

**REPLINGER & ASSOCIATES LLC**  
TRANSPORTATION ENGINEERING

November 15, 2018

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

**SUBJECT: REVIEW OF TRANSPORTATION ANALYSIS LETTER – CUNNINGHAM  
ANNEXATION – AN18-02**

Dear Mr. Walter:

In response to your request, I have reviewed the Transportation Analysis Letter (TAL) submitted in support of the proposed annexation, partitioning, and development of the property at 14530 S Maplelane Road. The site, currently a single lot with one house, is located on the southside of Maplelane Road west of Clearwater Place. The TAL, dated August 1, 2018, was prepared under the direction of William Farley, PE of Lancaster Engineering.

The proposal would result in three lots with single-family dwellings after partitioning the 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 development.

**Comments**

- 1. Trip Generation.** The TAL presents information on trip generation from the construction of two additional single-family houses. The trip generation rates were taken from the Institute of Transportation Engineers' *Trip Generation Manual*. The two new dwellings are calculated to produce 1 new AM peak hour trip; 2 new PM peak hour trips; and 18 new weekday trips.
- 2. Access Locations.** The existing house currently has access to both Maplelane Road and Clearwater Lane. The existing access to Maplelane Road would be

abandoned; access to Clearwater Lane would be retained. Access for the two new houses would be to Clearwater Lane using a shared access.

- 3. Driveway Width.** The engineer indicates driveways will be constructed to meet city standards.
- 4. Intersection Spacing.** The proposal does not result in a new intersection; it reinforces the existing intersection of Maplelane Road and Clearwater Lane.
- 5. Sight Distance.** The engineer measured sight distance at the proposed driveway locations along Clearwater Lane. He found sight distance to be adequate for driveways on a local, residential street, but recommended removal of the shed on the parcel to avoid restricting sight distance for the new dwellings.
- 6. Safety Issues.** The TAL included a crash summary that reported one crash at the intersection of Maplelane Road and Clearwater Lane. The engineer concluded that no specific safety mitigation is necessary or recommended. I concur with the engineer's conclusions.
- 7. Consistency with the Transportation System Plan (TSP).** Based on the materials submitted it appears that the Maplelane Road and Clearwater Lane frontages would be developed in accordance with city standards and would be consistent with the TSP.
- 8. Transportation Planning Rule (TPR) Analysis.** The proposal involves rezoning from R-10 to R-6. The proposed rezoning of the property from R-10 to R-6 would have negligible impacts on the operations of any intersections and does not change the functional classification of any existing or planned transportation facility.
- 9. Proportional Share for Key Intersections.** Consistent with the guidance provided at the Pre-App on 2/7/2018, the applicant is obligated to participate in the funding of improvements to key intersections. The intersection affected by this land use action is the intersection of Highway 213 and Beaver Creek Road. OCMC 12.04.205.D.2 provides that applicants participate in intersection improvements to listed intersections. Based on the trip generation calculations provided by the applicant in #1, above and assumptions about trip distribution, the development is calculated to add one new PM peak hour trip (rounded to the nearest trip) to the Highway 213/Beaver Creek Road intersection. The cost of the improvement planned for the intersection of Highway 213/Beaver Creek Road is \$1.5 million; the

predicted 2035 traffic volume at the intersection is 6859 PM peak hour trips; the proportional share is calculated to be \$219 per trip. This development is calculated to add one PM peak hour trip.

### **Conclusion and Recommendations**

I find that the TAL meets city requirements and provides an adequate basis upon which impacts of the development and the proposed rezoning can be assessed.

I recommend conditions of approval include participating in the funding of the planned improvements of Highway 213/Beavercreek Road as specified in #9, above, implementing frontage improvements, and addressing access issues in #2, above. There are no other 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](mailto:replinger-associates@comcast.net).

Sincerely,

A handwritten signature in black ink that reads "John Replinger". The signature is written in a cursive, flowing style.

John Replinger, PE  
Principal