

June 9, 2026

Project #32260.0

Erich Lais
City of West Linn
22500 Salamo Road
West Linn, OR 97068
RE: Traffic Engineering Response – Second Open Record Period, AP-26-01

Dear Mr. Lais:

Please find below for the record in File No. AP-26-01, responses to written testimony associated with transportation topics submitted during the first open record period, ending June 3, 2026. References to the PDF page numbers are to the document "Subject: AP-26-01 – Public Comments from first 7 days – 05/27/2026 through 06/03/2026".

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However, there is more, unaccounted for, traffic that will be generated by the Operations Complex. The new Operations Complex will include more than just the public works department. It will also include the following departments: Environmental Services, Parks & Recreation, and Water and Streets divisions. Some of these departments are currently housed at City Hall and do not contribute to the trips generated by the public works facility. Thus, the average number of trips per day that will be generated by the new Operations Complex is likely to be significantly higher than the assessment indicates, as it only considered the existing public works facility.

Response: The proposed project relocates existing operations, staff, and fleet from the current Public Works facility, with no increase in overall staffing, fleet size, or operational capacity. There is no unaccounted for traffic related to these departments. Moreover, the Traffic Impact Analysis ("TIA") found that the proposed site-access driveway is expected to operate acceptably with the anticipated site-generated traffic associated with the relocated facility. The analysis demonstrated that the driveway and adjacent roadway network have substantial available capacity, and traffic volumes would remain well below levels that would result in operational deficiencies or unacceptable levels of service.

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The traffic study is flawed it did not take into account multiple entrances to Norfolk yard. There will now be one entrance to the new yard not multiple. This will concentrate the flow to one. This was not addressed in the study.

Response: The traffic study evaluated the operational performance of the proposed site access and concluded that a single driveway has sufficient capacity to accommodate expected vehicle traffic. The trip generation estimates in the study were based on traffic counts conducted at the existing Public Works facility, which included all vehicle activity entering and exiting the site from all access points, including both Norfolk and Sussex. The study found that the existing facility generates approximately 31 trips during the weekday morning peak hour and 8 trips during the weekday evening peak hour. Even if all site traffic is consolidated to a single driveway, the projected traffic volumes remain well within the capacity of the proposed site access.

West Linn's development code generally seeks to minimize the number of access points to any development in order to protect the safety and operation of adjacent streets and sidewalks. This is particularly important along arterial roadways, such as Salamo Road, where reducing the number of driveways can help minimize conflicts between vehicles, pedestrians, and bicyclists. Consolidating the multiple access points associated with the existing facility into a single access point is consistent with these access management standards and best practices that limit development access points to achieve roadway safety goals.

In addition, we understand that the local fire authority has concluded that the proposed development includes sufficient on-site maneuvering area to allow emergency vehicles to enter the site, turn around, and exit without backing onto Salamo Road.

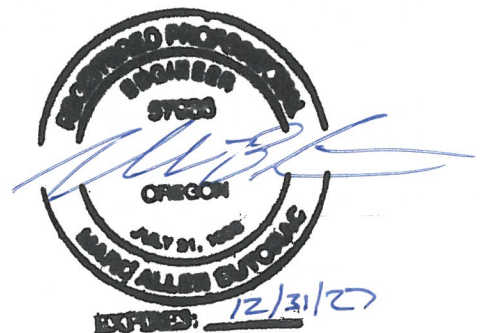
We trust this letter adequately addresses the transportation related topics in the AP-26-01 – Public Comments from first 7 days – 05/27/2026 through 06/03/2026. Please let us know if you have any questions or comments.

Sincerely,

KITTELSON & ASSOCIATES, INC.



Marc Butorac, PE, PTOE, PMP
Vice President
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Marc has provided management and oversight on transportation engineering/planning/research projects across the United States, including: parking management plans, parking lot review and design studies and cases, campus master plans, transportation impact analyses for proposed commercial, mixed-use, destination resort, casino, industrial and residential developments, special event management plans, traffic calming plans, NEPA EIS/EA/CE projects, transportation system plans, corridor plans, bicycle and pedestrian plans, complete street implementation plans, conceptual and final roadway and interchange designs, interchange justification reports, and transportation research projects. Marc is well-regarded for his abilities to communicate effectively through design charrettes, public meetings, one-on-one stakeholder meetings, lectures, court cases, and public hearings. Marc served as past Chair for the Transportation Research Board (TRB) Access Management Committee, past president of the Oregon American Council of Engineering Companies (ACEC) Board, and past Oregon Institute of Transportation Engineers Section President. He currently serves as an Associate Member of the Parking Consultant Council, Member of the TRB Standing Committee on Safety, Risk Management and Tort Liability, Vice President and Board Secretary for Kittelson & Associates, Inc., and President of Kittelson, LLC.

MARC A. BUTORAC, PE, PTOE, PMP

Senior Principal Engineer

EDUCATION

Bachelor of Science, University of Idaho, 1993

Master of Science, Texas A&M University, 1997

YEARS OF EXPERIENCE

33

LICENSES

Professional Engineer: AZ, FL, ID, MD, MT, NM, OR, TX, WA

AFFILIATIONS

American Council of Engineering Companies Oregon, Past President, ODOT Liaison Steering Committee Past Co-Chair, Workforce Education Committee

Institute of Transportation Engineers, Fellow, Member, Past President (Oregon Section)

TRB Standing Committee on Access Management, Past Chair

University of Idaho Civil Engineering Department Advisory Board, Former President

Women's Transportation Seminar, Member

National Parking Association Parking Consultants Council, Member

TRB Standing Committee on Safety, Risk Management and Tort Liability, Member

PRIVATE DEVELOPMENT RELATED TRANSPORTATION IMPACT STUDIES

Mr. Butorac has managed and/or overseen over 500 successful public and private development projects in over a dozen states for commercial, industrial, institutional, and residential developers. These projects include developing, reviewing, obtaining approvals, and designing parking lot facilities and access points to adjacent roadway facilities. Mr. Butorac regularly reviews and designs commercial and industrial parking lot facilities and conducts parking lot safety audits for existing facilities. In addition to developing appropriate mitigation measures and evaluating site access/internal circulations issues, Mr. Butorac is well-versed in presenting to planning commissions, city councils, and neighborhood group.

PARKING LOT REVIEW AND DESIGN

Mr. Butorac regularly reviews and designs commercial, office, institutional, residential, and industrial parking lot facilities and conducts parking lot safety audits for existing parking facilities. In addition, he serves as an expert witness for condemnation cases involving associated parking lot/garage circulation, traffic control (signing & striping), wayfinding, and supply impacts. Mr. Butorac has developed the "Four Color" parking lot analysis and evaluation procedures used within Kittelson & Associates and regularly presents on parking design and circulation, including presentations to architects and civil engineering firms, and at the Northwest Parking Association (NWPAA) and ITE Intermountain Conferences.

CORRIDOR PLANNING AND ACCESS MANAGEMENT

Mr. Butorac's experience in transportation planning and public involvement proved instrumental in the success of several highway corridor and access management plans. These plans include the award winning SE 172nd/190th Corridor Plan, I-5 Medford Viaduct, US97 Terrebonne Refinement Plan, Sunrise Gateway Corridor Refinement Plan, OR 126 Corridor Refinement Plan, OR 201 Corridor Refinement Plan, US 395 Corridor Refinement Plan, US 730 Corridor Refinement Plan, Scappoose Rail Crossing Corridor Study, Biggs Junction Refinement Plan, Boones Ferry Corridor Study, Molalla Avenue Boulevard and Bikeway Improvement Plan, and Highway 18 Corridor Study. While managing the Hermiston-Umatilla Highway 395 Corridor Land Use/Transportation Plan, Mr. Butorac played an integral role in the development of one of the first policy-driven access management plans in the State of Oregon.

TRANSPORTATION SYSTEM PLANNING

Mr. Butorac has a solid transportation planning background that has been effectively demonstrated through comprehensive plan/transportation system plans prepared for the Cities of Ashland, Boardman, Florence, Heppner, Lone, Irrigon, Klamath Falls, Lexington, Madras, Monmouth, Oakridge, and West Linn, OR; Clackamas, Crook, Gilliam, Klamath, Sherman, and Wasco Counties in the State of Oregon; and the City of Silsbee, Texas. As part of his transportation system planning work, Mr. Butorac developed alternative and non-traditional roadway standards, access management ordinances and plans, development ordinances, and transportation system development charges.

MULTIMODAL OPERATIONS & CORRIDOR PLANNING

Mr. Butorac has evaluated multimodal needs in over 16 Transportation System Plans (TSPs) and five specific active transportation plans. In addition, he has developed specific multimodal corridor plans and was instrumental in the development of the *OR 43* corridor design that includes fully protected “Dutch-style” signalized intersections and *Oregon Avenue* which includes two-way protected bikeways spurred through a public health driven process. Through this work, Marc understands and actively plans, designs, and assesses the operational and safety tradeoffs of various modes in developing ADA compliant projects which can be effectively constructed and maintained. Marc is currently leading *NCHRP 03-120 - Assessing Interactions Between Access Management Treatments and Multimodal Users* and part of KAI’s team developing *ODOT’s Urban Design Guidelines* and *Metro’s Livable Street Design Guidelines*.

ALTERNATIVE DEVELOPMENT AND PROJECT DELIVERY OF ROADWAY PROJECTS

Mr. Butorac managed and participated in numerous alternative development and roadway projects throughout the US, including interchange projects at I-5/South Stage Road, I-5/La Center Road, US97/US20, and US97/Lower Bridge Way. In addition, he has led rail crossing alternative studies for Arndt Road/OR99E, OR38, and Tualatin Sherwood Road that have evaluated elevating rail and/or roadways to create grade separated crossings within urbanized environments. He has also managed and overseen PS&E projects for roundabouts, bicycle facilities, and local and collector roadways.

NEPA (CE/EA/EIS) AND PLANNING ENVIRONMENTAL LINKAGE PROJECTS

Mr. Butorac managed and participated in numerous NEPA related efforts including the I-5 Medford Viaduct, I-5/South Stage Road Extension, Sunrise Gateway Corridor Refinement Plan, OR18 Corridor Refinement Plan, and the following interchange projects: North Ontario/I-84, Glencoe Road/US 26, East Newberg/99W, Oregon 219 (Newberg)/99W, US 730/I-82, US 395/I-84, Dundee/99W, OR99W/OR18 (Dayton), Richardson Highway MP 351, I-90/Johnson Lane, and I-5/NW La Center Road. Marc balances his NEPA, long-range planning, project delivery, and private development experience to develop creative solutions and ensure that they have the community backing to be supported local and through the FHWA process.

TRAFFIC ENGINEERING AND OPERATIONS

Mr. Butorac traffic engineering background is built on highway capacity research and evaluating traffic operations on numerous public and private sector projects, including traffic studies, signal timing studies, long-range transportation plans, corridor plans, and transportation impact studies. In addition, Marc has used his traffic engineering background to evaluate access placement/design, intersection/stopping sight distance evaluation, traffic circulation/flow, pedestrian bicycle safety, and signal systems. Marc has overseen and managed over 500 successful transportation impact studies for commercial, industrial, institutional, and residential developers in Alaska, Arizona, California, Florida, Idaho, Maryland, Montana, Oregon, Utah, Texas and Washington. His traffic operations research work includes *Saturation Headways at Stop-Controlled Intersections*, *A Dual-Lane Flow Signal Plan for Texas*, *Caltrans Development of Statewide Transportation Analysis Guide (TAG)* and *Update of Transportation Impact Studies Guide (TISG)*, and *NCHRP 03-120: Assess Interactions Between Access Management Treatments and Multimodal Users*.



INTERCHANGE JUSTIFICATION REPORTS (IJR) AND AREA MANAGEMENT PLANS (IAMP)

Mr. Butorac managed and participated in numerous IJR and IAMPs, including the North Ontario/I-84, Glencoe Road/US 26, East Newberg/99W, Oregon 219 (Newberg)/99W, US 730/I-82, US 395/I-84, Dundee/99W, OR99W/OR18 (Dayton), OR18/99W (McMinnville), Springwater/US26 (Gresham), I-84/Chenoweth, Springwater/US 26, US 730/I-84, Laurel Lane/I-84, and the Barnhart Road/I-84 IAMPs in Oregon; and IJR in Alaska (Richardson Highway MP 351), Montana (I-90/Johnson Lane), and Washington State (I-5/NW La Center Road). Mr. Butorac brings an educational approach to the IAMP/IJR public involvement process that allows communities to better understand the need for certain interchange forms, local circulation systems, and access management within the vicinity of interchanges. He couples this experience with his role in authoring NCHRP Synthesis 332: *Access Management on Crossroads in the Vicinity of Interchanges*.

NATIONAL RESEARCH

In addition to facilitating transportation planning and traffic engineering services, Mr. Butorac served as principal investigator and participated in numerous research projects, including National Cooperative Highway Research Program (NCHRP) Synthesis 332: *Access Management on Crossroads in the Vicinity of Interchanges*; NCHRP Synthesis 351: *Access Right, Geometric, and Operational Guidelines for Multiple Lane Ramp Meters*; and NCHRP 3-99: *Access Management Application Guide (AMAG)*. In addition, Mr. Butorac is currently serving as the principal investigator for NCHRP 03-120 *Assessing Interactions Between Access Management Treatments and Multimodal Users*. He also played a pivotal role in developing the dual-lane ramp meter design strategies for the State of Texas through development of Research Report 1295-2. In addition to his federal and state sponsored research, Mr. Butorac has been involved in several private sector-sponsored research projects involving site design, trip generation, and parking generation. This experience, combined with his research at the University of Idaho's National Transportation Laboratory and the Texas Transportation Institute, makes Mr. Butorac a versatile principal investigator and researcher.

PUBLICATIONS

- With James Bonneson, Paul Ryus, Bastian Schroeder, Kristine Connolly, Jerome Gluck, Kristine Williams, Zhenyu Wang, Seckin Ozkul, NCHRP 03-120: *Assess Interactions Between Access Management Treatments and Multimodal Users*. 2018.
- With James Bonneson, Paul Ryus, Bastian Schroeder, Kristine Connolly, Jerome Gluck, Kristine Williams, Zhenyu Wang, Seckin Ozkul, NCHRP Report 900: *Guide for Multimodal Analysis of Corridor Access Management*. 2019.
- With Karen Dixon, Robert Layton, Jim Gattis, Del Huntington, NCHRP 3-99 Project: *Development and Application of Access Management Guidelines*. 2016.
- Institute of Transportation Engineers (ITE) Access Management Web Seminar Presentation (*Access Management Principles and Practices*), 2010.
- Hughart, Matt, and Mr. Butorac. *Oregon, USA's Interchange Area Management Plans (IAMP)*. ITE Journal, Vol. 80, No. 1, January 2010.
- *Designing and Managing Interchanges in Collaboration with the Public: An Interchange Area Management Plan Case Study*. Presentation at the 8th Access Management Conference - Baltimore, Maryland, 2008.
- Overview of NCHRP Synthesis 332 on *Access Management in the Vicinity of Interchanges*. Presentation at the TRB 85th Annual Meeting – Washington D.C., 2007.
- A Review of Oregon's Innovative Interchange Area Management Plans. Presentation at the 7th Access Management Conference - Park City, Utah, 2006
- Overview of NCHRP Synthesis 332 on *Access Management in the Vicinity of Interchanges*. Presentation at the 7th Access Management Conference - Park City, Utah, 2006.
- With Del Huntington, NCHRP Synthesis 351 – *Access Rights*. National Highway Cooperative Research Program. National Academy of Sciences, 2006.
- With Jerilyn Wen. NCHRP Synthesis 332 – *Access Management of Crossroads in the Vicinity of Interchanges*. National Highway Cooperative Research Program. National Academy of Sciences, 2004.
- With Del Huntington. *Access Management Road Trip Workshop*. Workshop at the 6th Access Management Conference – Vail, Colorado. 2004.



- With co-author C. Brehmer. *Trip Generation Characteristics of Discount Supermarkets*. ITE Journal. Institute of Transportation Engineers, November 2003.
- With Carroll Messer. *A Dual-Lane Flow Signal Plan for Texas*. Texas Transportation Institute. Texas A&M University, November 1997.
- With Michael Kyte, Z. Tian, J. Kuhn, H. Poffenroth, and B. Robertson. *Saturation Headways at Stop-Controlled Intersections*. University of Idaho, December 1993.

LEGAL SERVICES/EXPERT WITNESS

Marc has served as an expert witness for civil and land use cases associated with transportation engineering, planning, and policy related issues. Marc's grasp of the issues and broad transportation knowledge and experience has proven invaluable in providing clients with expert consultation and testimony on cases ranging from traffic control related accidents to local improvement district allocation studies. Marc has represented multiple public and private entities over his career. Below is a partial listing of cases Marc has engaged in.

- State of Oregon v. Tualatin Aloha Co., LLC, Washington County Circuit Court Case Number C151261CV
- State v. Lindquist Holdings, LLC; Meadow Ridge Farms, Inc. & Yamhill County, Yamhill County Circuit Court Case No. 13CV03476
- State v. Lindquist, Stuart, Yamhill County Circuit Court Case No. 13CV03477
- Thurston County No. 08-2-13869-6
- State v. McDonald's Corporation et al., Marion County Circuit Court Case No. 13C18997
- State v. Knez Realty Group, Clackamas County Circuit Court Case No. CY13020861
- State of Oregon v. Tore 93 Deschutes County Circuit Court Case #12CV1281
- State v. Estacada Oil Company, dba Northwest Petroleum, Inc., et al, Clackamas Circuit Case No: CV13050910
- State v. Keith L. Wilson Construction, Clackamas County Circuit Court Case No. CV13040903
- State of Oregon v. Reed (Pioneer 76), Marion County Circuit Court Case No. 14C14149
- Donzellie v. Wild River Association, Deschutes County Circuit Court Case No. 14CV0224
- Yazmin Barajas v. OCI Beaumont, LLC and Ikechukwy Obodo, District Court of Jefferson County, TX Cause No. A-195,925
- Hollie Dean Poor and Tammy Poor v. Love's Travel Stops & Country Stores, Inc., C.R., England, Inc. and James Randolph Erwin, Jr., District Court of Franklin County, TX Cause No. 11829
- State of Oregon v. Kimmel-American Lumber, Jackson County Circuit Court.
- Carl Hasselback v. Derrick Corporation and Randall Benderson Trust, State of New York Supreme Court: County of Erie, Index No.: 601401/2012.
- State of Oregon v. Peterson Crossing, Multnomah County Civil Court Case No. 17CV36174

