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TRANSMITTED BY EMAIL

March 19, 2018

Joe Bessman, P.E.
Transight Consulting LLC

Del Huntington
Huntington Traffic Solutions LLC

RE: CU 17-043 Willamette Country Music Festival TIA Initial Comments

Dear Mr. Bessman and Mr. Huntington:

Marion County Public Works is in receipt of the Bi-Mart Willamette County Music Festival Traffic Impact Analysis, dated February 20, 2018. The following initial comments were generated by the Traffic Engineering section based on its review of the TIA, the March 2, 2018 ODOT Region 2 TIA comment letter, and the March 9, 2018 Contingency Routes memorandum and meeting with the ODOT Region 2 and District 4 staff on March 9, 2018.

1. The county has significant concerns with the ingress routes proposed in the TIA and the ability of those routes to prevent event related traffic from backing up on to the I-5 mainline. The county also has concerns with the potential I-5 contingency routes shared in the March 9 memorandum and meeting and the ability of the organizers and traffic control team to seamlessly transition to the contingency routing plans if needed during the event. This also presents the potential for complications for the local farming community and attendees who may have been provided alternative routing information in the event packet. Marion County staff requests an extensive analysis of I-5 Southbound Contingency Route Option #3 and I-5 Northbound Contingency Route Option #3 described in the March 9, 2018 memorandum as the established festival ingress routes. These routes have the potential to eliminate I-5 queuing concerns while separating event related traffic streams originating from geographic locations north and south of the venue. Narratives that discuss the advantages and disadvantages of various routing options shall be provided in addition to details on how the farming community will be accommodated as part of the event routing.

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2. The TIA states on page 65, "Detailed traffic control plans will be prepared and approved subject to ODOT timelines (typically about 60 days prior to the event)." Note that Marion County requires an approved detailed traffic control plan (TCP) as part of the conditional use and mass gathering approvals. This traffic plan shall detail all of the traffic control measures necessary for the ingressing and egressing routes deemed acceptable by Marion County Public Works and ODOT. Any changes to the approved traffic control plan will require advance approval by the Marion County Public Works Traffic Engineer.
3. The 2019 event will be capped at 30,000 people total. This includes campers, concert attendees, volunteers, vendors, support staff, etc. Figure 39 provides an approximation of this distribution. A table that provides estimated quantities of event attendees and demonstrates how the quantities add up to the capped attendance number of 30,000 is requested to supplement the trip generation step. A specific number of maximum ticket sales with a daily distribution profile shall be derived and provided to further demonstrate how attendance will be capped at 30,000 individuals on-site at any time during the event.
4. The TIA shall include a discussion and trip estimates of the various festival support functions (chemical toilet servicing, garbage pick-up, food service delivery, vendors, etc.), their transportation methods, and how the ingress and egress patterns of these functions integrates with the event attendee traffic. The TIA does not include conceptual site layouts that depict how the camping and parking areas of the festival grounds will be laid out. These detailed site layouts are required to supplement the event entry and egress analysis and illustrate how on-site circulation will function to reduce impacts to the county roadway network and state highway system. Requested items to depict on these layouts include the camping and parking site configurations, gate locations, parking attendant locations, internal roadway networks, pedestrian crossing location, interior signing, and parking attendant stations and specific attendant instructions related to managing on-site traffic flow.
5. An on-site drop-off loop is incorporated into the mitigation plan. An illustration of this loop depicting how it will be accessed, operate, and integrate with the other incoming and outgoing traffic shall be included as part of the site plan requested in Comment 2 above. Attendees with parking passes shall be strategically excluded from this loop, and the TIA shall include a narrative describing how drop-off traffic will be managed and separated from other event traffic on-site to prevent back-ups onto Wintel Road, Ankeny Hill Road and other county roads.
6. The TIA shall include a detailed narrative that discusses how through and local traffic will be managed and allowed to move through intersections, checkpoints, and roadway segments to minimize impacts. This traffic may include but is not limited to the following: Farming

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traffic and agricultural implements, local residents, Ankeny National Wildlife Refuge visitors, and commuters that travel between I-5 and destinations west of the Willamette River.

7. The event organizer shall demonstrate coordination with other affected agencies not limited to: ODOT Region 2 Traffic, ODOT District 3 and 4 Permitting, ODOT Rail and Public Transit Division, Marion County Sheriff's Office, Ankeny National Wildlife Refuge (U.S. Fish and Wildlife Service), and City of Jefferson. Comments from these agencies and other concerned parties will be considered by Marion County Public Works in its review of the TIA and event TCP and determination of recommended conditions pertaining to the TIA and TCP.
8. Pedestrian crossing locations across public roadways will require traffic control to be detailed as part of the event traffic control plan. The event traffic control plan shall also detail pedestrian containment and routing measures to be used on-site. In addition, the measures to be utilized to minimize the impacts to the through traveling motorists on public roads.
9. Marion County Public Works shall be added as a participant in the event monitoring structure and should be included in the process. Note that the event organizer will be responsible for the county's staff and equipment costs associated with monitoring the event. County staff shall be allowed full access to the venue as needed for monitoring purposes.
10. If the event is approved, at the appropriate time, the organizer shall furnish detailed event and traffic routing notifications to all property owners and residents located along and in the general vicinity of the agreed upon event ingress and egress routes. The notification and mailing list shall be provided to Marion County Public Works Traffic Engineering for approval prior to distribution. Advanced notices to motorists via electronic variable message signs will also be required by Public Works.
11. The range of current daily traffic volumes on county roadways during the summer is understated on page 21, as several roadways that will be used by festival attendees carry ADTs of over 1000 vehicles per day.
12. The Portland & Western Railroad is erroneously referred to as "Pacific and Western Railway" on page 29.
13. An estimated vehicle occupancy rate of 2.33 persons per vehicle is acceptable for the purposes of this analysis.

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14. Figure 41 depicts festival trip distribution. A similar figure that depicts the estimated trip assignment shall be provided as well.
15. The traffic counts summarized in Table 4 should be labeled as "peak hour volumes."
16. The bulleted intersection location descriptions on page 63 do not correspond with the referenced figures.
17. Additional conditions may be imposed on the applicant as part of the TCP to address roadway conditions and safety measures required to accommodate unfamiliar, out of area drivers who may not be familiar with the two lane narrow county roads, especially during hours of darkness.
18. The TIA lists an on-site impound lot as a component of the mitigation plan. Note that the organizer does not have the authority or permission to tow vehicles from within the public right-of-way. Public Works will require evidence of a coordinated written plan that the Marion County Sheriff's Office has agreed to.
19. Any temporary driveway locations proposed as part of the event are subject to approval and permits from the Marion County Land Use Engineering and Permits (LDEP) section. All temporary driveways must be restored to previous conditions following the event.
20. The informational packets included with camping and parking passes shall be provided to Marion County Public Works Traffic Engineering staff for approval prior to distribution. Specific routing instructions shall be created and included in the packet. Use of portable navigation and GPS devices shall be discouraged in routing instructions intended for attendees.

The information requested in the above comments shall be provided in a revised TIA. Marion County Public Works appreciates the opportunity to review the Willamette Country Music Festival TIA. If you have questions or comments concerning the content of this letter, please contact me at juravich@co.marion.or.us or 503-588-5036 at your convenience.

Sincerely,



Julia K. Uravich, P.E., PTOE
Traffic Engineering Supervisor

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c: Casey Knecht, ODOT Region 2 Development Review Coordinator
Keith Blair, ODOT Region 2 Senior Transportation Analyst
David Smith, ODOT Rail and Public Transit Division
Brandon Reich, Marion County Planning
John Rasmussen, Marion County Land Development Engineering and Permits