

REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

May 27, 2019

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

**SUBJECT: REVIEW OF TRANSPORTATION ANALYSIS LETTER – PRECISION
 CABINETS – SP19-25**

Dear Ms. Vassileva:

In response to your request, I have reviewed the Transportation Analysis Letter (TAL) submitted in support of the proposed Precision Cabinets manufacturing facility and showroom. The proposed building is approximately 6580 square feet.

The site is located at 19224 Molalla Avenue. The proposed building will occupy an unused portion of the development located in the southeast quadrant of the intersection of Molalla Avenue and Fir Street; the major use of the parcel is the Wilco Farm Store. The Precision Cabinets building is to be constructed in the far northeast part of the site adjacent to the east driveway to Fir Street.

The TAL, dated March 8, 2019, was prepared under the direction of William Farley, PE of Lancaster Engineering.

Overall

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

Comments

- 1. *Trip Generation.*** The TAL presents information on trip generation from the construction of a manufacturing facility. The trip generation rates were taken from the Institute of Transportation Engineers' *Trip Generation Manual* using the manufacturing facility (ITE land use code 140). The building is calculated to produce 4 AM peak hour trips; 4 PM peak hour trips; and 26 weekday trips.
- 2. *Access Locations.*** Access for the complex where the building will be located includes driveways to Molalla Avenue and to Fir Street. The main access to the site is on Molalla Avenue; two accesses are available on Fir Street. No access locations would be changed

by the addition of the Precision Cabinets building. It is predicted that the traffic generated by the Precision Cabinet building would primarily be via the easterly driveway to Fir Street.

- 3. Driveway Width.** No change to driveway width or location is proposed.
- 4. Intersection Spacing.** The proposal does not create new intersections.
- 5. Sight Distance.** The engineer measured sight distance along Fir Street at the east driveway. Available sight distance at this location exceeds 300 feet, which is in excess of the distance associated with the 25-mph posted speed of Fir Street. Sight distance is adequate.
- 6. Safety Issues.** The TAL included a crash summary for the most recent five-year period (2012 – 2016). Four crashes were reported at the intersection of Molalla Avenue and Fir Street. Three were categorized as rear-end crashes. Six crashes were reported at various driveways along Fir Street between Molalla Avenue and Beavercreek Road. Crash rates are low with no need for further analysis or mitigation. There is no reason to expect the street or nearby intersections to be adversely affected by the development.
- 7. Consistency with the Transportation System Plan (TSP).** Based on the materials submitted it appears that the frontage is fully developed and meets city standards and is consistent with the TSP.

Conclusion and Recommendations

I find that the TAL meets city requirements and provides an adequate basis upon which impacts of the building can be assessed.

There are no transportation-related issues associated with this development proposal requiring mitigation.

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