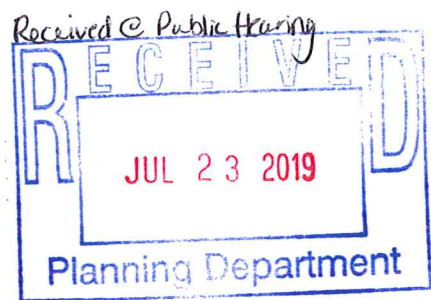


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When I heard that a development was planned next to our neighborhood, I assumed the developer would want to be a good neighbor. I was wrong. Rather than fully develop a planned road that would alleviate traffic in our neighborhood, the current plan calls for all construction traffic, sales traffic, new resident traffic, and community traffic to the new park to go through one access point, Pinot Noir and Oak Ridge Dr.

I would like to focus my time on the projected 1000 car trips per day increase to our neighborhood that currently experiences 200 per day.

This is so unnecessary: Current plan is to use the one access through Oak Ridge and Pinot Noir for construction and residents, while Shadden Rd will only allow fire truck access. Why not open Shadden to all traffic before construction can begin? It will be constructed in a way that can accommodate the very heavy and large fire trucks. If the developer won't do the right thing on their own, the city must require them to complete construction of the road for all traffic.

I believe the city can, and should, add this requirement based on Policy 78 in the Comprehensive Plan

Policy 78 in the Mac Comprehensive Plan reads:

Traffic systems within planned developments shall be designed to be compatible with the circulation patterns of adjoining properties.

How can increasing traffic by six-fold be compatible with the circulation of adjacent properties?

My understanding is that the roads were designed to accommodate this volume of traffic, but this doesn't take away from the change to our daily experience. FHWA says 25% of all trips are commutes for work, with all the school traffic, it's not hard to imagine 50% of these trips initiating in the morning commute time. Imagine trying to back out of your driveway in the morning with an increase in traffic of 250 to 500 more cars going by at the same time?

My understanding is that previous developments in McMinnville have increased traffic in other neighborhoods, but I wonder about two things:

What has been the historical increase in traffic?

Have any other neighborhoods had only one way in and out of the new development?

My request of City Council is to consider what threshold is acceptable for the increase of traffic within the limits of policy 78? Would doubling be acceptable? Tripling? Four Fold, Five Fold?..... There has to be a limit to the impacts to existing properties as described in policy 78.

My hope is that you will determine that a secondary route is required before construction can begin to accommodate the construction traffic, new residents, and people wishing to enjoy the new park

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