



Memorandum

Date: August 26, 2015

To: Planning Commission

From: John Boyd, AICP Planning Manager

Subject: Traffic Impact Analysis

The Staff Report for the August 26, 2015, hearing noted “The applicant is coordinating with the City and ODOT related to the traffic impact analysis. In addition, the applicant will be providing supplemental information for the site plan. A review of traffic impact analysis and any other submittals will be provided in a supplemental staff report provided prior to the August 26, 2015, public hearing.”

The coordination on the traffic impact analysis has been completed and the applicant has offered the following measures to mitigate the impact of the project as required by CDC 55.125:

1. Install a median on the Tannler Drive approach to Blankenship Road to limit southbound traffic to right turns only. No restrictions are proposed for the Haggen Shopping Center driveway, and left turns from Blankenship Road eastbound to Tannler Drive would still be allowed. See Figure 3
2. Signalize the Site Access/West Haggen Driveway intersection with Blankenship Road to accommodate the increase in left-turning vehicles from the site and enhance the pedestrian crossing of Blankenship Road.
3. Provide a second left-turn lane on the Salamo Road approach to 10th Street by widening the roadway and intersection and installing necessary traffic signal equipment. No changes are proposed to the signal timing or phasing. The two left-turn lanes should provide 225 feet of storage. See Figure 4.
4. Pay a proportionate share, in the amount of \$24,010, towards the cost of improvements at the 10th Street/8th Avenue/8th Court intersection and the 8th Court extension. (No change from TIA.)

The City’s traffic engineer for this project, Brian Copeland of DKS Associates, issued a memorandum on August 25, 2015, evaluating the four mitigation measures proposed by the applicant. DKS found that the proposed mitigation measures are acceptable because the measures mitigate the impact by the applicant. The August 26, 2015, DKS Memorandum, is incorporated into this memo as findings for CDC 55.125.

Based upon the four agreed upon mitigation measures, the following additional conditions of approval are proposed:

- **Traffic Mitigation.** The applicant shall provide all of the mitigations measures offered in the August 25, 2015, Mackenzie letter.
 1. The applicant shall:
 - a. Install a median on the Tannler Drive approach to Blankenship Road to prohibit southbound left turns;
 - b. Install a signal at the Site Access/West Haggen Driveway intersection with Blankenship Road and enhance the pedestrian crossing of Blankenship Road;
 - i. Prior to issuance of the first building permit the applicant must submit plans for the signal to the City Engineer, and
 - ii. The signal must be installed and operational prior to issuance of the first certificate of occupancy on the site.
 - c. Widen the roadway and intersection and construct a second left-turn lane, and install necessary traffic signal equipment on the Salamo Road approach to 10th Street.

This condition does not preclude the issuance of SDC credits to the applicant if any of the facilities are approved for such credits.

2. The applicant shall pay \$24,010 for improvements at the 10th Street/8th Avenue/8th Court intersection and the 8th Court extension.

Based upon these conditions of approval, CDC 55.125 and 85.170 are met.



720 SW Washington St.
Suite 500
Portland, OR 97205
503.243.3500
www.dksassociates.com

MEMORANDUM

DATE: August 25, 2015

TO: Khoi Le, City of West Linn

FROM: Brian Copeland, P.E.

SUBJECT: Tannler Mixed-Use Project TIA Mitigation (Revised)

P#15127-000

This memorandum provides a response to the applicant's *Revised Mitigation Measures* memo dated August 21 (revised August 25), 2015. The applicant's TIA was dated July 20, 2015, with the DKS response memo dated August 12, 2015. Our responses to the applicant's proposed mitigation measures are summarized in the following sections.

10th Street/Blankenship Road/Salamo Road

As stated in Table 1 of the applicant's *Revised Mitigation Measures* memo, the proposed project would have operational impacts on this intersection, pushing the resulting volume to capacity (v/c) ratio from 0.85 to 0.89 during the AM peak period and exceeding the ODOT v/c standard of 0.85 in the AM peak period. The applicant's proposed mitigation includes adding a second westbound left turn lane, which would result in an intersection v/c ratio of 0.69 during the AM peak period, which is within ODOT standards. The PM peak would continue to operate within ODOT standards without mitigation. While this proposed mitigation seems reasonable, ODOT would have to approve this since they own and maintain this signalized intersection.

Blankenship Road/Tannler Drive

The proposed mitigation includes installation of a raised "pork chop" channelization island on the north leg of the Blankenship Road intersection to restrict southbound left turn and through movements. This action would result in level of service (LOS) C conditions during the AM peak period and LOS E conditions during the PM peak period. While the resulting intersection operation would exceed the City's level of service standard (LOS D) for this intersection in the PM peak period, it would return the intersection operation to a better level of service than the pre-development case. For this reason, the proposed mitigation would be acceptable from an operational standard. Due to the southbound left turn restriction on Tannler Drive, the proposed mitigation would force the reroute of existing southbound left turns at Blankenship Road/Tannler Drive to Salamo Road via Greene Street, Bland Circle, or Remington Drive.

Blankenship Road/Site Access/Haagen's Access

The applicant's *Revised Mitigation Measures* memo shows this access to operate at LOS "E" with the additional project traffic and the turn restriction at Blankenship Road/Tannler Drive. A traffic signal is being proposed at this location, which would be an acceptable mitigation measure as would result in the intersection meeting the



City's LOS standards. Installation of a signal at this location would also provide a signalized pedestrian crossing of Blankenship Road between the proposed site and the Haggen site.

10th Street/8th Avenue/8th Court

Although this intersection does not currently meet the City's LOS standard (without the project), the proposed project would add vehicle trips through this intersection (14 added trips in the AM peak and 18 added trips in the PM peak), adding vehicle delay and further degrading LOS. The City's TSP includes projects to mitigate conditions at this intersection, but these are not yet funded. As outlined in the applicant's TIA, the proposed project should pay for their share of the operational impacts to this intersection based on added traffic and/or delays.

Please contact me if you need more information or have questions.