

**REPLINGER & ASSOCIATES LLC**  
TRANSPORTATION ENGINEERING

February 6, 2013

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

**SUBJECT: REVIEW OF TRANSPORTATION ANALYSIS LETTER – PAVILION PARK II  
SUBDIVISION – TP12-04**

Dear Ms. Moosbrugger:

In response to your request, I have reviewed the Transportation Analysis Letter (TAL) submitted for the proposed 11-lot Pavilion Park II subdivision at 19730 Pease Road. The site is located to the southeast side of Pease Road between Hampton Drive and S McCord Road. The TAL, dated October 9, 2012, was prepared under the direction of Todd E. Mobley, PE of Lancaster Engineering.

The proposal would create a new 11-lot subdivision by infilling within developed areas. The subdivision includes a proposal to extend Pavilion Place from its current dead end terminus to connect with Pease Road approximately 280 feet north east of the intersection of Pease Road with Fisherman's Way.

### **Overall**

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

### **Comments**

- 1. Trip Generation.** The TAL presents information on trip generation from the construction of 11 single family dwellings. The trip generation rates were taken from the Institute of Transportation Engineers' *Trip Generation*. The subdivision is predicted to produce 8 AM peak hour trips; 11 PM peak hour trips; and 106 weekday trips.
- 2. Access Locations.** In the TAL, the engineer explains that eight lots will take access from Pavilion Place and three could take access from either Pease Road or Pavilion Place.

The engineer notes that two or three lots could take direct access to Pease Road. He states that accesses are not expected to cause operational or safety problems along the roadway. He argues that the posted speed is 25 mph, traffic volumes are low, and sight distance is favorable. There are many homes with direct access to Pease Road in the vicinity, and these driveways are consistent with the character of the roadway. Further, there is adequate continuous stopping sight distance along Pease Road so that drivers can see vehicles backing out of residential

driveways and slow or come to a complete stop if necessary. I concur with his observations and conclusion.

3. **Driveway Width.** The TAL does not indicate any impediments to meeting driveway width standards and states that all driveways should meet city requirements when constructed. He suggests that spacing between driveways and intersections should be a minimum of 40 feet from the intersection curb return. I concur.
4. **Intersection Spacing.** The proposal will result in the extension of Pavilion Place. As a part of the subdivision, an intersection of Pease Road and Pavilion Place will be created approximately 280 feet northeast of the intersection of Pease Road and Fisherman's Way. The spacing between these intersections meets the city's spacing standard of 150 feet minimum along local streets.
5. **Sight Distance.** The engineer measured sight distance at the proposed intersection of Pease Road and Pavilion Place. He found both locations provide sight distance in excess of 280 feet, the distance appropriate for a 25 mph local street. He noted the only impediments to sight distance were vegetation and a retaining wall that will be removed in the course of development of the subdivision. He did not recommend mitigation and I concur.
6. **Safety Issues.** The engineer states that no safety issues arise due to the subdivision of the site. Due to the minimal number of trips, the impact on operations and safety is expected to be minimal. I concur with the engineer's conclusion with respect to safety issues.
7. **Consistency with the Transportation System Plan (TSP).** The engineer noted that the streets would be developed in accordance with city standards and would be consistent with the TSP.

### Conclusion and Recommendations

I find that the TAL meets city requirements and provides an adequate basis upon which impacts can be assessed. The subdivision will result in minimal additional traffic and will reinforce the existing local street network and increase connectivity. There are no transportation-related issues associated with this subdivision requiring mitigation.

If you have any questions or need any further information concerning this review, please contact me at [replinger-associates@comcast.net](mailto:replinger-associates@comcast.net).

Sincerely,



John Replinger, PE  
Principal