



Oregon

Tina Kotek, Governor

EXHIBIT K

Department of Transportation
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DATE: October 30, 2023

TO: Douglas Baumgartner, PE
Development Review Coordinator

FROM: Arielle Ferber, PE
Traffic Analysis Engineer

SUBJECT: Florence Dollar General Development (Florence, OR) – Outright Use
TIA Review Comments

ODOT Region 2 Traffic has completed our review of the submitted traffic impact analysis (dated October 23, 2023) to address traffic impacts due to development on the southeast quadrant of US 101 at 36th Street in the city of Florence, with respect to consistency and compliance with ODOT's Analysis Procedures Manual, Version 2 (APM). The APM was most recently updated in September 2023. The current version is published online at: <http://www.oregon.gov/ODOT/TD/TP/Pages/APM.aspx>. As a result, we submit the following comments for the City's consideration:

Analysis items to note:

- The following was noted relating to the crash analysis:
 - Total number of reported crashes at the US 101 at 37th Street and Redwood Street at 35th Street should be one and zero, respectively.
 - Using the "rule of thumb" crash rate threshold of 1.0 to be indicative of design deficiencies has been replaced as a result of more comprehensive data and research in recent years. Rather, it is more appropriate to compare an intersection's crash rate to that of the corresponding 90th percentile crash rate per Section 4.1.1 and Exhibit 4-1 of ODOT's APM. It should be noted that none of the intersections exceed their corresponding 90th percentile crash rate.
- ODOT mobility targets can be found in the *Oregon Highway Plan (OHP)*. The v/c mobility target for US 101 (statewide highway, within UGB, non-MPO, 40 MPH) at all highway study intersections is 0.85. The study area intersections are projected to operate below this target in the 2024 Build conditions therefore the conclusions of the study remain the same.

Proposed mitigation comments:

1. ODOT maintains jurisdiction of the Oregon Coast Highway No. 09 (US 101) 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 proposed development.

Thank you for the opportunity to review this traffic impact analysis. As the analysis software files were not provided, Region 2 Traffic has only reviewed the submitted report.

This traffic impact study has been, for the most part, prepared in accordance with ODOT analysis procedures and methodologies. If the City determines any of the above comments will merit the need for reanalysis, we would be willing and able to assist with a second round of review.

If there are any questions regarding these comments, please contact me at (971) 208-1290 or Arielle.Ferber@ODOT.state.or.us