

REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

October 19, 2015

Ms. Laura Terway
City of Oregon City
PO Box 3040
Oregon City, OR 97045

**SUBJECT: REVIEW OF TRANSPORTATION IMPACT ANALYSIS – PROVIDENCE
WILLAMETTE FALLS MEDICAL CENTER – CP15-02 & ZC15-04**

Dear Ms. Terway:

In response to your request, I have reviewed the materials submitted in support of the proposed comprehensive plan amendment and zone change associated with the revision of the master plan for the Providence Willamette Falls Medical Center. The relevant materials included the project narrative and the Transportation Impact Analysis (TIA). The TIA is dated July 23, 2015 and was prepared under the direction of Julia Kuhn, PE of Kittelson & Associates, Inc.

The proposed comprehensive plan amendment and zone change involves two parcels on the south side of 16th Street west of Division Street. The parcels are currently occupied by single-family residences. The comprehensive plan amendment and zone change would involve changing them to Mixed Use Employment (MUE). The likely development scenario would be for the property being rezoned to serve as parking facilities for the nearby medical facilities. The worst case analysis for the zone change assumed the site would be developed as a 6,000 square foot medical office building. A specific development is not proposed at this time.

The TIA provides a basis upon which the zone change can be evaluated for transportation impacts.

Comments

- 1. Study Area.** The study addresses the appropriate intersection. The engineer evaluated traffic patterns and traffic volumes and evaluated one location: 15th Street and Division Street. The study area is appropriate.
- 2. Traffic Counts.** The traffic counts were conducted in June 2015 at the intersection of 15th Street and Division Street. Traffic counts were conducted during the AM and PM peak periods. The base year traffic volumes appear reasonable.
- 3. Trip Generation.** The TIA presents information on trip generation from the construction of a 6,000 square foot medical office building in comparison to residential use of the site. The trip generation rates were taken from the Institute of Transportation Engineers' *Trip Generation Manual*. A medical office building is predicted to produce 14 AM peak hour trips; 21 PM peak hour trips; and 216 total weekday trips.

4. **Trip Distribution.** The engineer's trip distribution shows 37 percent of the traffic going to and from the west on 16th Street; 33 percent to and from the north on Division Street; and 30 percent to and from the south on Division Street. The trip distribution seems reasonable.
5. **Traffic Growth.** To account for background traffic growth, the traffic counts were adjusted by 0.5 percent per year through 2035 plus the increase in traffic from the build-out of the medical center as identified in the adopted master plan. The traffic growth assumptions and methodology appear reasonable.
6. **Analysis.** Traffic volumes were calculated for the intersection of 15th Street and Division Street. The level of service (LOS) and delay calculations were provided to assess operations relative to the city's operational standard. The analysis was undertaken for the AM and PM peak hours and included year 2015 existing conditions and 2035 total traffic conditions.

According to the engineer, the intersection of 15th Street and Division Street is predicted to operate at LOS "A" during the AM peak hour and the PM peak hour under both existing conditions and year 2035 conditions. The performance of this intersection is predicted to meet city standards during the peak hours.

The engineer concluded no mitigation measures were necessary. I concur with her conclusions.

7. **Turn Lanes at Site Entrance(s).** The TIA did not address operations as site entrances since there is not a current development proposal. Site access should be reviewed in connection with a specific development plan.
8. **Crash Information.** Because this proposal was not based on a specific development proposal, the TIA did not provide crash information. Crash information should be reviewed in a subsequent development proposal.
9. **Pedestrian and Bicycle Facilities.** The TIA summarizes the presence of bicycle, pedestrian and transit facilities in the vicinity. In connection with a specific development proposal the site frontage should be reviewed for appropriate features.
10. **Site Plan and Access.** The proposal does not address site access. Site access should be addressed with a specific development plan.
11. **Intersection Spacing.** No new intersections are created by this proposal. The issue need not be addressed.
12. **Sight Distance.** The proposal does not involve a specific development. Sight distance at the access points should be reviewed in connection with a specific development proposal.

13. Consistency with the Transportation System Plan (TSP). Frontage improvements should be reviewed in connection with a specific development proposal.

14. Transportation Planning Rule (TPR) Analysis. Because the applicant is proposing to rezone the property from residential to MUE, a TPR analysis is also included. The engineer provided an analysis of the trip generation under the proposed zoning and concluded the impact was negligible. During the AM peak hour, a medical office building would generate 12 additional trips due to the proposed rezoning. During the PM peak hour, a medical office building would generate 18 additional trips due to the proposed rezoning. The engineer states that the proposal does not change the functional classification of any existing or planned transportation facility; does not alter the standards for implementing the functional classification system; and does not alter the level of travel or degrade the performance of the transportation system such that it would not meet applicable performance standards. I concur.

15. Conclusions and Recommendations. The engineer concludes that traffic operations would be adequate at the analyzed intersection. She concludes no mitigation is needed for traffic operations. I concur with the conclusions of the applicant's engineer.

Conclusion and Recommendations

I find that the TIA provides an adequate basis upon which to assess the impacts of the proposed rezoning. The impact of the rezoning is minor and the proposal does not have a significant impact as described in the Transportation Planning Rule. When a specific development proposal is presented, a few items not dealt with in this analysis will need to be addressed in a supplement or a new TIA.

If you have any questions or need any further information concerning this review, please contact me at replinger-associates@comcast.net.

Sincerely,



John Replinger, PE
Principal