

REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

July 24, 2019

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

**SUBJECT: REVIEW OF TRANSPORTATION ANALYSIS LETTER – MARQUIS
 MEMORY CARE PARKING EXPANSION – SP18-119**

Dear Ms. Reid:

In response to your request, I have reviewed the Transportation Analysis Letter (TAL) submitted for the proposed expansion of the parking lot for the Marquis Memory Care facility at 1680 Molalla Avenue. The site is in the southwest quadrant of the intersection of Beaver Creek Road and Molalla Avenue. The TAL was prepared under the direction of Frank Charbonneau, PE of Charbonneau Engineering. The TAL is dated July 10, 2018.

The applicant proposes to expand the parking lot and make related modifications to serve the existing facility. No expansion of the building is proposed.

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 TAL explains that the parking lot is proposed to be expanded from 42 to 64 spaces. The engineer explains that since the building itself will not expand that the added parking capacity will not result in additional trips. Based on the trip generation data in the Institute of Transportation Engineers' *Trip Generation Manual*, I find this to be a reasonable argument. It is also reasonable to conclude that a few added trips that could potentially result from the increase in parking lot capacity would not alter the conclusions in the TAL.
- 2. Access Locations.** According to the TAL, the site has two access points on Molalla Avenue. Because of the on-site circulation patterns and the parking lot layout, the

north access effectively functions as an ingress only access. This access point is close to the signalized intersection of Molalla Avenue and Beaver Creek Road. The fact that it functions as an entrance only makes it acceptable. The south access serves both entering and exiting traffic.

- 3. Driveway Width.** The TAL indicates both access points meet city requirements for driveway width.
- 4. Intersection Spacing.** No new street intersections are proposed.
- 5. Sight Distance.** The engineer measured sight distance at the driveways. He measured sight distance in excess of 500 feet at both locations and identified no changes were needed. Sight distance is adequate for the speed of the roadway.
- 6. Safety Issues.** The TAL provided crash information for a five-year period. A total of 55 crashes were reported at the intersection of Molalla Avenue and Beaver Creek Road. This is not an unusual number for a major signalized intersection. Based on the constraints of the reporting system, it was not possible to identify whether any of the crashes could be associated with either of the site driveways.

A mitigation measure to improve safety recommended by the applicant's engineer is the removal of five existing, angled parking spaces from the parking lot nearest Molalla Avenue at the north site access. Removal of these spaces will lessen the potential for traffic conflicts within the parking lot and near the north site driveway at Molalla Avenue. Removal of these spaces is a highly desirable feature of the proposal. I concur with the recommendation.

- 7. Consistency with the Transportation System Plan (TSP).** The frontage appears consistent with city specification and the Transportation System Plan.

Conclusion and Recommendations

I find that the TAL meets city requirements and provides an adequate basis upon which impacts of the parking lot expansion can be assessed. The parking lot expansion is predicted to cause little if any increase in traffic.

The removal of the five existing, angled parking spaces in the lot near the north access is a desirable change because it lessens the potential for traffic conflicts within the parking lot that could spill back onto Molalla Avenue. This change is highly desirable

Ms. Kelly Reid
July 24, 2019
Page 3

and more than makes up for any increase in traffic that could potentially result from the increased capacity of the parking lot.

I recommend that the removal of the five existing, angled parking spaces nearest the north access be made a condition of the development application. I do not recommend any other 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,

A handwritten signature in black ink that reads "John Replinger". The signature is written in a cursive, flowing style.

John Replinger, PE
Principal

Oregon City\2018\SP18-119