

REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

October 26, 2017

Ms. Diliانا Vassileva
City of Oregon City
PO Box 3040
Oregon City, OR 97045

SUBJECT: REVIEW OF TRANSPORTATION ANALYSIS LETTER – CLACKAMAS FAMILY JUSTICE CENTER – CP17-03 AND DP17-01

Dear Ms. Vassileva:

In response to your request, I have reviewed the Transportation Analysis Letter (TAL) submitted for the proposed Family Justice Center to be located on the Clackamas County Red Soils campus. The TAL was prepared by Rick Nys, PE of Clackamas County. The TAL is dated January 5, 2017.

The applicant proposes to locate a 24- by 60-foot modular building on part of the site located at 256 Warner Milne Road. According to the TAL, the 1440-square foot modular building would be supplemental to the existing 9280-square foot office building already at that site.

Overall

I find the TAL addresses the city's requirements and provides an adequate basis to evaluate impacts of the proposed development.

Comments

- 1. Trip Generation.** The engineer provides a trip generation estimate for the facility based on the Institute of Transportation Engineers' *Trip Generation Manual*. Using the land use code for a government office building, he calculates that the facility will generate 8 AM peak hour trips, 1 PM peak hour trip, and 99 weekday trips. The estimate of trip generation appears reasonable.
- 2. Access Locations.** As explained in the TAL, the existing site driveway to Warner Milne Road will be utilized without modification. The engineer provides details on the location of nearby driveways.
- 3. Driveway Width.** The engineer states that the driveway is approximately 24 feet wide and meets city requirements for non-residential driveways.

- 4. Intersection Spacing.** No new street intersections are proposed.
- 5. Sight Distance.** The engineer measured sight distance in both directions at the existing driveway and found that it exceeds 335 feet, the intersection sight distance associated with 30 mph, the posted speed for Warner Milne Road. He did not recommend mitigation and I concur.
- 6. Safety Issues.** The engineer provided crash information for a 5-year period. He indicates that one crash occurred at the site driveway during this period. He identified no safety deficiencies. I concur with the engineer's conclusion.
- 7. Consistency with the Transportation System Plan (TSP).** The engineer states that the Warner Milne Road frontage does not correspond with the TSP's minor arterial standards, but the TSP does not include a project to widen this section of roadway. The TSP project in the area is sidewalk infill on Warner Milne Road.

Conclusion and Recommendations

I find that the TAL meets city requirements and provides an adequate basis upon which impacts of the proposed modular building addition can be assessed. The building will result in only minor increases in traffic and does not require mitigation.

The applicant's engineer identifies no issues requiring mitigation and I concur.

I do not recommend any conditions be placed on the development for transportation-related issues associated.

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