

TRANSPORTATION REVIEW

DATE: July 15, 2024

Subject: Aerts Addition Master Plan Development Engineering Plan Review – Recommended Conditions of Approval

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

DKS Associates has reviewed the current preliminary engineering plans for the proposed Aerts Addition residential development¹. The proposed development is located on 206 acres on the east side of Banks, Oregon.

RECOMMENDATIONS

The following comments and conditions of approval are recommended based on a review of the preliminary engineering plans.

GENERAL COMMENTS

- All sidewalks within the development should be located within the public right-of-way. All crosswalks should be installed immediately abutting intersections to maintain proper safety and sight distance requirements. Sheets PO-04 to PO-08 show sidewalks located outside the public right-of-way near major intersections. This pushes crosswalks away from the intersection at an undesirable location.
- The Preliminary Circulation Plan (sheet PO-10) should be updated to incorporate the recommended changes to future and planned pedestrian pathways and shared-use paths in the recommended conditions of approval.
- Clarify the purpose of tax lot 101 in Tracts AQ and AR and whether a pedestrian path will be able to cross it.
- Provide an on-street and off-street parking plan with preliminary driveway locations to allow review of parking supply and potential demand needs. Residential driveways for abutting properties should be constructed adjacent to each other where possible to maximize on-street parking supply.
- The intersection of Local Road X and NW Blue Jay Boulevard fails to meet intersection spacing standards from the collector/collector intersection of NW Blue Jay Boulevard and NW Sunset Avenue. The intersection of Local Road R and Local Road S fails to meet intersection spacing standard with collector NW Aerts Road. The site plan should be updated to meet spacing standards or provide support for a design exception.

¹ Aerts Addition Preliminary Engineering Plans, AKS Engineering and Forestry, May 20, 2024

- Six-foot wide sidewalks should be constructed between all private alleys and adjacent sidewalk/path facilities to enhance pedestrian connectivity.
- Curb extensions should be provided at all intersections with a collector roadway and primary local street and at where shared-use paths cross roadways.
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PRELIMINARY CONDITIONS OF APPROVAL

PEDESTRIAN BRIDGE AT RAILROAD

- ADA compliant ramps shall be constructed connecting the trail approaching the pedestrian bridge from the south to the bridgehead across Local Street V. The ramps shall be clearly marked and signed to prohibit parking.
- The length of the bridge landings on both east and west side shall be extended to 15 feet to adequately accommodate turning bicycle maneuvers.

OR-6/AERTS ROAD ROUNDABOUT

- Crosswalks shall be aligned to be perpendicular to the travel lane on all approaches.
- Tree placement near the roundabout shall be consistent with applicable sight distance standards.

ROADWAY SYSTEM

- A northbound left-turn lane shall be provided on NW Aerts Road at NW Sunset Avenue. This will require additional right-of-way and relocation of frontage improvements on the west side of NW Aerts Road.
- NW Rose Avenue shall be built with a three-quarter street cross-section to the west property line.
- NW Aerts Road shall be built with a full collector cross-section with 12-foot shared-used paths on each side from NW Banks Road to the property line near Local Road R.
- A driveway apron shall be constructed to connect the remnant section of NW Aerts Road to the realigned section to the north.
- An end-of-road barricade shall be constructed at the north end of the remnant section of NW Aerts Road near NW Banks Road.
- NW Banks Road shall be built as a three-quarter street collector from NW Aerts Road to the east property line.
- An asphalt ramp shall be built from the south-side shoulder on NW Banks Road to the beginning of the sidewalk near the west property line.

MULTIMODAL SYSTEM

- The shared-use path network within the planned citywide park shall be constructed 10-feet wide to accommodate bicycles and pedestrians. The path's geometry shall accommodate typical bicycle speeds.

- A shared-use path shall be constructed in the southwest corner of the planned citywide park and stubbed at the railroad right-of-way to align opposite Bellingham Court to allow a future pedestrian connection per the City's Transportation System Plan (TSP).
- The five-foot-wide soft surface path planned in Tract X shall be built as a six-foot wide hard surface path.
- The six-foot-wide hard surface path planned along the north edge of Tract X shall be extended to the east to connect to Local Road J.
- All paths in Tract T shall be built as a 10-foot-wide shared-used path.
- A 10-foot-wide sidewalk shall be constructed on the east side of NW Sixth Street which serves as part of the 10-foot wide shared-used path around the pond in Tract T.
- The planned shared-use path located on the north side of the pond in Tract T shall be aligned with the planned path on the west side of NW Sixth Street.
- A 10-foot-wide shared-use path shall be built through Tract C between NW Blue Jay Boulevard and Local Road B.
- A 10-foot wide shared-use path stub shall be built to the property opposite the right-of-way parcel near Buckshire Street to allow a future pedestrian connection per the City's TSP.
- A 10-foot wide shared-use path shall be built in Tract L connecting to the intersection of Local Road E and Local Road B.
- A 10-foot-wide sidewalk connection shall be built between the shared-use path on the north side of NW Blue Jay Boulevard in Tract A and the west leg crosswalk the intersection of NW Bluejay Boulevard and Local Road A.
- A 10-foot-wide shared-use path shall be constructed around the Tract A/S pond, including connections to the adjacent sidewalk network.
- A 10-foot-wide share-use path shall be constructed along the west side of the Tract I pond.
- A 10-foot wide shared-use path shall be constructed on the north side of the Tract I pond connecting the path on the west side of the pond to the Aerts Road path.
- A 6-foot-wide pedestrian path shall be built in Tract Q east of the Local Road C and NW Blue Jay Boulevard intersection to meet block spacing requirements.
- The 5-foot-wide soft-surface pedestrian path in Tract X shall be built as a 6-foot-wide hard-surface path.
- The 10-foot-wide shared-use path planned southeast of Local Road V in Tract P shall be built as a 12-foot-wide shared-use path.
- A pedestrian connection shall be built on the east side of the intersection of Local Road T and Local Road S to meet block spacing requirements.
- The walk-up townhomes on NW Aerts Road south of NW Sunset Avenue do not have front door side parking access in reasonable proximity. Local street access with a sidewalk connection shall be provided connecting to Local Road O.

MARKED CROSSWALKS

- The planned crosswalk located across Local Road B connecting to the Tract C shared-use path shall provide pavement markings and signage.

- The planned crosswalks at the south and west legs of the NW Blue Jay Boulevard/Local Road A intersection shall provide pavement markings and signage.
- The planned crosswalk across Local Road B between the northwest corner of the intersection with Local Road E and the Tract L shared-use path shall provide pavement markings and signage.
- The planned crosswalks on the south and west legs of the intersection of NW Blue Jay Boulevard and Local Road A shall provide pavement markings and signage.
- Marked crosswalks at the intersection of NW Blue Jay intersection and NW Sixth Street shall be located immediately adjacent to the intersection at this location.
- Marked crosswalks shall be constructed at the intersection of Local Road J and the path crossing it northwest of Local Road F.
- Marked crosswalks shall be constructed at the intersection of Local Road J and the path crossing it northwest of Local Road F.
- Marked crosswalks shall be constructed at the trail crossing of Local Road G between Tracts X and W.
- Marked crosswalks shall be constructed at the trail crossing of Local Road G between Tracts X and W.
- Crosswalks across NW Sunset Avenue at Local Road P and at Local Road Q shall not be marked.

CURB EXTENSIONS

- Curb extensions shall be constructed at the intersection of NW Sunset Avenue and Local Road J.
- Curb extensions shall be constructed at the intersection of NW Blue Jay intersection and NW Sixth Street.
- Curb extensions shall be constructed at the intersection of NW Blue Jay Boulevard and Local Road F
- Curb extensions shall be constructed on NW Sunset Avenue at is intersection with NW Blue Jay Boulevard to accommodate future crosswalks
- Curb extensions shall be constructed at the trail crossing of Local Road G between Tracts X and W.
- Curb extensions shall be constructed at the trail crossing of NW Sixth Street between Tracts W and T.
- Curb extensions shall be constructed at the intersection of Sunset Avenue and Local Road W.
- Curb extensions shall be constructed at the intersection of Local Road J and the path crossing it northwest of Local Road F.