

REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

May 20, 2013

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

**SUBJECT: REVIEW OF TRANSPORTATION ANALYSIS LETTER – KINSLIE HEIGHTS
 SUBDIVISION – TP13-02**

Dear Ms. Moosbrugger:

In response to your request, I have reviewed the Transportation Analysis Letter (TAL) submitted for the proposed 10-lot Kinslie Heights subdivision at 14270 SE Canyon Ridge Drive. The site is located on the south side of Canyon Ridge Drive to the west of Highway 213. The TAL, dated February 15, 2013, was prepared under the direction of Brent T. Ahrend, PE of Group Mackenzie.

The proposal would create a new 10-lot subdivision by infilling within developed areas. The subdivision consists of a cul-de-sac intersecting Canyon Ridge Drive approximately 275 feet west of Highway 213 and 90 feet west of Candice Lane.

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 10 single family dwellings on a site currently occupied by one. The trip generation rates were taken from the Institute of Transportation Engineers' *Trip Generation*. The subdivision is predicted to produce 8 new AM peak hour trips; 10 new PM peak hour trips; and 95 new weekday trips.
- 2. Access Locations.** As explained in the TAL, all ten lots have frontage on the cul-de-sac. Two also have access on both the new cul-de-sac and on Canyon Ridge Drive.
- 3. Driveway Width.** The TAL does not indicate any impediments to meeting driveway width standards.
- 4. Intersection Spacing.** The proposal will result in a new intersection where the proposed cul-de-sac will intersect with Canyon Ridge Drive. The proposed intersection would be located approximately 275 feet west of the intersection of Canyon Ridge Drive and Highway 213 and about 90 feet west of the intersection of Canyon Ridge Drive and Candice Lane. The engineer states that the proposed intersection is the only appropriate location and provides justification including a safety analysis of the proposed intersection location. The explanation includes an

analysis of potential queuing due to interference between left-turn traffic and on-coming traffic at the proposed location. He states that the volumes from this development will not significantly interfere with the volumes using Candice Lane. I concur with the engineer that the proposed location is acceptable and does not cause safety issues due to the proximity of the intersection with existing intersections.

5. **Sight Distance.** The engineer measured sight distance at the proposed intersection of the cul-de-sac with Canyon Ridge Drive. He found this location provided sight distance allowing clear sight lines along Canyon Ridge Drive including the intersections with Highway 213, Candice Lane and Canyon Ridge Circle. 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).** Based on the materials submitted it appears that the cul-de-sac would be developed in accordance with city standards and would be consistent with the TSP. The TAL did not address the improvements proposed for Canyon Ridge Drive or the frontage on Highway 213.

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. 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.

Sincerely,



John Replinger, PE
Principal