

**REPLINGER & ASSOCIATES LLC**  
TRANSPORTATION ENGINEERING

July 29, 2015

Ms. Laura Terway  
City of Oregon City  
PO Box 3040  
Oregon City, OR 97045

**SUBJECT: REVIEW OF TRANSPORTATION ANALYSIS LETTER – BOULDER RUN  
SUBDIVISION – ZC15-01 TP15-02**

Dear Ms. Terway:

In response to your request, I have reviewed the Transportation Analysis Letter (TAL) submitted for the proposed 19-lot Boulder Run Subdivision at 19371 Pease Road. The site is located on the northwest side of Pease Road between Hampton Drive and Fisherman's Way. The TAL, dated April 14, 2015 was prepared under the direction of Todd E. Mobley, PE of Lancaster Engineering.

The proposal would create a new 19-lot subdivision by infilling within developed areas. The subdivision will result in the extension of Windmill Drive and of Hampton Drive.

**Overall**

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

**Comments**

- 1. Trip Generation.** The TAL presents information on trip generation from the construction of 19 single family dwellings on a site currently occupied by one. The trip generation rates were taken from the Institute of Transportation Engineers' *Trip Generation Manual*. The subdivision is predicted to produce 14 new AM peak hour trips; 18 new PM peak hour trips; and 172 new weekday trips.
- 2. Access Locations.** As explained in the TAL, most lots have frontage on Hampton Drive or Windmill Drive, both local streets. Two lots would have access on Pease Road, a collector. As noted in the TAL, several homes in the area have direct driveway access to Pease Road. Residential access to the road would not be unexpected by drivers. The engineer has evaluated sight distance in the area and concludes sight distance would allow on-coming motorists to stop or avoid residents backing onto the street.
- 3. Driveway Width.** The TAL does not indicate any impediments to meeting driveway width standards.

- 4. Intersection Spacing.** The proposal will extend two existing streets and creates a new intersection of two local streets at Hampton Drive and Boulder Run Court. The new intersection would be located approximately 300 feet from the intersection of Hampton Drive and Windmill Drive. Intersection spacing is appropriate.
- 5. Sight Distance.** The engineer measured sight distance at the locations of driveways for parcels fronting Pease Road. He found this location provided sight distance exceeds the needed sight distance of 155 feet associated with the statutory speed of 25 mph associated with a residential area. He did not recommend mitigation and I concur. There do not appear to be any impediments to providing adequate sight distance at the intersection of Hampton Drive and Boulder Run Court.
- 6. Safety Issues.** The engineer did not identify any safety issues associated with the subdivision and notes that the traffic impacts will be negligible. I concur with the engineer's conclusion.
- 7. Consistency with the Transportation System Plan (TSP).** Based on the materials submitted it appears that the streets would be developed in accordance with city standards and would be consistent with the TSP. The extension of Windmill Drive and Hampton Drive increase connectivity in the area and are consistent with the TSP.
- 8. Transportation Planning Rule (TPR) Analysis.** The proposed rezoning of the property from R-10 to R-8 would have negligible impacts and does not change the functional classification of any existing or planned transportation facility.

## 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. The proposed rezoning is not predicted to have a significant effect as defined under the Transportation Planning Rule.

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