

To: Salem Assistant Traffic Engineer

January 19, 2022

From: E.M. Easterly

Dear Mr. Martin:

According to the published staff report for Case No. CPC-ZC21-06 you cited as follows:

'The Assistant City Traffic Engineer has reviewed the proposed Comprehensive Plan Change and Zone Change and concurs with the applicant's conclusion that it complies with OAR 660 - 012 - 0060 and does not cause a "significant effect" to the City's transportation system.'

Your conclusion appears to be based upon a flawed TIA report submitted by the applicant. Please consider each of issues raised below and then restate you above conclusion based upon a further analysis of the TIA submitted by the applicant. Alternatively, I invite you to transmit this email and the full TIA report to members of the planning commission.

E.M.

Observations regarding the Transight Consulting, LLC, TIA for the Doaks Ferry Rezone proposal.

We find factual information selective and confusing and the analysis and conclusions biased on behalf of the client. The conclusions do not directly address the Salem approval criteria for a zone change. The conclusions skip over current failing "F" Level of Service (LOS) deficiencies at both Glen Creek and Orchard Heights intersections at Wallace Road by presenting an overall general LOS for the intersections. And while Mr. Bessman uses the highest intersecstion traffic counts between January 2020 and September 2021, the conclusions offered are not supported by the information provided.

1. Table 5 summarizes the relevant performance standards for each intersection. Page 19

Two intersections currently fail performance requirements.

3: Wallace Rd/ Orchard Heights Rd	ODOT	Traffic Signal	v/c < 0.95
4: Wallace Rd/ Glen Creek Rd	ODOT	Traffic Signal	v/c < 0.95

2. The Analyst selected the higher actual account for analysis

Table 6. Summary of Traffic Counts

Intersection	Weekday AM		%
	Peak Hour		
	January	September	

	2020	2021	
1: Doaks Ferry Rd/ Orchard Heights Rd	1,595	1,340	84%
2: Doaks Ferry Rd/ Glen Creek Rd	1,425	1,337	94%
3: Wallace Rd/ Orchard Heights Rd	2,567	2,470	96%
4: Wallace Rd/ Glen Creek Rd	3,474	3,298	95%

“The count with the higher total entering volume is highlighted in red for each intersection and time period, which is the count that was applied throughout this analysis.” Page 21

3. However, the graphic data offered on the next page does not equate the to Wallace Road Glen Creek Road data from page 21 above.

Current Traffic Count 2021

Based on 01/20/2020 Existing AM Peak Trips

	In	Out	% Out
Southbound	1406	2078	58.63%
Westbound	208	193	5.45%
Northbound	1218	1078	30.42%
Eastbound	712	195	5.50%
Total	3544	3544	100.00%



Figure 8

4. Traffic increases based upon the proposed zone change are offered in Table 10 Page 29 below.

Projected Year 2036 Existing Zoning Conditions Peak AM Trip

	LOS	Delay (sec)	v/c Ratio
4: Wallace Rd/ Glen Creek Rd	v/c ≤ 0.95 D	51.1	0.99

Right Turn East LOS F 106.8

Projected Year 2036 Proposed Zoning Conditions Peak AM Trip

LOS	Delay (sec)	v/c Ratio
-----	-------------	-----------

4: Wallace Rd/
Glen Creek Rd v/c ≤ E 55.1 1.02
0.95

Right Turn East LOS F 117.2

5. The comparison of the proposed zone change versus no change in future peak AM traffic is outlined below and on the next page from the Syncro 10 Report.

HCM 6th Signalized Intersection Summary 2036 Traffic Conditions with Existing Zoning
4: Wallace Rd NW & Glen Creek Rd NW Weekday AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	120	644	169	55	19	157	1172	89	18	1608	13
Future Volume (veh/h)	65	120	644	169	55	19	157	1172	89	18	1608	13

Page 93

HCM 6th Signalized Intersection Summary 2036 Traffic Conditions with Rezone
4: Wallace Rd NW & Glen Creek Rd NW Weekday AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	120	661	169	55	19	160	1183	89	18	1648	13
Future Volume (veh/h)	65	120	661	169	55	19	160	1183	89	18	1648	13

Zone Change increase 17 3 5 40 = 85

Page 117

HCM Signalized Intersection Capacity Analysis 2036 Traffic Conditions with Rezone
3: Wallace Road NW & Orchard Heights Rd NW Weekday AM Peak Hour

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	18	512	295	970	1295	12
Future Volume (vph)	18	512	295	970	1295	12

Page 114

HCM 6th Signalized Intersection Summary 2036 Traffic Conditions with Existing Zoning
3: Wallace Road NW & Orchard Heights Rd NW Weekday AM Peak Hour

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	472	284	970	1295	12
Future Volume (veh/h)	18	472	284	970	1295	12

Zone Change increase = 40

Page 90

Wallace and Glen Creek Intersection

Projected 2036 Traffic Count

Based on 01/20/2020 Existing AM Peak Trips

	In	Out	% Out
Southbound	1639	2421	58.63%
Westbound	243	225	5.45%
Northbound	1418	1256	30.42%
Eastbound	829	227	5.50%
Total	4129	4129	100.00%

Wallace & Orchard Hghts Intersection

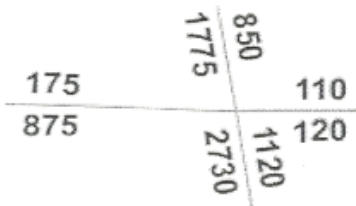
TIA 2036 Estimate

	In	Out	% Out
Southbound	1307	1767	57.92%
Westbound	0	296	9.70%
Northbound	1254	988	32.38%
Eastbound	490	0	0.00%
Total	3051	3051	100.00%

According to the Synchro 10 report above 17 plus 40 more A.M. righthand trips on to Wallace Road will be generated by the proposed RM-2 500 limited multi-family dwellings proposed for 2100 Orchard Heights.

6. Below are charts comparing the COG 2035 traffic projection and Translight Consulting 2036 projection for AM peak travel at Glen Creek and Wallace Roads without the proposed zone change. The differences are striking and need to be clearly explained before the validity of the Translight Consulting data is accepted.

Glen Creek and Wallace Road Intersection Phase 2 – 2035



	In	Out	% Out
Southbound	1775	2730	70.45%
Westbound	110	175	4.52%
Northbound	1120	850	21.94%
Eastbound	875	120	3.10%
Total	3880	3875	100.00%

Chart below extracted
HCM 6th Signalized
Intersection Summary
Glen Creek & Wallace
Road page 93 above.

**2035 AM Peak Volume Demand
Riverbend/Doaks Ferry/Wallace**

2018 Mid-Willamette Valley Council of Governments
This document is for planning purposes only

Wallace and Glen Creek Intersection			
Projected 2036 Traffic Count			
Based on 01/20/2020 Existing AM Peak Trips			
	In	Out	% Out
Southbound	1639	2421	58.63%
Westbound	243	225	5.45%
Northbound	1418	1256	30.42%
Eastbound	829	227	5.50%
Total	4129	4129	100.00%

7. A second document entitled Challenging the Transight report is attached separately.

According to SRC 265.005(e)(1)(F) the approval of a zone change must meet the following requirement?

“(F) The zone change does not significantly affect a transportation facility, or, if the zone change would significantly affect a transportation facility, the significant effects can be adequately addressed through the measures associated with, or conditions imposed on, the zone change.”

What does “significantly affect a transportation facility” mean? What criteria determines significance? Are increasing trips into an intersection with either a current or future LOS rating of “F” significant or not?

Impacts upon current and future transportation facilities is but one of the criteria the city must consider. Projecting 49 new morning peak hour trips upon Wallace Road above the maximum current RA/RS zoning designation is significant in my mind. I, therefore, request that the proposed zone change be reduced from RM-2 with a cap of 500 dwelling units to RM-1 with dwelling units capped at 275.