



CITY OF West Linn

Memorandum

Date: October 1, 2021

To: West Linn City Council

From: Chris Myers, Associate Planner

Subject: Memo from Kittelson & Associates for AP-21-02

Dear Mayor Walters and Members of City Council,

As part of the application to construct a new Athey Creek Middle School, the applicant was required to submit a Transportation Impact Analysis (TIA). The transportation planning and engineering firm DKS Associates was hired to perform the TIA.

As part of the review process the City of West Linn Public Works Department hired a third party Transportation Engineering firm (Kittelson & Associates) to review the TIA submitted by the West Linn-Wilsonville School District.

Staff has received a memo from Kittelson & Associates dated September 24, 2021. The memo consists of a transportation assessment review of the Planning Commission's Conditions of Approval 8-10.

The memo is attached below.

Respectfully,
Chris Myers

September 24, 2021

Project #: 26336

West Linn City Councilors
22500 Salamo Road
West Linn, OR 97068**RE: Athey Creek Middle School – Transportation Assessment Review of Planning Commission Conditions of Approval**

Dear Mayor and Councilors:

Kittelison & Associates, Inc. was retained by the City of West Linn to review the original transportation impact study submitted as part of the proposed new Athey Creek Middle School application (CUP-21-02/DR-21-04/WRG-21-02/MISC-21-04/VAR-21-01/VAR-21-06/LLA-21-02) and the conditions of approval issued as part of the West Linn Planning Commission Final Decision and Order dated August 23, 2021.

As part of this review, we published our initial transportation impact analysis review on April 14, 2021. Since that time an updated transportation impact study has been submitted by DKS Associates on June 22, 2021, and the City of West Linn Planning Commission conducted public hearings and rendered a decision of approval with three additional conditions of approval.

This letter specifically addresses the operational and safety considerations associated with Condition #10 (shown below) as it would alter the findings of the June 22, 2021, transportation impact study prepared by DKS Associates. All of the other conditions of approval do not result in changes to the original findings.

10. Brandon Place Extension. *The proposed Brandon Place extension will not be built as a through street. The extension will only be built for emergency vehicle access.*

In reviewing the findings and information in the record, it is generally understood that the Planning Commission found that the application would not satisfy CDC 60.070.A.4 and CDC 2.030 (shown below in reference) due to the change in traffic on Dollar Street associated with the new school and the linkage provided via Brandon Place between Dollar Street and Willamette Falls Drive.

60.070 APPROVAL STANDARDS AND CONDITIONS

A. *The Planning Commission shall approve, approve with conditions, or deny an application for a conditional use, except for a manufactured home subdivision in which case the approval standards and conditions shall be those specified in CDC 36.030, or to enlarge or alter a conditional use based on findings of fact with respect to each of the following criteria:*

4. *Adequate public facilities will be available to provide service to the property at the time of occupancy.*

BACKGROUND

In reviewing the conditions of approval, testimony, and Planning Commission deliberations, it appears that the statement by Mr. Mansur (the applicant's traffic engineer) regarding potentially 200 non-related school daily trips using Dollar Street led to the condition of approval placed on the Brandon Place extension. This condition seems to be driven by some Commissioners concluding that these trips represent cut-through trips that could potentially present operational and/or safety concerns to the neighborhood north of Dollar Street between Brandon Place and Ostman Road. As such, it appears that the conclusion drawn by the Planning Commission was that by preventing traffic from traveling between Willamette Falls Boulevard and Dollar Street, the potential cut-through traffic and operational and safety concerns could be avoided.

Condition #10 would change an underlying assumption (Brandon Place Extension providing a vehicular circulation connection between Dollar Street and Willamette Falls Drive) and some of the findings cited in the June 22, 2021, transportation impact study. Therefore, we have assessed these changes and provided information and operational and safety considerations for the City Council's benefit.

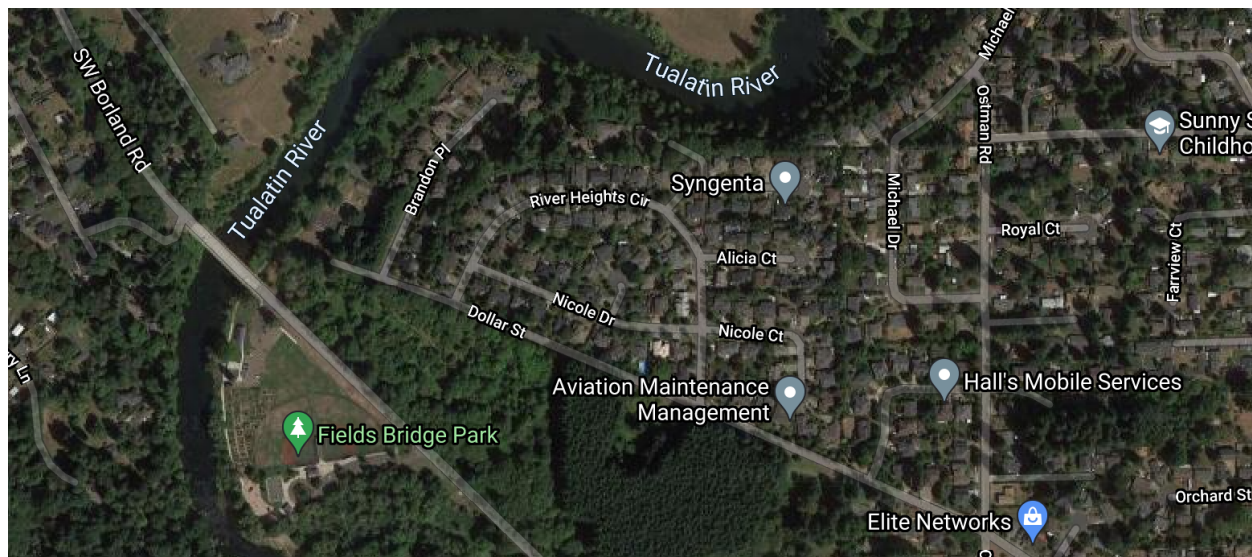
CONDITION #10 ASSESSMENT

In assessing Condition #10, a review of the potential cut-through traffic as associated operational and/or safety concerns was conducted and a comparison of the operational and/or safety considerations with and without the Brandon Place Extension was prepared.

NEW POTENTIAL CUT-THROUGH TRAFFIC REVIEW

In assessing potential operational and/or safety issues associated with the net new trips introduced by the Brandon Place Extension, it is important to understand the characteristic of the roadways experiencing the change. In this case, the primary roadways experiencing traffic change are Dollar Street and Ostman Road (south of Dollar Street). The traffic within the neighborhood's immediately north of Dollar Street that are served by Brandon Place, River Heights Circle, Alicia Court, and Nicole Court will not have any net new trips introduced as there is no physical way to cut-through the neighborhoods due to the presence of the Tualatin River and cul-de-sacs restricting travel to/from the east as shown in Exhibit A.

Exhibit A – Dollar Street Neighborhood Access and Circulation System



In examining Dollar Street traffic changes and potential operational and/or safety impacts, there are three key characteristics to understand:

TRAFFIC DEMAND:

Currently, daily traffic demand steadily increases from the west to east between Brandon Place to Ostman Road where the entire neighborhood enters and exits a nearly ½-mile cul-de-sac. With the extension of Brandon Place to Dollar Street, the resulting daily traffic demand is anticipated to be fairly consistent along the entire section of roadway as neighbors coming to/from the west will generally use the extension to access Willamette Falls Drive and those traveling to/from the east will utilize Ostman. As a result of the extension and school development, traffic volumes (compared to today) will generally increase on the segment of Dollar Street between Brandon Place and River Heights Circle (east) and slightly decrease between River Heights Circle (east) and Ostman.

ACCESS/DRIVEWAY CONFLICTS:

Dollar Street contains three public street connections: Brandon Place, River Heights Circle (west and east), and Ostman Road. Eight (8) residential driveways are located along Dollar Street between River Heights Circle (east) and Ostman Road.

MULTIMODAL ACCOMMODATIONS:

Dollar Street currently maintains a continuous sidewalk along the north side for pedestrians, a bike lane along the northside of the roadway, and travel lanes for vehicles. These existing multimodal accommodations are shown in Exhibit B. Enhanced frontage improvements will be made to the unimproved southerly side of Dollar Street, including sidewalks and bike lanes.

Exhibit B: Dollar Street Existing Multimodal Accommodations (look west from River c Circle (East))



Based on this examination, the neighborhoods north of Dollar Street are not expected to experience any cut-through related traffic due to the Brandon Place Extension. In addition, the segment of Dollar Street [Brandon Place to River Heights Circle (east)] experiencing increased traffic contains no driveways nor houses directly fronting the roadway. This segment of roadway is slated for facility upgrades including safe and efficient pedestrian, bicycle, and vehicular facilities which will be enhanced by the half-street frontage improvements associated with the school development.

In examining Ostman Road (south of Dollar Street), the amount of daily traffic is anticipated to be lower than today due to local neighborhood traffic to/from the west using the new extension of Brandon Place to access Willamette Falls Drive.

COMPARISON OF SYSTEM OPERATIONS/SAFETY WITH & WITHOUT BRANDON PLACE EXTENSION

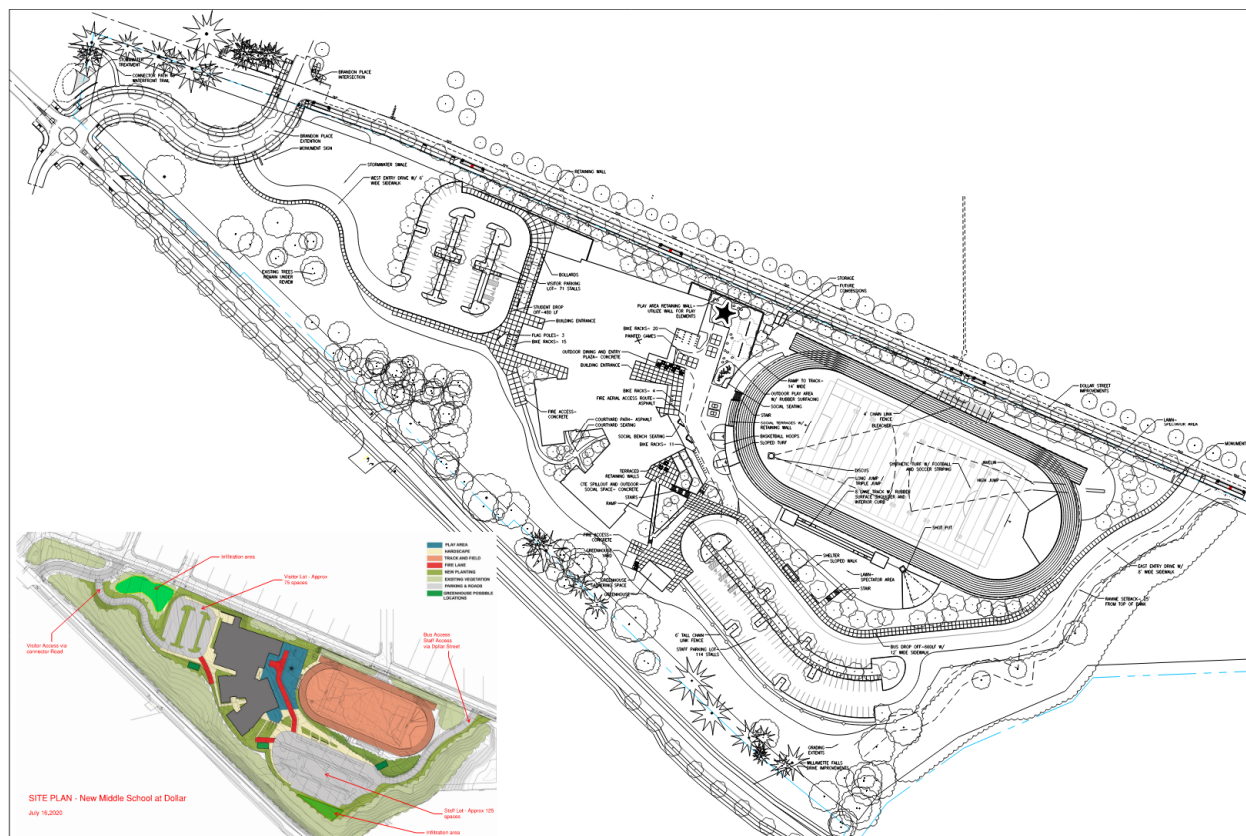
Table 1 below provides a comparison of key operational and/or safety considerations with and without the Brandon Place Extension.

Table 1 Operational and Safety Considerations with and without Brandon Place Extension

Consideration Element	Considerations <u>with</u> the Brandon Way Extension	Considerations <u>without</u> the Brandon Way Extension
Year 2023 Ostman Road/Willamette Falls Drive Operations	LOS D (Page 28 of TIA) <ul style="list-style-type: none"> Meets City Standard Congestion slightly increased compared to today 	LOS E (Page 28 of TIA) <ul style="list-style-type: none"> Above City Standard More congestion
Dollar Street [Brandon Place River Heights Circle (east)] Daily Traffic	Higher than today	Higher than today
Dollar Street [River Heights Circle East to Ostman Road] Daily Traffic	Slightly lower than today	Higher than today
Out of Direction Travel	Minimal <ul style="list-style-type: none"> Neighborhood and school traffic to/from west will use the Brandon Way/ Willamette Falls Drive intersection 	High <ul style="list-style-type: none"> All neighborhood and school staff traffic must go through the Ostman Road/Willamette Falls Drive intersection
Neighborhood Student Drop-off	Efficient <ul style="list-style-type: none"> Parents will access Brandon Place via Dollar Street and access the school drop area. 	Circuitous Outcomes <ul style="list-style-type: none"> Parents will drop students off along Dollar Street and allow students to walk; Parents will utilize the staff parking lot for drop offs; or, Parents will drive through the Ostman Road/ Willamette Falls Drive intersection to access the school drop area via Brandon Place.

Exhibit C illustrates the preliminary site layout including alignment of Brandon Place Extension and frontage improvements along the south side of Dollar Street.

Exhibit C: Preliminary Site Layout



I trust this assessment provides the City Council with the information and operational and safety comparison considerations associated with Condition #10. In you have any questions, please contact me at mbutorac@kittelson.com.

Sincerely,
KITTELSON & ASSOCIATES, INC.

Marc Butorac, PE, PTOE, PMP
Senior Principal Engineer