



Oregon

Kate Brown, Governor


Department of Transportation

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DATE: March 2, 2018

TO: Casey Knecht, PE
Region 2 Development Review Coordinator

FROM: 
Keith P. Blair, PE
Region 2 Senior Transportation Analyst

SUBJECT: Willamette Country Music Festival (Marion Co) – Mass Gathering Permit
TIA Review Comments

ODOT Region 2 Traffic has completed our review of the submitted traffic impact analysis (dated February 20, 2018) to address traffic impacts due to relocation of the Willamette Country Music Festival (WCMF) to the Ankeny Hill area of Marion County near Interstate 5, with respect to consistency and compliance with current versions of ODOT's *Analysis Procedures Manual (APM)*. Both versions of the *APM* were most recently updated in January 2018. Current versions are consistently published online at: <http://www.oregon.gov/ODOT/TD/TP/Pages/APM.aspx>. As a result, we submit the following comments for the County's consideration:

Report items to note:

- Per Table 5, the Safety Priority Index System (SPIS) data should be revised. As of 2016, there is one 90th percentile SPIS site between MP 243.94 and MP 244.06.
- Per Table 5, the right and left shoulder width labels are transposed on some approaches.

Recommended analysis items to be addressed:

1. Region Traffic is significantly concerned with changes to the proposed ingress routing contained within this report compared to what was initially proposed.
 - The proposed ingress route for vehicles travelling from I-5 north of Ankeny Hill Road utilizing Wintel Road to access the WCMF site is likely inadequate to provide enough queue storage length to prevent queued traffic from extending onto I-5. Instead the Ankeny Hill Road to Buena Vista Road to Wintel Road route is strongly preferred.
 - The proposed ingress route for vehicles travelling from I-5 south of Talbot Road utilizing Jorgenson Road to access the WCMF site is likely inadequate to provide enough queue storage length to prevent queued traffic from extending onto I-5. Rather the Talbot Road to Marlatt Road to Wintel Road route is strongly preferred.

- If the applicant does indeed intend to move forward with this currently proposed ingress routing, which results in a significant decrease in the queue storage length, the applicant should provide a simulation-based queue analysis for at least the worst-case ingress peak hour situation. Such simulation-based queue analysis should adhere to ODOT simulation methodology, parameters, and default values. Region Traffic staff is available to discuss prior to and review following such simulation analysis.
2. The traffic analysis for the ingress event utilized the Thursday traffic volumes. However, it appears the maximum total ingress traffic occurs on Saturday. The use of Thursday instead of Saturday volumes will likely have a relatively minor impact on the analysis results. The traffic analysis for the egress event appropriately used the Saturday volumes.
 3. Traffic volume diagrams displaying turn movement volumes at all study intersections for both the ingress and egress events were not included and should be provided for clarity and ease of review.

Proposed mitigation comments:

4. ODOT maintains jurisdiction of the Pacific Highway No. 1 (I-5) and ODOT approval shall be required for all proposed mitigation measures to this facility.
5. ODOT is in the process of coordinating with Federal Highway Administration on any proposed temporary traffic control changes at the I-5 ramp terminals.
6. All flagging personnel shall be certified to perform traffic control operations in Oregon.
7. Illuminated flagging stations should be provided at all intersections to illuminate the intersections and provide more clarity that temporary traffic control is taking place during nighttime and low-light conditions. This will improve operations and enhance the safety of the traveling public and the flagging personnel.
8. Portable changeable message signs (PCMS) along I-5:
 - The event shall provide portable changeable message signs (PCMS) along I-5 southbound north of the Ankeny Hill Road interchange and I-5 northbound south of the Talbot Road interchange.
 - The event should also provide PCMSs located between the two interchanges to ensure I-5 through travelers are aware the situations will exist at both interchanges and to further enable responses to contingencies as they occur.
 - At all above locations, consideration should be given to providing PCMSs not only on the outside (right) shoulder, but also within the median (left) shoulder to ensure the messages are visible to drivers in the left lane while passing trucks in the right lane.

Thank you for the opportunity to review this traffic impact analysis. As the analysis files were not provided, Region 2 Traffic has only reviewed the submitted report. Region Traffic has significant concerns as identified in comment #1 and is not be comfortable supporting this plan as currently proposed within this study. Temporary traffic control mitigation measures at the I-5 terminals recommended within this study may be expected to acceptably mitigate traffic capacity at these isolated locations, but operations at these intersections may still fail due to inadequate queue storage length on the local County network upstream which could unacceptably back traffic queues onto the mainline of I-5. If there are any questions regarding these comments, please contact me at (503) 986-2857 or Keith.P.Blair@odot.state.or.us.