



# Oregon

Kate Brown, Governor

## Department of Transportation Region 2 Tech Center

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**DATE:** August 5, 2020

**TO:** Doug Baumgartner, PE  
Access Management Engineer

**FROM:** Keith P. Blair, PE  
Region Traffic Manager

**SUBJECT:** Car Wash and Coffee Kiosk (Florence) – Outright Use  
TIA Review Comments

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ODOT Region 2 Traffic has completed our review of the submitted traffic impact analysis (dated April 3, 2020) to address traffic impacts due to development of a 400 square-foot drive through coffee stand and a single-lane automated drive through car wash east of US-101 between Sixth Street and Rhododendron Drive 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 July 2020. 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 study applied a seasonal adjustment of 132% (more than the recommended maximum of 130%) to the count data collected December 19, 2019. Using winter counts with a high seasonal adjustment to represent the peak summer period will likely not represent traffic turning movements accurately, especially in coastal communities.
- This study utilized the outdated Highway Capacity Manual (HCM) 2000 for the signalized intersection, the outdated HCM 2010 for the unsignalized intersections, and did not utilize methodology from the current HCM 6<sup>th</sup> Edition. As the reported operations for all analyzed AM peak hour scenarios are all well below their respective mobility targets, the utilized software may be acceptable for the purposes of this specific TIA. The consultant shall be advised HCM 2000 and HCM 2010 analyses for unsignalized intersections will not be accepted for use on studies under ODOT's authority.

- Typically, ODOT will not run analyses with zero vehicles making available permitted movements. Rather, if count data does not identify any vehicles within the peak hour making a movement, we recommend assuming a low volume (1 or 2) rather than zero. The algorithms within Synchro utilize different formulas if there are zero conflicting vehicles.

Proposed mitigation comments:

1. ODOT maintains jurisdiction of the Oregon Coast Highway No. 9 (US-101) and ODOT approval shall be required for all proposed mitigation measures to this facility. 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. No movement at any of the study intersections are approaching the mobility target during the analyzed AM peak hour scenarios. As a result, the above comments may have a relatively small effect on the results of the operational analysis and may have no effect on the conclusion of the study. However, if the City determines any of the above comments will merit the need for reanalysis, we would be willing and able to assist with an additional round of review. 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).