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Community
Planning Consulting

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Submitted: January 10, 2017

Comments in Response to Supplemental Material for Traffic Impact Analysis, TIA 16- 007, Part 2

The Applicant has submitted new material into the record date December 26, 2016 relating to Traffic Impact Analysis, TIA 16- 007. We are submitting these additional comments on behalf of Friends of Eugene in response to the new material. Note that our comments here on the issue of AM peak traffic are in addition to our prior comments submitted into the record on January 6, 2017. Those prior comments related to the AM peak traffic issue are included herein by reference.

Threshold for Analysis of AM Peak

The Applicant has indicated that the proposed development would generate less than 100 trips during the AM peak hour, and therefore is not required to analyze the morning peak period traffic impacts. This is not the case. The Eugene Code does not state that the 100-trip criteria must be met in the AM peak for the AM peak traffic to be included in the analysis.

9.8670 Applicability. *Traffic Impact Analysis Review is required when one of the conditions in subsections (1) – (4) of this section exist...*

(1) The development will generate 100 or more vehicle trips during any peak hour as determined by using the most recent edition of the Institute of Transportation Engineer's Trip Generation.

Furthermore, the minimum standards for the TIA are established in **Administrative Order No. 58- 02- 02-F** and require analysis of AM peak traffic.

R-9.8650-F(5) Peak Traffic Hours. *The TIA shall include peak hour traffic counts for all streets within the study area at the time of application.*

...Traffic counts shall be provided for:

5. 1 The weekday a.m. peak-traffic period

Therefore, any applicant that has met the 100 trip threshold in any peak period is required to include AM peak traffic in the analysis.

The project is estimated by the Applicant to generate 157 AM peak trips. The commercial component of the proposal will generate 96 of the AM peak trips. However, the Applicant claims that these trips will not coincide with the AM peak of existing traffic, and therefore there will be zero AM peak trip contribution from the commercial/retail space of the proposed development during the 7am to 9am timeframe. Where are the facts to support this claim?

The Applicant has not defined what the AM peak period is for either the project-generated trips or the existing trips. Actual traffic counts for a full day are needed to determine the proper AM peak period to use.

We believe that, with a realistic mix of commercial uses (see following section: *Trip Generation Estimate Too Low*), the proposal will generate in excess of 100 AM peak period trips. However, as indicated above, the 100 trips do not need to be generated in the AM peak for the study to be required to include full analysis of the AM peak period.

The threshold of 100 peak-hour trips is not the only criteria triggering the need for traffic impact analysis. There are three criteria in EC 9.8670 that should be applied to this application.

9.8670 Applicability. *Traffic Impact Analysis Review is required when one of the conditions in subsections (1) – (4) of this section exist unless the development is within an area (a) shown on Map 9.8670 Downtown Traffic Impact Analysis Exempt Area, or (b) subject to a prior approved Traffic Impact Analysis and is consistent with the impacts analyzed.*

(1) *The development will generate 100 or more vehicle trips during any peak hour as determined by using the most recent edition of the*

Institute of Transportation Engineer's Trip Generation. In developments involving a land division, the peak hour trips shall be calculated based on the likely development that will occur on all lots resulting from the land division.

(2) The increased traffic resulting from the development will contribute to traffic problems in the area based on current accident rates, traffic volumes or speeds that warrant action under the city's traffic calming program, and identified locations where pedestrian and/or bicyclist safety is a concern by the city that is documented.

(3) The city has performed or reviewed traffic engineering analyses that indicate approval of the development will result in levels of service of the roadway system in the vicinity of the development that do not meet adopted level of service standards.

Under EC 9.8670(2), an analysis is required if the development "**will contribute to traffic problems in the area**" and "**where pedestrian and/or bicyclist safety is a concern...**" We believe there are traffic problems in the area, as well as pedestrian and bicyclist safety concerns. These are described in our prior comments of January 6, 2017, which are included herein by reference.

However, we also recognize that the City has not fully and adequately studied and characterized traffic conditions in this area. A recent request to the City by Fodor & Associates for traffic counts in the area revealed that the City has very little basic traffic data in this area. Not only does the City lack recent traffic counts in the area, there is little data upon which to base any historic trends. The City's lack of traffic data and pedestrian and biking studies should not be the basis for allowing new development to create traffic and safety problems. Instead, the City should take advantage of this opportunity to collect any needed traffic information in order to make an informed assessment of the area.

We believe the burden of proof regarding compliance with EC 9.8670(2) rests with the Applicant and the City Traffic Engineer. **We therefore request that the applicant document that these issues do not exist and that the criteria do not apply. We also request that the City Traffic Engineer provide independent, professional verification that these conditions do not and will not exist in this area.** This response should involve the collection of all traffic studies done in the area, of pedestrian and bicycling studies done in the area, and of actual recent traffic counts in the area.

We also request a written statement from the City Traffic Engineer

regarding the applicability of EC 9.8670(3). Please keep in mind that our prior comments have requested an expanded study area to include more nearby intersections and neighborhood streets than have been evaluated in the Applicant's original TIA. This larger study area should be the basis for applying EC 9.8670(2) and (3). The specific code language states that it must include the roadway system "***in the vicinity of the development.***"

Trip Generation Estimate Too Low

The Applicant uses a "specialty retail center" designation to model trip generation from the 14,000 square feet of retail space. This designation is Land Use #826 in the ITE Trip Generation Manual and it appears to be the lowest trip generation category of all the possible commercial uses that could locate in the proposed development. Many other possible commercial uses would generate considerably more trips. We believe the assumption that all commercial space will conform to the low trip generation rate of the "specialty retail" designation is unrealistic. Other possible commercial/retail uses could generate two to ten times more trips. These include:

- Fast food restaurant
- Convenience market
- Coffee/donut shop/bakery
- Café/quality restaurant
- Office/professional services

All of the above uses also generate AM peak trips that will coincide with the existing morning rush hour. **Unless the Applicant proposes to ban all the above uses and forbid all commercial tenants from operating or receiving deliveries before 9am, a more-realistic mix of commercial/retail land use designations should be assumed for the purpose of accurately estimating trip generation. All AM commercial trips should be assumed to coincide with the existing AM peak.**

Evidence of Bicycle Safety Concerns in Area

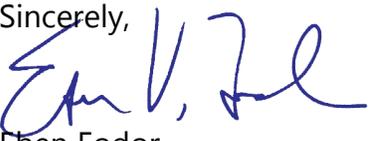
The photo below in **Figure 1** is submitted as documented evidence of the bicycle and pedestrian safety concerns referred to in **EC 9.8670(2)**. The bike crossing of Hilyard Street was witnessed during a brief site visit on December 31, 2016. This photo looks westward and shows the southwest corner of the subject property

where a cyclist who originated from the Alder Street Bike Route is traveling west along the sidewalk of E 32nd Avenue and is attempting to connect with the Amazon Bike Path on the other side of Hilyard. First, the bicyclist was forced to use the sidewalk due to the lack of a safe bike lane on busy E 32nd. The bicyclist was apparently familiar with the area and was aware that using the roadway would conflict with right turns onto Hilyard at the intersection. Second, the bicyclist is attempting to cross the two northbound lanes of Hilyard Street on the way to the "median refuge," where he stopped until he could cross the two southbound lanes. However, there is no actual refuge area that is sufficiently large or protected. The "refuge area" is also threatened by southbound left turns from Hilyard onto E 32nd. This is an extremely dangerous maneuver that is necessary in order to connect between the Alder Bike Route and the Amazon Bike Path using the most convenient and logical route (E 32nd). **Therefore the TIA must study and report bicycle and pedestrian conditions and impacts in this area and propose suitable mitigation.**

Figure 1: Dangerous Bike Crossing Evidence.



Your careful consideration of these issues will be greatly appreciated. Please refer these comments to the City Traffic Engineer, the City Planning Director, and LTD, and consider requesting input from the 4J School District regarding potential impacts to the Safe Routes to School program affecting five of our public schools.

Sincerely,

Eben Fodor
Principal