

TRANSPORTATION REVIEW

DATE: April 24, 2024

Request: West Banks Residential Development Application Transportation Review

Project: Banks On-Call Task 002 (West Banks Development)

Reviewers: Randy Johnson, PE, PTOE and Anders Hart, RSP1, DKS Associates Project #24550-000

DKS Associates has reviewed the transportation elements of following application exhibits of the West Banks development application:

- Exhibit G: Traffic Impact Analysis (TIA)¹
- Exhibit D: Preliminary Plans

The general comments are based on a review of the TIA as well as the submitted preliminary plans.

EXHIBIT G: TRANSPORTATION IMPACT ANALYSIS REVIEW

The TIA addresses Oregon’s Transportation Planning Rule (TPR) for the zone modification of the West Banks Development master plan with no significant impact on the transportation system.

The TIA finds that all study intersections will meet their respective mobility standards under existing conditions, in 2030, and in 2035.

The TIA notes that left turn movements meet volume-based criterion for left-turn lanes at the OR 47 (Main Street)/NW Wilkes Street intersection in 2030 but are not recommended due to the restriping required to create turn lanes. This recommendation is reasonable; however, the City and ODOT should monitor the safety of this intersection after the residential project build-out and before the industrial site development, as the absence of turn lanes can increase the risk of rear-end crashes².

The TIA does not provide a recommendation for intersection control for the new intersection of the north-south collector and the Wilkes Street extension. This recommendation will need to be provided concurrent with the site plan development.

The TIA recommends that a final sight distance evaluation is prepared post construction and prior to site occupancy at the proposed collector roadway connection to NW Cedar Canyon Road.

The TIA identifies that the intersection of OR-47/Oak Way/OR 6 WB meets overall mobility targets, however the eastbound left and eastbound through/right lanes exceed available queue storage. As

¹ West Banks Transportation Impact Analysis, Kittelson & Associates, February 2024

² Dedicated Left- and Right-Turn Lane at Intersections, US FHWA Proven Safety Countermeasures, <https://highways.dot.gov/safety/proven-safety-countermeasures/dedicated-left-and-right-turn-lanes-intersections>

the development directly contributes volume to these approach lanes, a proportional share of the Bank TSP project to mitigate these impacts should be considered. The Banks TSP project identifies storage length modifications for the eastbound approach and protected/permitted left turn signal phasing for all approaches.

The following minor issues were flagged in the review of the TIA. These issues do not warrant a revision of the TIA, however, should a revised TIA be produced in the future, these issues should be reviewed and revised as appropriate.

- The heavy vehicles percentage (HV %) shown in the traffic counts is not consistently reflected in the Vistro analysis sheets included in the Appendix. For example, for the existing conditions a.m. peak analysis for OR 47 (NW Main Street)/NW Cedar Canyon Road, the traffic counts indicate the HV % is 18 for the northbound-through movement; the Vistro analysis sheet includes a HV % of 20 for the same movement. There are similar errors at the OR 47 (Main Street)/NW Oak Way/OR 6 WB Ramp intersection; the remaining intersections (for all analysis periods) should be checked for the accuracy of heavy vehicle percentages or add note where values may differ as a result of conservative rounding.
- The 2035 analysis with the industrial development (see Appendix H) does not include any heavy vehicles in the eastbound or westbound traffic volume at the OR 47 (NW Main Street)/NW Wilkes Street for the a.m. or p.m. peak hours. The omission of heavy vehicles in the traffic volumes may underestimate the traffic impact of potential industrial development in the project area. However, the adding a projected HV % is unlikely to cause the intersection to exceed its mobility standard.
- The Vistro analysis for all scenarios at OR-47 / Banks Road fails to account for crosswalks and pedestrian volumes. This location is likely to have increased pedestrian volumes with the increasing popularity of the Banks-Vernonia Trail and future trailhead expansion.

EXHIBIT D: PRELIMINARY PLANS REVIEW

The following findings are from a transportation-focused review of the preliminary plans.

- 6: A Street/Depot Street is a collector/collector intersection and is missing the south ADA ramps.
- 8.1/8.2: Sight distance is not sufficient near townhomes. In addition, consider the impacts of parked vehicles.
- 14.1: Provide cross-section of 12' and 8' bike connections defining path surface and landscape buffer widths.
- 14.2: What is the sidewalk width between 12' connection and D Street?
- 14.2: Appears to be lack of ADA-accessible connection between A Street sidewalk and path between north end of the path and B Street connection. Explore options for ADA ramp structure connection near E Street.
- 14.2: Add pedestrian circulation routes through park defining widths and note any non-ADA compliant grades.
- 15: List buildout space totals