REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

April 19, 2017

Ms. Diliana Vassileva
City of Oregon City
PO Box 3040
Oregon City, OR 97045

SUBJECT: REVIEW OF TRANSPORTATION ANALYSIS LETTER – PARKER KNOLL SUBDIVISION – TP17-02

Dear Ms. Vassileva:

In response to your request, I have reviewed the Transportation Analysis Letter (TAL) submitted in support of the proposed Parker Knoll Subdivision. The site is located at 19510 SE Leland Road and is in the southeast quadrant of the intersection of Leland Road and Reddaway Avenue. The TAL, dated March 23, 2016 was prepared under the direction of William Farley, PE of Lancaster Engineering.

The proposal would create a new twelve-lot subdivision on a parcel currently occupied by one house.

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 twelve single-family houses. The trip generation rates were taken from the Institute of Transportation Engineers' *Trip Generation Manual.* The eleven new dwellings are calculated to produce 8 new AM peak hour trips; 11 new PM peak hour trips; and 104 new weekday trips.

2. ***Access Locations.*** Access for all of the houses will be to a new extension of Reddaway Avenue.

3. ***Driveway Width.*** There appears to no impediment for the driveways to meet city standards. The engineer notes that driveways should be separated by a minimum of 25 meet to meet city standards.

4. ***Intersection Spacing.*** The proposal would cause Reddaway Avenue to be extended to the southeast, converting it from a T-intersection to a four-way intersection. The intersection is in an appropriate location and meets spacing standards.

5. ***Sight Distance.*** The engineer measured sight distance at the intersection of Leland Road and Reddaway Avenue. The sight distance was determined to be more than 430 feet to the northeast and more than 500 feet to the southwest. This exceeds 390 foot standard associated with a 35 mph roadway. Sight distance is adequate.

6. ***Safety Issues.*** The TAL included a crash summary that reported one crash at the intersection of Leland Road and Reddaway Avenue. There was no pattern indicating a safety issue. The engineer indicates there are no design concerns associated with the intersection. He recommends no safety mitigations. The engineer states that the intersection will operate much as it does now. I concur with the engineer's conclusion and recommendation.

7. ***Consistency with the Transportation System Plan (TSP).*** Based on the materials submitted it appears that the street frontage would be developed in accordance with city standards and would be consistent with the TSP. The frontage along Leland Road would complete the road for a short section. Improvements along Reddaway Avenue would consist of a half-street improvement that would be developed to city standards by development of the adjacent parcel.

Conclusion and Recommendations

I find that the TAL meets city requirements and provides an adequate basis upon which impacts of the five-lot subdivision can be assessed. The subdivision will result in a minor increase in traffic. The extension of Reddaway Avenue across Leland Road is appropriate.

There are no transportation-related issues associated with this development proposal 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

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