



# Oregon

Kate Brown, Governor

## Department of Transportation Region 2 Tech Center

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**DATE:** April 6, 2020

**TO:** Casey Knecht, PE  
Access Management Engineer

**FROM:** *Keith P Blair*  
Keith P. Blair, PE  
Interim Traffic Analysis Engineer

**SUBJECT:** Molalla Road Apartments (Woodburn) – Outright Use  
Revised TIA Review Comments

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ODOT Region 2 Traffic has completed our review of the submitted revised traffic impact analysis (dated January 13, 2020) to address traffic impacts due to development of 231 apartment units north of Woodburn-Estacada Highway No. 161 (OR-211, Molalla Road) and east of Pacific Highway East No. 81 (OR-99E) in the city of Woodburn, with respect to consistency and compliance with the current version of ODOT's Analysis Procedures Manual (APM). The APM was most recently updated in March 2020 and the current version is consistently published online at:

<http://www.oregon.gov/ODOT/TD/TP/Pages/APM.aspx>. As a result, we submit the following comments for the consideration of Region Development Review and the City:

Analysis items to note:

- Region Traffic assumes the land use and density proposed are consistent with the City's code as cited in the report.

Proposed mitigation comments:

1. ODOT maintains jurisdiction of Pacific Highway East No. 81 (OR-99E), Hillsboro-Silverton Highway No. 140 (OR-214), and Woodburn-Estacada Highway No. 161 (OR-211) and ODOT approval shall be required for all proposed mitigation measures to these facilities.
2. The OR-99E/OR-214/OR-211 intersection appears to trigger the need/consideration for mitigation as the mobility target is 0.90, the 2021 year of opening baseline operations will be 0.97 (0.07 over the target), and the proposed development will degrade operations to capacity at 1.00 (0.10 over the target and 0.03 above the baseline/no build condition). If mitigation is conditioned, perhaps the most appropriate would be a westbound right-turn lane as this improvement would separate movements, could potentially be operated with an additional overlap phase concurrently with the northbound and southbound left-turn movements, would increase the capacity of the intersection, and would reduce the long (over 1,000 feet)

westbound queue length. Of course, the tradeoff of increasing the pedestrian crossing distance on this leg would need to be considered, but the new distance would still be less than that of the west leg.

Thank you for the opportunity to review this traffic impact analysis. As the software files were not provided, Region 2 Traffic has only reviewed the submitted report. This traffic impact study has been, for the most part, prepared in accordance with ODOT analysis procedures and methodologies. No further analysis work should be required unless mitigation at the OR-99E/OR-214/OR-211 intersection is conditioned to acceptably mitigate traffic effects of the proposed development and additional work may be required to accompany approval requests for proposed mitigation measures (i.e. operational and queuing analysis, preliminary design layout, preliminary signal operations design, etc.). If there are any questions regarding these comments, please contact me at (503) 986-2857 or [Keith.P.Blair@odot.state.or.us](mailto:Keith.P.Blair@odot.state.or.us).