



**SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC**

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March 7, 2021

Roxanne Johnston, Senior Planner  
City of Florence  
250 Highway 101  
Florence, Oregon 97439

Subject: Three Mile Prairie Subdivision Traffic Impact Analysis Review

Dear Roxanne,

Southern Oregon Transportation Engineering reviewed the Traffic Impact Analysis (TIA) submitted for the proposed Three Mile Prairie Subdivision, located along the west side of US 101 north of Munsel Lake Road. The analysis was prepared by Access Engineering and dated October 22, 2020. We have the following comments.

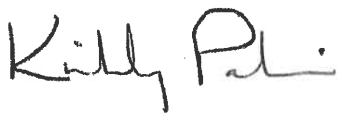
1. There is conflicting information in the TIA regarding Cannery Station PUD traffic. Page 1, paragraph 4 of the Executive Summary states, "Traffic from phase 1 of the nearby Cannery Station PUD was added to the background traffic for years 2023 and full development traffic in 2026". Later in the report on page 6 under Pipeline Projects it states, "Phase 1 of Cannery Station is now scheduled for completion in 2023; and the final phase is scheduled for 2026.....The phase 1 traffic from the Cannery Station TIA will be added to the background traffic in analysis years 2023 and 2026". This conflicts with page 1. Later in the report on page 10, second paragraph it states, "The full development of the Cannery Station adds considerable traffic and extensive queues on the Munsel Lake Road approach". A clarification is necessary for whether phase 1 or full development of the Cannery Station PUD was considered in year 2026 build conditions.
2. Page 2, paragraph 2 states that tax lot 1301 intersects Highway 101 directly opposite Munsel Lake Road and is currently vacant, but it does not appear to be vacant and traffic is shown to be generated from the west approach under existing conditions in manual count data.
3. Table 4, page 8 shows the critical movement (westbound) at the US 101 / Munsel Lake Road intersection operating at LOS "F" under year 2021 no-build conditions and "C" under 2021 build conditions with the explanation that the V/C, LOS and queues for westbound Munsel Lake Road would be reduced by closing the commercial driveway on the west side of the intersection. There is no other discussion that we could find regarding the closure of this approach or how it would be regulated (i.e., barricades, gated...etc.). More information is needed regarding the west approach of the intersection if it will be closed until phase 2 development occurs because it currently carries

traffic. Additionally, if construction traffic will use this driveway then it should be considered with phase 1 development.

4. An explanation is needed for trip distributions on Figure 4 under 2026 phase 3 conditions. Thirty-one southbound trips disappear on US 101 between the north access on US 101 and the commercial access on US 101. This may be a typo.
5. Page 11, second paragraph of the analysis states that all site traffic arriving from the north has been allocated to the north access in all phases. This is further shown in Figure 4 with zero southbound trips at the second access. This does not appear reasonable for the same reason that the analysis did not assume that all trips from the south would use the first access and zero would continue to the north access. The analysis assumed approximately 50% of the traffic from the south would use each access. A similar assumption should be made for the traffic from the north.
6. The right turn lane analysis appears to be limited to the north site access, which is consistent with Figure 4 and the explanation that all site traffic from the north would use the north access, but the second access should be considered as well after trips are re-distributed to both accesses.
7. Page 10, paragraph 2 assumes improvements along Munsel Lake Road and US 101 will be made by the Cannery Station PUD. It is our understanding that the Cannery Station PUD is approved for phase 1 development and conditions of approval include dedicating right-of-way (ROW) along Munsel Lake Road and US 101 and paying a proportionate phase 1 share of a traffic signal at Munsel Lake Road / US 101. These are currently the only approved Cannery Station PUD conditions. Additional requirements may be conditioned with subsequent phases of development, but those will be determined for each phase of development through updated TIAs.
8. The TIA conclusions recommend both the Cannery Station PUD and Three Mile Prairie development contribute to the cost of a new traffic signal when warranted. The Cannery Station PUD was conditioned to pay a proportionate share of a traffic signal from phase 1 development at this time. Three Mile Prairie shall pay a similar proportionate share of a traffic signal for phase 1 development. Additional proportionate shares will be conditioned for both projects as subsequent phases are evaluated in updated TIAs.
9. The TIA conclusions state that a right-turn lane on US 101 at the north access will meet warrants soon after phase 2 is completed. An updated TIA will be required for phase 2 through 6 of development. If right turn lane criterion is met on US 101 at the north or south access for phase 2 development, then it should be included as mitigation at that time.

This concludes our review of the Three Mile Prairie TIA. If you have any questions, then feel free to contact me.

Sincerely,



Kimberly Parducci, PE PTOE  
*SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC*



Cc: Wendy Farley-Campbell, Florence Planning Director