

REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

November 9, 2017

Ms. Kelly Reid
City of Oregon City
PO Box 3040
Oregon City, OR 97045

**SUBJECT: REVIEW OF TRANSPORTATION ANALYSIS LETTER – GARDINER MIDDLE
 SCHOOL EXPANSION – SP17-127**

Dear Ms. Reid:

In response to your request, I have reviewed the materials submitted in support of the proposed expansion of the Gardiner Middle School. The school is located on the east side of Leonard Street between Williams Street and Ethel Street. The relevant materials consisted of the Transportation Analysis Letter (TAL) dated September 8, 2017 and the project narrative. The TAL was prepared under the direction of Michael Ard, PE of Lancaster Engineering.

The proposed school expansion would consist of the placement of a 1792 square-foot modular unit for additional classroom space on the campus.

The TAL provides an adequate basis upon which the proposal can be evaluated for transportation impacts.

Comments

- 1. Trip Generation.** The TAL presents information on trip generation from the addition of 1792 square feet of classroom space. The trip generation rates were taken from the Institute of Transportation Engineers' *Trip Generation Manual* using land use category 522 – Middle/Junior High School. The additional classroom space is calculated to produce 8 new AM peak hour trips; 2 new PM peak hour trips; and 24 new weekday trips.
- 2. Access Locations.** Access for the school is provided by the extension of Ethel and Hood Streets into the site. Access will not change due to the expansion.
- 3. Driveway Width.** The existing accesses are extensions of Ethel and Hood Streets. The engineer reports that the widths of these streets are 33 and 35 feet, respectively, and that they meet city standards for width.
- 4. Intersection Spacing.** The proposal does not change the access. Driveway and intersection spacing are appropriate.
- 5. Sight Distance.** The engineer states that driveway sight distance standards are not really applicable since the site accesses are essentially extensions of Ethel and Hood Streets. I agree that sight distance is not an issue requiring further attention.

- 6. *Safety Issues.*** The TAL included a crash summary for the intersections of Ethel Street at Linn Avenue, Ethel Street at Leonard Street, Hood Street at Linn Avenue and Hood Street at Leonard Street. Ethel Street at Linn Avenue had three reported crashes, two of which resulted in a report of “possible injury/complaint of pain.” No specific crash patterns were noted, and no mitigations are necessary or recommended. I concur with the engineer’s conclusions.
- 7. *Consistency with the Transportation System Plan (TSP).*** The TAL summarizes proposed improvements in the vicinity from the TSP. Sidewalk infill is proposed for Leonard Street, Ethel Street and Hood Street. A multi-lane roundabout is also proposed for the nearby intersection of Linn Avenue/Leland Road at Warner Milne Road/Warner Parrott Road (project #D34). All of the proposed above-described proposed projects are currently listed as “not likely to be funded” in the Transportation System Plan, with designations of the projects as either “Long-Term Phase 3” or “Long-Term Phase 4.” The proposal does not provide additional justification for any of these projects.
- 8. *Conditions of Approval from Prior Expansion.*** Conditions of approval for the prior conditional use permit application in 2012 included encouraging staff to use the south parking lot and improving the loop drive frontage to improve pick-up and drop-off operations. The applicant explains in the project narrative that both have been accomplished. While I cannot confirm the staff use of the south parking lot, I did observe operations of the school driveway during a site visit during October 2017. I was able to verify the use of signs described by the applicant. I did not observe any deficiencies related to operations.

Conclusion and Recommendations

I find that the TIS provides an adequate basis upon which to assess the impacts of the proposed school expansion. I find no need for mitigation to address traffic impacts from the proposed expansion.

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