



DATE: August 18, 2023

REQUEST: Sandy Community Campus Park
Transportation Impact Analysis Review

FILE NO: 23-020 DR/CUP/VAR/FSH/TREE

REVIEWER: Reah Flisakowski, PE and Hallie Turk, EI | DKS Associates

DKS Associates has reviewed the traffic impact study¹ and site plan for the Sandy Community Campus Park in Sandy, Oregon. The proposed development application would construct a new park consisting of a pump track/skatepark, trails, playgrounds, and other amenities. The project site is located north of Pleasant Street between SE Meinig Avenue and Strauss Avenue. The development will connect with the transportation system via a site access driveway on Scenic Street.

The general comments and listing of recommended conditions of approval are based on a review of the impact study and site plan.

DEVELOPMENT TRANSPORTATION IMPACT REVIEW

Key comments and issues related to the proposed development's transportation impact analysis include:

Existing

- Study Intersections
 - Scenic Street at Site Access
 - SE Meinig Avenue at Idleman Street / Site Access
 - SE Meinig Avenue at Pleasant Street
 - SE Meinig Avenue at Proctor Boulevard (US 26 westbound)
 - SE Meinig Avenue / Highway 211 at Pioneer Boulevard (US 26 eastbound)
- Traffic operations were evaluated using HCM 6th edition. All study intersections operate at an acceptable v/c ratio and level of service during the 2023 weekday PM peak hour, Saturday peak hour, and Saturday event peak hour.
- Crash data from January 2017 to December 2021 was analyzed. No reported crashes during this period resulted in fatal or serious injury (Injury A), and no significant trends or crash patterns

¹ Sandy Community Campus Park Transportation Impact Study, Lancaster Mobley, June 15, 2023.

were identified at any of the study intersections. In addition, none of the intersection crash rates exceeded their respective ODOT 90th percentile crash rates. There is no safety mitigation recommended at this time.

Future (2025) Background Condition

- To account for background growth, a growth rate of 2.0 percent per year was applied to the existing 2023 volumes at the City of Sandy intersections, and a growth rate of 0.96 percent per year was applied at ODOT intersections.
- All study intersections operate at an acceptable v/c ratio and level of service during the 2025 weekday PM peak hour, Saturday peak hour, and Saturday event peak hour under background conditions.

Future (2025) With Project Condition

- ITE Trip Generation Codes 411 Public Park and 488 Soccer Complex were used for the trip generation estimation.
- The proposed project would result in additional vehicle trips: 17 (12 in/5 out) weekday PM peak hour vehicle trips, 40 (20 in/20 out) Saturday peak hour vehicle trips, and 50 (40 in/10 out) Saturday event peak hour trips.
- Trip distribution was based on existing traffic counts.
- Preliminary traffic signal warrants were examined at all unsignalized study intersections. Signal warrants are not projected to be met at any study intersection under buildout year 2025 because traffic at intersection approaches does not meet the minimum volume.
- Left turn lane warrants were examined at the two site access intersections and the intersection of SE Meinig Avenue and Pleasant Street according to NCHRP Report 457 methodology. Left turn lane warrants are not projected to be met at any study intersection under buildout year 2025 because left turning traffic and opposing/advancing traffic do not meet the minimum volume.
- All study intersections operate at an acceptable v/c ratio and level of service during the 2025 weekday PM peak hour, Saturday peak hour, and Saturday event peak hour under future with project conditions.
- The proposed development will provide 40 on-site parking spaces in addition to the street parking available on SE Meinig Avenue, Scenic Street, Idleman Street, and Hood Street. The parking analysis shows that there are adequate parking spaces available to accommodate the anticipated parking demand.

DEVELOPMENT SITE PLAN REVIEW

Key comments and issues related to the proposed development's site plan include:

- The site plan shows appropriate internal vehicle circulation through the parking lot and pedestrian and bicycle circulation throughout the park.
- The site plan proposes a pedestrian access connecting to the Sandy River Park Trail in the property's northwest corner and a vehicle access connecting to Sandy Grade School in the southeast corner.
- A site distance review was not conducted at the site accesses. However, preliminary review of the site plan and existing conditions at the proposed access locations does not indicate there would be sight distance issues.

RECOMMENDED CONDITIONS OF APPROVAL

The following conditions of approval are recommended based on a review of the traffic impact study and site plan:

1. The development shall contribute Transportation System Development Charges toward citywide impacts.
2. Frontage improvements shall be constructed at Collector standards along the site frontage on Meinig Avenue.
3. Frontage improvements shall be constructed at Local Street standards along the site frontage on Scenic Street. A minimum pavement width of 20 feet shall be provided to adequately accommodate two-way vehicle traffic.
4. Minimum AASHTO sight distance requirements shall be met at all site driveways. Sight distances should be verified in the final engineering/construction stages of development.