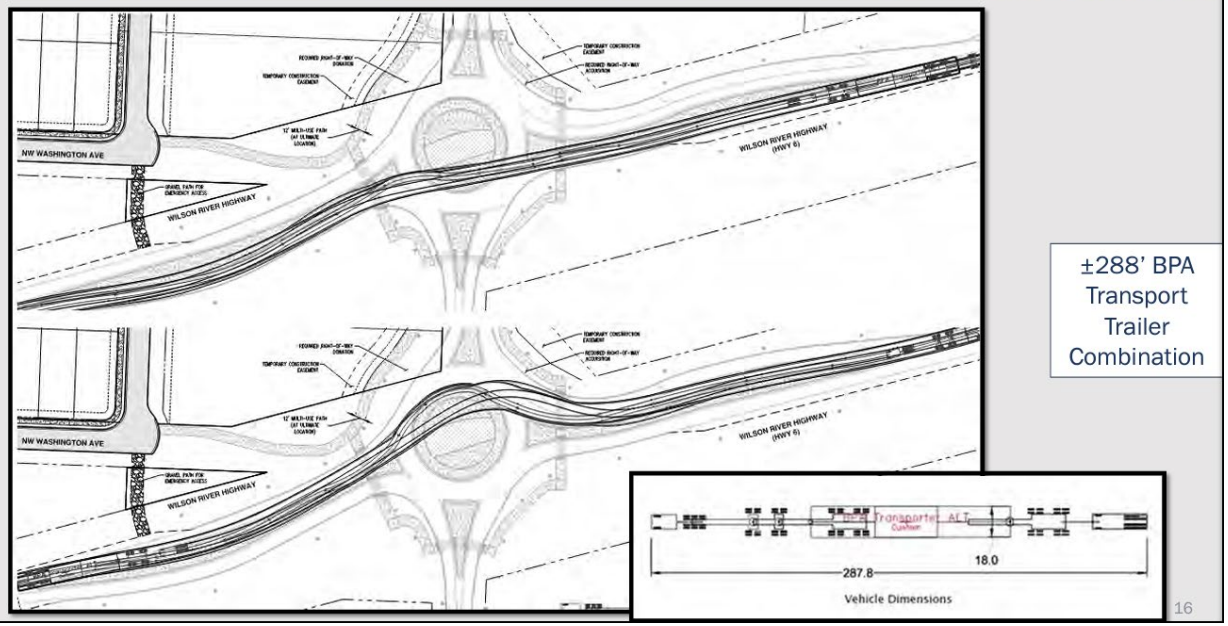


Figure 18: Design Vehicle Turning Movement Diagram (288-foot BPA Transport Trailer Combination)

ORS 366.215 Permanent Reduction Projects

Projects that Propose a Reduction in Vehicle-Carrying Capacity on Routes subject to ORS 366.215 & OAR Chapter 731, Division 12 requiring an Stakeholder Forum review.

Accommodation Vehicle Turning Movements – 288' BPA Transport Trailer Combinatic



±288' BPA Transport Trailer Combination

16

Figure 19: Additional Design Vehicle Turning Movements (105-foot Manufactured Home 6-axle single.)

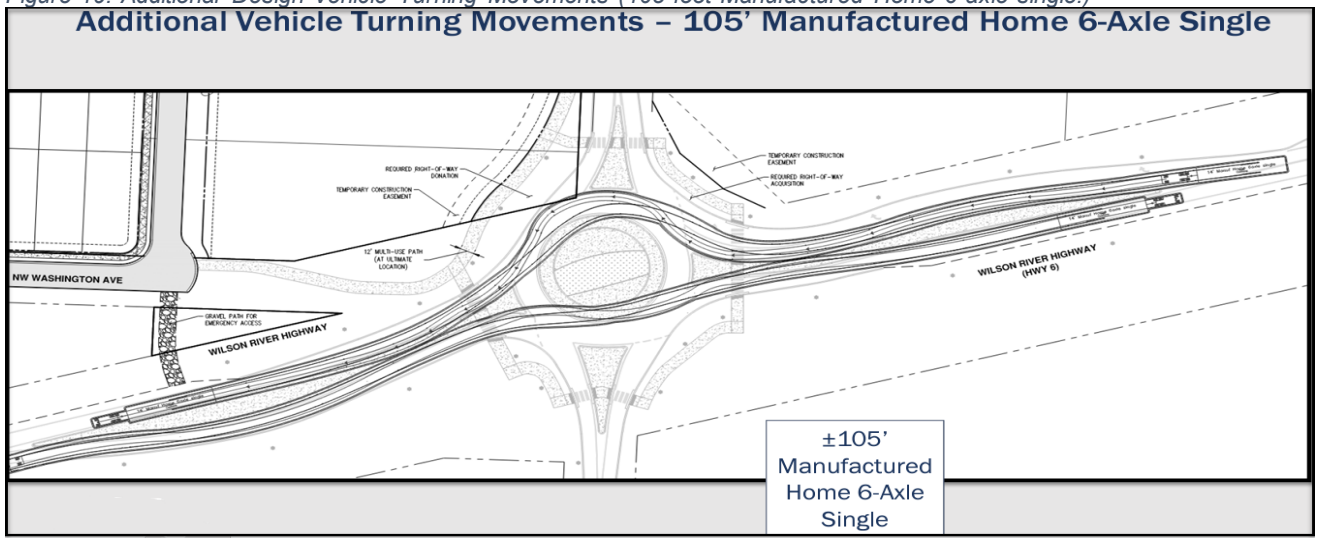


Figure 20: Additional Design Vehicle Turning Movements (114.4-foot Heavy Haul Load)

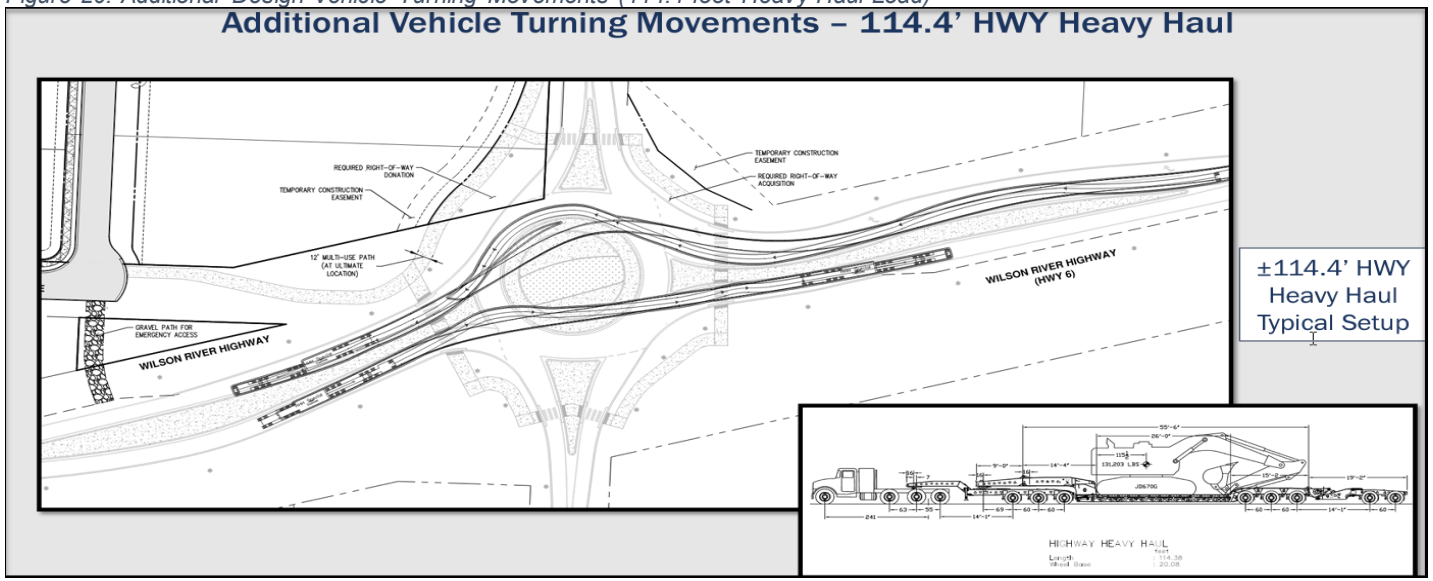
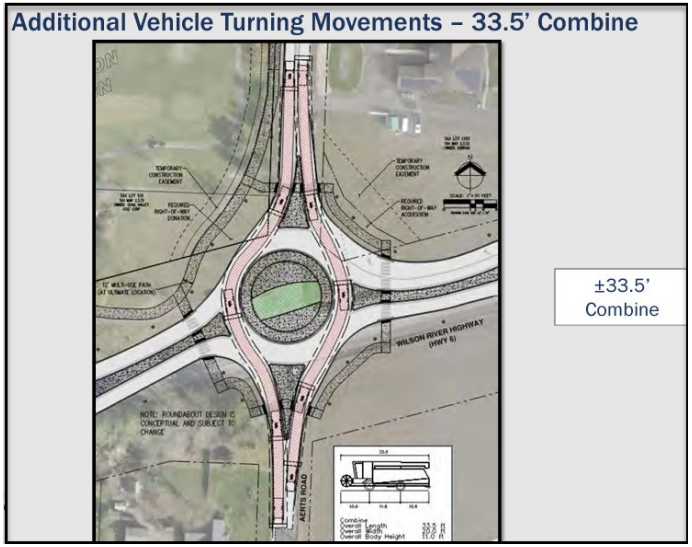


Figure 21: Additional Design Vehicle Turning Movements (33.5-foot Combine)

ORS 366.215 Permanent Reduction Projects

Projects that Propose a Reduction in Vehicle-Carrying Capacity on Routes subject to ORS 366.215 & OAR Chapter 731, Division 12 requiring an Stakeholder Forum review.



MAC Member Erik Zander (Omega Morgan) wanted clarification on how the WB-67 model was run, as the design looks like it's going the straightest path it can take through the roundabout. He stated that he would likely use as much roadway to the south as possible to avoid using the mountable curb as much as possible.

Matt Steigleder (AKS) responded by saying that they wanted to show the worst-case scenario as possible when doing these turning movements. They also wanted to make sure that the truck apron was appropriately sized. He added that the project wanted to add a more typical 20-foot width lane to help control traffic speed through the roundabout, and that there is flexibility on how the load can move through the roundabout.

MAC Member Erik Zander (Omega Morgan) stated that the reason for bringing this up was due to the industries concerns of entering and exiting roundabouts, and not necessarily "Can I fit the load through?". Through research, previous modeling might have been off in part because of what it takes to get a truck in and out from a dead stop, and as more traffic is added, this makes it even harder to do. This in part was the reason he had asked about an elongated roundabout at this location. The concern is also in part due to the potential threat of tip over and tire wear and tear that truck aprons can cause. He finishes by asking if the WB-67 could stay off the curve (truck apron).

Matt Steigleder (AKS) responded, stating that he could take a closer look into that and that the North side would need extra looking into to see if the truck could avoid the apron. In addition, the highway design manual and other guidance documents state to keep school buses and similar length vehicles completely within the circulating lane, while it is expected that the trucks will track over the apron with the trailer portion.

ORS 366.215 Permanent Reduction Projects

Projects that Propose a Reduction in Vehicle-Carrying Capacity on Routes subject to ORS 366.215 & OAR Chapter 731, Division 12 requiring an Stakeholder Forum review.

MAC Member Mark Gibson (Oregon Trucking Associations) wanted to know what the material was between the mountable curbs, and the sidewalk will be.

Matt Steigleder (AKS) replied that it is typically rock mulch, but the project isn't sure yet what it will be.

MAC Member Walt Gamble (Associated General Contractors) wanted to second the question that MAC Member Erik Zander had asked earlier: does the roundabout need to be strictly a circular roundabout? He states that there is at least one instance from ODOT that an elongated roundabout helped mitigate truck traffic needing to use the truck apron and other mountable curbs.

Matt Steigleder (AKS) stated that the design team did take a look at that based on the 2025 Highway Design Manual, and that based on some of the geometry of the roundabout, the goal was to keep it circular to stay aligned with the North South alignment of Aerts Road. In addition, an elongated roundabout has the potential to confuse drivers and increase entry speeds as well.

MAC Member Kristine Kennedy (Highway Heavy Hauling) expressed her concern that the roundabout has the potential to cause a lot of issues in regard to speed. The highway at the project location currently operates at faster speeds (55 mph +) and that regular truck traffic (WB-67) will have not enough warning to slow down. This in turn could cause a lot of rear-ending accidents to occur at the roundabout. She supports the idea of an elongated roundabout because it allows for trucks to have enough speed to successfully and safely traverse the roundabout, and to reduce the potential of accidents due to a slight increase of speed as compared to the proposed roundabout.
Matt Steigleder (AKS) replied that the intent of the roundabout design is to slow traffic down through this section of OR6. He points out the reverse curves that lead up to the roundabout help to slow traffic down, and narrower radiuses (of the travel lanes) also help to slow traffic down. He also states that the location will also have the necessary and typical signage to indicate to drivers that the traffic speeds are slowing ahead. The benefit of this design is that all modes of traffic will be moving slower through this intersection, between 20-25 miles per hour.

Hearing no more questions, Matt Steigleder discussed in depth about the turning movements (imaged above). He notes that the splitter island can be used by the longer loads, as the signs posted on them are far enough away from the roadway as to not get hit. Once the vehicle sizes get larger, signs will need to be removed to get the loads through. He also discussed the heavy haul (114.4-feet) turn movement was added after the last MAC meeting this was presented (shown above). This sized load will need to utilize the two-tiered truck apron to move through the roundabout. He points out that the load is close to clipping the central island, and that the design team will be working to refine the size.

MAC Member Kristine Kennedy (Highway Heavy Hauling) asked if the heavy haul loads would have to drive over the "pork chop" curb (the splitter island that separates the two directions of traffic). She also wanted clarification on the load driving through the center of the roundabout.

Matt Steigleder (AKS) responded, stating that the "pork chop" is a zero-exposure mountable curb, which allows them to easily mount them. In addition, the wider loads will utilize the two-tiered truck apron to move through the roundabout. This method has been used on other roundabouts (ODOT) facilities.

ORS 366.215 Permanent Reduction Projects

Projects that Propose a Reduction in Vehicle-Carrying Capacity on Routes subject to ORS 366.215 & OAR Chapter 731, Division 12 requiring an Stakeholder Forum review.

MAC Member Erik Zander (Omega Morgan) asked if the project team has another example of when they have used this zero-exposure mountable curve in the past.

Matt Steigleder (AKS) stated that the four roundabouts that were built on US20 through Bend have implemented the same design (mountable porkchop, two-tiered mountable truck apron).

With no other questions, Matt Steigleder continued the presentation, discussing the Single-Trip Over-Dimension Permit Summary, Overall Width and Number of Single-Trip Permits Issued, Pinch Point Information, and a Summary of Changes.

Single-Trip Over-Dimension Permit Summary:

- Widest load was for a tow-away wing disc at 17-feet, 5-inches wide.
- Majority of permits were between 11-feet 1-inch wide and 12-feet wide.

Overall Width and Number of Single-Trip Permits Issued:

- 8-feet, 6-inches or less (legal width): 201.
- 8-feet, 7-inches to 10-feet: 366.
- 10-feet, 1-inch to 11-feet: 287.
- 11-feet, 1-inch to 12-feet: 813.
- 12-feet, 1-inch to 13-feet: 101.
- 13-feet, 1-inch to 14-feet: 194.
- Over 14-feet: 62.

Pinch Point Information:

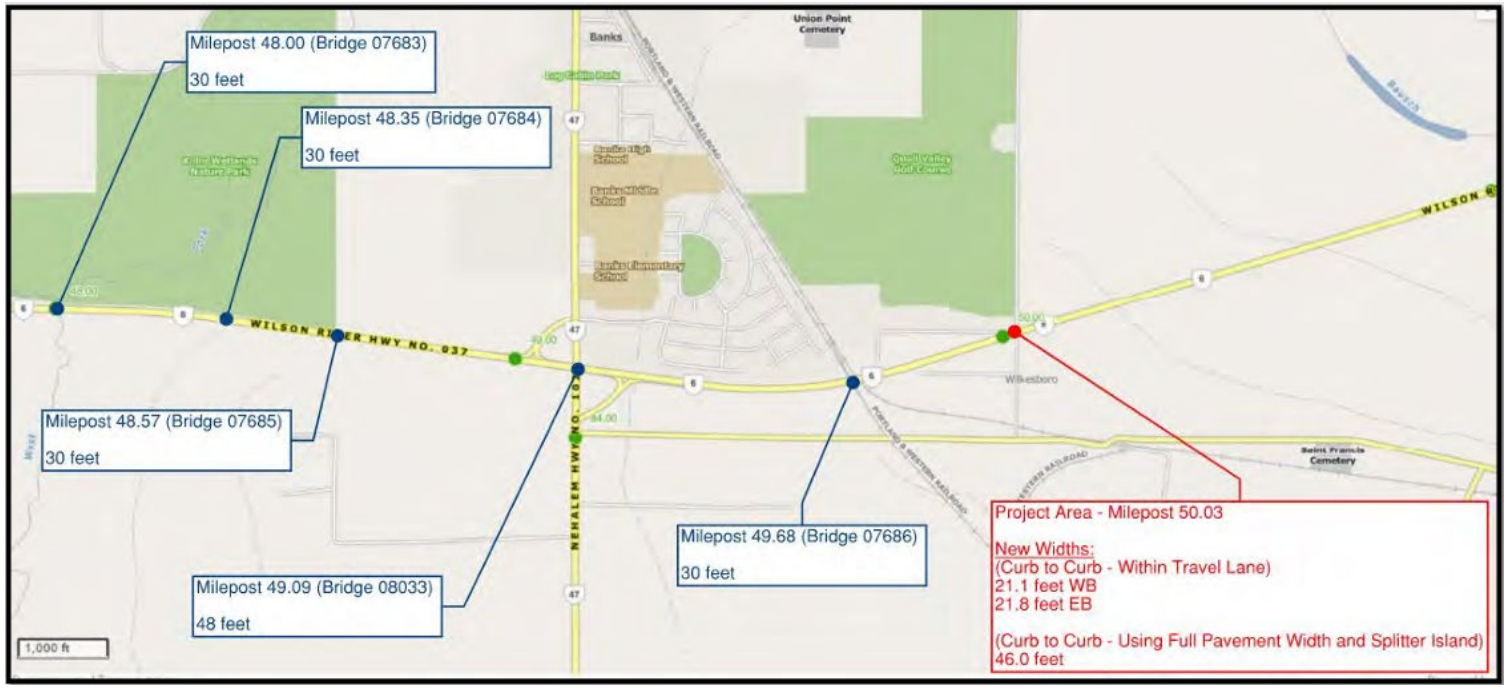
Matt Steigleder notes that the pinch point information for the roundabout is for the lanes specifically, which would be 21-feet of width which would create a new pinch point. However, truck traffic can use the full pavement width of the roundabout, which has a horizontal clearance of 46-feet.

- Mileposts 48, 48.35, 48.57, and 49.68 have a horizontal clearance of **30-feet.**
- Milepost 49.09 has a horizontal clearance of **48-feet.**

Figure 22: Pinch Point Information Map (OR6 Near Project Location)

ORS 366.215 Permanent Reduction Projects

Projects that Propose a Reduction in Vehicle-Carrying Capacity on Routes subject to ORS 366.215 & OAR Chapter 731, Division 12 requiring an Stakeholder Forum review.



Summary of Changes:

- The existing curb-to-curb width of the project location eastbound and westbound: 40-feet.
- The proposed curb-to-curb width of the westbound through movement: 21.1-feet.
- The proposed curb-to-curb width of the eastbound through movement: 21.8-feet.
- The proposed reduction at this location: 18.2-18.9-feet.

Matt opened the project up again for more questions/concerns.

MAC Member Mark Gibson (Oregon Trucking Associations) stated his concern that the larger loads are coming dangerously close to the center of the roundabout (that doesn't have a mountable curve), and also stated his bigger concern that the everyday WB-67 turning movements through this roundabout. Having to use the truck apron to make the turn through this is a concern. He also points out that the high volume of residential traffic, coupled with slower traffic speeds will lead to potential issues with gap acceptance at this roundabout (especially when making the northbound movement) and re states his desire for the group to look into an elongated roundabout for this location, even for potentially just the west-east leg.

ORS 366.215 Permanent Reduction Projects

Projects that Propose a Reduction in Vehicle-Carrying Capacity on Routes subject to ORS 366.215 & OAR Chapter 731, Division 12 requiring an Stakeholder Forum review.

Matt Steigleder (AKS) explained that the turning movements presented are just one potential path for trucks to use. Trucks are also allowed to use both of the dual entry lanes to help make the turning movement as well, and the design team can run additional models to see if the trucks could make the turns easier.

Katie Scott (Mobility Operations Program Coordinator) added that the turning templates that were presented are the "worst case scenario" for trucks moving through the roundabout.

Keith Blair (Region 2 Traffic Unit Manager) asked if the design team could run the movements of the WB-67 to show the truck turning their wheels to the exterior of the splitter island (Pork chop) to see if that addresses the issues on the North and South sides. He asks if this work can be done offline (via email), or would the group want to come back to a future meeting.

MAC Member Mark Gibson (Oregon Trucking Associations) states that the group may want to bring this to a work session on. This would give the group some time to reflect on the project.

MAC Member Erik Zander (Omega Morgan) added that the Stakeholder Forum understands the need for a roundabout at this intersection, and that the group will get to a point where the intersection works for everyone. He just asks that if the Stakeholder Forum could be given a few days to compile a list of questions and concerns, and then bring it to a work session to get into the finer details and work this project to a product that works for everyone.

Matt Steigleder (AKS) responded that the design team could definitely run the models, but the roundabout is currently at 10-15% concept level. He had hoped the MAC could give their support today, knowing full well there will be continuous coordination as the roundabout is developed.

Katie Scott (Mobility Operations Program Coordinator) states that from what she has gathered from the Stakeholder Forum, is that they don't necessarily disagree with a roundabout at this location, but that further conversations are needed. She asks if the Stakeholder Forum could meet next week with the region and the design team to discuss.

MAC Member Mark Gibson (Oregon Trucking Associations) states that the group could definitely meet. This process won't take very long, the group just wishes to have time to gather comments and concerns and have a work group to make sure everyone is on the same page.

Matt Steigleder (AKS) responded that the design team is fine with meeting next week to keep the project moving.

MAC Member Erik Zander (Omega Morgan) re-iterates that the Stakeholder Forum wants to greenlight a design that works right. Per DES-02, the group needs to know what the size of the roundabout is going to be before it is fully designed and built. He finishes by saying that OR6 is a major highway, and if there wasn't a residential neighborhood coming into this roundabout, then there wouldn't be a conversation about the design.

Christy Jordan (Mobility Program Manager) concurs that a work session is good to make sure the roundabout is properly sized, per the directives in place.

ORS 366.215 Permanent Reduction Projects

Projects that Propose a Reduction in Vehicle-Carrying Capacity on Routes subject to ORS 366.215 & OAR Chapter 731, Division 12 requiring an Stakeholder Forum review.

The group agreed to meet the following week via a work session to iron out the details.

Outcome:

The Stakeholder Forum did not support the current design, and provided feedback, and their concerns.

Action Items:

The Stakeholder Forum has requested a work session to take place the following week to identify and go over design processes for this roundabout.

Permanent Reduction Projects NOT Subject to ORS 366.215

Planning projects, projects proposing permanent reductions to roadway width, vertical clearance, or travel lane reductions or reductions to travel lane widths on projects not subject to ORS 366.215.

Project Name: Mary's River Bridge – Kiger Island Rd Key# 22785

Presentation Link: MAC Presentation Hyperlink

Objective:
Informational: Seeking feedback from the MAC on proposed roadway reconfiguration

Purpose/Scope:
This is a pavement preservation project, which will also upgrade several non-compliant ADA curb ramps. *This project is not proposing a permanent width reduction of the highway (only restriping).

Discussion Summary:

Jim Doll (Region 2, Area 4 Transportation Project Manager) introduced himself, and then shared that the OR99W: Mary's River Bridge is a pavement preservation project, but there is some lane reconfiguration work with lane striping happening in the scope of the work. He then shared the Project Agenda, Roadway Characteristics, Project Purpose and Scope, and the ODOT Highway Design Manual guidance for Urban/Mix/Commercial Corridor information.

Agenda:

Topics:

- Location & Traffic Volumes.

Permanent Reduction Projects NOT Subject to ORS 366.215

Planning projects, projects proposing permanent reductions to roadway width, vertical clearance, or travel lane reductions or reductions to travel lane widths on projects not subject to ORS 366.215.

- Project Purpose and Scope.
- Design Guidelines for Project Area.
- Over-Dimension Freight Activity.
- Existing and Proposed Roadway Cross Sections.

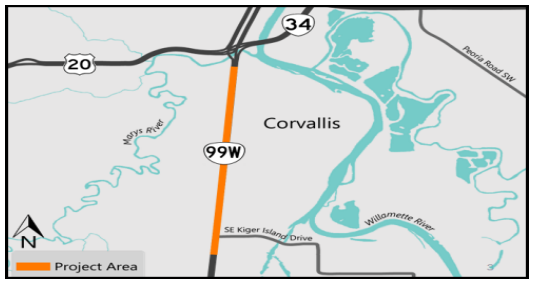
Objective:

- Seeking input for proposed roadway reconfiguration on this pavement preservation project.

Roadway Characteristics and Project Location Map:

- Located in Corvallis on OR99W (Highway 091) at mileposts 84.76-86.50.
- The project location has an Average Daily Traffic count of 12,103 to 23,539, 3.6% of which is truck traffic.

Figure 23: Project Location Map OR99W (Highway 091) at Mileposts 84.76-86.50



Project Purpose And Scope:

Purpose/Scope:

- This is a pavement preservation project, which will also upgrade several non-compliant ADA curb ramps. This project is not affecting the width or configuration of the highway

Issues to Be Addressed:

- Deteriorating Pavement Conditions.
- Non-Compliant ADA curb Ramps.
- Improved Safety.
    - Buffered bike lanes.

ODOT Highway Design Manual Guidance for Urban Mix/Commercial Corridor

- Travel Lane: 11-12 feet.
- Two-Way-Left-Turn Lane: 12/14 feet.

Permanent Reduction Projects NOT Subject to ORS 366.215

Planning projects, projects proposing permanent reductions to roadway width, vertical clearance, or travel lane reductions or reductions to travel lane widths on projects not subject to ORS 366.215.

- On Street Bicycle Lane (not including the buffer): 5-6 feet.
- Bicycle/Street Buffer: 2-4 feet.
- On-Street Parking: N/A.
- Curb/Gutter: 2.5 Feet.
- Raised Median – No Turn Lane (including shy distances): 13-feet.

MAC Member Kim Curley (Bike/Pedestrian Representative) noted that the two-way-left-turn lane of 12 to 14 feet is longer than what is in the guidance. She wanted to also mention that bikes and pedestrians have a harder time crossing wider lanes.

Jim Doll (Region 2, Area 4 Transportation Project Manager) responded by stating that there are currently Rectangular Rapid-Flashing Beacon (RRFB) along this corridor, and that the project is not proposing to make any adjustments other than upgrading the 88 curb ramps along the sidewalk portions of them, but no changes to overall width of them.

Hearing no other questions, Jim continued the presentation, by next discussing the Bicycle Facility Recommendation, Single Trip Over-Dimension Permit Summary, and Existing and Proposed Cross Sections.

Bicycle Facility Recommendation:

- Commercial Corridor (Milepost 84.17 to 84.83)
  - ADT: 23,359.
  - Traffic speed: 25 miles per hour.
  - Recommended bike facility: 6-foot lane and 2.5-foot buffer.
- Urban Mix (Milepost 84.83 to 86.32)
  - ADT: 12,103.
  - Traffic speed: 30 miles per hour.
  - Recommended bike facility: 6-foot lane and 2.5-foot buffer.

Single Trip Over-Dimension Permit Summary: Wide Loads.

- Widest load was for an F5 fighter aircraft at over 25-feet, 7-inches wide.
- Majority of the permits were between 11-feet, 1-inch and 12-feet wide.

Overall Width/Number of Single-Trip Permits Issued:

- 8-feet, 6-inches or less (legal width): 244.
- 8-feet, 7-inches to 10-feet: 184.
- 10-feet, 1-inch to 11-feet: 383.
- 11-feet, 1-inch to 12-feet: 1270.
- 12-feet, 1-inch to 13-feet: 129.

Permanent Reduction Projects NOT Subject to ORS 366.215

Planning projects, projects proposing permanent reductions to roadway width, vertical clearance, or travel lane reductions or reductions to travel lane widths on projects not subject to ORS 366.215.

- 13-feet, 1-inch to 14-feet: 186.
- Over 14-feet: 58.

Existing and Proposed Cross Sections:

Existing Conditions:

- There are two 12-foot travel lanes in each direction, a 6-foot bike lane in each direction, and a 14-foot two way left turn lane.
  - For a total horizontal clearance of 74-feet.

Figure 24: Existing Conditions OR99W: Mary's River Br – Kiger Island Rd (Corvallis)

Proposed Changes:

- A roadway reconfiguration is proposed for this location. Once completed there will be two 11-foot travel lanes in each direction, a 6-foot bike lane in each direction, a 2.5-foot buffer in each direction, and a 13-foot two way left turn lane.
  - For a total horizontal clearance of 74-feet (roadway remains the same width).

Figure 25: Existing Conditions OR99W: Mary's River Br – Kiger Island Rd (Corvallis)

Permanent Reduction Projects NOT Subject to ORS 366.215

Planning projects, projects proposing permanent reductions to roadway width, vertical clearance, or travel lane reductions or reductions to travel lane widths on projects not subject to ORS 366.215.

MAC Member Mark Gibson (Oregon Trucking Associations) asked if there was any way to make the two-way left turn lane a 12-foot lane, so that it would give truck traffic at least one 12-foot travel lane? He notes that there is a lot of traffic on this highway, and that he would like to figure out how to keep one 12-foot travel lane.

Jim Doll (Region 2, Area 4 Transportation Project Manager) responded that the difficulty in doing that is there is raised median islands at the mid-block crossings already there. They are curved to maintain a shy distance of 1-foot, and keeping the lane at 13-feet will ensure that 1-foot shy on each side maintains.

MAC Member Erik Zander (Omega Morgan) asked if the project could take a half a foot out of each of the buffer lanes, and a half foot out of each bike lane, to get that extra foot.

Jim Doll (Region 2, Area 4 Transportation Project Manager) stated that he could bring this concept back to the design team and get back with the group.

MAC Member Kim Curley (Bike/Pedestrian Representative) asked the group to think about the importance of the bike lanes being buffered, and that taking away the buffer increases traffic speed and makes fatalities and serious injuries more likely.

Jim Doll (Region 2, Area 4 Transportation Project Manager) notes that there have been some fatalities on the North End of the project with bicycles and a pedestrian. There is a fair amount of pedestrian and bicycle traffic in South Corvallis, especially at the North End of the project limits. The project is trying to address that and anticipate for the future for population growth in Corvallis.

Jim finished the presentation up by sharing the summary of changes table.

Summary of Changes Table:

Figure 26: Summary of Changes Table

Permanent Reduction Projects NOT Subject to ORS 366.215

Planning projects, projects proposing permanent reductions to roadway width, vertical clearance, or travel lane reductions or reductions to travel lane widths on projects not subject to ORS 366.215.

Summary of Changes

Design Element	Existing	Proposed
Travel Lane Width(s) (NB or WB)	12 feet	11 feet
Travel Lane Width (s) (SB or EB)	12 feet	11 feet
Two-Way-Left-Turn Lane Width	14 feet	13 feet
Number of travel lanes (NB or WB)	2 feet	2 feet
Number of travel lanes (SB or EB)	2 feet	2 feet
Bicycle Lane Width	6 feet	6 feet
Bicycle Lane Buffer Width	0	2.5 feet
Shoulder Width (NB or WB)	0	0
Shoulder (SB or EB)	0	0
Pedestrian Refuge Island Width	11 feet	11 feet
Parking Lane Width	0	0

Jim then opened the presentation back up to questions or concerns.

MAC Member Mark Gibson (Oregon Trucking Associations) re-affirmed the want for a 12-foot travel lane for truck traffic, even if the buffer is reduced by 6-inches on both sides, that would get them the foot and a half needed for that, and there would be a marked buffer.

MAC Member Erik Zander (Omega Morgan) expressed his safety concern with 11-foot travel lane and trucks, as there isn't much space to travel. He understands that reducing the buffer lane also makes it tougher on bicycle traffic as well and adds that the buffer lane should be called a buffer lane, and not a bicycle buffer lane as all modes of traffic use the buffer when they make an error.

Jim Doll (Region 2, Area 4 Transportation Project Manager) concurred with Erik statement about the naming of the buffer.

Jenna Berman (Region 2 Active Transportation Liaison) asked if the group/project teams should be discussing the potential implementation of a 10-foot travel lane, and a 12-foot travel lane. She states that the group came to an agreement with 11-foot lanes in Philomath for a previous project and has

Permanent Reduction Projects NOT Subject to ORS 366.215

Planning projects, projects proposing permanent reductions to roadway width, vertical clearance, or travel lane reductions or reductions to travel lane widths on projects not subject to ORS 366.215.

not heard any issues with truck traffic or complaints. There have been several fatalities at the project location in Corvallis, and the design of the project as presented is there to calm traffic. She asks what the Region and the MAC need to do to come to a resolution, as this conversation around 11-foot/12-foot travel lanes in regard to lane reconfigurations will continue to happen.

Katie Scott (Mobility Operations Program Coordinator) responded that the Blueprint for Urban Design (or "Bud") provides guidance for 11 or 12-foot travel lanes, but ODOT prefers to use 11-foot lanes for its projects. The MAC only questions these travel lanes, and aren't completely opposed to them, they just question and want discussion.

Jenna Berman (Region 2 Active Transportation Liaison) states that she understands, but that both sides are concerned about safety in their own definitions of safety, and that this conversation is going to keep coming up in the future.

Katie Scott (Mobility Operations Program Coordinator) expressed that she believes that both sides of this discussion (MAC/Region) have the same definition of safety. Both bicyclist and trucks do not want to hit each other. If a truck were to hit a bicyclist, the truck would be at fault.

MAC Member Walt Gamble (Associated General Contractors) responded to Jenna Berman, saying that the MAC did not leave the discussions regarding the project in Philomath happy with the end result necessarily. He states that in the presentation that Urban Mix allows for the two-way-left turn to be smaller, then asks if the median islands are the only thing that is preventing the project from taking more out of that center turn lane.

Jim Doll (Region 2, Area 4 Transportation Project Manager) states that this portion of the highway is hard to define as it is both a blend of Urban Mix and Commercial Corridor, and that the roadway in the project location transitions very quickly from densely populated city to rural areas.

MAC Member Walt Gamble (Associated General Contractors) asked if the project could remove a foot off the island to be able to reduce the turn lane down more.

Jim Doll (Region 2, Area 4 Transportation Project Manager) explained that the scope of the project is only pavement preservation project, and so any changes to the median are beyond the scope of the project. The goal of the project is to keep the pavement intact while improving the overall safety of the project location. Touching the medians would trigger more work, including stormwater mitigation treatment that the project does not want to touch at this point.

Christy Jordan (Mobility Program Manager) adds that in regard to the lane reconfigurations, the MAC Meeting Charter says that ODOT needs to communicate these reconfigurations for transparency to the MAC, and to listen to their feedback and concerns. The region can do whatever they wish with those concerns, all the group asks is for follow up of some sort. Because this project is not subject to ORS 366.215, all that is happening for this project currently is a conversation. Ultimately, it is the regions decision to either listen to the advice given by the MAC and come up with a compromise or not.

Permanent Reduction Projects NOT Subject to ORS 366.215

Planning projects, projects proposing permanent reductions to roadway width, vertical clearance, or travel lane reductions or reductions to travel lane widths on projects not subject to ORS 366.215.

Jim Doll (Region 2, Area 4 Transportation Project Manager) responded, saying that he is meeting with the project team this month and will go over the project again, with the MAC's comments and concerns being shared with them at that time. He will report back the feedback from the design team, and report to the Mobility Services Team.

Outcome:

The Mobility Advisory committee provided their feedback and concerns.

Action Items:

The Region would follow up with the group to see if the project can provide a 12-foot-wide travel lane.

Update: The Region took the MAC's concerns and questions back to the design team and responded with the following, which was shared with the MAC via email on 12/3/2024:

> *Following the Mobility Advisory Committee (MAC) meeting on November 14, 2024, the project delivery team met to review the comments from the committee. After some discussion and review of the highway design manual it was decided that the current design as presented to the MAC is the most appropriate lane configuration based on all road users and urban context of the highway. Please share this with the committee and let them know the design team appreciated their comments and did consider their input.*

Temporary Work Zone Projects with Mobility Impacts/Restrictions

Construction and maintenance projects that propose temporary mobility impacts/restrictions.

Project Name: HCRH State Trail – Mitchell Point to I-84 (Early Communication)

Presentation Link: MAC Presentation Hyperlink

Objective:

· Early Communication.
· Seeking MAC Feedback on temporary impacts.

Purpose/Scope:

Temporary Work Zone Projects with Mobility Impacts/Restrictions

Construction and maintenance projects that propose temporary mobility impacts/restrictions.

Construct State Trail multi-use path that crosses under I-84 adjacent to existing I-84 undercrossing for vehicles.

Discussion Summary:

Debbie Martisak (Region 1 Mobility Liaison) introduced herself, as well as **Kevin Bracey** (David Evans Associates), **Will Bailey** (David Evans Associates), **Matthew Miller** (Federal Highway Administration), as well as **Paul Scarlett** (ODOT Region 1 Transportation Infrastructure Development & Project Manager), **Matt Freitag** (Region 1 Project Delivery Manager) and **Terra Lingley** (ODOT Region 1 Columbia River Gorge Scenic Area Coordinator), and then hands the presentation off to Kevin Bracey.

Kevin Bracey introduces the project, which is located on the Historic Columbia River Highway (HCRH) State Trail, which runs parallel to I-84. He states that the majority of the work is taking place off system, but the focus of this project is to rebuild the pedestrian tunnel that runs under I-84 which in turn will cause some temporary impacts to mobility during construction. He then shared the presentation Agenda Topics, Objectives, Recent Completed Project Information, Upcoming MAC Meeting Presentation dates, as well as the Purpose/Scope and Issues to be Addressed which are as follows:

Topics:

- Project Scope of Work.
- Temporary Mobility Related Impacts.
- No Permanent Changes to I-84.
- Recent Completed WFLHD (Western Federal Land Highway Division) Projects.
    - HCRH State Trail – Viento to Mitchell.
    - Upper Hoh River Box Culvert.

Objectives:

- Seeking feedback on proposed mobility impacts.

<u>Recent Completed Project HCRH State Trail: Viento to Mitchell</u>

- Proposed mobility impacts being presented today are similar to the Viento to Mitchell project previously shared and supported by the MAC.
- Previous MAC presentations: 9/2019, 10/2020, 5/2022.
- I-84 – approximately two miles to the west of project being presented today.

MAC Meeting Presentations:

- November 14th, 2024 – Early Communication.
- TBD 2025:
    - Traffic Management Plan.
    - Work Zone Decision Tree.
    - Mobility Considerations Checklist.
- TBD 2026:

Temporary Work Zone Projects with Mobility Impacts/Restrictions

Construction and maintenance projects that propose temporary mobility impacts/restrictions.

- Request support for Project Mobility Considerations Checklist sign-off.

Construction Season:

- Early 2027 – Spring 2028.

Purpose:

- The purpose of this project is to extend the Historic Highway State Trail from Mitchell Point toward Hood River.

Scope:

- The scope of the project is to construct Historic Highway State Trail consistent with the National Scenic Area requirements and as required by ORS 366.550.

Issues to be Addressed:

- I-84 Westbound and Eastbound extended closures to close one lane in each direction for three months.
  - 18-foot clearance between barrier resulting in a 16-foot-wide load restriction.
- Single lane closures outside of extended closures:
  - 19-foot clearance between barrier resulting in a 17-foot-wide load restriction.
  - Daily Monday through Thursday.
  - Times vary between 7 a.m. and 6 p.m. (depending on month of year).

Hearing no comments, Kevin next discussed the location details of the project, as well as the project schedule and traffic control options

Location Details:

I-84 Roadway Characteristics:

- Is classified as an Interstate Highway, with two lanes of traffic in each direction.
- Grade is predominantly flat.
- Tangent alignment.

Traffic Conditions:

- In 2020 the Annual Average Daily Traffic (AADT) was 23,192.
- Of that traffic 28.8% was truck traffic.

Annual Over-Dimension Permits:

- Annual Width allowed during the daytime is 14-feet.
- Annual Width allowed during nighttime is 12-feet.

Single Trip Permits:

Temporary Work Zone Projects with Mobility Impacts/Restrictions

Construction and maintenance projects that propose temporary mobility impacts/restrictions.

- Width allowed daytime without District approval: 20 feet.
- Width allowed nighttime without District approval: 12 feet.

Project Schedule (Tentative):

- Current Phase: Draft 70% progress plans.
- Advanced Plans Due Date: ~December 2025.
- PS&E Date: ~June 2026.
- Bid Opening Date: ~October 2026.
- Construction Season: December 2026 – May 2028.

Traffic Control Options Considered for I-84 Undercrossing:

- #1 Detour Bridge.
  - Pros – Maintain two lanes each direction – (28-feet between hard barriers).
  - Cons – Environmental impacts, extend project duration, costs.
- #2 Lane Width Restrictions: only width restrictions (no length, weight, or height restrictions).
  - Extended duration single lane closures, 18-feet between two concrete barriers (not moveable).
  - Pros – minimizes environmental impacts, reduces project duration, and reduces costs.
  - Cons – reduces lane carrying capacity and requires detours for vehicles 16-feet and wider.
- Preferred Option Summary.
  - Extended duration closure with alternate routes for vehicles 16-feet and wider.

Kevin shared the restrictions that each stage would have.

Temporary Restrictions:

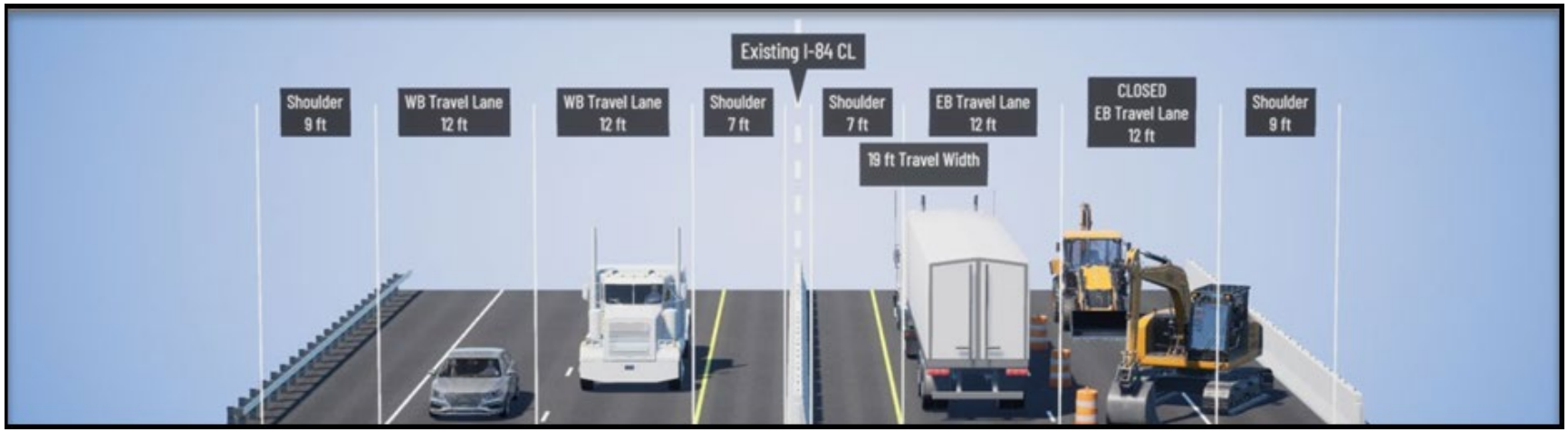
Stage 1: EB/WB single lane closures to rebuild & temporarily widen shoulders:

- 19-feet of horizontal clearance between soft barriers.
  - Resulting in a 17-foot width restriction.
- Estimated duration of 8 weeks, Monday – Thursday (~7 a.m. to ~6 p.m., depending on time of year).
- Loads wider than 17-feet can be accommodated with advanced notice.

Temporary Work Zone Projects with Mobility Impacts/Restrictions

Construction and maintenance projects that propose temporary mobility impacts/restrictions.

Figure 27: Stage 1 Restriction Diagram



Stage 2: Install temporary solder piles in median:

- 18-feet of horizontal clearance between hard barriers.
  - Resulting in a 16-foot width restriction.
- Detour route for loads 16-feet wide and wider.
- Estimated duration of 4 weeks.

Figure 28: Stage 2 Restriction Diagram

Temporary Work Zone Projects with Mobility Impacts/Restrictions

Construction and maintenance projects that propose temporary mobility impacts/restrictions.

MAC Member Walt Gamble (AGC) wanted to confirm that the working taking place would only happen during certain work hours, and that the roadway would be cleared when work is not taking place for stage 1.

Kevin Bracey (DEA) confirmed that this was the case.

MAC Member Erik Zander (Omega Morgan) asked if the Region would have an issue allowing for wide loads to move at night through the project location.

Kevin Bracey (DEA) stated that they would check in on this with the local District and will get back with the group if that is possible, or if they need to figure out accommodation for daytime work.

MAC Member Erik Zander (Omega Morgan) also wanted to check to see if the Region could consider giving permits to loads that may be wider than the barrier, but higher than barrier height (example given was a load was 17-feet wide, but only that wide at 4 feet of height which would clear the hard barrier).

Kevin Bracey (DEA) made a note of this as well and would report back.

Kevin continued the presentation, next discussing stages 3 through 5.

Stage 3: Build north half of I-84 Undercrossing:

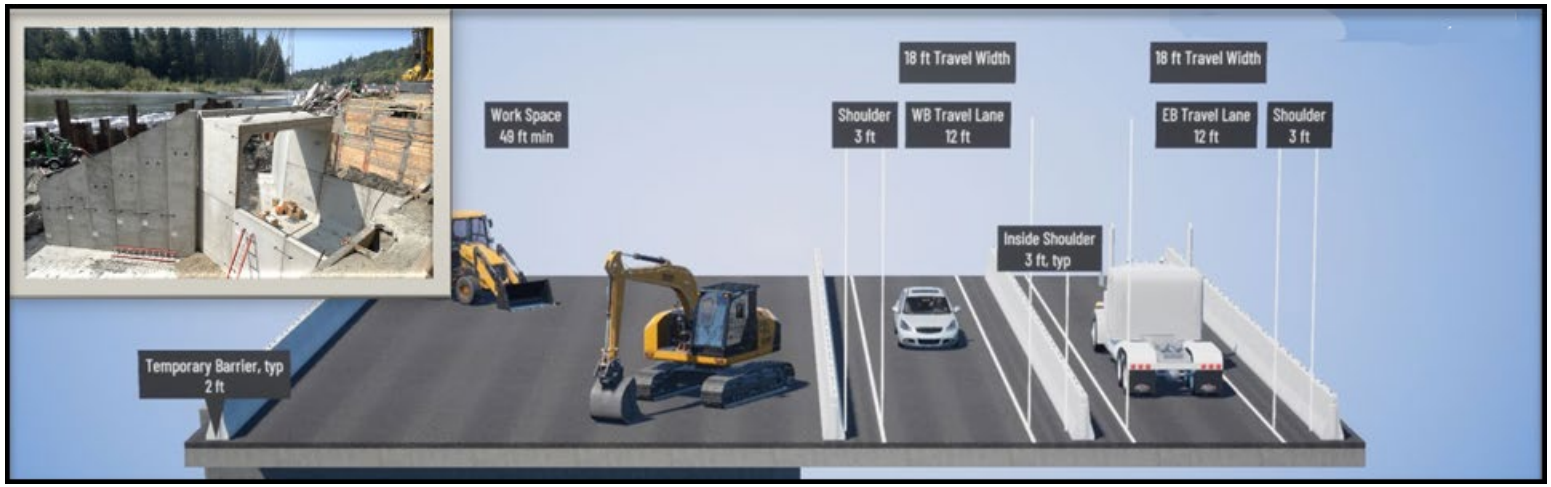
- 18-feet of horizontal clearance between hard barriers.
  - Resulting in a 16-foot width restriction.

Temporary Work Zone Projects with Mobility Impacts/Restrictions

Construction and maintenance projects that propose temporary mobility impacts/restrictions.

- Detour route for loads 16-feet-wide and wider. Estimated duration 4 weeks.

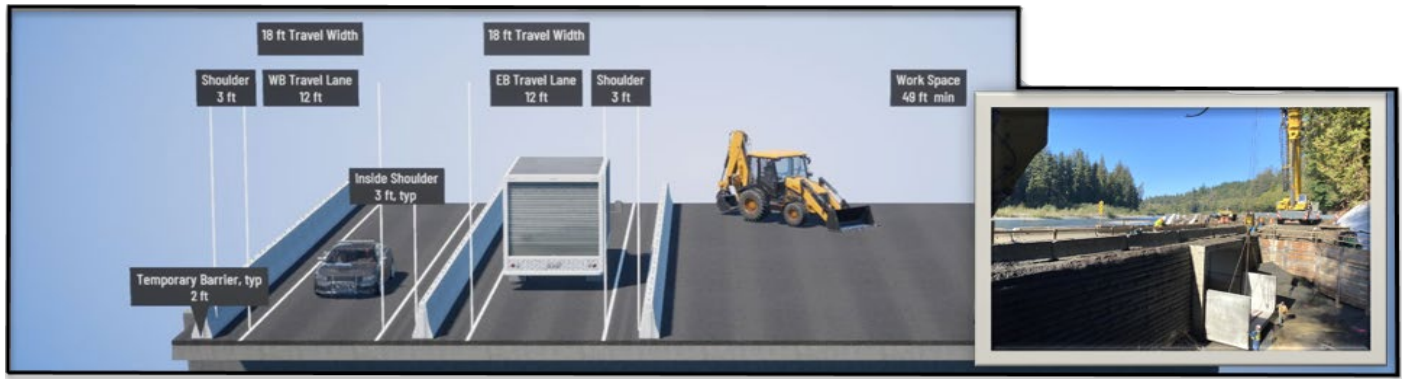
Figure 29: Stage 3 Restriction Diagram



Stage 4: Build south half of I-84 Undercrossing:

- 18-feet of horizontal clearance between hard barriers.
  - Resulting in a 16-foot width restriction.
  - Detour route for loads 16-feet-wide and wider. Estimated duration 4 weeks.

Figure 30: Stage 4 Restriction Diagram



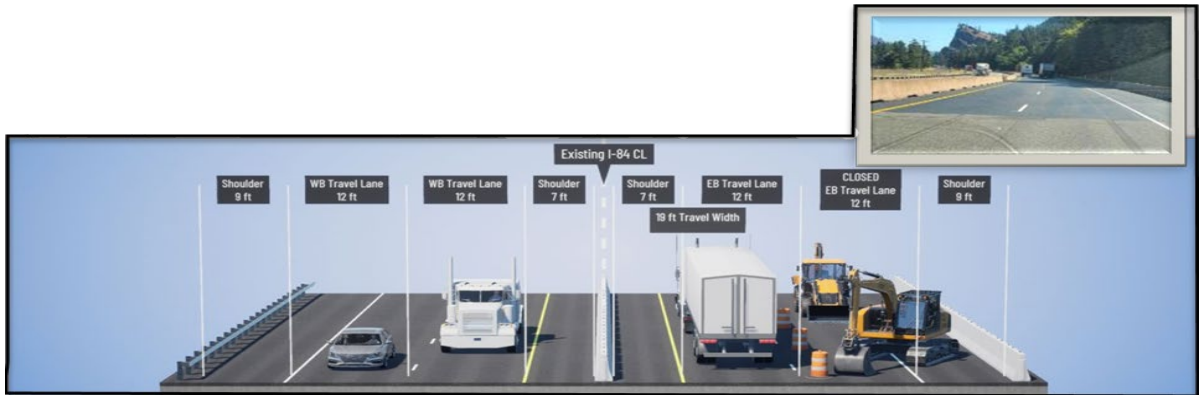
Stage 5: Single lane closures (eastbound and westbound) for fog seal and striping:

Temporary Work Zone Projects with Mobility Impacts/Restrictions

Construction and maintenance projects that propose temporary mobility impacts/restrictions.

- 19-feet of horizontal clearance between soft barriers.
  - Resulting in a 17-foot width restriction.
  - Estimated duration is 4 weeks, Monday through Thursday (~7 a.m. to 6 p.m.)
  - Wider loads may be accommodated with advanced notice.

Figure 31: Stage 5 Restriction Diagram



Kevin Bracey opened the presentation up for questions regarding the stages. Hearing none, he shared the detour route information, as well as the Critical Route Pair information.

Detour Route for Restricted Overwidth Loads:

- Loads wider than 16-feet will have to use an alternate route including US26 and US35, between Portland and Hood River.
- No restrictions on the Critical Route Pair at this time.
- Coordination with Region 4 and Region 5 will continue throughout project duration.

Figure 32: Detour Route Map

Temporary Work Zone Projects with Mobility Impacts/Restrictions

Construction and maintenance projects that propose temporary mobility impacts/restrictions.

Critical Route Pair Information:

- I-84 is a Critical Route paired with OR212, US26, US97, and sometimes OR78 and US95.
- Coordination with Region 4 and Region 5 will continue to identify any concurrent projects on US26.
- Oversized loads wider than 16-feet will not be accommodated through the work zone during Stages 2 through 4 for three months.

Finally, Kevin finished the presentation by sharing the Work Zone Strategies Initially identified, Bicycle and Pedestrian Safety Strategies Identified, as well as Public Outreach information.

Work Zone Safety Strategies Initially Identified:

- Will develop Workzone Decision Tree and TMP.
- Single Lane Closures with positive protection (concrete barrier) between traffic and workers.,
- Law enforcement presence.
- Smart work zone system and workzone lighting.
- Construction speed zone reductions.
- Radar speed trailers.
- Accelerated construction strategies.

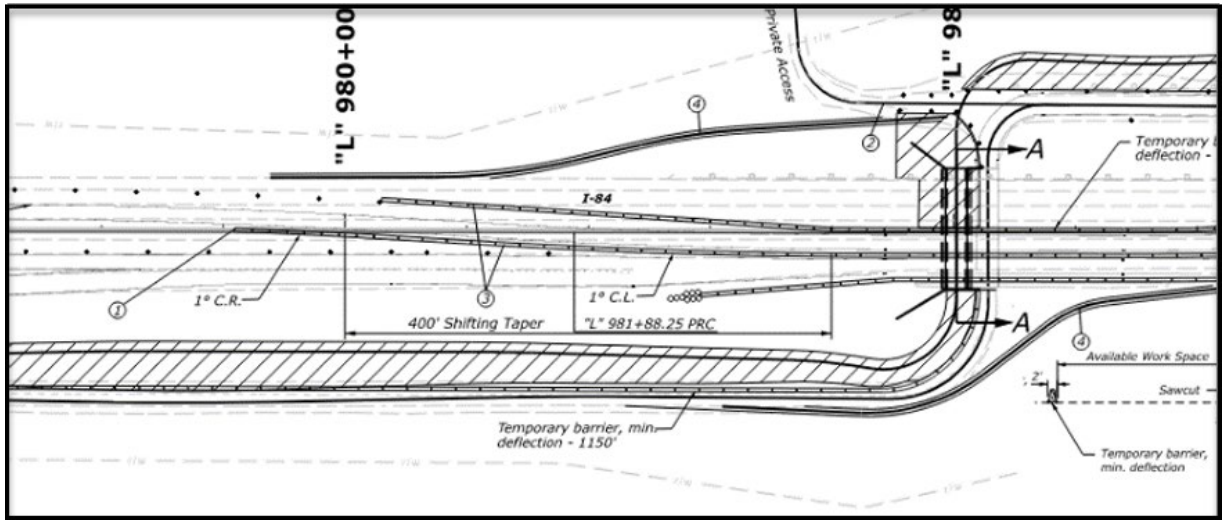
Temporary Work Zone Projects with Mobility Impacts/Restrictions

Construction and maintenance projects that propose temporary mobility impacts/restrictions.

Bicycle & Pedestrian Safety Strategies Identified:

- Bicycles and pedestrians will be separated from the work zone and I-84 (see diagram below).

Figure 33: Bicycle and Pedestrian Detour Diagram



Public Outreach Information:

- Outreach as part of a larger Gorge Work effort for projects on I-84 and U.S. 30.
- Gorge Work website and interactive map: www.i84GorgeConstruction.org.
- Annual mailing for project area between I-205 and Hood River.
- Digital and traditional media advertising campaign.
- Real-Time updates on TripCheck.com.
- Coordination with local agencies, tourism, transit, emergency services and more.
- ODOT's Project Website.

Outcome:
The Mobility Advisory Committee provided feedback to the temporary impacts to mobility during construction.

Action Items:
The Region will be back at a later date to update the group.