

Written comments for
Conditional Use 17-043/Gross
(Bi-Mart Country Music Festival)
received April 7 - 20, 2018
(copy is posted on Planning website)

RECEIVED

April 19, 2018

APR 20 2018

Marion County
Planning

Marion County Planning Division
5155 Silverton Road
Salem OR

We are writing this letter to strongly object to the country music festival being proposed next door to the Ankeny National Wildlife Refuge. This is a sensitive wildlife area and is not equipped to handle tens of thousands of people and vehicles. We are already dealing with the trash that inconsiderate people leave behind on the trails (pop cans, beer cans, water bottles etc.)

At this time of year some birds are already beginning to start their migration and could pose major disruption because of 1000's of extra people and loud music that will be right next door to Ankeny. Especially in this day and age with climate change occurring, this would just be one more added hardship that they just don't need.

Your committee has already done a feasibility study of this event and found that these narrow roads around Ankeny and inadequate facilities are not conducive for this type of event. Also the access for and from I-5 is not a good exit for massive amounts of traffic. It was also determined that the money that might be taken in for this schools, was not going to make that much of a difference either for them. If they want to have this, why not go on the east side of I-5, closer to the town of Jefferson. I-5 can barely hold the traffic now and it's getting worse and worse. Traffic between Albany and Salem more times than not is stop and go in the afternoon as it is now. And I-5 could not even handle the eclipse traffic last summer with backups lasting several hours.

Also, who is going to patrol the area to make sure that Ankeny is properly protected—watching for garbage, keeping the public safe, and making sure that the law is being enforced. We enjoy going to Ankeny for the peace and quiet and to enjoy nature. The birds and wildlife there are not city birds that are used to having people and all the noise of the city. They are wild and will not be able to adapt well to the noise and confusion this event poses.

Please do not let Ankeny and the birds and wildlife suffer through all this turmoil all for the sake of the almighty dollar. There are many other things more important than just making money.

Marcia and Gary Batten

Marcia Batten
Gary Batten

503-304-9266

George Meyer
13274 Marlatt Rd S
Jefferson, OR 97352

April 20, 2018

Marion County Planning Division
5155 Silverton Rd., NE
Salem, OR 97305

Re: Willamette Music Festival

Dear Hearings Officer:

I write to provide additional testimony against the granting of any conditional use permit or mass gathering permit to hold the Willamette County Music Festival. I make these comments personally, on behalf of GM Meyer Farms, LLC, and on behalf of all the local farmers and residents who would be injured by the granting of these permits.

As noted in my prior comments filed November 20, 2017, our family farms approximately 2,000 acres in the immediate vicinity of the proposed Festival location. In that prior testimony, I explained how the Festival would interfere with farm operations. I am writing to provide further explanation of those impacts, and how making simple assumptions, like we can harvest grass seed on a particular date to minimize interference, are just not reasonable.

I am also filing with this letter a review of the Transportation Impact Analysis dated April 6, 2018 which we commissioned, and which shows that the applicant failed entirely to provide competent estimates of actual impacts on us and others for reasons explained by our expert consultant. And because it is difficult to imagine the degree to which the Festival's traffic will impact the small roads here involved, I am also filing with this letter a thumbdrive that contains a video I made coming off of I-5 toward the Festival site (Ankeny Hill Road to Wintel Road to Jorgenson Road to Talbot Road). The short freeway ramps, topped with confusing flaggers performing maneuvers yet to be disclosed, which lead to narrow roads and difficult intersections, are likely to get snarled for hours.

Variability in Timing: Weather and Moisture

Farming doesn't have an exact date like the music festival. Our harvest varies every year. When I think about when to start harvesting, it gets my blood pumping. So much goes into making the best strategic moves for our farming operation.

When the crop is grass seed, it all starts when taking the moisture of the seed to determine the best time to cut. Once we make this decision to start cutting the grass there is no looking back. Usually it takes us two weeks to cut everyone one of our fields. During those two weeks the grass dries out and is ready for us to bring in the combines. We work every single day during harvest.

When I look at fields that have yet to be combined, I see money just laying there waiting to be collected. We work as hard as we can to get the most production done as possible. Weather plays the most significant role during all of this. The combines start when it hits 70 degrees daily. At 70 degrees the grass is dry enough to run through the combines. 70 degrees can hit at different times each day. We run the combines until the sun goes down. The reason we put in the long days is because if for some reason we get a rainstorm, the rainstorm can beat the seeds right off the plant and onto the ground. It has been predicted that if we get a quarter inch of hard rain we lose 25% of our crop.

Timing is also critical for irrigation. If we lose one twelve-hour "set" of irrigation because workers or contractors cannot reach the valve, or deliver the equipment, this time generally cannot be made up, and yields suffer. Even without the Festival, we have *already* lost irrigation sets on occasion in recent years because of traffic problems in I-5 or Highway 99E. We also may have to hire contract labors to help with irrigation, creating further difficulty.

Variability in Timing: Contract Labor

One of the reasons we are so concerned about traffic-based interruptions in farming activity is because it is harder and harder to find affordable and competent farm labor, and we are all increasingly reliant upon independent contractors to assist us. Many are paid by the quantity harvested or bailed.

For example, the second part of the grass seed crop is the straw export. Once we harvest the grass seed at any point a baling crew can come in. In our farming operation we decided it is best to hire this out to another company. We get put on their schedule but have no control to when this takes place.

This use of independent contractors gives us much less flexibility in attempts to schedule around Festival activities. Independent contractors come when they can come, and if they perceive traffic problems, they will substitute another job (they are frequently overbooked at harvest time), and may simply not bother to go into areas with logistical complications. And if contractors cannot reach a crop before rain damage occurs, significant losses will occur too.

Variability in Crops Raises the Risk of Harm

The Festival proponents note that much of the area farmland is currently in grass seed, which is less sensitive to harvesting times than other crops, reducing the

damage to farmers from interference with harvest activities. It is important to understand that croppings change frequently due to market condition, and the replacement crops are highly sensitive to interference with harvest times.

For example, during the last housing slowdown after the 2008 financial crisis, area farmers had to plow under hundreds of acres of fescue, replacing this with wheat and sweet corn. Modern wheat varieties are highly sensitive to moisture at harvest time, and may sprout with as little as 2/10th of an inch of rain, substantially decreasing market value. Sweet corn also has a very narrow window for harvest. Even grass hay can lose 40% of its value or more if it is rained on awaiting bailing.

Additional Information on Crossing Waterways that Constitute Fish Habitat

One of our frustrations with this process is the constantly changing plans of the Festival promoters and inconsistent statements. We have previously pointed out that the Festival promoters will have to build access across the Sydney Ditch and related ditches, involving adverse impacts to habitat deemed critical under the federal Endangered Species Act for listed Upper Willamette River Steelhead, and that the applicable state regulation requires "all-weather" roads for these crossings.

As the expert we hired to review the TIA has confirmed, the Festival promoters continue to make minimal disclosures about the access point and access roads. The April 6th TIA recycles (at page 67) the same "preliminary" layout diagram as appeared in the February 20th TIA (at page 50). The access points, however, are inconsistent with those identified in the "vehicle routing map" (2/20 TIA at 54, and 4/6 TIA at 59). We see ditch crossings on the vehicle routing map, as well as in certain black bars that appear on the "preliminary" layout diagram to the left of proposed access point (2).

As far as we can tell, nothing in the nature of a final plan is presented, and there is in particular no final plan whatsoever as to how the application proposes to make permanent ditch crossings and all-weather roads on EFU land consistent with the Marion County Code and other law. Our operation of the ditches as farmers is closely regulated by the fish regulators, and we see no evidence that the applicant has begun to demonstrate how the Festival's impact on the ditches is consistent with the stringent fish protection in the area.

Conclusion

Please consider these comments, and recommend denial of any Marion County permits to facilitate the relocation of the Festival. Claims of the Festival promoters that the site will use fields "that will have been harvested prior to the event setup," as the promoters now claim in their final revised Transportation Impact Analysis, are just not true.

We rely upon Marion County to protect our Exclusive Farm Use land for farming, and the Festival threatens to substantially interfere with that farming, causing us substantial financial losses merely to make money for concert promoters.

Sincerely,

George Meyer

A handwritten signature in black ink, appearing to read "George Meyer", with a long horizontal flourish extending to the right.

Copy by e-mail to breich@co.marion.or.us



GREENLIGHT ENGINEERING

TRAFFIC ENGINEERING/TRANSPORTATION PLANNING

April 20, 2018

James Buchal
Murphy & Buchal LLP
3425 SE Yamhill Street, Suite 100
Portland, OR 97214

RE: Bi-Mart Willamette Country Music Festival (Marion County casefile CU17-043)

Dear Mr. Buchal,

Greenlight Engineering has been asked to evaluate the transportation related impacts of the proposed Bi-Mart Willamette Country Music Festival Conditional Use application. We have completed a review of the staff report and transportation related materials in the written record of the land use application as well as the final revised Transportation Impact Analysis dated April 6, 2018 (the "TIA").

In general, the TIA contains substantial defects that are unusual in a TIA to address a project with this magnitude of impact, and the TIA should not be regarded as adequate to support County decision making. Indeed, it does not respond to many concerns raised by the County and the Oregon Department of Transportation as each agency has detailed. We have the following specific comments about the project.

Traffic Routing

The TIA refers to suggested vehicle routing via signing, portable message signs and flaggers. However, there is no detailed traffic control plan for review. Marion County has required a detailed traffic control plan prior to the approval of the Conditional Use application. The ability of the planned routes to be successful in routing traffic cannot be reviewed without additional detail. At this late date, with the record before the County closing on April 20th, and no detailed traffic control plan filed before that date, the public has not had the opportunity to comment upon the plan, and given the evolution of the applicant's proposals and analyses to date, there is every reason to believe that a last-minute filing would be inadequate.

The planned I-5 northbound ingress route aspires to send drivers approximately 7.5 miles and approximately 10 minutes (under light traffic) out of their way to reach the site via the Ankeny Hill interchange to Jefferson Highway to Talbot Road.

However, there is little discussion in the TIA about how these routes will be enforced. The TIA doesn't discuss how local traffic and festival traffic will be differentiated in a safe fashion without impacting traffic. The TIA indicates that local traffic will be allowed to continue to utilize preferred routes, while festival traffic will be routed up to 8 miles out of direction. The TIA proposes a "closure of the Talbot Road interchange to event traffic (while remaining fully open for local traffic with flaggers present at the ramp terminals) will allow area residents to bypass most of the event route queue..." (page 80). It is unclear how

the interchange will remain open to local road users via flaggers at the intersection and closed to festival patrons at the same time. Drivers will be relying upon their GPS to direct them on the fastest route. From a safety perspective, it would be difficult to force drivers to the Ankeny Hill interchange without fully closing the Talbot Road interchange.

While the applicant may hope that drivers will utilize their suggested and posted route, it is unlikely that the drivers will adhere to the route with the advent and implementation of GPS devices. There are other routes that will prove to be significantly faster unless the County and ODOT both approve road closures with detours and the routes are somehow strictly enforced. Drivers will find any possible route they can and according to the TIA, will be facing delays of over an hour (possibly more, given some of the undocumented assumptions discussed below) upon egress. If these routes are not strictly enforced, then drivers will observe that are being directed to double back approximately 8 miles and will not take this route a second time.

The TIA suggests that the “[u]se of navigation systems will be discouraged in routing instructions for attendees” (page 84). Of course attendees will use their GPS devices regardless of this instruction. The TIA is based on the assumption that drivers will follow the organizers’ planned routes, when in reality, attendees will follow the route that is best for them especially when facing long delays and queues.

Traffic Impact Analysis Fails to Analyze Impacts of Mitigation

Mitigation is proposed at several of the study intersections mostly in the form of flagging. However, there is no analysis of the mitigation measures to determine the impact on the study intersections. There is every reason to believe that problems not anticipated by the organizers will arise. This failure is amplified by the failure to provide a detailed traffic control plan.

Those that may not be familiar with flagging operations may not be aware that the traffic control options illustrated on pages 85 through 89 are very simplified versions of the flagging operations that would actually have to be implemented to achieve the control sought. The figures seem to depict that one or two legs of each intersection will be flagged. In reality, for safety, all legs of the intersection would have to be flagged and will all experience delays, perhaps significant delays depending on the demand present on the other legs of the intersection. These traffic volume demands have been collected for only the weekday ingress period only and not for any other periods during which the flagging operations may be in place.

While the flaggers will favor the predominant flow of traffic, only one direction of traffic can be served at any time. For example, at the at I-5/Ankeny Hill interchange, eastbound flows will be heavy upon peak festival egress. However, while the eastbound flow is being served, flaggers will have to completely stop the southbound flows off I-5 as the southbound left turn of that approach could conflict with the eastbound movement. Similarly, the westbound flow will also have to be stopped at this time as the westbound left turn would conflict with the eastbound through and right turn movements. As discussed

later, the TIA provides absolutely no analysis of how these intersections will operate with the proposed mitigation in place.

Remarkably, the TIA also provides no queuing estimates, which has been requested by Marion County and ODOT staff on repeated occasions and is the most important piece of information necessary to approve this application. In particular, the TIA provides no evidence or assurance that there will be no queues that back onto I-5. Fundamentally, without this analysis, the intersection and roadway segment analysis that has been provided is without great benefit.

Traffic Impact Analysis Fails to Account for Rideshare & Front Door Dropoffs/Pickups

While the TIA refers to a drop off area for taxis and rideshare services far from the festival entrance in between the general parking areas, the TIA offers no analysis of the impact of rideshare services on the trip generation. This is important because the use of such services has the potential to significantly increase the number of vehicle trips required to deliver and retrieve participants. Since the services will not park on location, they produce double the trips during critical times.

The TIA states that festival traffic generation is “influenced by parking pricing” (page 45), but offers no analysis of the impact of parking pricing on how patrons will make their trips. There is no information in the TIA regarding the price of parking. While the applicant has noted the importance of cost on how trips are made, there is no analysis that establishes that price has been considered. The experiences at Brownsville with regard to trips by rideshare (which are anecdotal only) may be drastically different than the experience at this new site given the closer proximity to populated areas. Patrons may find great benefit to not driving to the site especially when facing long delays and queues in egress.

The TIA also makes no conclusions about how those rideshare trips will be managed. There is nothing that indicates how dropoffs/pickups might be prevented at the much more desirable location of the festival entrance. These dropoffs and pickups are not likely to be preventable especially given the vast frontage length of the festival and the benefits that festival patrons will gain by avoiding egress from the parking areas. As the TIA notes, the roadways and intersections will be “...operating over capacity (requiring more than a single hour to serve all egress demands)” (page 73).

TIA Doesn't Evaluate Safety Issues

The TIA fails to address the existing safety profile along any of the travel routes in any meaningful way. The TIA fails to provide or evaluate any intersection or roadway intersection safety issues. The TIA also fails to provide any analysis of safety issues that may result due to the large increase in traffic and drivers unfamiliar with the study intersections or roadway segments. There may be issues related to driveways with poor visibility that may only experience safety issues with higher traffic volumes. These issues could be more prevalent during offpeak travel periods. The TIA should address the crash history as it may

be indicative of problem spots that will crop up while an additional 30,000 people, many unfamiliar with the area, are traveling on the subject roads.

Marion County's Traffic Impact Analysis Requirements¹ require "...shall include at least the following minimum components" of any TIA analysis of "[a]ccident data within the study area for the most recent available three year period (accident data can be obtained from the Oregon Department of Transportation)." Those requirements also call for the "[s]afety analysis of the site accesses, including sight distance and operational characteristics". The TIA provides no sight distance or operational analysis of any site accesses. There may be existing issues that could be addressed with a more detailed evaluation of the proposed travel routes. The TIA also notes a high number of bicyclists in the area, but provides no discussion about the large impact on traffic volumes and how that might affect cyclist safety.

The TIA Fails to Address Several Requirements of Marion County's TIA Requirements

Marion County's Transportation Impact Analysis requirements state that "[a] Transportation Impact Analysis shall be required for...[a]ny proposed development that can be reasonably expected to generate more than 600 vehicle trip ends during a single day and/or more than 100 vehicle trip ends during a single hour." This project meets that threshold. Whether or not the County determines that the requirements are mandatory in this case, they are important to identify the elements of a useful, informative TIA, and the TIA here lacks much of the following necessary information:

- **"The Transportation Impact Analysis shall address at least the following areas...[a]ll proposed site access points."** The TIA addresses none of the proposed site access points. The site plan provided in the TIA illustrates a number of access points but provides no information about how traffic will flow into and out of those site access points. No projected traffic count estimates are provided at those site accesses. The TIA states that traffic will flow freely into the site accesses, but provides no details about how that will be accomplished. There is no inbound queuing analysis to ensure traffic won't back out onto the County roadways. The TIA actually states at one point (page 60) that "specific routing of trips into various access points is discussed within the internal site layout section of this report," but Figure 50 (page 67) provides only preliminary access points without details.
- **"The Transportation Impact Analysis shall address at least the following areas...[a]ny road segment or intersection where the proposed development can be expected to generate more than 360 additional vehicle trips during a single day or more than 60 additional vehicle trips during a single hour (these typical volumes may need to be adjusted for unusual situations, such as heavy truck traffic, safety issues, or capacity limitations)" or "[a]ny road segment or intersection where the additional traffic volume created by the proposed development is greater than 10 percent of the current traffic volume (for road segments) or the current entering volume (for intersections)."** The TIA

¹ <http://www.co.marion.or.us/PW/Engineering/Pages/analysis.aspx>

provides no evaluation of the total traffic added to any roadway segment or intersection over the course of any day. It is unclear if additional study intersections or roadways require study.

- **“...the proposed location and traffic control of all proposed access points (including the distance from all proposed access points to adjacent accesses and/or streets).”** The TIA provides only the rough location of “preliminary” access points, and no further information.
- **“Existing traffic volumes (measured during design conditions and/or the peak season within the previous 12 months, unless County staff deems newer counts necessary due to recent development or seasonal variations).”** Traffic counts were not conducted during design conditions and/or the peak season within the previous 12 months. Counts were not conducted during the design conditions and there is no evidence that counts were conducted in the peak season. In fact, counts were conducted in January.
- **“Complete trip generation figures for all aspects of the proposed development, including number of trips by vehicle type and size, and time-of-day and entering/exiting percentages. These figures shall include trip generation figures for any other proposed developments on the subject property, and/or any proposed developments that would share access with the subject property. For developments expected to generate a significant amount of truck traffic (more than 30 trucks per day), include separate figures for trucks. Document the sources of this trip generation data. If the source is other than ITE's Trip Generation, the preparer must obtain approval of the use of such data from County staff before using it in the TIA.”** The TIA provides no estimate of vehicle trips by type of size and provides no estimate for truck traffic. It is also clear based upon Marion County's March 19, 2018 memo, the trip generation proposed in the TIA has not yet been approved. The TIA provides insufficient details of the proposed trip generation to be able to review the trip generation assumptions. Additional data is needed.
- **“Trip distribution for the proposed development. For developments expected to generate more than 30 truck trips per day, include separate trip distribution figures for trucks.”** The TIA includes no trip distribution figures for trucks. It also does not appear to match the TIA narrative which describes I-5 northbound trips being directed to use the I-5/Ankeny Hill interchange instead of the I-5/Talbot interchange. Instead, the TIA illustrates 762 northbound left turns at the I-5/Talbot interchange heading towards the site and illustrates no westbound through trips through the interchange as planned.
- **“Forecast performance (including [Level of Service] LOS and [Volume/Capacity] V/C) of the transportation system without the development in the year that each phase is planned to be complete and in the**

horizon year.” The TIA provides no LOS or V/C evaluation of the system without the development.

- **“Analysis of right and left turn lane warrants, queue lengths, acceleration lanes, throat lengths, channelization, and other characteristics of the site accesses as appropriate.”** The TIA provides none of this analysis.
- **“Comparison of the location and spacing of the proposed accesses with Marion County standards...”** The TIA provides none of this analysis. In addition, because a mass gathering is involved here, the access points will also require access roads subject to OAR 333-039-055: “easily accessible roads of all-weather construction at the outdoor mass gathering site”. While the TIA assumes such roads as “substantial internal queue storage” (page 70), no plans are disclosed for such roads.
- **“Evaluation as appropriate of the turning and traveling characteristics of the vehicles that will be using the proposed development and the adequacy of the geometrics of the existing and proposed roadway (public and/or private) configurations to accommodate these characteristics.”** The TIA provides none of this analysis.
- **“Forecast performance (including LOS and V/C) of the transportation system, with the proposed development, in the years that each phase of the proposed development is planned to open, and in the horizon year. Include analysis of signal warrants, signal progression, queue lengths, and other traffic flow characteristics as appropriate. For developments expected to generate a significant percentage of truck traffic, demonstrate how the analysis adequately accounts for the presence of these trucks in the traffic flow.”** The TIA provides no estimate of queue lengths. Additionally, because the Festival appears to be seeking a site for use in multiple years, following a history of multi-year growth at the prior sites, multi-year forecasts are important.
- **“Analysis as appropriate of any potential adverse or controversial effects of the proposed development on the transportation system or quality of life in the area. Examples of possible effects include, but are not limited to, infiltration of non-residential traffic into residential neighborhoods, traffic noise, creation of potential for traffic violations, conflicting turning movements with other driveways, etc.”** The TIA provides no evaluation of traffic noise, creation of potential for traffic violations or conflicting movements with other driveways.
- **“Analysis as appropriate of the effect of the proposed development on pedestrian and bicycle transportation in the area, and any new pedestrian or bicycle transportation needs arising from the development.”** The TIA provides no analysis for bicycle traffic generated by the project nor any impacts on the safety and mobility impacts for existing bicycling traffic now sharing the roadways with

higher traffic volumes. The TIA acknowledges this as an issue in stating that there is "...a considerable amount of cycling that occurs on the county roads during the summer months in the vicinity of the proposed Festival" (page 23).

- **"Description and analysis of mitigation measures necessary to bring these intersections and locations into compliance with the applicable standards. Include analysis showing that these measures will bring these locations into compliance and include signal, turn lane, or other warrant analyses as appropriate. The TIA shall also specify the timing and phasing of any new traffic signals and the length of any new turn lanes. Any mitigation measures recommended in the TIA shall be physically and economically feasible, and this feasibility may need to be demonstrated in questionable cases."** As discussed above, this is a serious defect. The TIA provides no analysis that illustrates that study intersections will meet applicable standards nor any analysis of the operations that can be expected with the mitigation in place. There is no intersection analysis that is indicative of how the study intersections will operate with the proposed mitigation in place. The Synchro 10 analysis provided is based upon the existing traffic control at the study intersections, and not with any mitigation as incompletely described in the TIA.
- **"Copies of raw traffic count data used in the analysis (this may be presented in an appendix)."** The TIA does include the raw weekday PM peak hour intersection traffic counts on a Wednesday evening in January during the week of the Martin Luther King Jr. Day. These counts were used for the purpose of estimating traffic counts on a Thursday evening in August, or the reported peak ingress period. The TIA provides no raw intersection traffic counts collected during the Saturday egress period or any other period. Although the TIA provides Saturday egress intersection analysis, it is unclear what traffic counts this analysis is based upon as the traffic counts are not provided. It should be noted that Marion County has specifically required "[v]ehicle queuing analysis on county roads during both peak and nonpeak traffic generation times." This information cannot be generated without traffic counts. Although the TIA refers to several other traffic counts on County roads, the raw traffic counts were not included in the TIA as required. The TIA states "[m]ost of [the county] rural roads experience a summer daily traffic volume of 400 to 800 vehicles, and also cater to cyclists as part of a designated Oregon Scenic Bikeway. A few roads such as Ankeny Hill Road carry summer volumes over 1,000 vehicles per day" (page 26). The TIA provides none of the raw traffic counts discussed.
- **"All signalized and all-way-stop controlled intersections shall operate at a Level Of Service D or better (all individual movements shall operate at LOS E or better) with a Volume/Capacity ratio of 0.85 or less. Other unsignalized intersections (including unsignalized private accesses) shall operate at Level Of Service E or better, although LOS F may be allowed if the movement has a relatively low volume (as determined by County staff) and there is no indication that a safety problem will be created...Intersections near state highways shall also meet the standards of the Oregon Department of**

Transportation.” Multiple intersections are illustrated to not meet the mobility standards. Mitigation is proposed, but there is no analysis of the mitigation to determine the impact on the intersection. The TIA proposes flagging at various intersections, but provides no analysis to determine whether the flagging will improve operations on the study intersections or roadways. The TIA provides no information about how well ingress and egress operations will function under this flagging. The TIA also provides no queuing estimates, which is likely the most important aspect of what the TIA was supposed to achieve. The TIA provides no assurance that queues won't back onto I-5. Fundamentally, without this analysis, the intersection and roadway segment analysis is without great benefit.

- **“Peak Hour Factors greater than 0.85 shall not be used unless justified by specific counts at that location.”** Peak hour factors of 0.95 and 1.0 are utilized in the TIA without any supporting traffic counts.
- **“The conclusions presented in the TIA shall be consistent with and supported by the data, calculations, and analysis in the report. Inconsistent and/or unsupported conclusions will not be accepted, and may lead to the TIA being returned to the applicant's representative for correction.”** Numerous assumptions and conclusions in the TIA are not supported by data or calculations.

Other Miscellaneous Items

- The TIA indicates that “local traffic on Talbot Road will experience limited delays between Jorgenson Rod and I-5, as traffic will be traveling at 15 to 20 mph in this area...” (page 4) and “[w]estbound travel on Talbot Road will be impacted by the event, with speeds of 10 to 15 miles per hour expected during the peak times extending from the Talbot Road intersection with the Jefferson Highway to the event driveways west of Jorgenson Road” (page 80). There is no evidence that backs up this statement in the TIA.
- Attachment 4 of the TIA provides “seasonal adjustment factors”. However, the enclosed table includes no description of location (if it is a specific location), any column headings, or any information about how the counts were adjusted, if at all.
- The TIA states “the team has identified changes to the internal parking configuration to reduce conflicts between pedestrians and vehicles, increase internal stacking, and increase in-processing time (particularly for campers)” (page 4). However, the TIA offers no more than “preliminary” access points, doesn't describe any internal road configurations connecting to the points where vehicles will ingress the various parking areas, does not identify any internal stacking distances and provides minimal description of the ingress procedures and how any changes have improved these operations. Additionally, the site plan and TIA provide insufficient detail to understand how ingress and egress operations will function.

- The March 9, 2018 Transight Consulting memo states that “the 2019 event will include 2,400 fewer camping sites than Brownsville...”. However, the TIA states that there will be 3,000 campsites. It is unclear whether or not the TIA reflects this number of camping sites as the TIA does not discuss a varying number of camping sites based upon the year. The 2018 Brownsville ticket information indicates that 8800 camping passes are available. The TIA assumes that the 2019 event will generate four campers per campsite. It is unclear what is proposed.
- Attachment 6 of the TIA provides “ticket information” consisting of some ticket data from the 2018 Brownsville festival. Between the “Adult 4-Day General Admission, Children's 4-Day General Admission, Premium 4-Day General Admission, Single Day General Admission Pass and VIP Reserved 4-Day Admission”, there appears to be over 33,000 tickets available, and the number may be higher depending on the significance of additional “seats” identified under other categories. The note in the TIA claims that these tickets equated to 20,924 tickets and a cap of 25,000 person limit, which may or may not be related to the 2017 attendance. There is also an illegible graph illustrated. It is unclear what this exhibit illustrates and how it relates to future attendance or the trip generation of the proposed site.
- This attachment also provides what appears to be some ticketing information that is presented as an “hourly summary” of “2017 Willamette”. While the TIA narrative provides an hourly summary of attendance, there is no evidence that supports its use from any previous festival. It is unclear why the TIA concludes that hourly scan detections of over 20,000 in a single hour prove that total festival attendance and resulting transportation impacts are associated with festival attendance of less than 25,000. From the information available, it is simply not possible to recreate or evaluate the trip generation figures presented in the TIA. Additional information should be provided so that the trip generation estimate methodology is clear. While daily and hourly festival entrance information is referenced from the Brownsville festival, it is not provided so cannot be reviewed.
- The TIA states assumes “...an average of 4.0 persons per camping site and a higher vehicle occupancy within the camping section of 2.5 persons per vehicle this area will accommodate approximately 12,000 attendees and their vehicles” (page 66). The four campers per camping site assumption is not based on evidence. As a result, the peak peak ingress period may not be Thursday, but instead Saturday. The assumption of 12,000 campers may artificially reduce the number of single day passes that are assumed that would instead arrive on Saturday evening. This assumption should be backed up with data.
- The TIA has not addressed the specific Marion County requirement for “[v]ehicle queuing analysis on county roads during both peak and nonpeak traffic generation times”. The TIA provides no queuing analysis whatsoever and therefore provides no evidence that traffic will not back up onto I-5. The TIA also provides no analysis of nonpeak traffic generation times.

- The TIA states that “[d]ay-use attendees (those that are not camping on-site overnight) are expected to bring the necessary supplies and equipment for the entire day, with no local trips outside the venue until they depart for the evening” (page 52). However, the TIA is silent on whether day-use attendees who purchase “passes” can leave the parking area and return without paying for parking again, or whether and to what extent Festival participants leave and return even if they must pay for a second parking pass.
- The TIA states that “WCMF staff overseeing the event indicate that the majority of campers pack food and supplies for the entire weekend, with limited trips off-site until their departure”, “[l]ocal outings are expected to generally occur in the morning and early afternoon hours prior to 2:00 p.m. between Friday and Sunday” and “[i]t is expected that a significant portion of the campers will be returning to work on Monday morning, so we assumed that approximately 60% will remain on-site overnight Sunday, with site departures Monday beginning early in the morning” (page 52). These statements are not based on evidence.
- The TIA has not addressed the specific Marion County requirement for “[a]nalysis of internal circulation and service operations at accesses providing entrance to parking and camping and a plan for the expedient processing of entering vehicles to minimize dwell times on county roads”. Again, the TIA provides no detailed analysis of the operations of the internal circulation and offers only generalities. The TIA provides no analysis of the operations at any access points nor are the access points even discussed regarding which accesses will be used for ingress, egress or both. The TIA also provides no plan nor discussion about how entering vehicles will be expediently processed, but speaks in generalities only.

Conclusion

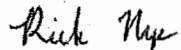
There are numerous major omissions within the submitted Transportation Impact Analysis including a queuing analysis, intersection and segment analysis during peak and offpeak periods, traffic counts, safety analysis and a detailed traffic control plan. The TIA relies on numerous assumptions not based on evidence.

While the applicant offers the County the opportunity to work collaboratively to utilize data from the upcoming 2018 Brownsville festival (p. 48), the data are presumably available from 2017 and earlier years, and as noted above, have not been adequately documented or explained. The prudent course would be to reject this application and allow the applicant to collect and utilize data from the 2018 festival location to prepare a TIA that meets the County's reasonable specifications to inform decision making.

As it stands, the submitted TIA is inadequate to support a finding that the transportation elements of the proposed festival are addressed.

Should you have any questions, feel free to contact me at 503-317-4559.

Sincerely,

A handwritten signature in black ink that reads "Rick Nys". The signature is written in a cursive, slightly slanted style.

Rick Nys, P.E.
Principal Traffic Engineer



**RICK NYS, P.E.
PRINCIPAL TRAFFIC ENGINEER
PRESIDENT**

EDUCATION

**BS, CIVIL ENGINEERING
PORTLAND STATE UNIVERSITY**

YEARS OF EXPERIENCE

18

LICENSES & CERTIFICATION

**PROFESSIONAL ENGINEER (P.E.)
OREGON, WASHINGTON**

AFFILIATIONS

**PAST PRESIDENT, OREGON
INSTITUTE OF TRANSPORTATION
ENGINEERS**

**FORMER VICE PRESIDENT (2012-
2013) AND SECRETARY TREASURER
(2011-2012), OREGON INSTITUTE OF
TRANSPORTATION ENGINEERS**

**CHAIR, LAKE OSWEGO
TRANSPORTATION ADVISORY
BOARD**

SOFTWARE PROFICIENCIES

**SYNCHRO, SIMTRAFFIC, HCS,
AUTOCAD, AUTOTURN**

Traffic Analysis & Operations

Rick takes great pride in his firm's ability to accurately predict the impacts of a proposed development on the surrounding street system. Rick has prepared traffic impact studies and traffic operations analyses for projects ranging from small subdivisions to large commercial developments. His clients include Walgreens, Harper Houf Peterson Righellis, Weber Coastal Bells, Columbia Bells, Domaine Serene Winery, FedEx, Vigil-Agrimis, Metro, the City of Portland, the Oregon Department of Transportation, Oregon City School District, and Pahlisch Homes.

Project Design

Rick has a wide range of experience in traffic engineering design and design review from simple signing and striping projects to complex traffic signals and signal systems. Rick is experienced in traffic control and construction staging needs for multi-phase construction projects. Rick served on the committee to update the Oregon Temporary Traffic Control Handbook (OTTCH) and also served on Oregon's pavement marking subcommittee in review of the Manual on Uniform Traffic Control Devices (MUTCD).

Public Agency Work

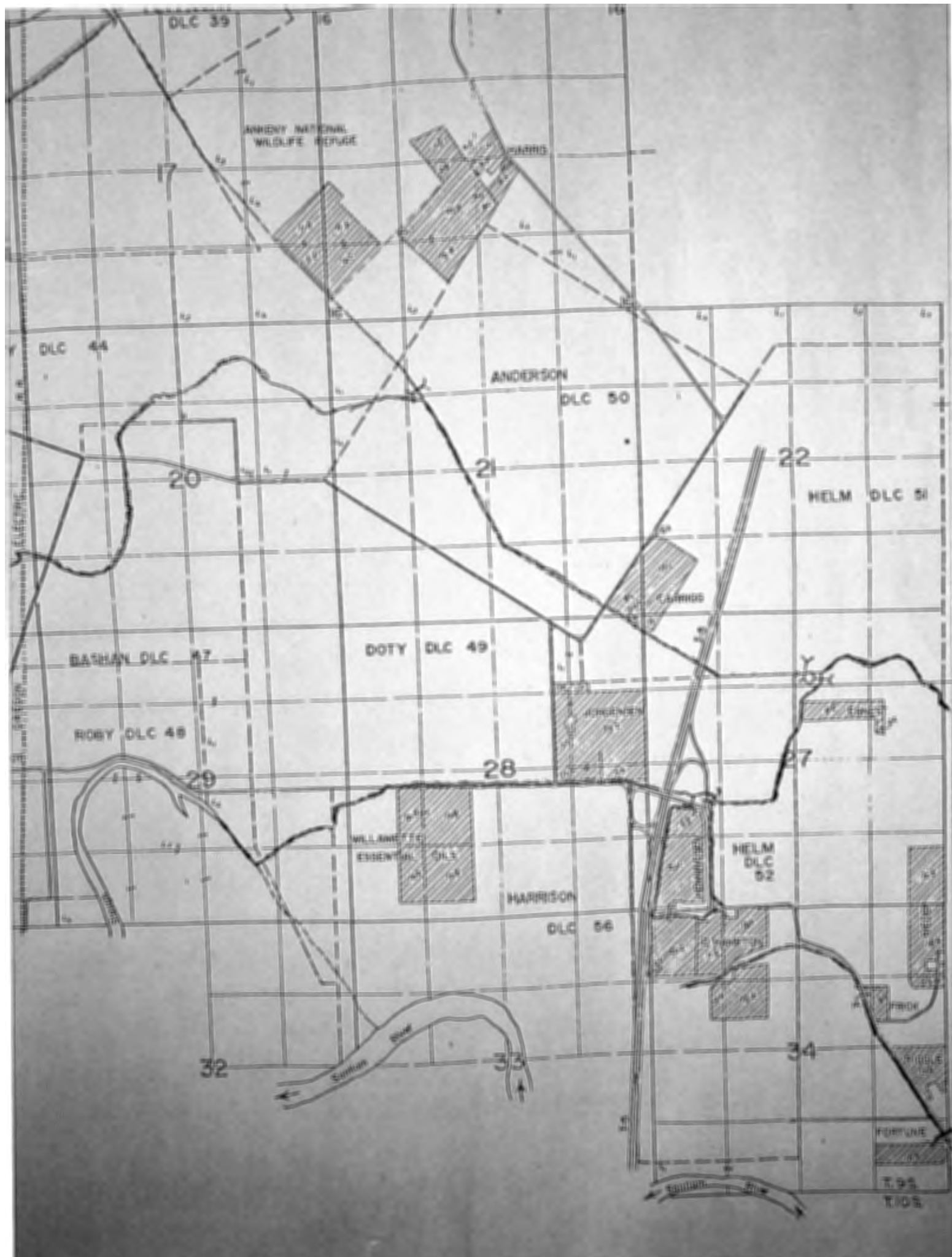
Greenlight Engineering has worked as a consultant to the City of Portland, Metro and ODOT Region 2. Greenlight Engineering provided traffic engineering services to Metro supporting the expansion of Blue Lake Park. Greenlight Engineering completed a contract providing on-call traffic engineering services to ODOT Region 2.

Brandon Reich - Letter to breich@co.marion.or.us

From: wes pilcher <snowway13@gmail.com>
To: Roger Kaye <rkaye2@gmail.com>, <breich@co.marion.or.us>
Date: 4/20/2018 2:04 PM
Subject: Letter to breich@co.marion.or.us
Attachments: IMG_20180420_094045.jpg

Map of sidney canal and it's relation to music festival.

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From: Jenny <jenkennedy44@gmail.com>
To: <breich@co.marion.or.us>
Date: 4/20/2018 2:20 PM
Subject: Marion county Bi-mart Music Festival

To whom it may concern,

I am a resident of Marion County, in Jefferson Oregon. I am emailing regarding the Bi-Mart Country Music Festival, and would like to say that I am in support of this taking place in Jefferson/Talbot area. Please consider this my vote to support it!

Thank you,
Jennifer Deedon

Sent from my iPhone

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April 17, 2018

Marion County Planning Div.

5155 Silverton Rd NE

Salem, OR 97305

Re: Permit request from Bi Mart Willamette County Music Festival organizers -- Opposed


I am a resident, taxpayer and voter in Marion County and opposed to the conditional use permit for a mass crowd gathering near the Ankeny Wildlife Refuge in Marion County in an Exclusive Farm Use zone. The opposition doesn't diminish with the organizer's pull back from the original request for 5 years to asking permission for one year. The divide and conquer theory means it will become more difficult for the government to say no in the future. Let the organizers find a more fitting venue the first time around.

Inviting 60,000 people to camp out on 200 acres of farm land for four days is bound to create more problems than the value of the money they organizers think they will bring into the area. That's 300 people per acre.

In comparison the LB Day Ampitheatre at the Fairgrounds has 9000 seats and the Fairgrounds is set up for concerts with 185 acres and support services. It is difficult to imagine 6 times as many people out in the county farm land. How does the county assure safety?

It's not just the traffic jams on I-5, it's alcohol, drugs, guns, and loud music disturbances to the wildlife, and the risk of fire from campfires and firecrackers like the one that burned through the Columbia Gorge recently.

Law enforcement and fire suppression will become the burden of the county and likely the state in which I pay income and property taxes. I read that other venues are under consideration and I hope the organizers will look elsewhere where the negative impacts will not devalue life in and near the refuge.


Jane Myers

Salem OR 97306

Copy to the Marion County Commission

From: Daniel Oregon <abinad@hotmail.com>
To: "breich@co.marion.or.us" <breich@co.marion.or.us>
Date: 4/20/2018 4:51 PM
Subject: Marion County CU-17-043/Gross

Mr. Breich,

Please find attached my April 20, 2018 letter with enclosure (Facebook posts from April 18-20, 2018). I oppose the CU-17-043 application for Mass Gathering Permit and Noise Variance in relation to the Bi-Mart Country Music Festival being relocated to the Gross property. I hope that the hodgepodge of FB posts shed a little more light on how some of the residents of Jefferson feel.

Thank you for allowing the community to weigh in on what I imagine will be a difficult decision.

Best Regards,

Dani Daniel
Jefferson, Oregon Resident

Sent from Mail<<https://go.microsoft.com/fwlink/?LinkId=550986>> for Windows 10

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If you need to receive one of these attachments contact Marion County IT for assistance.

From: Daniel Oregon <abinad@hotmail.com>
To: "breich@co.marion.or.us" <breich@co.marion.or.us>
Date: 4/20/2018 4:55 PM
Attachments: Reich Ltr Music Festival 04.19.18.docx; Reich Ltr Music Festival 04.19.18 FB Posts.docx

Mr. Reich,

I realized that I did not send the attachments with my last email. As such, they are being sent under this email.

Again, thank you.

Dani Daniel
Jefferson, Oregon resident

Sent from Mail<<https://go.microsoft.com/fwlink/?LinkId=550986>> for Windows 10

This message has been scanned for virus content by Symantec Anti-Virus, and is believed to be clean. Viruses are often contained in attachments - Email with specific attachment types are automatically deleted.

If you need to receive one of these attachments contact Marion County IT for assistance.

April 20, 2018

Brandon Reich
Senior Planner
Marion County Planning Division
515 Silverton Road NE
Salem, Oregon 97305

Re: Marion County CU-17-043/Gross
Bi-Mart Country Music Festival Mass Gathering Application

Dear Mr. Reich,

Oh my goodness, where to start?

I've been reviewing the materials submitted under the Application-related Information and I must say, I'm deeply disturbed by everything I have read thus far. Given all the negative information submitted by those that have been directly impacted in Brownsville and given the research results, why our City Councilors would sign onto this is a mystery to me. I do not believe careful consideration was given to the very real negative impact on farmers, neighboring communities and research results. Seven heads can't know or speak to how everyone in this city feels, yet they spoke for us all with their April 13, 2018 letter. Maybe they should have involved the citizens by allowing us a vote and then submit the results as evidence for and against. Please consider the City Council's letter as what it actually represents, seven citizens of Jefferson in support of the event.

I apologize for this last minute submission but I just heard about the case being before Marion County Planning Commission and tomorrow's deadline for input on April 18, 2018. But for a citizen posting the City Council letter on a Facebook community page, I would not have known. I note that there is very little input from other citizens of Jefferson. Another of Jefferson's best kept secrets, apparently. Moving on...

Brownsville farmers have been hit with additional financial costs (signs, fencing, hiring security, 24-hour operations, etc.), damaged crops, chronic trespassing, dismissive and rude behavior by the Bi-Mart representatives, traffic disruptions that impact their day-to-day farming practices, having to change to alternate crops to ensure survival of crops and a guarantee of income (were these alternate crops less profitable?), congested and stand-still traffic impeding farming practices, noise and bright lights, theft and the casing of their properties. If you allow the Conditional Land Use Application, these problems *will* transfer to Marion County farmers and their Exclusive Farm Use properties. I live in Jefferson and when there is a traffic accident on I-5, traffic almost always reroutes through Jefferson and it impacts our small little town and our ability to maneuver through the inconsiderate and displaced drivers hurrying to get to their destinations. I *can* imagine how some additional 30-90,000 concert goers will impact and disrupt the traffic flow of this town; and that's NOT considering traffic accidents that undoubtedly will occur. Consideration should also be made as to the impact on other neighboring

communities and the farms more distant than the immediate areas as a result of congested and stand-still traffic on roadways and I-5. There's also the protected Ankeny Wildlife Refuge and The Salem Audubon Society, with its environmental and economical stake, and USDFW/ODFW, also having environmental and economical stakes. As I read through those in favor, as usual, money seems to be the driving force that appears to trump every other human consideration.

I view the Letter Modifying Application to 30,000 Attendees to be a joke, at best. Given that the materials submitted in relation to the agreed 8,000 in attendance per day a few years back was far exceeded at the Brownsville location, I find no reason to believe Bi-Mart Willamette Country Music Festival has any intention of limiting attendees to 30,000. Given that one Brownsville attraction reportedly boasted over 90,000 in attendance, I guess Mr. Flowerday meant to write "would be capped at 30,000..." a day. These promoters already have a track record filled with deceit and dishonesty, fueled by the padding of their pocket books. Case in point. They enter into a contract with Brownsville, agreeing to 8,000 in attendance a day. One would logically surmise that means they order 24,000 bracelets and when 8,000 bracelets per day sell out, all spaces are filled and selling passes comes to a halt. However, magically, they sell far more tickets, have far more attendees and one can logically assume there are bracelets for one and all. These promoters cannot be trusted.

One last thought to consider, law enforcement. Jefferson contracts with Marion County for its law enforcement. Currently, Jefferson does not have 24-hour law enforcement coverage. Often times, when crime is reported, Jefferson citizens are told officers are busy in other areas of Marion County, dealing with higher priority crimes. Criminals know this and take advantage of this knowledge, committing theft and gambling the odds, which are in their favor. The Sheriff has actually told Jefferson that the criminals work together, reporting crime in one area of Jefferson to keep officers busy while actually committing crime in another area. These criminals aren't stupid! They keep up on local events. They will know the Sheriff's Office will be busy either in other areas of Marion County or in keeping law and order at the event.

I could go on and on as there is so much information that speaks to why the request should be denied. However, I can see the multitude of submissions of studies and legal argument speaks far louder than any words I can put to print. Please review all the information carefully and come to the same conclusion I and so many others have. Approving the request serves one goal: Money. Denying the request is not only legally correct but it protects the farmers and their properties and livelihoods, surrounding properties, federally protected properties, citizens in the surrounding communities, the integrity of our roads, and driving passersby.

Thank you for considering my letter opposing the Conditional Use request.

Best Regards,

Dani Daniel
Citizen of Jefferson, Oregon

Enclosure: 04/1/-04/20 Facebook Posts

Facebook Posts, Jefferson Oregon Community Group
Wednesday, April 18, 2018 through Friday, April 20, 2018



Wendy Hansen Sampels

· April 18 at 7:48am

Calling all Citizens in the Jefferson Community:
A letter from Melinda Myers:
As many of you know, the Bi-Mart Willamette Country Festival has made an "APPLICATION " to Marion County to hold its 4- day festival in the Jefferson Area. A lot of you seem to be excited about the amazing opportunity and financial blessings this will have directly for non-profits, our schools and businesses here in Jefferson over the next 10 years. However, it has caused a few farm owners with expe...nsive lawyers to push back to stop this 96 hour festival from ever occurring; never considering how non-profits and businesses will BENEFIT. The County DESPERATELY needs to know that there is "STRONG SUPPORT " in favor of this festival! Our window of opportunity is about to CLOSE." But if you are SERIOUS and want this festival to be here, supporting our non-paid coaches and kids with new uniforms, wrestling mats, our Teen Connection, our new Library etc., then rise up and do something before April 20, 2018 at 5:00 P.M. That's this Friday!! Act now!!! Email your support to Marion County Planning Division to: breich@co.marion.or.us and refer to case # 17-004. May the good Lord Bless you greatly for supporting our local no -profits, coaches and kids! Melinda Myers

*In comments is a letter of support of the festival.

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Wendy Hansen Sampels



22

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Valoyce Stovall Please pm me about this

11

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David Abram That would be great for our economy

33

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Coni Bell Lambert I'd really like to see some assurance from the festival that our local non profits would reap the benefits listed above.

415

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Frank Ehrmantraut Why don't you speak to the Brownsville school district and fire departments. They have made large amounts of money at the festival.

55

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Coni Bell Lambert That is good to know. I'm not likely to call them up, however. I'm not naysaying this festival, by the way, I'm just curious.

22

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Stephanie McClung The festival staff had a meeting with the public in regards to what the non-profits and fire department could expect to make. It was substantial and much needed by all of us.

55

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Liz Thomas-Mears The school district could certainly prosper from this event. It's only four days and we can do it for our community!!

33

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Tina Jahn Google the promotor ...the lady who runs ityou will see all kinds of legal issuesand money issuesit's a BAD idea

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Write a reply...



David Abram Would really need more info on this. I myself would like to see a real park for all to enjoy before say new uniforms

Manage

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Wendy Hansen Sampels The festival works with the schools and non-profits and they make a lot of money. Don't know of a nonprofit working towards a park but you never know!!

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Denise Epps-Parrent David Abram Jefferson has a Real nice park by the swimming pool with a covered picnic area.

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David Abram Denise Epps-Parrent Sorry I was talking a in town REAL park ...Not a county paid tiny park. And definetly somthing better then the sponge bob park

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Write a reply...



Jackie Castillo Guzman Email sent ✓✓ in support of this event coming to Jtown 😊😊

88

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Tosha Ferrando Done!

33

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Cathy Leabo I take offense at your statement about the farmers and their "expensive lawyers". Very few farmers can afford a lawyer to defend themselves and their property and livelihood against this onslaught being brought upon them. they aren't against your kids, they are just not willing to sacrifice what they work for so you can get new uniforms. Talk to the Sayer family in Brownsville. They have suffered vandalism, theft, and lost the ability to farm parts of their land because of this festival.

121114

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Paula M. Burlington My mother did as well to her property and other things as well as her neighbors with the cape blanco festival... And she was one of the last properties leaving the area.. It was gross and loud and had property owners staying up to watch drunks and equipment and live stock and other things. They would pee and shit in her front yard. Not something i wish on anyone. She was so stressed it was upsetting not to mention her husband is a vet so very stressful for him. They did however enjoy the benefits of the music but not all the partying and disrespect that came with it in such a quiet peaceful place.

22

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Paula M. Burlington I myself am on the fence about this... Do to the good we could get from it for the community but idk do to the knowing of how it could be just so upsetting to others.

22

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David Abram Where is the proposed area that may or may not be destroyed? I doubt bi-mart wants bad publicity of destroyed land or not cleaned up afterwards..

22

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· Reply · 2d



Julie Schmidt The talk of land being "destroyed" is ridiculous.....Our town would Never accept anything that Destroyed Land !!!

11

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Cathy Leabo Did I say land destroyed?? I didn't use the word Destroyed at all? David Abram used the word, But he was refering to the wildlife refuge, I presume. And to answer his question, BiMart has been more than willing to allow the Sayer family to be abused.

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Cathy Leabo David Abram they want to put in off the Ankeny Hill wildlife refuge. That freeway exit and those roads will be the main way into the venue. It will be very, very close to the wildlife refuge and right in the middle of a very active farming community.

11

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William Brobst Julie Schmidt it's true

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Delene Albertson Cathy Leabo we have seen the wildlife elk herd, multiple time, in the very field where this would be held.

11

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· Reply · 1d



Tina Jahn Amen Cathy Leabo....SPOT on

11

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Tina Jahn We actually are seeing more people with alot of logic who if possible need to please write to the county AGAINST this eventwe must STOP it now and forever

22

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Write a reply...



Kris Bradley-Gross Michelle Jaimez

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Charles Vickery Is the money really going to that stuff. Cause if this happens and I don't see new uniforms and etc. then we're stuck with it ten years. Just like lottery money is supposed to support schools. America has a gambling problem and schools still go without so where does it go? I see the same thing happening here honestly

314

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Wendy Hansen Sompels Yes the school and the nonprofits get the \$\$\$

22

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Florinda Page Wendy Hansen Sompels proof would be nice. How much and into who's hands or is it just the opportunity to work at the venue for the money? I am not in support! I have seen and been at the WCMF for the last 4 years and it is worse as the years go by. Don't sell out for a few bucks. There is so many minors drinking and doing drugs, having sex in pools and rapes have happened. A Person have been ran over in their tent and she still struggles with pain. I am sure there are many many more terrible things that have happened that I have not been made aware of. Be careful what you ask for!

11

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Wendy Hansen Sampels Florinda Page I did not write this letter I posted it for Melinda. I attended a community meeting about this and the proof was there. The city council also looked into it and gave their unanimous support

11

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Florinda Page Post the proof here please.

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Melissa Eva Maybe attend a community meeting for yourself?    

11

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· Reply · 1d



Florinda Page If you and Melinda want to convince people to support the venue you would think you would want to show proof of benefits for Jefferson.

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Charles Vickery Melissa Eva so I had a bone marrow transplant in February and I don't get to come home until middle of may. So not everyone can make these meetings. Other people might have their reasons for not being able to make it. But if you want to influence us of this being such a great idea then you should have no problem posting proof right. And believe me when I get home I will be at those meetings. You can count on it.

11

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Write a reply...



William Brobst It is a bad idea it doesn't bring alot of business.. instead people already having what they want to camp and just being drunk and disorderly more thefts and property damage ask anyone who lives close to the festival and they hate having it in there town

33





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Michelle Jaimez Not true    

11

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William Brobst Michelle Jaimez yes it is would you like some phone numbers to verify? Do you know people in Brownsville who own businesses? No that's what I thought ... Shut up

11

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· Reply · 2d



Charles Vickery William Brobst we can have a civilized discussion with out being rude.

55

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Michelle Jaimez William Brobst well your rude aren't you! But I guess that's how people act when they know the facts they are stating are false, you think by being a jerk that it will scare people away who know the true facts I think not! Get your facts correct then we can talk.

11

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Florinda Page Michelle Jaimez his facts are spot on. Look up police reports. Minors having to go to hospitals because of drugs and alcohol overdoses. Adults that know they can drink because they don't have to drive. It is ok to carry alcohol as long as it is not in an alcohol container. Etc. Theft is rampant there because there is so much left unattended during the concerts. Why do you say it is not true?

22

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Tina Jahn Florinda Page amen!!!!

Manage

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William Brobst Florinda yes you are correct... I know many business owners and people from that town and they will be more than happy to give us the event so they don't have the stress crime and disorderly conduct. It's amazing how many people just assume or trust the information they get second hand or information they are feed. The scary part is so many police interactions are not reported because a bigger problem comes or they just don't have time. The event is just trouble it adds maybe 5% more sales to businesses and 80% more of a head ake for a town to deal with

22

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William Brobst Michelle, rude probably am when blind not knowing individuals are feed false information and think they know everything. You have to go beyond the info your being feed by the people who just Wana profit off it they don't care about the environment or the wreckage that will come to town the trash the drunk and theft

33

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Michelle Jaimez William Brobst I'm not being "fed" any "information" you were rude right from the start. This would be great for the community and the people who live here. I'm not going to waste my time on you or your comments. Have a nice night and next time don't tell someone to shut up it's rude!

Manage

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· Reply · 1d



William Brobst Shut up

Manage

LikeShow more reactions

· Reply · 1d



Michelle Jaimez Charles Vickery apparently he is a child that doesn't know how to have an adult conversation without being rude.

112

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Charles Vickery Michelle Jaimez Well his second post was better but I don't want this festival either. It will not boost our economy like people are thinking and it's going to bring a lot of drunks and drugs to our little town. Not including the traffic and overflow of people our town can't handle. Like when there is a wreck on the freeway and everyone wants to use our little town for a detour and traffic gets backed up to the freeway. That's what it will be like

44

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Charles Vickery William Brobst you have good points but the minute you start being mean or rude or insult people all of your good points don't matter to them.

33

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William Brobst Charles your probably right ... But after 4 years dealing with the horrible "city staff members" and lieing city council members and crazy (Barb Potter) neighbor I guess this town has cahnged me and not for the better... The lies and bull shit are so thick it's hard to not have a wall up and be rude. I mean we can't even get enough community support to keep the mint festival alive

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Charles Vickery William Brobst I understand it's frustrating. But what we need to do is get enough of us that think the same and get our little town back. The hard part is people are getting lazier every year. And we have to figure out how to motivate our town.

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· Reply · 19h



Charles Vickery It's like everyone has given up. And without a large majority of support we are going to keep going down hill.

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· Reply · 19h



Charles Vickery William Brobst also I've only lived here going on 3 years but why did the mint festival get canceled

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William Brobst Charles lack of volunteers... It's so many things the school bond they lied to us about the urban growth boundry ... The list goes on and on as far as people in this town not caring and putting others down I came from a small community and wanted to live in a small town after having my son in the school district and attending city council meeting s I found that alot of the people were not fighting for what was right and giving to the community... So they (people in power mayor... Business owners ect) pushed us away and I couldn't give a shit now if the whole town burnt to the ground

11

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Charles Vickery That's sad. I'm from prineville or. And we moved to Jefferson because we don't like big towns and we wanted a small community that are close and where everyone knows everyone but like I said we have just been here two years now and I'm the manager at Beggs Tire in Albany so I work a lot. Now I have medical things I'm going through. But I can't go back to work until October so I'll be more involved with what's happening in my community and I hope I can gather enough people who think the same that we can get back to what's right is right and what's wrong is wrong. It's black and white no grey area.

11

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Write a reply...



Andrea Logan I would love to think that this would benefit our small community in so many ways, but I really don't think it will happen. I feel like there is talk that money will go towards these things, but I won't believe it until I see it. The festival will bring a lot of traffic to an area that is not equipped to handle the traffic flow causing back ups and accidents for people like me who commute to work. I know it is only a 3 day long festival but being trapped at home because of traffic doesn't sound very fun to me.

I don't feel like our town has the infrastructure to deal with such a large festival. I am very hesitant to support the idea with no contracts put into place that specify which organizations will receive proceeds and how much. If I saw some actual contractual language I think I would not be opposed to the idea.

66

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Wendy Hansen Sampels It happens in Brownsville and it will happen here!!

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Sara Jane I'm with you Andrea Logan, I don't think there's enough benefit to having it here. The farmers/land owners don't want it, bird people don't want it, I don't want it. I sent an email.

516

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Charles Vickery I'm with you. I would almost bet that if any money goes to those places they said it would be a very small amount. And everyone should look at Brownsville. They have held the festival for how long and they sure didn't get what they were promised either

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Wendy Hansen Sampels Charles Vickery it was \$40,000 that went to the school in Brownsville each year

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Tina Jahn Wendy Hansen Sampels they did NOT get their fundscheck into this better

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Tina Jahn Charles Vickery with You  100


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Tina Jahn Sara Jane with you  100

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Charles Vickery Even at 40000 that's not worth it. You know how much money that place makes and the trouble and trash they leave behind. No thanks. I voted yes to get us schools and my property taxes went up. And I'm happier paying that than having that festival come anywhere near my town

55

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Sara Jane Yeah, it's not about the money for me either. The way I see it, we have a few cool things around here. A beautiful river for boating, fishing and floating with a shitty little dock, a valley of farmers working the land to provide food and the Ankeny Hill wildlife refuge. The event wants to go in late summer and we cross our fingers someone doesn't start a fire in those three days of 'camping in farm field for authenticity'. I just think that big companies are too willing to come in and use a small community.

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Cathy Leabo Sara Jane can you imagine trying to get that many people OUT of that area in case of a field fire? while trying to get fire fighters IN??

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Tina Jahn Cathy Leabo truemany would BURN to deathbut these crazy people who want this event don't seem to care

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Michelle Nunes Tina Jahn, I am not crazy, I did have concerns, but refuge sent letter of support for festival. Said birds weren't nesting then. There's not been a raging fire in 10 years in Brownsville. I have spoken with friends, family, and business owners in Brownsville. All say they're going to miss it. I have talked with teachers too. They said money helped the classes and schools.

22

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Michelle Nunes Andrea Logan, I think you should have gone to the meetings. The festival actually has a good plan for traffic control. Plus they hire specialist road crews for traffic.

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Andrea Logan Michelle Nunes That is good. I am neither opposed or for the festival being here. If it does come, I just want to make sure that the community receives profits from it and that traffic is not a huge nightmare especially on my drive home. It would be nice if we could try it for a year before it is locked into a contract to see if it is the best place for the festival.

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Tina Jahn Michelle Nunes no.....that is not true at all.....there are two small farm roads that they plan to use ...and if you drive themthey barely work for current traffic Shameful

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Tina Jahn Michelle Nunes also I know you are not crazy I also know it's a BAD idea for this event located as statedmany other local areas work better ...look at Hambys property on the other side of Jefferson maybe

22

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Tina Jahn Or farm fields out that way

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Charles Vickery Michelle Nunes so why are they not signing another contract to keep it their

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Charles Vickery From what I'm seeing the event is going to be next to the wildlife refuge out ankeny Hill. They are not going to do any shopping in Jefferson. They will jump on the freeway and go to ALBANY. Also if it's Marion county how much money are our schools really going to get if you have to split it with Salem schools? Or am I missing something

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Michelle Nunes Charles Vickery, the current property that it's hosted on has plans to start planting Hazelnut tree's.

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Charles Vickery Yeah I don't want any part of it. But people are thinking it's going to bring all this money to our stores and it's not

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Charles Vickery It's not even on the right side of the freeway

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Tina Jahn Michelle Nunes and they are tired of all the vial activity that happens at the venueunder age drinking, fights, garbage, rape, noise, loitering, etc....mostly that is the exact reason they have turned their backs on the concert AND last year they did not get the funds they were promised So much more to the story than just planting trees

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Write a reply...



Dani Daniel Before I consider sending a letter, I'd like to see the argument in opposition. Please someone, post letters from the farmers of Brownsville. Being informed is important. Knowing the truth and having concrete information from the farmers who have negative experiences to report is also important. If Jefferson is to reap any financial benefit, it shouldn't be at the cost of a few, our farmers because that would be liken to receiving blood money.

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Tina Jahn If you look up the history and the reasons Brownville are denying it AND why Linn county denied itlook up the "leader" and her legal nightmares as well as the whole concert and the troubles

.....

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Tina Jahn It is a horrible unsafe spot they have chosen for itif they want itput it in an area with more than 2 small farm roads for access.....omg.....so many reasons to vote no.....safety is the greatest concern

11

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Dani Daniel Vote? Do we get a vote?

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Tina Jahn Dani Daniel you get to write a letter to the countythey will be making the decision on yes or noso the more they hear from ALL of us the better

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Cathy Leabo Tina Jahn It is the Sayer family. the Albany Democrat Herald did a story about their problems not long ago.

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Don Stanley Sorry, but I'm not in favor of this!

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Tina Jahn Amen!!!!!!

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Write a reply...



Delene Albertson It will take many local volunteers, students, parents & community members to work each day in order to receive the money, otherwise the promoters would have to hire outside help. I don't know if there are that many locals willing to do that and as far as businesses making a lot, my guess is with Albany and Salem so close, people will go there instead because there is more to offer.

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Tina Jahn We do not have a MINT FESTIVAL this year because NOT enough people care to help outyou are spot on

314

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Michelle Nunes Wrong...there is no Mint Festival because they were told last year to get their non profit status. Chamber Of Commerce here was not active. It never happened. They didn't get their status. Then they put the blame on everyone else instead of saying hey we dropped the ball.

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Tina Jahn Michelle Nunes actually in reading ALL the posts the people in charge of the Mint Festival on many posts begged for volunteers and said there were not enough people interested in helping And that their would be no festival if more people did not step up All events needing volunteers have cried and stated not enough people in town volunteer.... Sad but a facteven bottle drives etc

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Michelle Nunes Well, I know what happened last year when I was involved. I know the committee never asked for downtown business owners help. I know the committee chairman has attacked other people

and put the blame on everyone else. I know because I was involved and there. So, Tina Jahn, please make sure you have all your facts please. I know you weren't there or active in our community for the last couple years.

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Tina Jahn Michelle Nunes ok...I will not fight with you at all on these items I just know what I read Sorry

11

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Write a reply...



Tina Jahn Voting against this horrible idea is vital!!!!!!! Please every one of you who think you want this eventdo your research into WHY Brownsville has said "get out" Read the facts and realize the harm you will cause the Jefferson area as a whole by trying to get this event held in this area. Seriously look at The Factsmore many many more negatives than positives

55

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Tina Jahn We actually are seeing more people with alot of logic who if possible need to please write to the county AGAINST this eventwe must STOP it now and forever

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Andrea Bayliss I get both sides but ya never know til you try and why not try it for 1 year?! Not like we are signing this towns life away and we MUST continue doing this event year after year. If it's traffic/noise your worried about, plan a tiny vacation and escape for 3 days lol I don't know, I just feel like this is an opportunity that has never come to this town and why not give it a go but that's just me.....

22

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Lance Christensen At the start of this post it is stated that it's a ten year deal. Might be hard to get rid of it after one year.

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Dani Daniel <http://www.koin.com/.../music-festival-wants.../1128942087>Manage

Music festival wants to move near wildlife refuge
koin.com

112

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Lance Christensen I grew up in the Ankney Hills area, when I first heard about Bi-Mart trying to do this I thought; there is no way that location can handle the traffic and concert attendees will go to Albany and Salem for things they need. Why not use the State Fair grounds or the Timber Festival area?

33

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Florinda Page Good point. My guess is they want camping.

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Tina Jahn Mostly greed (the lady running this event has quite a long "rap" sheet of charges against her) and they do not have nearly as much costs by using the Gross farm fields as they would renting a real venue.....and they have less eyes watching them break all the rules (which if everyone read the facts they would see the rules they agreed to were constantly not followed by the event)sad that they are trying to ruin our small community.....

11

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Write a reply...



Dani Daniel Cathy Leabo can you find and post the link of the Sayer article(s)? I'm not able to locate it.

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Cathy Leabo Sorry, at work and didn't have time to look it up. I couldn't seem to find it either, but do remember reading it. I wonder if it wasn't the AGH?

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Dani Daniel Thanks, Cathy. I think I have enough information from the Application-related Information in the country website. There are letters from many of the Sayer family, as well as others.

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Write a reply...



Sara Jane Here is an older article about the festival in Brownsville
http://democratherald.com/.../article_b30899d2-ba15-11e3...Manage

Fighting for a festival
democratherald.com

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Dani Daniel Thank you, Sara. I did find this article. However, I read there is a more recent article and I can't seem to locate it.

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Audrey Webster Here's Marion County Planning's website about the application, documents in support for and against, and process progression: <http://www.co.marion.or.us/.../Bi-Mart-Music-Festival...>

You can see the original application in full (over 100 pages) as well as the improved transportation plan. You can read what people think both for and against. All the information is easily available to you (the public).

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Tina Jahn Thank you! That helps alot of people with both sides! 😊👍

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Florinda Page Thank you

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Write a reply...



Jordan Reed Before I got into the Internet business I spent many years working with, and helping plan large scale music festivals and events up and down the West Coast. I know both sides of the issue very well. Here are some things that I have learned.

Property and Safety concerns are very well founded. Having tons of people with little or no respect for your community suddenly descending into town has very real effects on every aspect of the community. I have seen first hand how badly people treat the communities that host these types of events when the

promoters do not actively engage their participants to do otherwise. I have however worked at festivals, such as What The Festival in Dufur Or, that made a huge effort to make sure that attendees understood the delicate balance that must be maintained in order for communities to continue to allow them to host events there. Things like before and after event litter patrols for 5 miles in every direction, providing large dumpsters at several locations in and around the festival so that people can easily dispose of their trash, and having staff that gently remind folks to pick up after themselves. Many of the concerns voiced in this thread have a lot to do with the promoter, the type of music, and the overall marketing of the event as much as the individual attendees.

On the flip side I have also seen the tremendous benefits that these types of events can bring to small communities. Oregon Country Fair is a great example. The entire town gets involved. They put up roadside vending stalls, sell water and camping supplies, and are actively involved in engaging participants to respect the community. As a result the impact on the community is generally seen as a positive one and many of the participants have a great respect for the town that hosts that event.

I have attended festivals with 80,000 people that only had one 2 lane access road and a line that was almost 10 miles long. They rerouted traffic the long way around town and had several "check points" that were basically slow downs to keep any cars who were driving irresponsibly from having much room to go before they ran into another checkpoint. Each check point had a radio, and any problem drivers were reported as they passed a checkpoint, and met by police at the next location. There was a sign at the for in the road that directed people who needed last second supplies into town, and everyone else around to the festival. Maybe at somewhere like Winter Creek Rd, Or Jefferson Scio Dr

There are several independent companies that I know of, mostly out of PDX that deal exclusively with logistical situations as a third party mediator between the event staff and the community. I would be happy to connect the city with some of them if you are interested.

All in all I think that this could be a great benefit for Jefferson, however it absolutely requires active participation for all parts of the community as a whole.

Good luck to you all, which ever way you decide to go with it

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Sara Jane With respect to the Country Fair, that event established itself decades ago and grew organically. Not the same.

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Jordan Reed I get that. It was the only example i had of a large festival that I thought most people would know about. But you make a good point.

11

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