

# SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC

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April 21, 2015

Matt Samitore, Public Works Director  
City of Central Point  
140 S. 3<sup>rd</sup> Street  
Central Point, Oregon 97502

RE: White Hawk Traffic Analysis Summarized Conclusions

Dear Matt,

Southern Oregon Transportation Engineering, LLC received comments from the City of Central Point requesting clearer conclusions from the traffic analysis for the proposed White Hawk development dated July 20, 2014. Below is a more descriptive summary of conclusions from the analysis.

1. All study area intersections were shown to operate acceptably under existing year 2014 and design year 2017 no-build conditions during the p.m. peak hour. The intersection of Beebe Road / Hamrick Road degrades to a LOS F under design year 2017 build conditions as a result of development traffic. Proposed mitigation includes installation of a traffic signal. The timing for such an improvement is recommended when full development occurs regardless of the development year. The proportional share with full development is estimated to be 11% with no Beebe Road connection and 5% with a Beebe Road connection to either Peninger Road or East Pine Street. The proportional share reduces with a Beebe Road connection because fewer development trips are shown to impact the Beebe Road/Hamrick Road intersection when a connection occurs. It is recommended that the details of cost and construction be worked out directly with Public Works at the time of development.
2. Left and right turn lanes are not shown to be necessary at any development access point under design year 2017 build conditions. Left turn lanes are only shown to be warranted in the future year 2038 at development access points on Gebhard Road and Beebe Road. A right turn lane at the Gebhard Road south development access is similarly shown to be warranted in the future year 2038, but this is a condition that only occurs if the speed on Gebhard Road continues to be 55 miles per hour as the surrounding area develops. It is our expectation that as development occurs in the area, the speed on Gebhard Road will likely become more urban and reduced. If this occurs, a right turn lane will no longer be warranted. It's for this reason that we don't anticipate that a right turn lane will be required in the future on Gebhard Road. Regarding the left turn lane requirements, the proposed Gebhard Road and Beebe Road street standards require adequate frontage dedication to provide future left turn lanes and bike lanes.

With proposed mitigation, the White Hawk development is not shown to have any adverse impacts on the transportation system.

Please feel free to contact me if you have any further questions or concerns.

Sincerely,

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

Kimberly Parducci PE, PTOE

**SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC**

Cc: Client