

PUD-2025-02

CUP-2025-04

SUB-2025-02

Attachment #4

325 NW 334th Avenue
Hillsboro, OR 97124

January 19, 2026

Re: Laurel Crown Subdivision Traffic Impact Study

Barbara Fryer:

Thank you for the opportunity to review the Laurel Crown Subdivision Traffic Impact Study (TIS) prepared by Lancaster Mobley on December 11, 2025. Upon review of the TIS, I have the following comments:

S 26th Avenue / S Beech Street (west leg)

The TIS should have included the S 26th Avenue / S Beech Street (west leg) intersection. Municipal Code 18.143.030(D) states:

The traffic impact analysis shall evaluate the area of influence of the proposed development and all segments of the surrounding transportation system where users are likely to experience a change in the quality of traffic flow.

The people residing in this proposed subdivision falls within Free Orchards Elementary School attendance boundary (see Figure 1). The Hillsboro School District (HSD) will likely not provide bus service since the students are within HSD's walking distance to the school. Parents residing in this proposed subdivision will likely drive their children to and from school, which will create more turning movement traffic at the S 26th Avenue / S Beech Street (west leg) intersection. The public will experience an increase of northbound-to-westbound left-turn, southbound-to-westbound right-turn, eastbound-to-northbound left-turn, and eastbound-to-southbound right-turn movements at this intersection from the proposed subdivision. The public will also experience an increase of northbound and southbound through traffic at this intersection from the proposed subdivision.

S Beech Street (west leg) experiences an eastbound motor vehicle queue in the AM peak hour extending from the S 26th Avenue intersection to the Free Orchards Elementary School driveway. Due to the long delays from this queue, I have observed motor vehicles making u-turns on S Beech Street to use S 25th Avenue to S Alpine Street to S 20th Avenue to get to E Baseline Street.

Trip Distribution

The TIS currently has a trip distribution assuming 45% of the proposed subdivision traffic traveling on S Dogwood Street west of S 26th Avenue and 30% of the proposed subdivision traffic traveling on S Dogwood Street west of S 20th Avenue. These trip distribution percentages seem very high for the condition of S Dogwood Street and the lack of destinations nearby this corridor. Have city staff verified these trip distribution percentages through a travel demand model? What is the destination or employer causing a large quantity of trips to go west on S Dogwood Street?

The trip distribution should be revised to match the actual travel patterns of the future residents in the proposed subdivision for Phase 1, Phase 2, Phase 3 without SW 345th Avenue connection, and Phase 3 with SW 345th Avenue connection. Most of the employment is east of the City of Cornelius. The future residents in the proposed subdivision will be taking their children to Free Orchards Elementary School, so they will likely not be staying on S Dogwood Street and turn on S 26th Avenue instead. Once parents drop their children at school, they will likely utilize N Adair Street or E Baseline Street to head east or west instead driving south out of their direction to use S Dogwood Street.

Municipal Code 18.143.030(E)(4) states:

The trip distribution information shall be based on Washington County, Metro, or ODOT for local traffic patterns no more than 12 months old, or alternative data approved by the city engineer.

The TIS says it reused the trip distribution from the *Transportation Impact Analysis Laurel Woods Development* prepared by Kittelson & Associates in October of 2016, which is more than 12 months old. The previous use of this trip distribution should not have been the reason for using it. City staff's responsibility to the public is to ensure the TIS provides the most realistic and up-to-date trip distribution of the proposed subdivision to show transparency of the what the public will experience.

The TIS is incorporating the remaining in-process trips from the Laurel Woods Development. It is my understanding that the remaining lots to be developed are east of S 26th Avenue which will also fall in the Free Orchards Elementary School attendance boundary. These in-process trips should also be redistributed based on the previous comments to be reflective of where these trips are likely to go.

Please note this redistribution will add more trips to S 26th Avenue creating more justification for the TIS to study the S 26th Avenue / S Beech Street (west leg) intersection.

Traffic Counts

The TIS used traffic counts from 2024. Normal practice for traffic impact analyses is to utilize traffic counts less than 12 months old. The traffic counts collected at the SW Tualatin Valley Highway intersections at S 20th Avenue and S 26th Avenue were collected on Tuesday, September 10, 2024. The traffic counts collected at the S Dogwood Street / S 26th Avenue intersection were collected on December 3-5, 2024. I suggest the applicant or the City to provide newer counts.

Summary and Conclusion

Please note this letter should not be treated as opposition of the Laurel Crown Subdivision. This letter is asking for more transparency of what the public will experience when the additional trips from the proposed subdivision start utilizing the city streets. Including the S 26th Avenue / S Beech Street (west leg) intersection in the TIS analysis, revising the trip distribution, and updating the counts will provide better information to city staff and the public in the decision of what improvements are needed at the S 26th Avenue / S Beech Street (west leg) intersection.

Sincerely,

Joseph Auth, PE

ATTACHMENT

From: Joseph Auth <jauth@vt.edu>
Sent: Tuesday, October 28, 2025 6:44 PM
To: Barbara Fryer <Barbara.Fryer@corneliusor.gov>
Cc: Tim Franz <Tim.Franz@corneliusor.gov>
Subject: Re: Holt Homes Documents Request

Hi Barbara,

Thank you for sending me the information. The applicant mentioned at the open house they have a final draft traffic impact analysis. I didn't see any documents discussing the traffic impact analysis scope of work. Please let me know if I overlooked something.

Out of all the intersections I mentioned in my previous email message, I'm mostly concern with the west leg of Beech Street at the 26th Avenue intersection. This intersection has a lot of traffic during school arrivals and dismissals. All the funneled traffic from Laurel Woods has made this intersection more congested during these time periods. If the applicant does not have access to direct some of their traffic to 345th Avenue for Phases 1 and 2, I'm hoping they could find a way to do some interim mitigation at the 26th Avenue / Beech Street (west leg) intersection until 345th Avenue is connected. I heard from the Cornelius resident that initially contacted me that the principal at Free Orchards Elementary School is also concerned.

I am at the MPact Conference this week. I saw your presentation on Monday. You did a good presentation. I am hoping we can find a solution to improve public engagement in the City.

Sincerely,

Joseph Auth