

**REPLINGER & ASSOCIATES LLC**  
TRANSPORTATION ENGINEERING

November 16, 2017

Mr. Pete Walter  
City of Oregon City  
PO Box 3040  
Oregon City, OR 97045

**SUBJECT: REVIEW OF TRANSPORTATION ANALYSIS LETTER – PLEASANT AVENUE  
VETERANS’ HOUSING DEVELOPMENT – SP17-119**

Dear Mr. Walter:

In response to your request, I have reviewed the materials submitted in support of the proposed Pleasant Avenue Veterans’ Housing Development. The site is located adjacent to Pleasant Avenue, Caufield Street, and Myrtle Street. The relevant materials consisted of the Transportation Analysis Letter (TAL) dated October 5, 2017 and the project narrative. The TAL was prepared under the direction of Chris Brehmer, PE of Kittelson & Associates, Inc.

The proposed development is a residential building with twenty-four units. The development is specifically designed as affordable housing intended for veterans.

The TAL provides an adequate basis upon which the proposal can be evaluated for transportation impacts.

**Comments**

- 1. Trip Generation.** The TAL presents information on trip generation using rates taken from the Institute of Transportation Engineers’ *Trip Generation Manual*. The engineer estimated trip generation using land use category 220 – apartments, though he indicated that the target population may have a lower trip generation rate due to lower automobile ownership. Using the trip generation rate for apartments, the development is calculated to produce 12 new AM peak hour trips; 15 new PM peak hour trips; and 160 new weekday trips.
- 2. Access Locations.** Access is proposed to be at the site’s northern property boundary where Myrtle Street terminates. The proposed access point is approximately 200 feet south of the intersection of Myrtle Street and Pearl Street. The applicant does not propose access to either Pleasant Avenue or Caufield Street.
- 3. Driveway Width.** The engineer indicates the proposed driveway at the end of Myrtle Street is 24 feet wide and would meet city standards for width.
- 4. Intersection Spacing.** The proposal does result in any new intersections. The proposed driveway is at the southern terminus of Myrtle Street.
- 5. Sight Distance.** The engineer states that since the driveway is at the end of and aligned with Myrtle Street, sight distance is not an issue. I concur.

The engineer also addressed sight distance at the intersection of Pearl and Myrtle Streets since this will be the route by which all users will access the site. The engineer measured sight distance for northbound motorists on Myrtle Street for vehicles approaching from the west. Using the standard offset of 14.5 feet from Pearl Street, he measured sight distance to be approximately 185 feet. The limiting factor was the embankment on or adjacent to the property in the southwest quadrant of the intersection. When motorists advance closer to the intersection, sight distance improves. Using a 7-foot offset, sight distance was measured to be approximately 220 feet. In this instance, the limitation is the vertical curve on Pearl Street. The available sight distance is less than the desired 287 feet associated with 26 mph, which was the observed 85<sup>th</sup> percentile speed on this section of Pearl Street. However, the 220 feet of sight distance exceeds the 160-foot stopping sight distance associated with this speed.

Based in part on the absence of reported crashes at the intersection (see #6, below), the engineer concludes that sight distance at the Pearl/Myrtle intersection is sufficient. I concur.

6. **Safety Issues.** The TAL included a crash summary for the 500-foot section of Pearl Street west of Molalla Avenue, which includes the Myrtle Street intersection. There were no reported crashes in the last five years associated with the intersection of Pearl Street and Myrtle Street. One rear-end crash resulting in property damage only was reported in the vicinity. Other than the sight distance limitations discussed above, the engineer found no safety issues that suggested a need for mitigation. I concur with the engineer's analysis.
7. **Consistency with the Transportation System Plan (TSP).** The TAL indicates that no projects from the TSP are located near the site. The engineer notes that the frontages on Caufield Street and Pleasant Avenue will be improved to the local mixed use commercial street standard specified in the TSP and city code.

### Conclusion and Recommendations

I find that the TAL provides an adequate basis upon which to assess the impacts of the proposed development. I find no need for mitigation to address traffic impacts from the proposal.

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