Oregon Department of Transportation

MOBILITY ADVISORY COMMITTEE MEETING MINUTES

Thursday, December 12, 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:

☒ Jeff Hurd (City of Madras) ☐	☐	☐	☐	☐

ODOT SPDB Staff Present:

☒ David Kim	☒ Tamira Clark	☒ Donnell Fowler	☒ Oscar Njuju	☒ Mike Kimlinger	☒ Christy Jordan
☒ Bill Gross	☒ Katie Scott	☒ Manny Boswell			

ODOT Region Staff Present:

☒ Mark Barrett	☒ Matthew Ashford	☒ Heidi Shoblom	☒ Cesar Lopez	☒ Kevin Haas	☒ Donald Morehouse
☒ Paul Welch	☒ Ian Roholt	☒ Seby Zamudio	☒ Jenna Berman	☒ Josh Weaver	☒ Savannah Crawford
☒ Anna Henson	☒ Nate Scott	☒ Kyle Knuth	☒ Tiffany Johnson	☒ Ian Davidson	☒ Heather Neavoll
☒ Omar Ahmed	☒ Cari Charlton	☒ Matt Freitag	☒ David Amiton	☒ Jamie Schmidt	☒ Christine Hildebrant
☒ Kerrie Franey	☒ Jim West				

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:

☒ Matt Kittelson (Kittelson & Associates)	☒ Tyler Nord (Consor Engineers)	☒ Russ Nord (Consor Engineers)	☒ Chris Link (Consor Engineers)
☒ Katie Waldroop (Consor Engineers)			

Minutes Approval & Announcements

Approval of November MAC Meeting Minutes:

Receiving no objections, the recommended action from the December 12, 2024, MAC Meeting is to post the Official November 2024 Meeting Minutes to the Mobility Records Page.

Announcements/Updates:

Katie Scott (Mobility Operations Program Coordinator) announced that this will be Donnell Fowler's last MAC Meeting with the group.

Donnell Fowler (Programs Development Office Manager) stated that she will be retiring from ODOT this month and that her last day will be December 19th. She shared her appreciation for this team, for great conversation and collaboration they've had, and for all the Committee Member's time and effort they have given to these very important conversations. She then introduced **Oscar Njuju** (Project Management Office Manager), wo will be taking over in partnering with Christy Jordan (Mobility Program Manager) and the Mobility Team to help support them and attend these meetings moving forward.

Oscar Njuju introduced himself to the group. He stated that he has been with ODOT for 10 years and is looking forward to working with this group.

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: OR99W: Corridor Safety & Intersection Improvements (Roundabout) – K23457

Presentation Link: ORS 366.215 Presentation Hyperlink

Objective:

- Early Communication
- Seeking Stakeholder Forum Feedback on Proposed Actions subject to ORS 366.215

Purpose/Scope:

Design and construct improvements to intersections throughout the OR99W corridor with various safety features including turn lanes and improved/enhanced signing to improve driver and pedestrian safety. Complete design of the roundabout to DAP and purchase the right of way for a roundabout at OR 99W and OR 18.

Discussion Summary:

Paul Welch (ODOT Construction Project Manager) began the presentation by introducing the following project team members: **Cesar Lopez** (ODOT Professional Engineer), **Matthew Ashford** (ODOT Roadway Engineer) and **Josh Weaver** (ODOT Roadway Designer). He then shared the objectives for his presentation (bulleted below), followed by a project location map:

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- Early communication about the project
- Introduce the proposed multilane roundabout at the intersection of OR99W and OR18
- Seeking Stake Holder Forum input on the proposed roundabout

Figure 1: Project location Map of the intersection of OR99W (MP 29.82) and OR18 (MP 52.63)

Paul described the location of the project, stating that it is located outside of Lafayette and Dundee, and shared some of the location details such as the Average Daily Traffic (ADT) counts and the percentage of the ADT that is truck traffic. He also shared the following Roadway Characteristics, Annual and Single Trip Over-Dimension Permit information, project Scope and Issues and Concerns to be addressed:

Roadway Characteristics

- Two Lane Highway with turn and merge lanes
- Flat Stretch of Highway
- Straight Stretch on the East Side with a Curve on the West Side

Annual Over-Dimension Permits

- Annual Width allowed daytime: 14 feet
- Annual Width allowed nighttime: 10 feet

Single Trip Over-Dimension Permits

- Width allowed daytime without District Approval: 16 feet
- Width allowed nighttime without District Approval: 10 feet

Scope:

ORS 366.215 Permanent Reduction Projects

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- Design and construct improvements to intersections throughout the OR99W corridor with various safety features including turn lanes and improved/enhanced signing to improve driver and pedestrian safety.
- Complete design of the roundabout to DAP and purchase the right of way for a roundabout at OR 99W and OR 18.

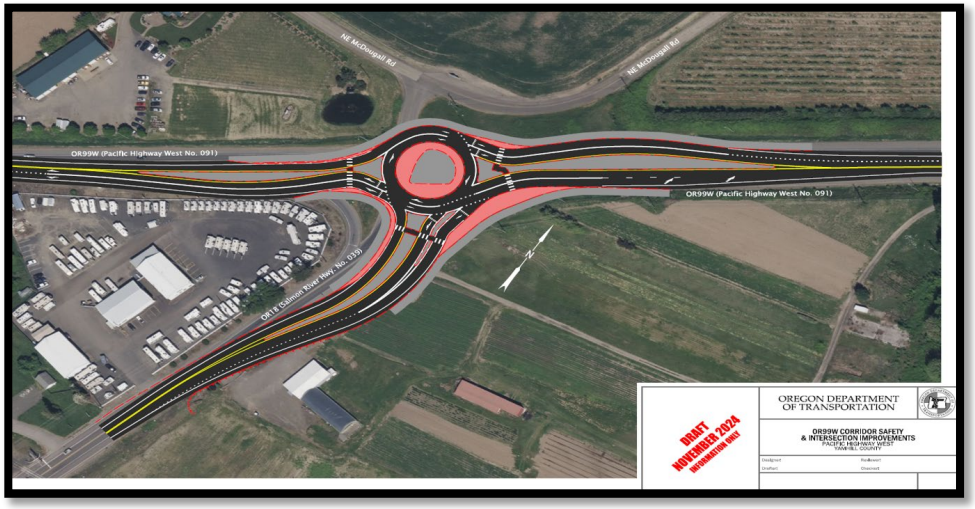
Issues & Concerns to be addressed (including Safety & Access considerations):

- Issue/Concern
  - For the last 10 years the intersection has been in the top 10% of Safety Priority Index System & in the top 5% of Safety Priority Index System for the last 3 years
  - 7 Serious "Injury A" Crashes

Paul noted that they will be completing the design of the proposed roundabout to DAP (Design Acceptance Phase) and will purchase the Right-of-Way in this first Phase of the project. However, they currently do not have the funding for construction of the roundabout, and plan to shelve the project after DAP with the goal of having the construction funding within the next five years.

Paul discussed pros and cons of intersection improvement options considered for the OR99W/OR18 intersection, which included: a Traffic Signal (Option 1), a Single Lane Roundabout (Option 2), a Median U-turn (Option 3), a Restricted Crossing U-turn (Option 4) and the preferred option of a Multilane Roundabout (Option 5). He then shared the following conceptual drawing of the proposed roundabout.

Figure 2: Conceptual Drawing of Proposed Roundabout



Paul stated that the design vehicle used for the roundabout was the standard WB-67 truck-tractor semi-trailer with a 53-foot trailer. He also shared the following over-size load accommodation information:

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- Proposed design will accommodate vehicles up to 300 feet long and vehicles up to 20 feet wide.
- Proposed design will accommodate many types of over dimension trucks
- Proposed design will continue to restrict some turning movements of long loads

(Used the MAC's turning templets to determine which trucks could make the turn and which could not).

Paul continued by discussing some of the turn-movements that can and cannot be accommodated through the roundabout. He began with a new turn movement from EB OR18 to SB OR99W, which he noted is not currently allowed under the existing intersection configuration. He stated that the vehicles that will now be able to make that left-turn movement will be the WB-67, the WB-67D and manufactured homes. The vehicles that will not be able to be accommodated through the new left-turn movement (which are not accommodated today) are the 147-foot pole truck, the 135-foot and 154-foot Lowboy, the 180-foot and 200-foot beam truck, and the wind turbine blades. He then ran through other truck turning movements, such as, from NB OR99W to WB OR18.

Kristine Kennedy (Highway Heavy Hauling) asked **Katie Scott** (Mobility Operations Program Coordinator) if she could confirm that freight is currently not allowed to make the turning movements, specifically with the 135-foot lowboy, as shown in the presentation.

Katie Scott stated that currently, freight is not allowed to make the turn from NB OR18 to WB OR99W as there is a no-turn, but as far as straight through on OR99W it is allowed.

Paul continued by discussing the SB OR99W through movement, noting that the 180-foot and 200-foot beam trucks as well as the wind turbine blade loads would need to use traffic control to close the roundabout in order to move through using the opposite lane of travel (NB OR99W). All other vehicle combinations will be accommodated by staying in their own lane. He added that the same type of traffic control would be needed in order to make the turn from SB OR99W to WB OR18.

Paul shared Single Trip Permit information based on an analysis of oversize loads that have been permitted to use this section of highway over the past 6 years. He noted that most permits were between 13 and 14-feet wide and that the widest loads were two F-17 Aircraft Fuselages that were 19½-feet wide. He also provided similar data for over-length loads and vehicle combinations.

Paul concluded the presentation by providing the following list of Next Steps for the project and asking the group if they have any questions about the project.

- Return for concurrence on 366.215 record of support
- Present the turning templates
- Seek additional input about the proposed roundabout

Mark Gibson (Oregon Trucking Association) offered the following comments:

- It would be nice if the design of the roundabout could be modified so that oversize loads would not need to block traffic to make the turning movements discussed in the presentation
- It would be great if the Region could lake a look at the Oregon State University/ODOT Roundabout study that is officially out now

Paul responded by saying that they will take a look at the design and see if there is anything they can do to improve some of those movements.

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Kristine Kennedy expanded on Mark's comment, stating that when they shut down roundabouts like this, its not just traffic control that is involved. They are usually too long to run at night, so they either have to obtain special permission to travel at night or take the load through during the day. If the roundabout does not have a bypass to go around it, they have to travel at night due to the high traffic counts during the day. This involves a lot of logistics in addition to traffic control, such as the need take into account the driver's hours and breaks when it comes to nighttime travel. She also asked how wide the lanes would be once the roundabout is constructed.

Cesar Lopez responded by stating that the approaches will use the minimum of 16-feet wide coming into the roundabout and get wider as you come into the splitter islands.

No further comments about the roundabout design were made.

Outcome:

The MAC provided feedback on the proposed design of the roundabout, as requested by the Region.

Action Items:

The Region will return to the MAC at a later date to present an updated design with actual truck turning movements showing where the wheels are tracking.

Project Name: South Madras Concept Area Refinement Plan

Presentation Link: ORS 366.215 Presentation Hyperlink

Objective:

- Early Communication
- Seeking Stakeholder Forum Feedback on Proposed Actions subject to ORS 366.215

Purpose/Scope:

The South Madras Refinement Plan supports ongoing economic development surrounding the city while also addressing safety, access, operational challenges and connectivity for all users is not compromised whether they ride, bike, walk or drive along the corridor.

Discussion Summary:

Mark Barrett (ODOT Traffic Unit Manager) began by stating that this is a planning study that they are presenting for early communication and that they are in the high-level/sketch-level design and not in the detailed cross section phase and that they are seeking feedback from the group. He introduced

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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 following individuals as Tech Support for the project; **Don Morehouse** (Region 4 Senior Transportation Planner), **Matt Kittelson** (Consultant Engineer, Kittelson & Associates), **Jeff Hurd** (City of Madras, Public Works), and shared the following presentation agenda Topics and Objective:

Topics:

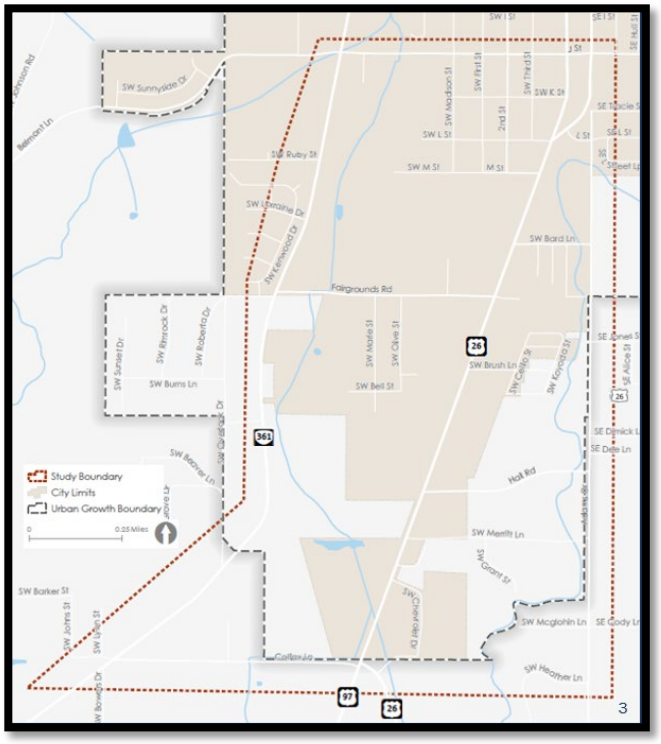
- Location Information
- Goals & Need
- Existing Conditions
- Proposed Concepts
- Next Steps

Objective:

- Early Communication and Seeking Feedback on Concept Improvements

Mark provided the following project location map along with several details about South Madras (bulleted below).

Figure 1: Project Location Map (South Madras)



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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.

- Madras is the largest City in Jefferson County located between Warm Springs Reservation and Redmond
- US97/US26 cross thru center of city with a one-way couplet forming at their junction on north side then south to L St ("Southern Y") and continuing to the south city limits
- Study area includes the southern portion of Madras bordered by J Street to the north, Culver Highway to the west, Colfax Lane to the south and Adams Drive to the east

He then shared the following details about US97 "the Southern Y" in Madras:

- Statewide Urban Other Principal Arterial
- Commercial Corridor → 45 to 35mph
- Seismic Tier 1 Route/ I-84 & I-5 CRPs
- 3 Lanes typical w/left and right turn lanes at US26/Colfax Ln
- Straight w/some center raised medians
- Side streets stop-controlled
- 16,000-19,000 ADT with 17.6% Trucks
- Freight/Reduction Review Route
- Annuals: 14ft daytime/10ft night

Mark also shared the Safety and Operational issues they see at this location, the project Objective and Goals, followed by the Concept Development information. He noted the following:

Safety and Operational Issues -

- On an average day, the south end of Madras experiences high levels of traffic on US97 resulting in substantial back-up of traffic south of the one-way couplet. This creates challenges for vehicles turning to and from the highway and inhibits safe crossings for all modes.
- Without connections people must rely on US97 for local circulation, which is already difficult for vehicles to move safely and discourages people from walking or riding a bicycle
- Lack of sufficient facilities ---> gaps and no traffic control devices or median crossings of US97 to safely support pedestrians and cyclists

Objective and Goals -

- S Madras Refinement Plan supports ongoing economic development surrounding the city while also addressing safety, access, operational challenges and connectivity for all users is not compromised whether they ride, bike, walk or drive along the corridor.
- The following goals guided the development of the Refinement Plan for the S Madras area and are used to evaluate how well each solution meets the project purpose and interested parties' feedback.

Concept Development -

- Projects included in the Transportation System Plan 20yr horizon were included in development of each alternative concept
  - 2 roundabouts on Culver Hwy (OR361) at Hall Rd and Belmont Ln/J St
  - 2 traffic signals on US97 couplet at J St
  - Additional connections to local road network

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Mark continued the presentation by discussing the three Concept Options considered in the Refinement Plan. He noted the following details for each concept and provided maps and images for each:

Concept #1 – Couplet Extension

Extend US97 north-south couplet from downtown to US26/Colfax Ln

- High impact to property owners and residential homes on Adams Ave
- Does not support business activity in and around study area
- Would require out of direction travel for businesses
- Does not address mobility serviceability for local and regional freight

After input by public and Public Advisory Committee (PAC), this option was dropped due to level of local impacts and out of direction travel for users

Concept #2 – Grade Separated Interchange at Colfax

- Creates more connected roadway network
- Provides long-term capacity solution at US97 and US26/Colfax intersection
- Provides shorter crossing distances for pedestrians w/one travel lane each direction
- Full access control between Colfax and Hall Rd, possibly further north due to interchange
- More impact to adjacent properties than other concepts
- Median access control necessitates U-turns and out of direction travel for businesses along US97
- Could be more difficult to phase due to high relative cost

Concept #3 – Mainline Enhancement (Preferred)

- Provides full turn movements at US97 intersections at Hall Rd, Fairgrounds Rd and US26/Colfax
- Creates more connected roadway network & may be more capable of implementing in phases
- Provides 2-stage crossing opportunities mid-block for peds due to medians
- Traffic control devices would increase mainline travel delays
- Added travel lane each direction increases crossing distance for pedestrians
- Median access control necessitates U-turns and out of direction travel for businesses along US97
- If traffic signals used, may increase frequency of crashes (particularly rear-end)

Mark concluded the presentation by sharing the following Next Steps for the Plan and asked if anyone had any questions, comments or feedback for the Plan:

- Any Comments or Feedback?
- Finalize Refinement Plan Document
- OTC Adoption Feb/March 2025
- Identify Funding

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.

- Interested Parties Outreach & Design
- Region will return to MAC if/when funded and advanced to design with more details regarding the ORS366.215 impacts

Mark Gibson (Oregon Trucking Association) requested that, based on the fact that US97 is a freight route and a Critical Route Pair, when the Plan gets closer to the final drafts that 12-foot wide travel lanes be maintained.

Mark responded by saying that at this point they are not identifying a cross section width in the actual plan, but he understands that 12-foot wide travel lanes will likely be a priority for the freight industry when they get to the design phase.

No further questions, concerns or comments were raised from the Mobility Advisory Committee.

Outcome:

The Mobility Advisory Committee provided feedback on the proposed Refinement Concept, presented by the Region.

Action Items:

The Region will return to the Mobility Advisory Committee if/when funded and advanced to design with more details regarding the ORS366.215 impacts.

Project Name: US97: Earl St – Colfax Ln (Madras) – K21653

Presentation Link: ORS 366.215 Presentation Hyperlink

Objective:

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

Purpose/Scope:

- Repave/Reconstruct US26 and US97
- Sidewalk Replacement and Infill
- ADA Curb Ramps (curb extensions w/in couplet)
- Signal Modifications and Illumination
- Enhanced Pedestrian Crossings w/refuge islands
  - US97 at Chestnut St and Cedar St (RRFB)
  - 4th St (US97) between F & G Streets (RRFB – no island)
  - US97 south of Brush Ln (RRFB) US97 north of Hall Rd (RRFB)
  - Upgrades and Repairs to 3 Bridges Stormwater/Drainage Improvements

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.

Discussion Summary:

Mark Barrett (ODOT Traffic Unit Manager) began the presentation by stating that this project includes Bike/Ped Safety, ADA Curb Ramps, Pavement Preservation and Infrastructure Improvements with a lot of different funding sources to make it all happen. He introduced the following individuals as Tech Support for the project: **Cari Charlton** (Tech Center Manager) and **Jeff Hurd** (City of Madras, Public Works). Mark noted that this project had previously been presented to the Mobility Advisory Committee (MAC) in July of 2023, with several impacts subject to ORS 366.215, including: sidewalk infills, pedestrian refuge islands, right-turn lane removal, curb realignment and curb extensions. He then shared the Topics and Objective for this presentation which are:

Today's Topics:

- Project Information/Schedule Review
- Urban Design Concurrence/Striping Update
- 4th St (US97) SB Bridge Re-Alignment Update

Objective:
Seeking Stakeholder Forum Support for Proposed 4th St (US97) SB Bridge Re-Alignment Action subject to ORS366.215

Mark discussed reasons for this project returning to the MAC (bulleted below), followed by a Project Timeline update, Project Location Details and a Project Location Map.

Project Updates (reasons for returning to the MAC):

- New Horizontal Clearance Impact at US97 SB and Willow Creek Bridge
- Revised Pavement Preservation Limits (north half only to full couplet)
  - Re-striping is possible without any "ghost" stripes
  - Warrants discussion around how to stripe the highway consistently
    - Consider corridor context and modes of transportation

Project Timeline:

- Advanced Plans 2/20/2025
- PS&E 10/13/2025
- Construction: Spring 2026 – Fall 2027

Project Location Details:

- US97/US26 cross thru Madras
- Urban Other Principal Arterials
- 4th/5th Couplet – Downtown CBD*/Urban Mix
- North of US97/US26 Junction and South of J Street – Commercial Corridor

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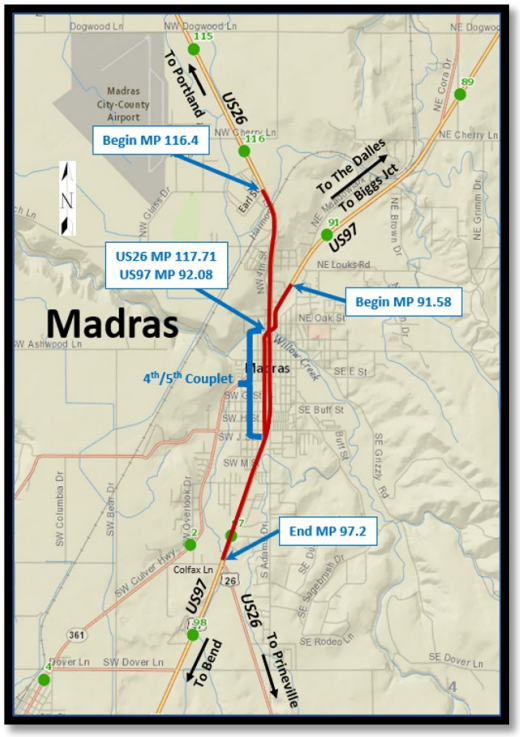
- 8,877 – 19,139 ADT with 23.5% Trucks

Figure 1: Project Location Map_US26 (MP 116.4 – MP 117.71) and US97 (MP 91.58 – MP 97.2) in Madras



Mark stated that the issues they are trying to solve are Safety, Access, Preservation as well as ADA and sidewalk connections. He then presented the following proposed improvements:

Proposed Improvements:

- Repave/Reconstruct US26 and US97 UPDATE
- Sidewalk Replacement and Infill
- ADA Curb Ramps (curb extensions w/in couplet)
- Signal Modifications and Illumination
- Enhanced Pedestrian Crossings w/refuge islands
  - US97 at Chestnut St and Cedar St (RRFB)
  - 4th St (US97) between F & G Streets (RRFB – no island)

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.

  - US97 south of Brush Ln (RRFB)
  - US97 north of Hall Rd (RRFB)
- Upgrades and Repairs to 3 Bridges
- Stormwater/Drainage Improvements

Mark said that the guidance document used for design of this project is the BUD (Blueprint for Urban Design), with the emphasis on Urban Design Concurrence. He added that this is a state-owned roadway that goes through the main street of a community, so their policy is trying to strike a balance between serving through highway traffic, freight, tourism, and community needs trying to access the businesses downtown. He noted that ODOT recognizes that in this environment, trade-offs have to be made to meet the needs for everybody.

Mark continued by discussing the couplet section of the project (US97 - 4th/5th Streets) between B Street and E Street (MP 92.30 – MP 92.58). He presented a table with information from the BUD related specifically to a traditional downtown Central Business District CBD), and described the setting, constraints and posted speed limit. The following is the Table he shared, showing the Highway Design Manual (HDM) guidance for travel lane widths, bike lane widths, parking lane widths, etc. (in the left column) compared with the widths they have landed on for Urban Design Concurrence (UDC):

Figure 2: Design Guidance Table Comparison_ between B Street and E Street (MP 92.30 – MP 92.58)

Design Element	HDM Width (ft)	UDC Width (ft)
Travel Lane	11'	11'
Left Side Shy Distance	1' to 0'	2' @ extensions
Pedestrian Zone (new sidewalk/exist to remain)	10' to 8'	4' to 7.5'
On Street Bicycle Lane (not including buffer)	6' to 5'	6'
Bicycle/Street Buffer (preferred for on-street lane)	3' to 2'	2'
On-street Parking	7' to 8'	8' to 10'
Curb/Gutter	2' to 0.5'	0.5' to 2'

Mark also shared a similar table and discussed proposed widths for the north and south ends of the couplet located at the US26 Junction to B Street (MP 92.08-92.30) and from E Street to J Street (MP 92.58-93.04). See Figure 3 below.

ORS 366.215 Permanent Reduction Projects

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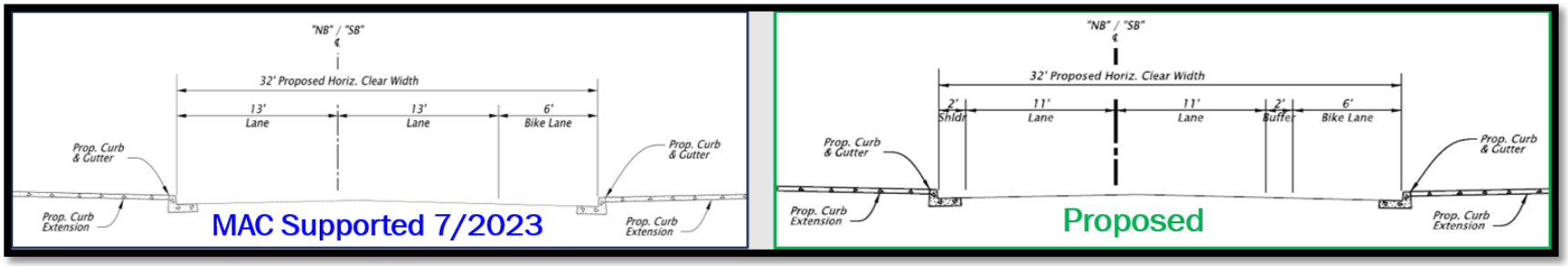
Figure 3: Design Guidance Table Comparison_ from the US26 Junction to B Street (MP 92.08-92.30) and from E Street to J Street (MP 92.58-93.04)

Design Element	HDM Width (ft)	UDC Width (ft)
Travel Lane	11' to 12'	11'
Left Turn Lane	11' to 12'	12'
Left Side Shy Distance	1' to 0'	2' @ extensions
Pedestrian Zone (new sidewalk/exist to remain)	8' to 5'	6'/6'-10'
On Street Bicycle Lane (not including buffer)	6' to 5'	6'
Bicycle/Street Buffer (preferred for on-street lane)	4' to 2'	2'
On-street Parking	8'	8' to 11'
Curb/Gutter	2' to 0.5'	0.5' to 2'

Mark displayed an updated cross section map showing the areas within the project limits where sidewalk infill will take place, where existing bulb-outs/curb ramps are located and the areas where new ADA ramps will be added. He also shared the following existing and proposed highway cross sections, noting the updates made to the striping only (no permanent changes). The cross section on the left was shared with (and supported by) the MAC in July of 2023 and the cross section on the right has been updated to show the changes to the striping, specifically, the addition of a shoulder, bike lane buffer and 11-foot wide travel lanes. Mark noted that the horizontal width of the highway will remain the same.

Figure 4: Original & Updated Highway Cross-Sections_US26 Junction – K Street (MP 92.08-93.15)



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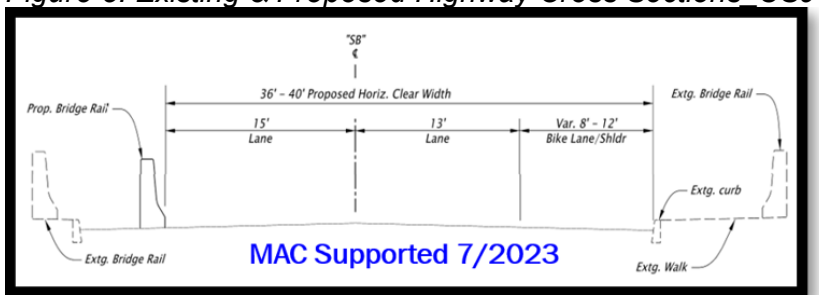
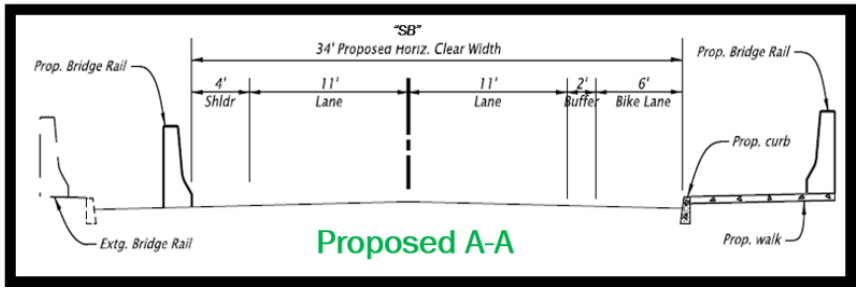
Mark continued by discussing the north and south highway sections outside of the couplet, referred to as the Commercial Corridor. They consist of larger building footprints, most with their own parking lots (off the highway system). He shared a table (similar to the tables above), showing the recommended and proposed designs for travel lane widths, bike lane widths, etc., based on highway speeds of 35 to 40 MPH. He also shared highway cross sections for US26 North of the couplet, US97 North of the couplet, and US97 South of the couplet that displayed the existing striping configurations. Mark highlighted that the existing striping (from 2023) has not changed and will not change north and south of the couplet. The only striping changes that are being proposed are within the couplet itself.

Mark then discussed the ORS 366.215 impact of the project, which is located at the north of the project on US97 (4th Street) at the Bridge (Maple Street – Pine Street) from MP 92.08 to MP 92.15. He provided some background for the update, which includes replacing the narrow sidewalk on the west side of the bridge and adding/changing the bridge rail to realign it as a visual cue for drivers to where the road is going. He provided the following existing and proposed cross sections of the bridge, showing details of the overall width reduction as well as lane travel lane, bike lane, buffer and shoulder widths (see below). Mark also highlighted that the proposed reduction of horizontal width will not result in a new horizontal constraint along the corridor, as the width along the bridge will maintain 34-feet from curb-to-curb, whereas the bulb-out/pedestrian crossings to the south maintain 32-feet.

Figure 5: Existing & Proposed Highway Cross Sections_US97 (4th Street) at the Bridge (Maple St – Pine St) MP 92.08 – MP 92.15





Kristine Kennedy (Highway Heavy Hauling) asked if there was any way to increase the proposed travel lane widths from 11-feet to 12-feet, and if not, what the reason is behind not being able to get to 12-feet.

Mark responded by saying that their desire, carried over from the BUD, is to provide a buffer space between the bike lane and the travel lane. At this specific location (bridge) there is probably a little bit of room to get to the 12-foot lanes, however, for the northbound couplet and the couplet south of this location to be able to provide the buffer space, width has to be taken from somewhere and the travel lane is the only spot they can take it from without having to pursue a design exception. So, that is what the team has proposed.

Kristine Kennedy commented that we have had situations before where there was a 5-foot bike lane when there was a 2-foot buffer (which was confirmed by Katie Scott and Mark Barrett). She continued by saying that if we have a 5-foot bike lane with a 2-foot buffer, that will give us 1-foot and if we can reduce the shoulder to 3-feet and shift, that would get us to 12-foot lanes. She added that most of the equipment they haul is 11-feet 11-inches wide.

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Mark responded by directing Kristine to the previous highway cross sections (existing & proposed) at MP 92.08 – MP 93.15, where the highway is more constrained due to the parking areas on either side of the highway. He added that we can probably get to 12-foot lanes at the bridge but would not be able to get there in the other locations, and they are trying to keep the striping consistent throughout.

Kristine Kennedy noted that 12-foot wide lanes are really important to them (freight industry) for their safety, and pointed out the in the cross sections that Mark referred to, there are 6-foot wide bike lanes proposed with a 2-foot buffer. She suggested that we could narrow the proposed bike lane width to 5-feet through that section.

Mark Gibson (Oregon Trucking Association) suggested a compromise of one 12-foot wide travel lane and one 11-foot wide travel lane all the way through the corridor. He noted that US97 is a dedicated freight route and a Critical Route Pair with 23.5% truck traffic.

Mark Barrett responded by saying that he hears Mark Gibson's concerns. He commented that one of the considerations for them is that 8-feet of parking is not a lot of space, and that people are not always great at parallel parking. So, the desire to provide 6-foot bike lanes was to give bikes more space so they do not have to potentially enter the travel lane to avoid parked cars.

Kim Curley (Bike/Ped Representative) commented that she travels through Madras quite a bit and confirms that the couplet is very constrained. She said that the fall space for a bike needs to be wide enough so that they don't get run over, should one fall over. She added that 5-feet is not a wide enough space for safety, and supports the 6-foot wide bike lanes.

Kristine Kennedy commented that she is not sure where freight is supposed to go. She noted that this is a very busy over-size route, they've got Knife River to the north, and have freight headed to California to the south. She added that this is also the high-route, so they cannot use I-5 for those loads. She reiterated that she is not sure where they are supposed to go with all the freight that is 12 to 14-feet wide, and asked if there is talk of a bypass route for them to use. She added that if they use the 11-foot lane on the parking side, her 20-years of experience navigating through cities says that they will be hitting car mirrors along that side of the corridor. She concluded by saying that this is supposed to be a freight route where they can move freight through unencumbered.

Mark responded by saying that he is not aware of a bypass route being discussed. He did point out that the existing condition is 19-feet with a lane and parking and if you have a vehicle parked there that is taking up 7 to 8-feet, the proposed restriping is not a lot different than what is out there today. He said that the change is really the buffer space, and that ODOT's interpretation is that the buffer space can be used by whoever needs it. He added that the intent is to create an environment that supports both users.

Mark Gibson commented that it isn't true yet, that the buffer can be used by trucks. He said that he thinks that is the goal, but that we aren't there yet. Then he asked if we could take 6-inches from the bike lane.

Jeff Hurd (City of Madras, Public Works) commented that from a city standpoint, their downtown is extremely busy with pedestrian activity and what-not, so they are in support of this because it helps calm traffic a bit with semi-narrower lanes and partnered with the bulb-outs and everything else, it helps that. He mentioned that although it is posted at 25 MPH, he can testify that they get people blowing through there, which is why they are a big fan of

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doing this. Then he asked the freight industry – if your equipment is 11-foot 11-inches, isn't that just the overhang over the trailer and if its overhanging into the buffer, you should be able to get through okay, shouldn't you?

Kristine Kennedy responded, saying that in all their safety meetings they teach their drivers that they are supposed to be within their lane at all times. They have cameras in their trucks, so when the driver travels outside of their line, they get called into the office. Now when they go through Madras, their camera is going to show that they are not in their lane and they will get called into the office to get talked to. So after all these years of teaching their drivers to stay within their lane, they will have to teach them to stay within their lane except when going through Madras. Also, they try to stay 100% out of buffers, since the buffer is there for if the bicyclist falls. To them, the buffer is still a part of the bike lane.

Jeff Hurd asked Kristine if, when traveling through at 11 or 12-feet wide, they are required to have pilot cars or just signage.

Kristine Kennedy responded by saying that on Highway 97, they are not required to have pilot cars at 12-feet wide.

Mike Kimlinger (ODOT Chief Engineer) addressed Mark Gibson's comment regarding the use of the buffer, that its not allowed now. He understands that businesses have practices that they have put in place, but right now Statute allows you to use more space if you need it. He followed this by asking, is that how you are treated by law enforcement when you do it and saying that he's not on the receiving end of all of that, but he does know that Statute allows you to go outside of your lane if you have to. In this situation, we (ODOT) are providing a 2-foot extra space for that to happen, if necessary. The desire in narrowing the lanes is truly to focus everybody, slow them all down and make them be very attentive. He added that if bike lanes in this situation are narrowed to 5-feet, the majority of the users would not feel comfortable and won't use the facility, which is a disadvantage to those folks in the ability to get to and do the things they want to do every day in their own community. He ended by saying, yes, 11 is narrow and is going to be a bit uncomfortable for the 12-foot loads of equipment that come through, but when we are the main street of a community like this, we are put in a position to help balance that in a way we have never done before in our past.

Mark Gibson responded by stating that they (freight industry) are forced to use this route. We can't take a side street. We can't go anywhere else. Here we have dedicated freight routes that were paid for and initially put together specifically to haul freight, so it's a frustrating situation. He would love to see a dedicated bike route, especially when you are looking at these routes that were initially dedicated specifically for freight. Regarding the rule for crossing the line, he believes it applies specifically to permitted loads.

Mark Barrett thanked everyone for chiming in. He said that they have certainly heard from the freight side, that there is a desire to get 12-foot lanes and that maybe a reasonable balance is to get one 12-foot lane. He has also heard from the bike/ped perspective, that there is a desire to keep the 6-feet of space for the bicyclist. He offered that what they can do as a team is to certainly take a look at this and see if there is space to get to a compromise between the two and bring that back when they have an answer.

Mark continued the presentation by discussing the following pinch point locations to the north and south of the project's ORS 366.215 impact:

North:

- US26 Warm Springs (MP 104.07): Median/RRFB 22-feet curb-to-curb (each direction)
- US97 (MP 78.20) looking SB: 32-feet (edge-of-pavement to edge-of-pavement)

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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.

Madras/South:

- US97 (MP 96.23 – MP 96.26) Madras Median Island: 22-feet SB/21-feet NB (curb-to-curb)
- US97 (MP 96.42) Madras Refuge Island: 21-feet curb-to-curb (each direction)
- US97 Lower Bridge Way Interchange Terrebonne (MP 114.96 – MP 115.57): 22-feet each direction (edge AC-to-curb / curb-to-curb)

Mark also shared the following Summary Table to show the existing and proposed widths of the highway at the Bridge and documenting the overall horizontal change.

Figure 6: Summary of Horizontal Clearances table

Location	Existing Width (ft)	Proposed Width (ft)	HC Change (ft)
4th/5th (US97) Couplet @ Curb Extensions (MP 92.08-93.15)	32	32*	--
4th/5th (US97) Couplet Mid-Block (MP 92.08-93.15)	46	46*	--
4th St/US97 SB @ Bridge Maple St – Pine St (MP 92.08-92.15)	36-40	34	2-6

He concluded the presentation by requesting a Record of Support for horizontal clearance impacts at the Bridge. He stated that they will be coming back to the MAC at a later date to present the temporary construction impacts, and that somewhere in-between they can provide an update on their decision on the striping widths.

Katie Scott (Mobility Operations Program Coordinator) took a poll to document support/non-support for the permanent ORS 366.215 impacts resulting from the sidewalk widening, bridge rail replacement and re-alignment at the Bridge on SB US97 (4th Street) between Maple Street and Pine Street (MP 92.08 to MP 92.15).

The results of the poll are as follows:

- **Support (No Objections)**: **Kim Curley** (Bike/Ped Representative), **Jeff Hurd** (City of Madras)
- **Support (Declare Reservations)**: **Walt Gamble** (Associated General Contractors), **Mark Gibson** (Oregon Trucking Association), **John Hickey** (Asphalt Pavement Association of Oregon), **Kristine Kennedy** (Highway Heavy Hauling)
- **Non-Support**: None.
- **Stand Aside**: None.

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.

Mark Gibson asked if he could make a comment for future projects. He stated that one of the big frustrations they (freight industry) had was that when they had supported this back in July of 2023, there was no discussion whatsoever about a reduction in lane width. So, he thinks it would be helpful in the future if those sorts of things were presented earlier

Outcome:

The Stakeholder Forum reached a consensus for support of the proposed Reduction of Vehicle-carrying Capacity resulting from the sidewalk widening, bridge rail replacement and re-alignment at the Bridge on SB US97 (4th Street) between Maple Street and Pine Street (MP 92.08 to MP 92.15).

Action Items:

- The Mobility Services will issue a Record of Support for the permanent impacts subject to ORS 366.215.
- The Region will provide an update on final striping decisions once they have been made.

Project Name: OR99W/OR18 Curb Ramps (McMinnville) – K22554

Presentation Link: ORS 366.215 Presentation Hyperlink

Objective:

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

Purpose/Scope:

The purpose of the OR99W/OR18 Curb Ramps (McMinnville) project is to provide compliant ADA curb ramps at public street crossings along OR99W and OR18, including frontage roads and spurs, within the project sites. Key design elements in this project include curb ramp, drainage, sidewalk, paving, pavement markings, signals, grading, and roadside development.

Discussion Summary:

Ian Roholt (ODOT Project Manager) started the presentation by stating that this is an ADA Program project that would normally qualify to be on the Consent Calendar for the permanent reductions they are presenting, however, this project is unique in that it has some Active Transportation enhancements included with it with new RRFBs (Rectangular Rapid Flashing Beacons) and also striping that changes the lane widths. He shared the following presentation agenda Topics and Objective followed by a project location map:

Topics:

- Location
- Project Purpose/Scope and Proposed Changes

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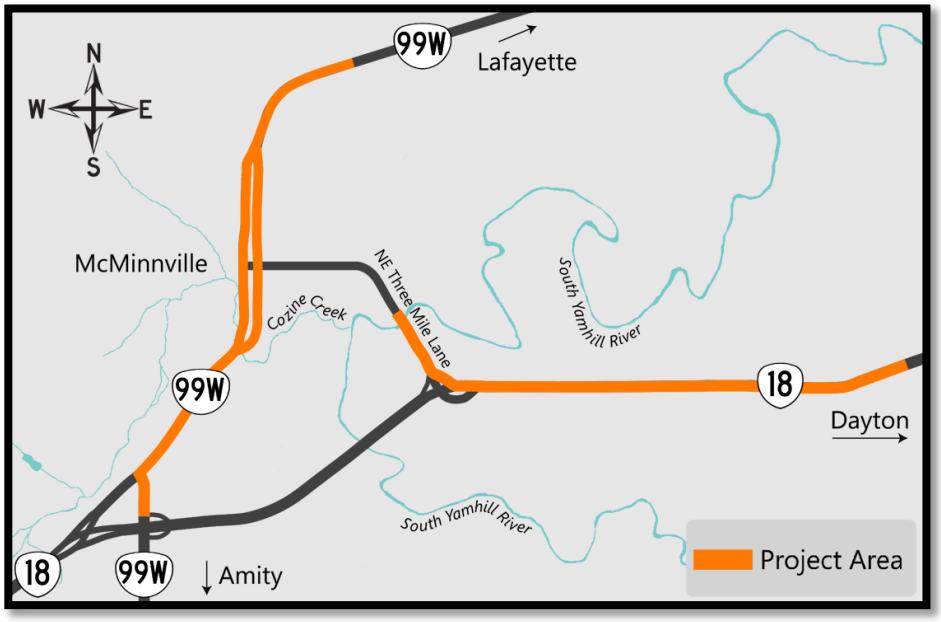
- Existing & Proposed Cross-sections
- Urban Design Guidance
- Over Dimension Permit Data
- Pinch Point Information
- Summary of Proposed Changes

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

Figure 1: Project Location Map_OR99W and OR18 (McMinnville)



Ian said that the scope of the project is essentially replacing all of the curb ramps in McMinnville on OR99W beginning at McDonald Ln on the north end and going south through the couplet down to the interchange with OR18. He noted that within the couplet, Adams is the street on the west side and Baker is the street on the right. Also in the project are the frontage roads along OR18, which include Cumulus Rd and Stratus Rd. There will not be any work on the mainline of OR18. Ian then provided the following Roadway Characteristics and Traffic Conditions followed by Annual over-dimension and Single Trip Permit information:

Roadway Characteristics

- OR 99W:

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  - Urban Other Principal Arterial
  - 2 lanes per direction (within couplet) – MP 37.07 – MP 38.22
  - 3 lanes (a lane in each direction & TWLTL) – MP 39.06
  - 5 lanes, with 2 lanes in each direction &TWLTL (when undivided) - MP 36.36 – MP 37.06, MP 38.23 – MP 38.75 & MP 44.30
  - Flat grade, straight and curved
- OR 18 Frontage Roads and Spurs:
  - Urban Other Principal Arterial
  - 2 lanes, one lane in each direction.
  - Flat grade, straight and curved

Traffic Conditions

- OR 99W:
  - AADT: 20,000-30,000
  - Truck Count: 17.4%
- OR 18:
  - AADT: 2,500-5,000
  - Truck Count: 7.6%

Annual Over-Dimension Permits

- Annual Width allowed daytime: 14 feet (16 feet between barriers)
- Annual Width allowed nighttime: 10 feet (12 feet between barriers)

Single Trip Permits

- Up to 16 feet
- Over 16 feet — Case by case per District approval
  - On multilane sections of 99W, up to 18 feet wide is allowed

Ian then discussed the project Purpose, Scope and Issues to be addressed. He included the following information in his discussion:

Purpose/Scope:

- Key design elements in this project include:
- ADA Curb Ramp & Sidewalk
- Drainage
- Signing
- Striping
- Pedestrian Signals

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Issues to be addressed:

- Non-compliant ADA/Sidewalk
  - Replacement of approx. 165 ADA corners along OR 99W and OR 18 frontage roads and spurs
- Install protected pedestrian crossings
  - Installation of permanent RRFBs at various locations along OR 99W.
  - Restripe OR 99W couplet to provide buffered bike lane

Ian then transferred the presentation to **Jenna Berman** (ODOT Active Transportation Liaison) to discuss the Active Transportation improvement goals they would like to achieve in this project. Jenna mentioned that she had brought this project to the MAC back in April of 2021. She provided a brief recap of what was discussed at that meeting and the reasons behind the Active Transportation Plan, which are as follows:

Why an Active Transportation Plan?

- High rate of ped/bike crashes and risks
- High interest from city and community for traffic calming
- High density of services, schools, and adjacent to downtown
- ADA project was coming – leverage opportunity
- TSP did not specify bike facility design for couplet
- Final plan: Tier 1 to Tier 2 (Phase 1)
- Plan adopted – amendment to TSP
- Presented to MAC, April 8, 2021

Jenna reminded the group that in 2021 they had looked at the option of having a parallel bike route, using neighborhood streets that people would be more comfortable using. At the time, the question came up that if we have a parallel route for bikes that is more comfortable for them to use, why are we also putting them on the highway next to the trucks? She reminded the group that the reason is because we (ODOT) need to provide for all modes of transportation on the state system, as that is where the shops and services are located. She continued by discussing the proposed lane widths along the couplet once the re-striping portion of the project has been completed. She noted that the lane widths will be different on the northbound side (Baker St), where 11-foot wide travel lanes are being proposed as compared to the southbound side (Adams St), where 12-foot wide travel lanes are proposed. This is due to the existing constraints in the northbound direction, which include parking on both sides.

Jenna commented that they received overwhelming support from the community for a vertical delineation (Tier 1) bike facility in the long-term. She said that the bike buffer they are proposing is wide enough to be able to install vertical delineation in the future, while maintaining the proposed striping of the travel lanes, and that hopefully freight will still be able to get through. She then shared the following six locations where enhanced pedestrian crossings with Rectangular Rapid Flashing Beacons will be installed:

Six Enhanced Pedestrian Crossings:

- 15th Street / NE Adams Street

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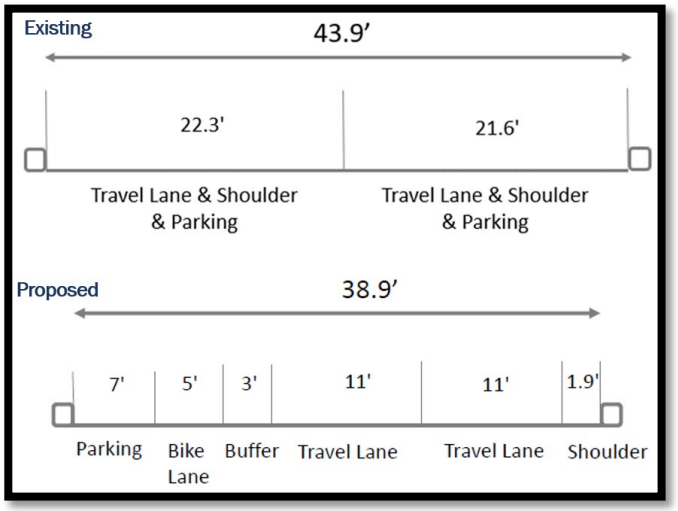
- 15th Street / NE Baker Street
- 8th Street / NE Adams Street
- 8th Street / NE Baker Street
- 3rd Street / NE Adams Street
- Handley Street / SE Adams Street
- SE Cowls Street / SE Baker Street

Ian continued the presentation by discussing the locations along the couplet where curb extensions that will reduce the overall curb-to-curb width of the highway are being proposed. He provided existing and proposed highway cross sections for each location, which included proposed striping information (see example below). The locations where the reductions are being proposed are as follows:

- Adams Street (99W) at SE Handley – North Leg
- Adams Street (99W) at SE Handley – South Leg
- Baker Street (99W) at NE 11th Street – South Leg
- Baker Street (99W) at NE 10th Street – North Leg
- Baker Street (99W) at NE 9th Street – North Leg
- Baker Street (99W) at NE 4th Street – South Leg
- Baker Street (99W) at NE 3rd Street – North Leg
- Baker Street (99W) at SE Lincoln Street – North Leg

Figure 2: (Example) Existing and Proposed Highway Cross Section_ Baker Street (99W) at NE 4th Street



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Ian then shared a slide that showed the ODOT Highway Design Manual (HDM) Guidance for Traditional Downtown/Central Business District (CBD) for an Urban Mix setting. The guidance targets a traffic speed of 25 MPH, and the slide included the following table that detailed the HDM guidance for lane, buffer, parking, curb/gutter and raised median widths.

Figure 3: Table showing HDM Guidance for Design Element Widths

Design Element	HDM Guidance
Travel Lane	11' - 12'
Two-Way-Left-Turn Lane	12' - 14'
Right Turn Lane (Including shy distances)	12'
On Street Bicycle Lane (not including buffer)	5'
Bicycle/Street Buffer	3'
On-Street Parking	7' - 8'
Curb/Gutter	0.5'/2'/5'
Raised Median - No Turn Lane (incl. shy distances)	8'

Ian highlighted that the posted speed through the couplet is 30 MPG, however their target speed is 25 MPH with the traffic calming strategies they will be implementing. With that, a buffered bike lane is the recommended bike facility for this location. He also shared over-dimension freight information for Single Trip Permits that have been issued for travel through the corridor over the last 5 years. The information he presented noted that the widest load to travel through the couplet was a mobile home at 15-feet 8-inches wide, and it included vehicle combination information for the types of oversize vehicles that have used the couplet. Ian also provided the following nearby horizontal pinch point information:

Nearby Horizontal Pinch Points (McMinnville):

- OR99W (MP 36.11) – Existing Traffic Separator has 26-feet of width (EB & WB)
- OR99W (MP 38.13 – MP 38.98) – Traffic Separator & Median Island has 29-feet
- OR18 (MP 43.90 – MP 44.00) – Existing Ramp width has 27-feet of width (EB)
- OR18 (MP 43.96 – MP 44.26) – Existing Ramp width has 26-feet of width (WB)
- OR18 (MP 48.59) – Existing EB Left Turn Acceleration Lane has 26-feet of width
- OR18 (MP 48.59 – MP 48.64) – Existing WB Left Turn Acceleration Lane has 26-feet

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Ian concluded the presentation by sharing the following Summary of Changes table documenting the Existing and Proposed widths of OR99W in McMinnville where they are proposing a reduction to the overall width of the highway. The table also includes the total Reduction of Vehicle-Carrying Capacity (RVC) in feet.

Figure 4: Summary of Changes Table

Location	Existing Width (ft)	Proposed Width (ft)	RVC (ft)
OR 99W (Adams Street) @ SE Handley Street – North Crossing	40’	35.8’	4.2’
OR 99W (Adams Street) @ SE Handley Street – South Crossing	39.8’	35.1’	4.7’
OR 99W (Baker Street) @ NE 11th Street – South Crossing	39’	33.8’	5.2’
OR 99W (Baker Street) @ NE 10th Street – North Crossing	43.7’	39.5’	4.2’
OR 99W (Baker Street) @ NE 9th Street – North Crossing	38.6’	34.1’	4.5’
OR 99W (Baker Street) @ NE 4th Street – South Crossing	43.9’	38.9’	5.0’
OR 99W (Baker Street) @ NE 3rd Street – North Crossing	43.9’	32’	11.9’
OR 99W (Baker Street) @ SE Lincoln St – North Crossing	37.8’	35’	2.8’

Ian asked if anyone had any questions about any of the information that was just shared.

Walt Gamble (Associated General Contractors) commented that it is frustrating to hear about one project that has to have 6-feet for bike lanes, and another project (this one) that only needs 5-feet with a 3-foot buffer. He suggested that they reduce the buffer down to 2-feet to allow for a 12-foot wide travel lane for freight to use through McMinnville. He noted that they have a lot of trucks on the road in that area and are concerned about safety for the Active Transportation people.

Jenna responded by saying that she understands that it may be a bit confusing seeing the 5 and 3 in one section and the 6 and 2 in the other, although the total width is the same. The 5 and 3 allows for the future installation of the vertical delineators between the bike and travel lane. She added that she can’t speak to the decisions made for the Madras project, but can explain the 3-foot wide buffer for this project.

Katie Scott (Mobility Operations Program Coordinator) took a poll to document support/non-support for the permanent ORS 366.215 impacts resulting from the proposed curb extensions on OR99W at the above noted locations.

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 results of the poll are as follows:

- **Support (No Objections)**:
- **Support (Declare Reservations)**: **Walt Gamble** (Associated General Contractors), **Mark Gibson** (Oregon Trucking Association), **John Hickey** (Asphalt Pavement Association of Oregon)
- **Non-Support**: None.
- **Stand Aside**: None.

UPDATE

On January 17, 2025, the Mobility Services Team was notified about a design change made to the ***OR99W/OR18 Curb Ramps (McMinnville) K22554*** project. Per the Region,

"*A change was made following the December 2024 presentation. The team was able to redesign one corner (OR99W/Baker St. and SE Lincoln St.), which results in there not being a bulb-out at this location.*"

Based on this design change, the information presented (and supported) at the corner of OR99W/Baker Street and SE Lincoln Street will not be included in the Record of Support, as there will not be a permanent Reduction of Vehicle-Carrying Capacity at that location.

All other permanent impacts that were shared and supported during the 12/12/2024 MAC Meeting will remain the same and will be documented in the Record of Support.

Outcome:

The Stakeholder Forum reached a consensus for support of the proposed horizontal Reduction of Vehicle-carrying Capacity on OR99W through the couplet in McMinnville, that result from the proposed curb ramp extensions.

Action Items:

The Mobility Services will issue a Record of Support for the permanent impacts subject to ORS 366.215.

Temporary Work Zone Projects with Mobility Impacts/Restrictions

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

Project Name: OR99W/OR18 Curb Ramps (McMinnville) – K22554

Presentation Link: Temporary Impacts Presentation Hyperlink

Temporary Work Zone Projects with Mobility Impacts/Restrictions

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

Objective:

Seeking a signed Mobility Consideration Checklist.

Purpose/Scope:

The purpose of the OR99W/OR18 Curb Ramps (McMinnville) project is to provide compliant ADA curb ramps at public street crossings along OR99W and OR18, including frontage roads and spurs, within the project sites. Key design elements in this project include curb ramp, drainage, sidewalk, paving, pavement markings, signals, grading, and roadside development.

Discussion Summary:

Tyler Nord (Consor Project Manager) began the presentation by mentioning that a lot of the initial slides that will be shown are a repeat of what **Ian Roholt** (ODOT Project Manager) just shared in the previous presentation, so he will quickly run through those to avoid repetition overload. He added that this presentation is for the temporary impacts for the project that Ian just presented, with the objective to seek support for Mobility Considerations Checklist sign-off.

Tyler scrolled through the Project Location Map, Annual Over-Dimension and Single Trip Permit information, the project Purpose, Scope and the Issues to be Addressed, as they were repeats from the previous presentation. He then shared the following Project Schedule information, followed by a table showing Construction Staging Information:

- Current Phase (Project Milestone): Advance Plans
- Advanced Plans Due Date: October 18th
    - PS&E Date: 5/19/2025
    - Bid Opening Date: 7/17/2025
    - # of Construction Seasons: 2
    - Construction Timeline Summary
        - Anticipated start date: 10/2025
        - Anticipated end date: 01/2027

Figure 1: Construction Staging Information table

Temporary Work Zone Projects with Mobility Impacts/Restrictions

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

Stage	MP Range	Anticipated Duration	Work Summary Very brief (word or phrase) to describe work	Are there restrictions? Y or N	Windows of Opportunity for unrestricted movement between stages/phases? Describe.
I	OR 99W (36.36 – 39.22) Frontage Roads (46.23 – 48.60)	250 Days	Drainage, pedestrian signals and curb ramps removal and replacement.	Y	Potentially when contractor moves to a different corner.
II	OR 99W (36.36 – 39.22) Frontage Roads (46.23 – 48.60)	30 Days	Striping	Y	When lanes are open outside of working hours.
III	OR 99W (36.36 – 39.22) Frontage Roads (46.23 – 48.60)	30 Days	Signing	Y	When lanes are open outside of working hours.

Tyler also provided the following lane closure information for both OR99W and for the Frontage Roads and Spurs:

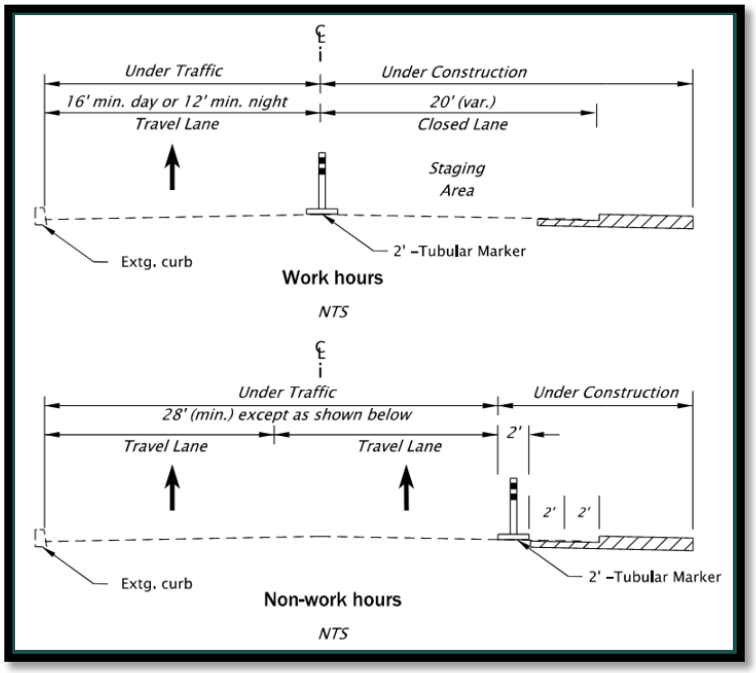
- **OR 99W**
  - Single lane closure (evening, night, and early morning work).
  - Right lane closure & lane shift into the median (evening, night, and early morning for 3-lane section)
  - Right lane closure and lane shift into the median (continuous and applicable at SW Clairmont St. through SW Taft St.)
  - Center turn-lane closure (continuous closure used for temp. RRFB ped. refuge islands)
- **Frontage Roads and Spurs**
  - Single lane closure (one-lane, two-way traffic under flagger control during evening, night, and early morning work).

Tyler pointed out that there are some locations where 28-feet of horizontal clearance cannot be maintained for 2-lanes of traffic in the same direction, which will result in a restriction. He also stated that due to the type of work that will take place, such as storm pipe installation with deep trenches, oversize loads will not be able to be accommodated through the work zone unannounced. He then provided the following typical work zone cross section for lane closures on OR99W noting that work hours are from evening to early morning:

Figure 2: OR99W Typical Work Zone Cross Section

Temporary Work Zone Projects with Mobility Impacts/Restrictions

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



Tyler highlighted that in most cases, during non-work hours, they will be able to maintain 28-feet of horizontal clearance for two lanes in the same direction, resulting in no restriction. However, there are several locations, where this will not be possible. He provided the following six locations, along with the available width in feet for two traffic lanes, the narrowest point being 22.7-feet. He stated that their current plan is to mitigate this by putting up advance PCMS (Portable Changeable Messaging Signs), on the south side of the project to notify truck coming in to the area of the reduced width available.

Locations with less than 28 feet horizontal clearance for two lanes of one-way

- OR 99W (NE Baker St) at NE 15th St (25.9 feet clearance)
- OR 99W (NE Adams St) at NE 15th St (26.1 feet clearance)
- OR 99W (NE Baker St) at NE 11th St. (27.1 feet clearance)
- OR 99W (NE Baker St) at NE 9th St. (27.0 feet clearance)
- OR 99W (NE Baker St) at NE 3rd St. (25.0 feet clearance)
- OR 99W at Edmunston St. (22.7 feet clearance)

Tyler displayed the following images of the first two locations, showing the available width for traffic of each. He asked the Committee for their input on what they would like to see as far as a highway restriction or no highway restriction for each, as the consultant team at ODOT has gone back and forth on this and felt the best solution was to reach out to the freight industry the users of the road.

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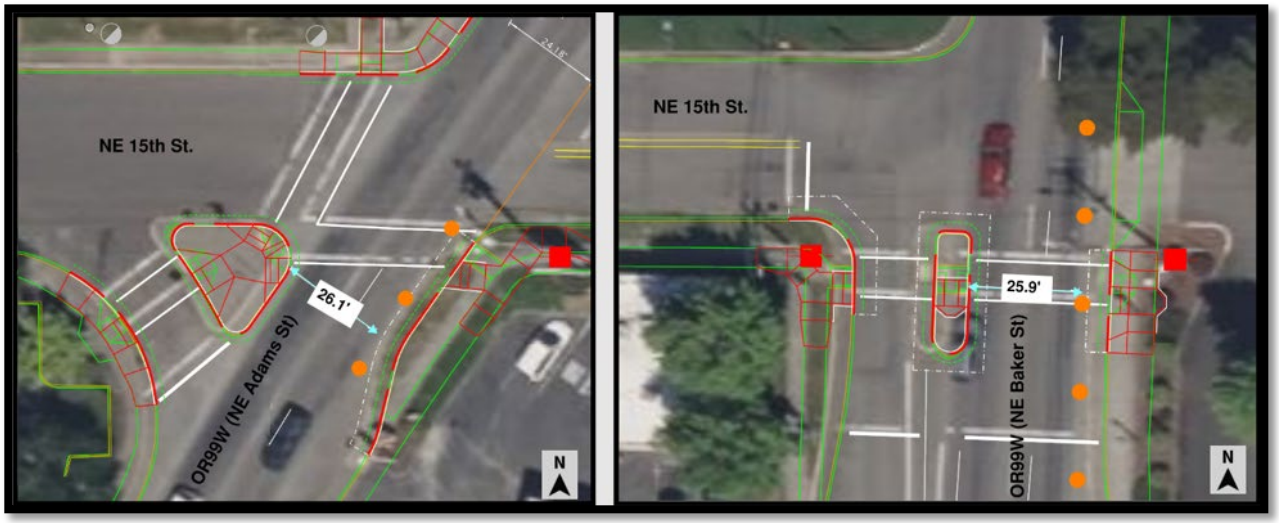
Figure 3: Available horizontal clearance on OR99W at 15th Street during non-work hours



Christy Jordan (Mobility Program Manager) commented that anything less than 28-feet for two lanes of traffic is considered a restriction, according to the Mobility Procedures Manual. However, there are no hard rules to this, as it depends on the location, speeds, and how narrow the available width is. She said that in the past, they have involved the District Office, as they are the ones who set the pilot car requirements for super-loads. She added that the Stakeholders can definitely weigh-in on whether or not they feel safe or not if there isn't going to be a restriction, but usually what is done is we talk to the District Office and suggest what restriction is needed to keep things safe.

Katie Scott (Mobility Operations Program Coordinator) responded by saying that she and Ian have reached out to the District Office, and they have confirmed that they are comfortable with not having a restriction. So, now they need to get feedback from the MAC to see if they agree with that as far as safety is concerned.

Mark Gibson (Oregon Trucking Association) said that looking at the list of available widths provided for two travel lanes, he would be very uncomfortable with 22-feet without a restriction. He understands the ones that are closer to 28-feet not having a restriction, but he feels that 22-feet is way too tight.

Tyler responded by saying that his understanding with the 2 locations shown on the slide, at 25.9 and 26.1-feet, that the freight industry is comfortable not having a restriction.

Christy Jordan commented that projects like this do not come up that often, where they have less than 28-feet and they are harder to deal with than just having a single lane restriction. She doesn't recall not having some sort of mitigation for widths that start getting below 26-feet. She added that the District Office is the road authority and that if they are comfortable having 14-foot wide loads traveling through without a restriction, it is surprising to her.

Ian pointed out that one mitigation they will be using is temporary striping to equally divide the available space. So, it would not be as though one lane will be normal width and the other significantly narrower.

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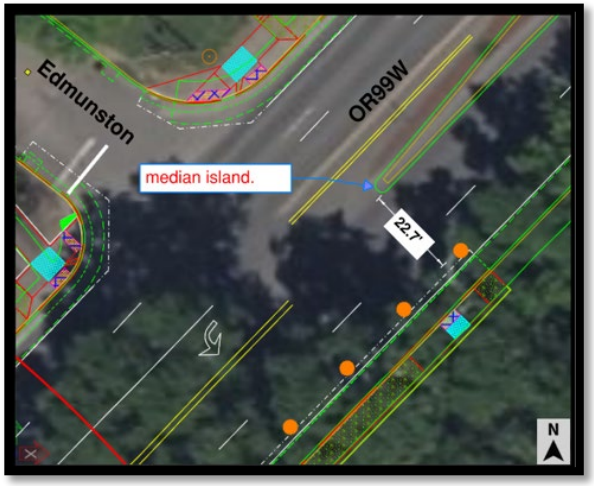
Tyler continued the presentation by briefly running through the available widths at the other locations in order to get to the worst case scenario (22.7-feet clearance), per the MAC's request. He highlighted that the existing median is the constraint for the 22.7-feet available at the OR 99W at Edmunston St. location, and provided the following cross section image:

Figure 4: Available horizontal clearance on OR99W at Edmunston Street during non-work hours



Conversation took place regarding whether the travel lanes were both in the same direction or opposing directions. Tyler confirmed that all locations he has shown are for two lanes in the same direction as they are all a part of the couplet. The conclusion from the Mobility Services Team was that this is most likely the reason why the District Office is comfortable not having a width restriction at these locations. Also, Christy Jordan recalled a similar situation taking place on a different project within the Philomath couplet.

Ian confirmed that when he had discussed this with the District, the reason they weren't concerned about a restriction was because of the two lanes traveling in one direction.

Mark Gibson commented that as long as there is appropriate signage, considering the fact that both lanes are going in the same direction, he would be okay with not having a width restriction in place.

Tyler continued the presentation by discussing the work zones on the Frontage Roads and Spurs. He provided the following typical work zone set up during active work hours:

Figure 5: Frontage Roads and Spurs Typical Work Zone Cross Section during active work (left) and non-work hours (right)

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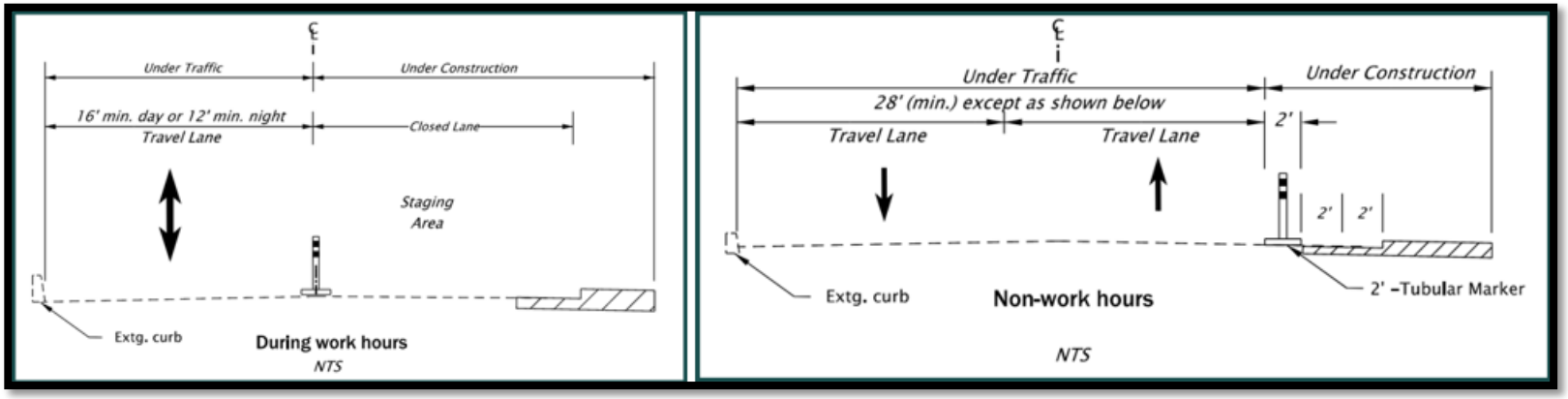

Tyler noted that there are two locations on the Frontage Roads and Spurs where they will not be able to provide 28-feet of clearance for two travel lanes during non-work hours. He said that during non-work hours, the contractor will not be on site, however there will be cones set up to keep vehicles from entering the work zone. He added that the difference with these locations is that traffic will be head-to-head and that at the location on Stratus Ave will have 22-feet of clearance and the location on Cumulus Ave will have 21.5-feet of clearance. He also noted that the District Office was not as concerned about the risk of not having a width restriction at these locations due to them being frontage roads and not mainline, therefore, less truck traffic is expected to use them. He then asked for feedback on whether the MAC agrees with the District's conclusion or not.

Mark Gibson commented that he will defer to the District as they are more familiar with the area than he is.

Tyler shared a slide with a table that displayed a summary of the project Stages, work that will take place, available width between barriers, planned restrictions and allowable days/hours discussed throughout the presentation.

Walt Gamble (Associated General Contractors) asked how the contractor will be managed as far as what sections he will be allowed to construct at any given time.

Tyler responded by saying that the contractor will only be allowed to work on one curb per intersection at a time in order to allow for the least disruption to the traveling public possible. He then shared the following Bicycle and Pedestrian Safety Strategies Identified for the project:

- The traffic control plans include various details to route pedestrians around the work areas.
- Pedestrians will also be detoured using adjacent crossings with temporary curb ramps and temporary crosswalk markings as needed.
- Pedestrians will be detoured using temporary mid-block crossings with a temporary Rectangular Rapid-Flashing Beacon (RRFB).
- Pedestrians will be routed into a closed shoulder or travel lane, or behind the work area using ADA compliant curb ramps, and pedestrian channelizing devices (PCDs).
- Bikes will share the roadway with vehicles when a shoulder or bike lane is closed

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Tyler concluded the presentation by sharing the following Summary of All Proposed Restrictions from Presentation table and noted that based on the feedback received, that the MAC will defer to the District Office to determine restrictions, there will not be any restriction to Annual Permit loads during construction:

Figure 6: Summary of All Proposed Restrictions from Presentation table

Size/Weight Restriction or Road/Ramp Closure Information	Affected Direction of Travel	Work Summary Very brief (word or phrase) to describe work	Const. Year	Approx. Restriction Duration	Allowable Closure Days/Hours	Annual Oversize Loads Restricted? (Y or N)	Can Oversize loads be accommodated?
OR 99W: Less than 28 feet of horizontal clearance for two lanes of traffic during non-working hours. Locations: -OR 99W (NE Baker St) at NE 15th St -OR 99W (NE Adams St) at NE 15th St -OR 99W (NE Baker St) at NE 11th St -OR 99W (NE Baker St) at NE 9th St -OR 99W (NE Baker St) at NE 3rd St -OR 99W at Edmunston St	NB & SB	Drainage, pedestrian signals, curb ramp removal and replacement.	2025-2027	Up to 6 weeks at each location.	Anytime	Discuss	Yes, with 2 business day advance notice
During work hours loads up to 14 ft day and 10 ft night	NB & SB	All work	2025-2027	Project duration	During allowable lane closures	No	Yes, with 2 business day advance notice
Frontage Roads and Spurs: Less than 28 feet of horizontal clearance for two lanes of two-way traffic during non-working hours. Locations: -E. McMinnville Conn. No. 1. No 39 (Stratus Ave) at Norton Ln. -Cumulus Avenue Frontage Rd. No. 39 (NE Cumulus Ave.) at NE Fircrest Dr.	NB & SB	Drainage, pedestrian signals, curb ramp removal and replacement.	2025-2027	Up to 5 weeks at each location.	Anytime	Discuss	Yes, with 2 business day advance notice

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No further questions or concerns were raised from the Committee.

Outcome:

The Mobility Advisory Committee reached a consensus for support of the temporary mobility impacts during construction as proposed by the Region.

Action Items:

- Region to send the most recent Mobility Considerations Checklist (MCC) to the Mobility Services Team (MST)
- The MST to sign the MCC