

North Marion County Roadway Safety Petition

The SAFETY FIRST Agenda:

- #1. Comprehensive Transportation Study
- #2. Key Transportation Improvements Made Before Increased Traffic
- #3. Enhanced Law Enforcement Efforts
- #4. Pause All “Traffic Impacting” Land Use Applications West of I-5

#1. Comprehensive Transportation Study

The last study of the traffic in the North Marion County was done during changes to the Donald comprehensive plan way back in 2007. This was before the Legislature approved the money to build part of the new Newberg/Dundee By-pass, before the significant addition at the Donald/Aurora interchange at I-5 (including Papé Machinery in 2009 - previous Fisher Farm & Lawn - and Flying J in 2014), and before Marion County’s approval of the new Willamette Valley regional fertilizer depot at the Butteville Road/St. Paul Highway intersection.

If the state fails to complete the Newberg/Dundee By-Pass connector back to 99W from Hwy 219, then McKay/Ehlen Road is the logical flow for much of the new By-pass traffic. The new regional fertilizer depot (expected to open December 2016) will also bring huge truck traffic to our rural roads in North Marion County. We need to initiate a comprehensive transportation study immediately to examine the impact of these significant new developments and changes in traffic patterns.

#2. Key Transportation Improvements Made Before Increased Traffic

The Newberg/Dundee By-bass was designed to connect 99W at Rex Hill north of Newberg and reconnect to 99W west of Dundee – however the 2009 Oregon Legislature only funded a portion. So now much of the eastbound Newberg/Dundee traffic will leave 99W at Dundee and end at Hwy 219 (St. Paul Highway). It is expected these cars will simply use McKay/Ehlen or River Road to return to I-5 – this could be catastrophic for our area.

The Oregon Department of Transportation and the Oregon Legislature need to complete the east connection of the Newberg/Dundee By-pass back to 99W so the traffic is not diverted into North Marion County. Marion County needs to complete the new Ehlen/Butteville intersection before all of this new traffic arrives starting in 2017!

#3. Enhanced Law Enforcement Efforts

The influx of thru traffic from I-5 to Yamhill County has made McKay/Ehlen Road a serious traffic danger. Traffic headed south from Newberg, through St. Paul has made it very difficult for farmers to move their farm equipment. Multiple accidents and too many deaths have occurred due to inadequate roads to handle the thru traffic. In addition, these “commuter” drivers often exceed speed-limits of our rural roads and don’t always comply with traffic signage and no-pass zones.

#4. Pause All “Traffic Impacting” Land Use Applications West of I-5

Until concerns about traffic are addressed and road safety projects which were promised are completed, we need to make sure that any land use application causing an increase in traffic is paused.

Please sign this petition on the reverse side!

One signature is great. More signatures will make sure our voice is that much stronger!

Sign the SAFETY FIRST Petition: Save Lives!

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We, the undersigned residents of North Marion County, are hereby petitioning our local elected leaders of Marion County, the City of Donald, and the City of St. Paul to work to implement the SAFETY FIRST Agenda. We are requesting all future actions (legislative, administrative, or quasi-judicial) reflect the implementation of the SAFETY FIRST Agenda and for any new projects to be paused until implementation of the four key agenda points. We also urge local elected and appointed officials to work closely with the community on decisions that create new impacts on our roads, highways, and intersections that are already beyond safe capacity.

<i>Name</i>	<i>Address</i>	<i>City</i>	<i>Phone number</i>	<i>Email</i>
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***Please return signed petitions to:
Friends of French Prairie
PO Box 403
Donald, OR 97020***