



# Oregon

Kate Brown, Governor

## Department of Transportation

### Region 2 Tech Center

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**DATE:** February 25, 2019

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

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

**SUBJECT:** Aurora Airport Rezone (Marion County) – Transportation Planning Rule  
Revised TPR Analysis and Proportionate Share Memo Review Comments

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ODOT Region 2 Traffic has completed our review of the submitted revised TPR analysis (dated February 1, 2019) and the proportionate share evaluation (dated February 22, 2019) to address traffic impacts due to the proposed rezone (Exclusive Farm Use to Public) and development of the 20-acre parcel on the east edge of the Aurora State Airport in Marion County, 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 County's consideration:

Analysis items to note:

- Region Traffic assumes all land uses and densities offered under both the current and proposed zones are consistent with the County's code as cited in the report.
- Proportionate Share Evaluation, Page 3 – Within the narrative, there is a reference error with regards to Table 3.

Recommended analysis items to be addressed:

1. Proportionate Share Evaluation, Table 2, Airport Road/Arndt Road intersection – Per Figure 2 of the revised TPR analysis, the "Existing Volume" for the AM peak hour should be 1,636 rather than 1,672. This will increase the "Proportionate Share" from approximately 5.4% to approximately 5.6%.
2. Proportionate Share Evaluation, Table 3, Airport Road/Arndt Road intersection – As a result of above comment #1, the "Proportionate Share Contribution" should be \$83,435 rather than \$81,639.

Proposed mitigation comments:

3. ODOT maintains jurisdiction of the Wilsonville-Hubbard Highway No. 51 (OR-551) and ODOT approval shall be required for all proposed mitigation measures to this facility.
4. OR-551/Arndt Road – Install a dedicated left-turn lane on the eastbound and westbound approaches and construct all necessary traffic signal modifications: Approval for the proposed signalized turn lanes are required under the authority of the State Traffic-Roadway Engineer with support from the County and Region Traffic. At the time any official request is submitted to Region 2 Traffic, the request shall include an operational and queuing analysis, preliminary design layout, and a preliminary signal operations design (PSOD).

Thank you for the opportunity to review this revised TPR analysis and the proportionate share evaluation. As the analysis files were not provided, Region 2 Traffic has only reviewed the submitted report. This revised TPR analysis and proportionate share evaluation have been, for the most part, prepared in accordance with ODOT analysis procedures and methodologies. No further analysis work should be required (other than updating Table 2 and Table 3 of the proportionate share evaluation). The mitigation measures recommended within this study may be expected to acceptably mitigate traffic effects of the proposal. Additional work may be required to accompany approval requests for proposed mitigation measures (i.e. operational and queuing analysis, preliminary design layout, preliminary signal operations design, etc.). 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).