



COMMUNITY DEVELOPMENT DEPARTMENT

July 13, 2021

Kevin Eckert
Build LLC
Kevin@buildllc.com

Sent via email

Re: Follow Up - Incomplete Application Files no. MP 21-01/SUB 21-01/V 21-01

Dear Kevin,

On June 21, 2021 this application was deemed incomplete and staff has requested additional information to process the application. A response to the incomplete letter including an addendum to the traffic study was submitted on June 21 and again on July 1, 2021. After reviewing the additional information and discussing with ODOT, staff still needs a response to the following items in order to deem the application complete and begin their review.

Ultimately, the City requests that the applicant identify how the project complies with agency standards, and what mitigation (to the impacted location or alternate locations/modes) could be provided if the standards cannot be met.

3.1.300 Vehicular Access and Circulation

(A) Traffic Study and Control Requirements Modification Request to Property Development Standards.

- 1. The City or other agency with access jurisdiction may require a traffic study prepared at applicant/developers expense by a qualified professional to determine access, circulation and other transportation requirements. A Traffic Impact Study shall be required for all development applications that will result in a traffic impact or increase in traffic impact of 200 or more average daily trips (ADT).*
- 2. Traffic control devices, subject to the approval of the Hearings Body, shall be required with development when traffic signal warrants are met, in conformance with the Oregon State Highway Capacity Manual, and Manual of Uniform Traffic Control Devices. The location of traffic control devices shall be noted on approved street plans. Where a proposed street intersection will result in an immediate need for a traffic signal or other traffic control device, a device meeting approved specifications shall be installed. The developer's cost and the timing of improvements shall be included as a condition of development approval.*

Staff Comment: The applicant has submitted a traffic impact study dated May 18, 2021 by Lancaster Mobley and an addendum dated June 21, 2021.



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Staff, in the previous incomplete letter, requested an updated traffic study noting detail regarding access control from the site to Highway 20 and analysis of the proposed pedestrian crossing. And, receive preliminary support or approval from ODOT for the new access and pedestrian crossing as the road is under the jurisdiction of ODOT.

The applicant's addendum included general information regarding the access to Highway 20 and the pedestrian crossing. After reviewing these items, City staff and ODOT request the following additional information:

- Trip Generation (Page 11): It appears the internal trip capture has been applied incorrectly. Please refer to the ITE Trip Generation Manual for proper application of trip generation reductions (e.g., internal trip capture applied before pass-by).
- Trip Distribution (Page 12): How are pedestrians/bikes/transit expected to access the development? Are there connections to the in-place multi-modal system?
- Trip Distribution (Page 12): ODOT has not committed to completing a roundabout at US 20/Locust St by 2027.
- Traffic Volumes (Page 15): Insert "Sister's" before "US 20 corridor" in Paragraph 3. Also, regarding the COVID volume comparison, were traffic volume trends also reviewed against ATR 09-014 for seasonal adjustments?
- Traffic Volumes (Page 15): Where was the 2% compounded growth rate derived from?
- Traffic Volumes (Page 16): For all these developments, do you know at what level they expect to be built out by 2027? If so, please state. If it's a small percentage, traffic growth projections should be revisited.
- Crash History (Page 20): Recommend deleting the sentence referencing a crash rate of 1.0 as an indicator of design deficiency—comparisons should be made to the 90th percentiles for the State based on the configuration and traffic control type, see the Analysis Procedures Manual.
- Crash History (Page 22): Was the US 20/Barclay Drive crash before or after the roundabout was built?
- Crash History (Page 22): There was a pedestrian collision at US 20/Pine St and the development may generate sizeable pedestrian activity at this location—consider conditioning the developer to provide pedestrian crossing enhancements at this location (similar to what are provided to the intersections east of this location).
- Crash History (Page 22): The TIS states that all intersections have a crash rate below 90th percentile rates; however, the analysis presented shows that Barclay Drive/Pine Street does exceed the 90th percentile.



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- Access Spacing (Page 23): Please state that the third access is full access (and specify which movements would be restricted).
- Mitigation Analysis (Page 27): Consider a mitigation analysis to address the potential improvements to bike/ped facilities and crossings.
- Mitigation Analysis (Page 28): The mitigation analysis for US 20/Pine Street is incorrect. First off, the TIS states that the proposed development does not add traffic to the northbound approach; however, Figure 3 shows 26 NBT vehicles added by the development. Secondly, the TIS demonstrates that the development would push the v/c ratio from an acceptable level to over 1.0. Therefore, the development would impact operations at this location, and appropriate mitigations should be presented to bring the intersection back to acceptable performance standards (recommend considering mitigations in alignment with what is presented in the TSP). Finally, please remove language stating drivers would self-select alternative routes—the trip assignment should estimate where drivers would travel and the impact analysis should be built upon those assumptions.
- Mitigation Analysis (Page 28): Again, for US 20/Locust Street, there is no commitment from ODOT to build a roundabout by 2027. Therefore, mitigation ideas should be presented here or a percentage share value of expected cost to mitigate.

Comments on the Addendum:

- Regarding the proposed access at US 20/Hood Avenue, we recommend providing a safety evaluation in addition to the capacity evaluation.
- The proposed access at US 20/Hood Avenue in the TIA shows right-in/right-out only (not left out); the addendum, however, shows a left out. Therefore, the TIA will need to be updated to reflect the revised trip assignment. Please clarify desired vehicle movements at the intersection and the engineering reasoning to support allowing those movements, as well as how it benefits the system.
- The trip assignment assumes the Barclay-Locust corridor would be the attractive route for motorists heading from the site east on US 20. However, this is contingent on the roundabout being installed at US 20/Locust Street. The timeline and expectation for a roundabout at this location still needs to be addressed. Furthermore, the Barclay-Locust corridor is a less-direct route for motorists exiting at Intersection 6 than traveling south on Pine to Adams/Main/US 20. Consider revising trip assignment to align with expected driver behavior. The evaluation shows long delays at the US 20 at Pine Street intersection – however, in congested slow-moving corridors such as this often times drivers will provide a gap for vehicle movements. Please describe the impact of access at US 20 Pine Street with and without a roundabout and at US 20/Locust and with and without various vehicle movements at US 20/Hood St. How is this analysis impacted by what is proposed for US 20/Pine St on Table 7-5 of the City of Sisters TSP.



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- The decision to install an enhanced marked crossing at US 20/Hood Avenue should be based on an engineering study as described in Section 310.0 of the Traffic Manual. Please address the proposed enhanced crossing with regards to the criteria described in Section 310.0 of the ODOT Traffic Manual. Also, the site plan in the TIA shows the proposed crossing on the south side, which should be updated to the north side. In addition, please state the intention of the intersection to provide a geometric layout to support an enhanced crossing and how vehicle movement may or may not be restricted by this proposed crossing. How does this proposed crossing tie into the existing ped/bike system and what is identified in the Table 5-1 and Table 6-2 of the City of Sisters TSP.

Once we have received these missing items, we will be able to deem the application complete.

Please feel free to call or email me if you need any clarification or have questions.

Sincerely,

Nicole Mardell
Principal Planner
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541-323-5208

cc: file