

Technical Memorandum

To: Chair Denyse McGriff
Oregon City Planning Commission
625 Center Street
Oregon City, OR 97045

From: Michael Ard, PE

Date: September 20, 2017

Subject: Abernethy Place – Trip Distribution Patterns



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Dear Chair McGriff,

This memorandum is written to provide additional information related to your inquiry concerning the distribution patterns of site trips associated with the proposed Abernethy Place project. At the Planning Commission hearing on September 11, 2017, you requested additional information regarding how we determined the likely destinations of site trips, and whether the distribution patterns in the report might under-represent potential trips on local streets by virtue of showing a high percentage of site trips destined for state highway facilities.

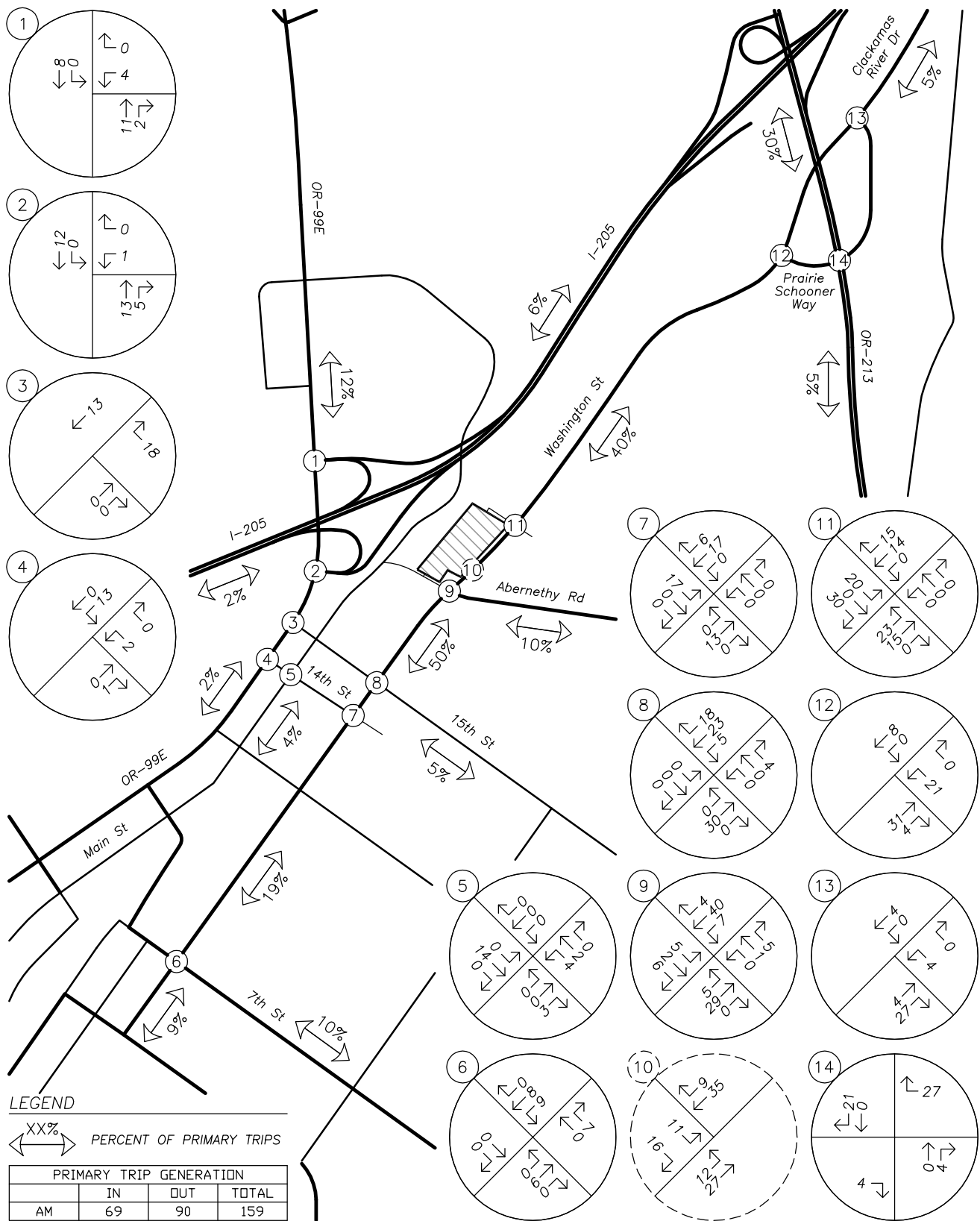
In preparing the traffic impact study for the proposed development, Lancaster Engineering utilized count data from the existing streets and intersections within the study area to determine an appropriate trip distribution. The assignment of site trips to area roadways was done assuming that travel patterns associated with the proposed use will largely match the patterns of existing travel observed in the site vicinity. Accordingly, the trip assignment utilized traffic count data in conjunction with direct observation of travel routes utilized for facilities along Washington Street in the immediate site vicinity. Using this approach to estimating trip distribution means that our projections match "real world" conditions as closely as possible given the available data.

In our study, Lancaster Engineering projected that approximately 43 percent of site trips will travel to and from the site via either I-205 or OR-213. Another 14 percent of site trips are projected to travel to and from the site via Highway 99E, which serves both local and non-local traffic. The remaining 43 percent of primary trips are projected to travel to and from the site using Oregon City's local street network.

In addition to the primary site trips, there are non-primary site trips that will visit the site. These trips occur when people driving on streets in the site vicinity stop at the site along the way to another destination. Since non-primary trips are often trips of convenience, they tend to divert from close and convenient roadways, thereby tending more strongly to come from local streets. Accounting for both primary and non-primary trips, fewer than 30 percent of the total site trips are expected to originate from I-205 and OR-213.

If you have any further questions regarding this matter, please let us know.

APPENDIX

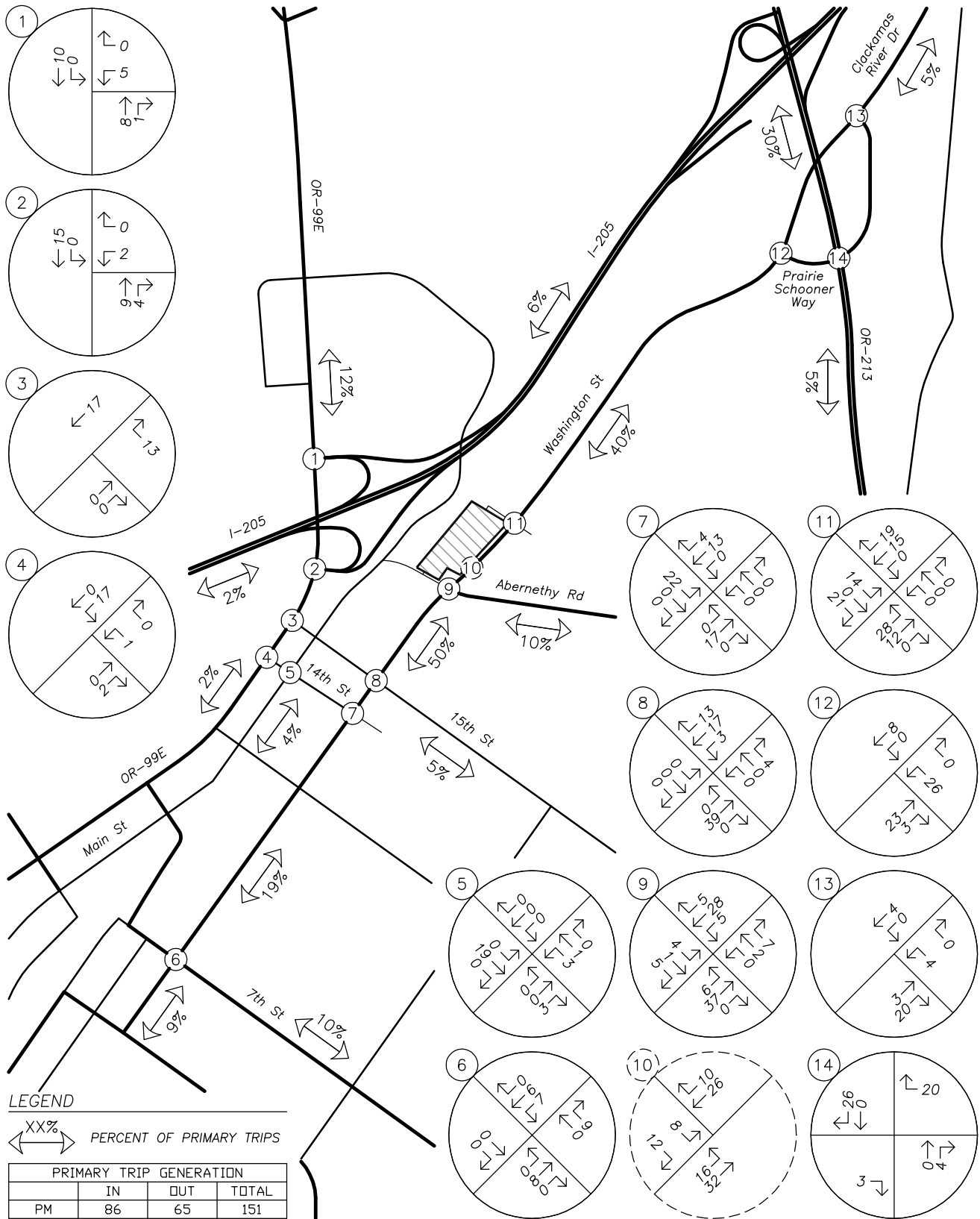


SITE TRIP DISTRIBUTION & ASSIGNMENT
 Proposed Development Plan – Primary Site Trips
 AM Peak Hour



FIGURE 5

PAGE 19

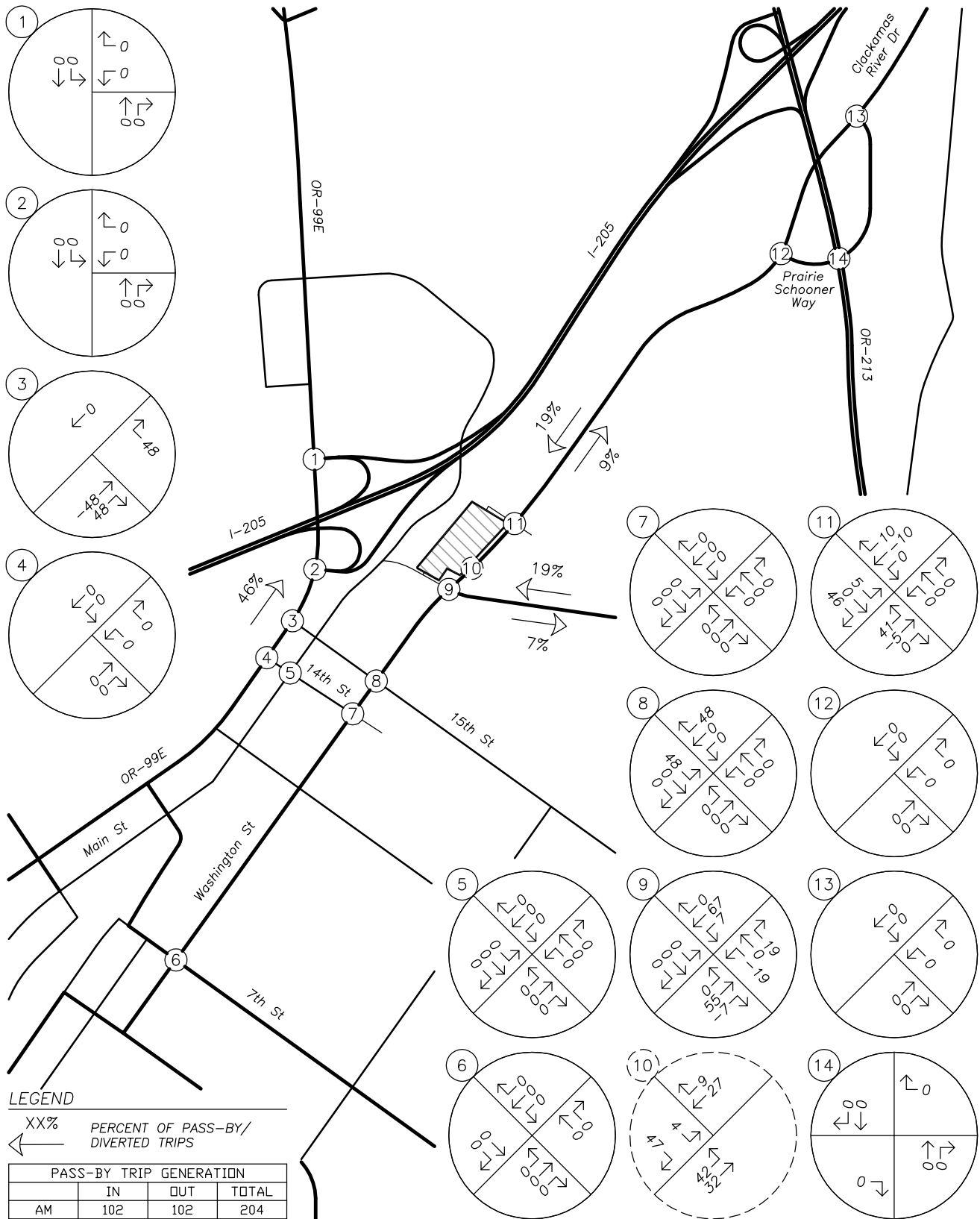


SITE TRIP DISTRIBUTION & ASSIGNMENT
 Proposed Development Plan – Primary Site Trips
 PM Peak Hour



FIGURE
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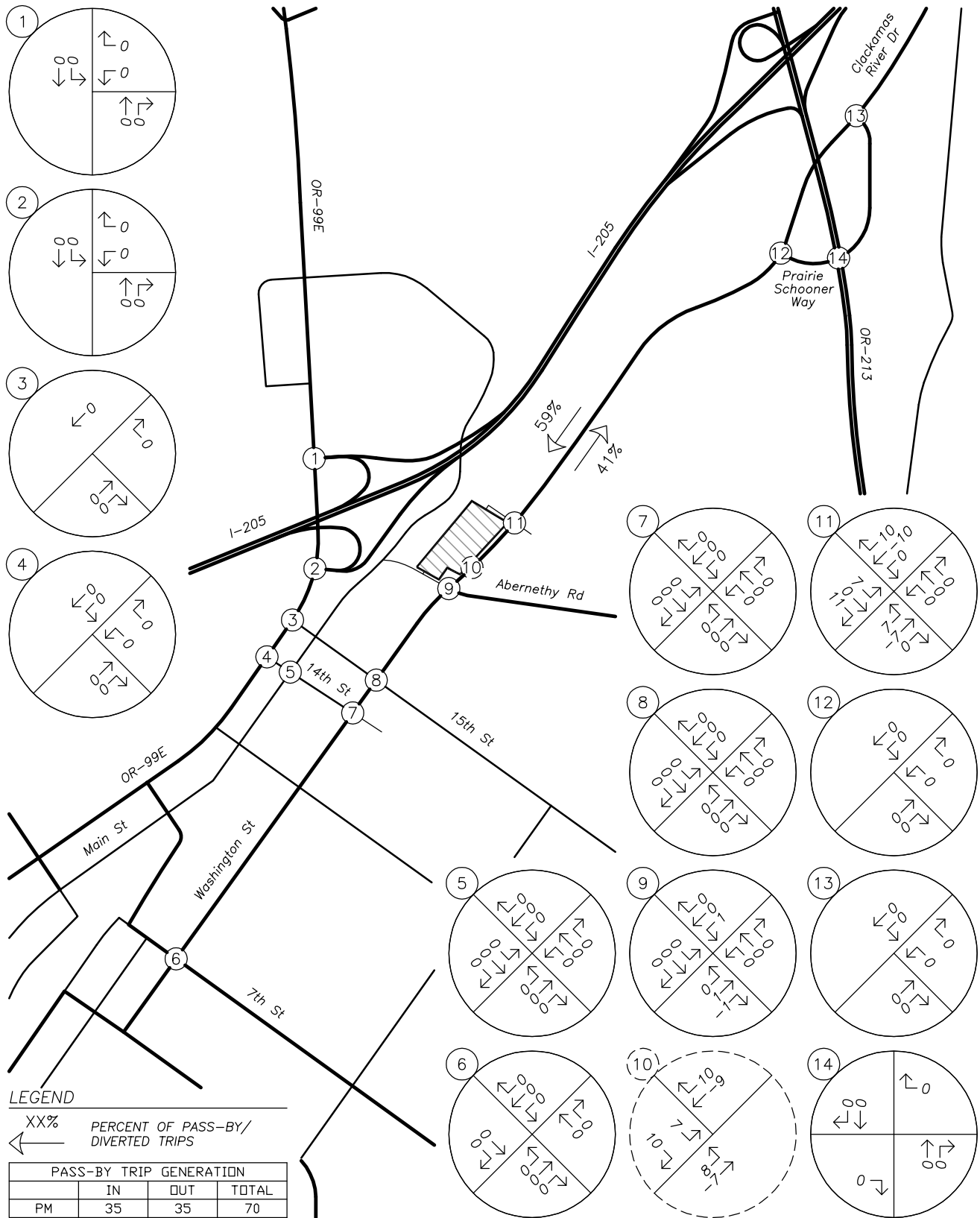


SITE TRIP DISTRIBUTION & ASSIGNMENT
 Proposed Development Plan – Pass-by Site Trips
 AM Peak Hour



FIGURE
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SITE TRIP DISTRIBUTION & ASSIGNMENT
Proposed Development Plan – Pass-by Site Trips
PM Peak Hour



FIGURE
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