



Oregon

Tina Kotek, Governor

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DATE: May 20, 2024

TO: Zdenek Vymazal
Development Review Coordinator

FROM: Arielle Childress, PE
Traffic Analysis Engineer

SUBJECT: West Banks Residential Development (Banks, OR) – Outright Use and Transportation Planning Rule
TPR and TIA Review Comments

ODOT Region 2 Traffic has completed our review of the submitted transportation planning rule (TPR) and traffic impact analysis (dated February 2024) to address traffic impacts due to development west of OR 47 and south of Cedar Canyon Road in the city of Banks, with respect to consistency and compliance with ODOT's Analysis Procedures Manual, Version 2 (APM). The APM was most recently updated in March 2024. The current version is published online at: <http://www.oregon.gov/ODOT/TD/TP/Pages/APM.aspx>. As a result, we submit the following comments for the City's consideration:

Analysis items to note:

1. Region Traffic assumes all land uses and densities offered under both the current and proposed zones are consistent with the City's code as cited in the report.
2. The proposed site will generate 45 exiting PM trips. However, only 44 exiting trips have been identified to exit the site, per Figure 3.
3. The existing traffic conditions (Figure 3) don't appear to match the raw counts provided in the Appendix. Several movements have volumes lower than the raw traffic count peak hour volumes, such as the eastbound right at OR 47 at Cedar Canyon Road/Banks Road (34 vs 28) and the westbound left at the OR 47 at OR 6 WB Ramps intersections (141 vs 131).
4. The study applied a seasonal adjustment of 1.06 to the raw traffic counts collected in December 2022. The study should supply the June 2022 traffic counts used to determine this seasonal factor.
5. For ODOT facilities, the highest movement volume-to-capacity ratio (v/c) of the major and minor approaches at an unsignalized intersection should be reported. At the OR 47 at OR 6 EB Ramp Terminal intersection, the southbound left-turn movement is the highest v/c during the AM peak hour. In addition, in the 2035 Total Traffic Conditions and 2035 Total Traffic Conditions (with Proxy Industrial Uses) the eastbound approach, not westbound, is the controlling movement during the PM peak hour.

Proposed mitigation comments:

6. ODOT maintains jurisdiction of the Nehalem Highway No. 102 (OR 47) and Wilson River Highway No. 37 (OR 6) and ODOT approval shall be required for all proposed mitigation measures to this facility.
7. No mitigation measures to a state highway have been proposed. This conclusion appears reasonable for this proposed development.

Thank you for the opportunity to review this traffic impact analysis. As the analysis software files were not provided, Region 2 Traffic has only reviewed the submitted report.

The transportation planning rule (TPR) and traffic impact study have been, for the most part, prepared in accordance with ODOT analysis procedures and methodologies. No further analysis work should be required. If the City determines any of the above comments merit the need for reanalysis, we would be willing and able to assist with a second round of review.

If there are any questions regarding these comments, please contact me at (971) 208-1290 or Arielle.CHILDRESS@odot.oregon.gov.