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## MEMORANDUM

DATE: November 9, 2016

TO: Steve Adams, City of Wilsonville

FROM: Scott Mansur, P.E., PTOE

SUBJECT: Boones Ferry Road to Brown Road Connector Future Scenario ADT Projections

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This memorandum outlines the process used to forecast future traffic volumes on Kinsman Road south of Wilsonville Road and the future Boones Ferry Road to Brown Road connector for the following scenarios:

- Year of Opening (2020), Phase 1 Only, Without Residential Development
- Year 10 (2026), Phase 1 Only, With Residential Development
- Year 10 (2026), Phase 1 Only, Without Residential Development
- Year of Opening (2020), Phase 1 & 2, With Development
- Year 10 (2026), Phase 1 & 2, With Development

### Future Projection Methodology

Baseline (2010) and Future (2035) PM peak hour scenarios from the Metro Gamma Model that was refined for the City of Wilsonville were used to estimate the Average Daily Traffic (ADT) for each of the scenarios (the PM peak hour volumes were factored to represent ADT volumes).

Two separate construction phases of the connector roadway were assumed as part of the future volume forecasts. Phase 1 assumes a connector from Boones Ferry Road to Kinsman Road and Phases 1 & 2 assume the full Boones Ferry Road to Brown Road connection (these phases also included the Montebello Drive connection to Wilsonville Road) were included in the model's evaluation.

Furthermore, the expected residential development south of Wilsonville Road and west of Kinsman Road was also included in the model's evaluation. Approximately 500 daily vehicles are expected



to access Boones Ferry Road under either the Phase 1 Only scenario or the Phase 1 & 2 scenario via the future connector.

## ADT Volume Estimates

Table 1 below displays the ADT estimates on Kinsman Road south of Wilsonville Road and the future Boones Ferry Road to Brown Road connector for each of the scenarios. As shown, there is expected to be more motor vehicle volume on both roadways under the Phase 1 & 2 scenario when compared with the Phase 1 only scenario. Furthermore, the scenarios that include the residential development also have higher motor vehicle volume traffic on both roadways. Motor vehicle volumes also increase on both roadways under the Year 10 (2026) scenario as compared to the Year of Opening (2010) scenario.

*Table 1: Average Daily Traffic Volume Estimates*

Roadway	Phase 1			Phase 1 & 2		
	Year of Opening (2020); Without Development	Year 10 (2026)		2020 (Year of Opening); With Development	2026 (Year 10); With Development	2035; With Development
		Without Development	With Development			
Kinsman Road south of Wilsonville Road	2,300	2,800	2,800 <sup>a</sup>	2,500	3,400	4,800
Future Boones Ferry to Brown Road Connector	1,800	2,300	2,800	2,000	3,000	4,000

<sup>a</sup> There is negligible difference in the model with and without development on Kinsman Road as it assumes the residential development uses the future Montebello Drive connection for Wilsonville Road access.