

**From:** [E Easterly](#)  
**To:** [CityRecorder](#)  
**Subject:** Adenda testimony 2100 Doaks Ferry hearing  
**Date:** Monday, April 11, 2022 2:51:27 PM  
**Attachments:** [2100 DF TIA supplement challenge draft.pdf](#)  
[2100 DF NCMU traffic impact not addressed.pdf](#)

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Please add the two attached PDF documents to my written testimony for the April 11th Agenda No. 4.c

Please acknowledge receipt of this email.

Respectfully,

E.M. Easterly  
503-363-6221

To: Salem City Council  
 From: E.M. Easterly

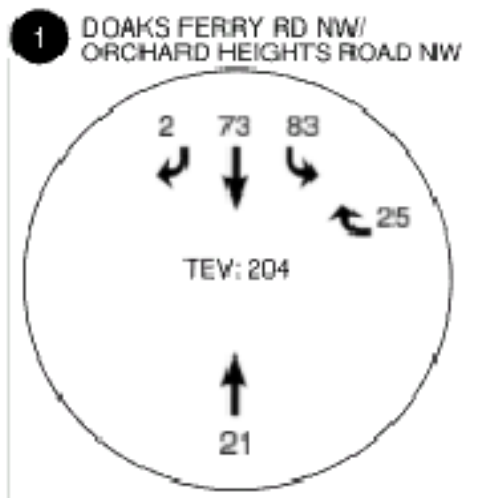
Re: Hearing Agenda # 4.c – Addendum - 1  
 Date: April 11, 2022

The revised TIA updates the zone change to generate 237 trips during the A.M. Peak hour. That information and the overall density of the single-family vs the RM-2 trips are offered in the chart below.

Weekday AM Peak Hour			Weekday PM Peak Hour		
Total	In	Out	Total	In	Out
125 <i>0.70/Unit</i>	32 <i>26%</i>	93 <i>74%</i>	167 <i>0.94/Unit</i>	105 <i>63%</i>	62 <i>37%</i>
4 <i>0.70/Unit</i>	1 <i>26%</i>	3 <i>74%</i>	5 <i>0.94/Unit</i>	3 <i>63%</i>	2 <i>37%</i>
<b>ing</b>					
237 <i>0.37/Unit</i>	54 <i>23%</i>	183 <i>77%</i>	250 <i>0.39/Unit</i>	152 <i>61%</i>	98 <i>39%</i>
<b>- Existing)</b>					
<b>+108</b>	<b>+21</b>	<b>+87</b>	<b>+78</b>	<b>+44</b>	<b>+34</b>

Revised Transportation Planning  
 Rule Analysis, January 31, 2022  
 page 15

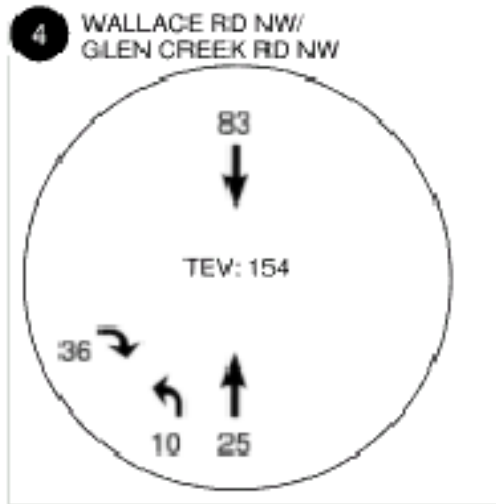
The report then states 204 of those trips will travel through the Doaks Ferry and Orchard Heights intersection. Where did the 33 trips of the initial 237 trips go?



Revised Transportation Planning Rule Analysis,  
 January 31, 2022 page 17

The report, subsequently claims that of the 204 trips that travel through Orchard Heights and Doaks Ferry Road only 154 travels through the Glen Creek and Wallace Road intersection or 65% of the original trips generated by the proposed zone change will pass through this Wallace Road intersection. Nor does the graph explain how 2

right-hand turns at Orchard Heights and Doaks Ferry become 36 right hand turns at the Glen Creek /Wallace Road intersection.



Revised Transportation Planning Rule Analysis,  
January 31, 2022 page 17

Why is there no accounting of the missing trips in these schematics?

The applicant's TIA concludes that the current zoning traffic growth for the Glen Creek and Wallace Road intersection will result in a v/c of 0.99 by year 2036 and that with the proposed capped RM-2 trip density v/c will be 1.02. See graphs below.

**Table 10. Summary of 2036 Traffic Conditions**

Intersection	Performance Standard	Weekday AM Peak Hour				Weekday PM Peak Hour/30 <sup>th</sup> Highest Hour			
		LOS	Delay (sec)	v/c Ratio	95 <sup>th</sup> % Queue	LOS	Delay (sec)	v/c Ratio	95 <sup>th</sup> % Queue
<b>Year 2036 Existing Zoning Conditions</b>									
4: Wallace Rd/ Glen Creek Rd	v/c ≤ 0.95	D	51.1	<b>0.99</b>	EB L: 110 ft EB T: 155 ft EB R: 390 ft WB L: 115 ft WB TR: 90 ft NB L: 155 ft NB T: 585 ft NB R: 15 ft SB L: 20 ft SB TR: 1020 ft	F	96.1	<b>1.17</b>	EB L: 110 ft EB T: 180 ft EB R: 145 ft WB L: 180 ft WB TR: 365 ft NB L: 365 ft NB T: 1285 ft NB R: 145 ft SB L: 55 ft SB TR: 1050 ft
<b>Year 2036 Proposed Zoning Conditions</b>									
4: Wallace Rd/ Glen Creek Rd	v/c ≤ 0.95	E	55.1	<b>1.02</b>	EB L: 110 ft EB T: 155 ft EB R: 355 ft WB L: 115 ft WB TR: 90 ft NB L: 160 ft NB T: 595 ft NB R: 15 ft SB L: 20 ft SB TR: 1050 ft	F	100.6	<b>1.18</b>	EB L: 110 ft EB T: 180 ft EB R: 150 ft WB L: 180 ft WB TR: 365 ft NB L: 375 ft NB T: 1305 ft NB R: 145 ft SB L: 50 ft SB TR: 980 ft

**BOLD:** Performance standard not met

Revised Transportation Planning Rule Analysis, January 31, 2022 page 29

Since both projections supersede the OHP target Wallace Road v/c target of 0.95, I request that the proposed zone change be rejected by the Salem City Council.

To: Salem City Council  
 From: E.M. Easterly

Re: Hearing Agenda # 4.c – Addendum 2  
 Date: April 11, 2022

That the applicant is requesting almost 2-acres of the NCMU area to be rezoned to Multi-Family-2 necessitates that the applicant review and reconsider the original 2009 TIA which included the future impact of the adopted NCMU zone on the Salem transportation system.

**Table 11: Proposed NCMU Driveway Trip Generation Summary**

Land Use	Size	PM Peak Hour Trip Rate	Daily Trips	PM Peak Hour Trips		
				In	Out	Total
Residential Condominium/Townhouse	120 DU <sup>a</sup>	0.58 trips/DU	754	47	23	70
General Office	50 KSF	2.24 trips/KSF <sup>b</sup>	782	19	93	112
<i>Internal Trips</i>			-153	-6	-5	-11
Shopping Center	50 KSF	8.24 trips/KSF <sup>c</sup>	4,328	202	210	412
<i>Internal Trips</i>			-412	-18	-19	-37
<b>Proposed NCMU Driveway Trips</b>			<b>5,299</b>	<b>244</b>	<b>302</b>	<b>546</b>

<sup>a</sup> DU = Dwelling Unit

<sup>b</sup> ITE Trip Generation, 5<sup>th</sup> Edition equation used for General Office ≤ 70 KSF, to achieve more reasonable trip rates. ( 0.737\*Ln(X) + 1.831 )

<sup>c</sup> Y-intercept rounded for Shopping Center equation. ( 0.67\*Ln(X) + 3.40 )

The chart above was extracted from the 2012 Council staff report approving the original Titan Hill dual zoned property. It can be found in the record at Comments submitted prior to April 11, 2022 PDF page 74 and the information below from PDF page 75.

**Table 12: Net-New Trips Summary**

Trips (Reductions)	Daily Trips	PM Peak Hour Trips		
		In	Out	Total
NCMU Driveway Trips	5,299	244	302	546
<i>NCMU Pass-by Trips</i>	<u>-1,331</u>	<u>-64</u>	<u>-64</u>	<u>-128</u>
<b>NCMU Primary Trips</b>	<b>3,968</b>	<b>180</b>	<b>238</b>	<b>418</b>
<i>Existing Land Use Trips</i>	<u>-1,245</u>	<u>-83</u>	<u>-48</u>	<u>-131</u>
<b>Net-New Trips (from NCMU Zoning)</b>	<b>2,723</b>	<b>97</b>	<b>190</b>	<b>287</b>

The above information is not addressed in the proposed Multi-Family-2 zone change request. The NCMU zone will add a net 2,723 trips that neither staff nor the applicant factored into the traffic impact of the proposed MF-2 zone traffic increases on a state highway, Wallace Road, over the Oregon Highway Plan adopted traffic density targets.