

From: FRICKE Daniel L <Daniel.L.FRicke@odot.state.or.us>  
Sent: Monday, October 07, 2019 10:57 AM  
To: Tony Martin <TMartin@cityofsalem.net>; BLAIR Keith P <Keith.P.BLAIR@odot.state.or.us>  
Cc: Jennifer Scott <JRScott@cityofsalem.net>  
Subject: RE: FW: Riverbend Phase 2 TPR Analysis (12/23/18) - ODOT Region 2 Traffic Comments

Tony -

Keith Blair (Region 2 Senior Traffic Analyst) and I have reviewed this application. ODOTs previous comments on the proposal are attached. At the time this project was originally reviewed, we determined that the project would not have a significant impact on ODOT facilities as that term is used in OAR 660-012-0060. After consideration, our previous comments remain appropriate and ODOTs position on this proposal. Let me know if you need any additional information.

Dan

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# Oregon

Kate Brown, Governor

## Department of Transportation

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**DATE:** February 13, 2019

**TO:** Dan Fricke  
Region 2 Senior Planner

**FROM:**   
Keith P. Blair, PE  
Region 2 Senior Transportation Analyst

**SUBJECT:** Riverbend Phase 2 (Salem) – Transportation Planning Rule  
TPR Analysis Response Review Comments

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ODOT Region 2 Traffic has completed our review of the submitted TPR analysis review response to comments (dated February 7, 2019) to address traffic impacts due to a comprehensive plan amendment, zone change, and development of a shopping center of up to 14,500 square feet and 112 apartment units on the northwest quadrant of OR 221 and Riverbend Road in the city of Salem, with respect to consistency and compliance with current versions of ODOT's *Analysis Procedures Manual (APM)*. Both versions of the *APM* were most recently updated in November 2018. Current versions are 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 2 Planning, Region 2 Development Review, and the City:

Analysis items to note:

- The study utilized a Commuter seasonal trend adjustment of 1.0132 based on 2017 numbers for a September 2017 count. However, per my calculations utilizing 2017 Commuter trend values and a September 12, 2017 count date, the adjustment should be 1.0235. This will have an effect on the operational analysis results, but should not be significant enough to have an effect on the conclusions of the study as the values are still within the mobility target.
- Table 5 – The OR221/Riverbend intersection operational performances presented within the table are lower than those within the corresponding analysis reports provided within Appendix H. This will have an effect on the operational analysis results, but not the conclusions of the study as the values are still within the mobility target.

Proposed mitigation comments:

1. ODOT maintains jurisdiction of the Salem-Dayton Highway No. 150 (OR 221) and ODOT approval shall be required for all proposed mitigation measures to this facility.
2. No mitigation measures have been proposed. This conclusion appears reasonable for this proposal.

Thank you for the opportunity to review this TPR analysis. As the analysis files were not provided, Region 2 Traffic has only reviewed the submitted report. This TPR analysis has been, for the most part, prepared in accordance with ODOT analysis procedures and methodologies. No further analysis work should be required. 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).