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May 1, 2013 Project #: 13204

Bob Galati, PE
City of Sherwood
22560 SW Pine Street
Sherwood, Oregon 97140

RE: Response to Transportation Questions Regarding the Proposed Daybreak Subdivision – Sherwood, Oregon

Dear Bob,

I am writing this letter in response to questions raised at the April 25, 2013 public hearing for the proposed Daybreak Subdivision to be located in Sherwood. I understand one or more questions were raised as to why the intersection of SW Elwert Road and SW Handley Street was not included in the January 30, 2013 *Transportation Assessment for the Proposed Daybreak Subdivision.* I further understand there were issues expressed about adding site-generated trips to SW Handley Street traveling to and from SW Elwert Road and a question was posed about adding direct site access to SW Elwert Road.

As you know, the study intersections were selected in consultation with City staff and were chosen to reflect the areas most impacted by the proposed development. As shown in Figure 4 of the January 30, 2013 report, the SW Elwert Road/SW Handley Street intersection is forecast to receive less than 10 site-generated trips during the weekday a.m. peak hour (weekday AM peak hour conditions were found to reflect the highest delay and were selected for analysis under future conditions as documented in the January 2013 study). This level of site impact typically does not trigger study of an intersection under City of Sherwood or Washington County traffic impact study requirements.

SW Handley Street is designated as a collector level facility in the City of Sherwood's Transportation System Plan (refer to Figure 8-1 of the March 15, 2005 TSP) and, as such, is expected to carry trips from the proposed development as well as other development in the area.[1]

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[1] Per the City of Sherwood's Transportation System Plan, Chapter 8: "Collector streets provide both access and circulation within and between residential and commercial/industrial areas. Collectors differ from arterials in that they provide more of a citywide circulation function, do not require as extensive control of access (compared to arterials) and penetrate residential neighborhoods, distributing trips from the neighborhood and local street system."

As the area surrounding the proposed Daybreak Subdivision continues to develop, additional east-west local street connections between SW Elwert Road and SW Copper Terrace are expected to be created. These additional connections (shown conceptually in Figure 8-8 of the City of Sherwood's Transportation System Plan) will offer additional connectivity and thus provide additional travel routes linking SW Elwert Road with the school grounds and the larger neighborhood, potentially reducing some of the school traffic on SW Handley Street. The proposed development site is not allowed direct access to SW Elwert Road but does incorporate future street stubs that will link to other future local streets that ultimately could provide access to SW Elwert Road in lieu of SW Handley Street.

Based on our review, we don't believe any further intersection operational analysis is needed to support the proposed development of the Daybreak Subdivision. Further, direct connection of the site to SW Elwert Road would not be consistent with the overall transportation plan for the area.

Please contact us if you have any questions or comments regarding the contents of this letter or the analyses performed.

Sincerely,
KITTELSON & ASSOCIATES, INC.

Chris Brehmer

Chris Brehmer, P.E.
Principal Engineer

Cc: Kati Gault, D.R. Horton, Inc. – Portland
Ryan O'Brien, D.R. Horton, Inc. – Portland

Attachments: City of Sherwood Transportation System Plan Excerpts