

February 4, 2020

City of McMinnville Planning Department
Attn: Charles Darnell
213 NE Fifth Street
McMinnville, Oregon 97128

RE: January 28 City Council Hearing on Stafford North Development; Letter of Concern

Dear Mr. Darnell,

Please pass this letter of concern to City Council members.

I submitted a letter of concern prior to the January 28th City Council hearing on Stafford North development. This second letter provides addition traffic related concerns which indicate that approval of Stafford's six applications and subsequent build-out of Baker Creek North would result in exceeding the current capacity of Baker Creek Road.

According to a representative from the City of McMinnville at the January 28th hearing, Baker Creek Road has a design capacity of 10,000 vehicles per day. This may not be the official number but it is what I recall hearing.

A privately funded traffic volume count of Baker Creek Road was conducted over a two day, 48 hour period from January 22-23, 2020. Vehicle data was collected near the intersection of Merlot Drive and Baker Creek Road. Here's a summary:

<u>Date</u>	<u>East Bound</u>	<u>West Bound</u>	<u>Total</u>	<u>Average</u>
Tuesday, 22 Jan	4,079	4,018	8,097	
Wednesday, 23 Jan	3,999	4,044	8,043	8,070

Homes under construction and developments already approved by the City must be added to the current Baker Creek volume of 8,070 daily trips. Baker Creek West and East are currently in build out. These developments consist of 208 homes. Let's assume 65% of these homes have already been built and sold and associated vehicle traffic is included in the 8,070 number above. The remaining 35% of unbuilt homes results in 689 new daily trips (73 homes x 9.44 trips/home). The 70 unit Baker Creek West apartments will generate 661 trips (70 units x 9.44 trips/day). The already City approved 108 home Oak Ridge Meadows will generate 1,020 additional daily trips (108 x 9.44 trips/home). **Together, they lead to 2,370 additional daily trips.**

The actual count of 8,070 trips + 2,370 new daily trips generated from the above described developments **results in 10,440 daily trips**. This number is above the 10,000 daily trip capacity of Baker Creek Road **before** the Baker Creek North development is factored into the equation.

How will it look when Baker Creek North development is factored in? The proposed 280 home Baker Creek North will generate 2,643 daily trips. The 120 Baker Creek North apartments will generate 1,133

daily trips. **Together, the development will generate 3,776 daily trips.** What does that do to Baker Creek Road capacity? 10,440 daily trips + 3,776 daily trips from Baker Creek North **results in 14,216 daily trips.**

Approving and constructing new homes in McMinnville **must** consider our existing and planned road infrastructure. The 2010 McMinnville Transportation System Plan provides goals and policy guidance the City Council should take into consideration, including:

- Chapter 2, page 2-4:: “Through implementation of the TSP and the Comprehensive Plan, the City of McMinnville will, to the extent possible, **seek measures that simultaneously help reduce traffic congestion, pollution, crashes** and consumer costs, while increasing mobility options for non-drivers, and encouraging a more efficient land use pattern.”
- Chapter 2, page 2-3: “The construction of transportation facilities in the McMinnville planning area **shall be timed** to coincide with community needs, and shall be implemented so as to minimize impacts on existing development.”
- Chapter 2, page 2-3: “**Off-site improvements to streets** or the provision of enhanced pedestrian and bicycle facilities in the McMinnville planning area **may be required as a condition of approval for land divisions or other development permits.**”

Chapter 3 of the 2010 McMinnville Transportation System Plan provides “Travel Demand Model” estimates for the years 2003 and 2023 for the major highways and streets in McMinnville. Exhibit 3-8 on page 3-10 shows the intersection of Baker Creek Rd and Pacific Highway colored red – meaning **estimated travel demand exceeds road capacity (V/C).**

Exhibit 3-9 on page 3-11 estimates 2023 PM Peak Hour V/C on Baker Creek Road. Much of Baker Creek Rd is colored red with some yellow. Translation: **the capacity of this road will be exceeded at some times of the day.** This conclusion is backed up by my earlier narrative.

Analysis contained in the 2010 McMinnville Transportation System Plan, coupled with actual current day traffic volume data, **leads me to the conclusion that a decision to approve the Baker Creek North applications should not occur until an updated traffic study is conducted.** To do otherwise risks the “exceptional quality of life” objective contained in the City’s new 2019 Strategic Plan.

In closing, I’m wondering about “due diligence” by City staff in assessing traffic impacts associated with Stafford’s proposal. It should not take private citizen initiatives and funding to do what City staff should be doing. Presently, the decision package contains too many unknowns, traffic being just one of them. In my former military high level staff experience, an executive body (consisting of General Officers) wouldn’t even entertain a decision of this magnitude until every (City) department and key stakeholder had provided concurrence or non-concurrence with comment.

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