



TIA REVIEW COMMENTS

DATE: February 23, 2024

TO: Colin Cortes, AICP, CNU-A, Senior Planner | City of Woodburn

FROM: Jenna Bogert, PE | DKS Associates

SUBJECT: Greater Woodburn Opportunity Center (PRE 23-20)

Project #24150-000

DKS Associates has conducted a review of the traffic impact analysis (TIA) scoping letter for the proposed Immanuel Lutheran Greater Woodburn Opportunity Center (GWOC) project for which pre-application meeting PRE 23-20 was on November 7, 2023 and there is yet no land use application package submitted to the City of Woodburn.¹ The scoping letter generally proposes the analysis assumptions, including trip generation estimates and study intersections, for the TIA. This memo provides DKS response to the scoping letter and its analysis assumptions.

DKS RESPONSES TO STUDY ASSUMPTIONS

1. Trip Generation Forecast:

- DKS is in agreement with the first principles approach and proposed usage of the ITE rates for non-traditional ITE land uses as proposed in Tables 3 – 5.
- Please provide the Linn County study that is referenced on Page 5 in the appendix of the completed GWOC TIA to support the usage of the ITE Government Office trip rate for the church supported client services land use.
- In Table 5, the number of affordable housing units is shown as 80 units, but on Page 3 the number of affordable housing units is called out as 50 units. Please reconcile for the TIA.
- In Table 5, the size of the “Government Office” is shown as 3.5 t.s.f., but in Table 2 the Church supported client services is shown as 4.585 t.s.f. Please reconcile for the TIA.

2. Trip Distribution:

- I did not see any trip distribution figures in the attachments. However, I was able to deduce the trip distribution based on the project trip volume figures. My understanding of the trip distribution is as follows and in the figure on the following page.
 - > 35% west on OR 214 (west of Evergreen Road)
 - > 15% east on OR 214 (east of Settlemier Ave)

¹ TIA Scoping Letter for Greater Woodburn Opportunity Center (GWOC), Ferguson & Associates, February 5, 2024.

- > 5% north on Evergreen Road (north of OR 214)
- > 15% north on Settlemier Ave (north of OR 214)
- > 10% south on Evergreen Rd (south of Parr Rd)
- > 10% east on Parr Road
- > 5% west on Hooper Street
- > 5% to/from Walmart



As shown in the above figure, DKS proposes that the 5% on Hooper Street be moved to the I-5 interchange. Many of the nearby approved developments assumed a trip distribution of 50% or more to the I-5 interchange.

3. Pivot Approach: The Specht development used traffic counts from May 2021 and February 2022 and applied growth factors. It is recommended that new traffic counts be collected for the GWOC study since the Specht development counts are more than two years old now.
4. In Process Development: The Specht TIA includes the following in-process developments. Please remove the Woodburn/Molalla Eastside Apartments development from this list as it is complete and occupied. However, please add to the list the [Woodburn Place West Apartments](#) and [Brighton Pointe Subdivision](#).
 - Project Basie
 - Allison Way Apartments
 - Woodland Crossing Apartments
 - Woodburn Senior Living Apartments
 - Smith Creek Development
 - Port of Willamette
 - Schultz Farm
 - Specht Industrial Development



- 5. Horizon Years: The Specht TIA assumes future year 2025 as the year of project completion. The GWOC development should analyze future year 2026 (as stated on Page 2) under “no build” and “build” conditions.
- 6. Growth Rates: DKS is in agreement with the proposed growth rate approach.

PROPOSED STUDY INTERSECTIONS

The TIA scoping letter suggests the following study intersections for analysis in the GWOC TIA:

- Evergreen Road/SR 214 (PM only)
- Evergreen Road/Stacy Allison Way (PM only)
- Evergreen Road/Hayes Street (PM only)
- Settlemier Ave/Hayes St (AM and PM)
- Evergreen Road/Hooper St/Site Access (AM and PM)
- Linfield Road/Site Access (AM and PM)

Based on the trip distribution proposed in the TIA scoping letter and existing vehicle operations and safety conditions, DKS recommends that the following intersections be included in the traffic study and that ALL/ANY study intersections be analyzed for the AM peak hour and PM peak hour:

Additional Study Intersections	Reason for Inclusion in TIA
Evergreen Road/Parr Road	Up to 20% of project trips added to intersection during peak hours (~18 peak hour trips)
OR 214/Settlemier Avenue	Up to 30% of project trips added to intersection during peak hours (~27 peak hour trips)
I-5 Northbound Ramps/OR 214	Up to 40% of project trips added to intersection during peak hours (~36 peak hour trips)
I-5 Southbound Ramps/OR 214	Up to 40% of project trips added to intersection during peak hours (~36 peak hour trips)
Butteville Road/Parr Road	Documented safety issue at the intersection (Project S8, Table 3, Woodburn TSP) and up to 10% of project trips added to intersection during peak hours (~9 peak hour trips)
Evergreen Road/Linfield Road	Adjacent to project site