

TECH MEMO

DATE: April 25, 2023

TO: Wendy Farley-Campbell
City of Florence

FROM: Kelly Sandow P.E.
Sandow Engineering

RE: Response to TIA Review Comments-Fairway Estates



RENEWAL 06/30/24

The following provides a response to comments by Wendy Farley via email on April 25, 2023. The email is attached at the end of this letter for reference.

Project Phasing and Impacts to Analysis

At the time of completion of the TIA, May 6, 2022, the project was assumed to be completed by 2024 based on current demand for housing. The TIA included an evaluation of conditions for the year 2029 with the site at full completion. The year 2029 evaluation demonstrates that the intersections will operate at a LOS B with full build out of the entire site. Since the intersections will operate at LOS B with the entire site developed, incremental phased construction during this time period will not trigger a LOS worse than B.

The standard for triggering improvements is an LOS of E or F. To get to a LOS E or F, the traffic at these intersections would have to increase by more than 60%. The 60% increase is an increase beyond what was already considered as trips in the analysis, which is this development, Florence Subdivision, Fawn Ridge, and Sandpines Phase 1. Aside from these developments this area is anticipated to experience a growth rate of 1% per year. At 1% per year, the intersections will continue to operate at better than a LOS E or F beyond the next 25 years. As a note, the City of Florence is currently working on an update to the Transportation System Plan. The current intersection evaluation for the future conditions, described in Tech Memo 4, shows the intersection of 35th at Rhododendron operating at a LOS B through the year 2042.

If the phasing for this development has a longer construction timeline than anticipated, the study intersections will still continue to operate within the standards for at least the next 20 years.

Traffic Count Dates and Factors

- **35th and Rhododendron Drive count:** These traffic counts were taken by Kittelson in August 2020. These counts were affected by Covid so a Covid factor of 1.016 was applied.
- **Rhododendron Dr at Tournament Dr count:** These traffic counts were taken by Sandow in October 2021. These counts are not affected by Covid, no covid factoring was applied. The text at the end of the first paragraph on page 13 of the TIA, *“The traffic volumes in October 2022 have returned to pre-Covid levels.”*, should read October 2021 and not October 2022, this was likely not brought up in the Kittelson review since it is clear that it was a typo and not analysis issue by the fact that the report was completed and stamped May 6, 2022, and ODOT had not provided the October 2022 data yet.

The dates in the tables found within the appendix were not updated to the correct dates that the counts were taken. The count data sheets are attached demonstrating that the dates are consistent with the text and analysis of August 2020 and October 2021.

There are no issues with the count dates or factors applied to the traffic counts as it pertains to the analysis and results. This is consistent with the review and findings from Kittelson.

On Tue, Apr 25, 2023 at 7:15 AM Wendy Farley-Campbell <wendy.farleycampbell@ci.florence.or.us> wrote:
Brandt,

Good morning. Yesterday afternoon the PC was provided staff's Summary. It is on the calendar website. I'm still working on incorporating the edits into February's findings and resolution's list of conditions. Also we are waiting for the fire chief and public works to comment on the revised utility/access plan. It is unknown whether these will happen before the meeting or not.

I've had a PC inquiry regarding the date of the TIA since it is a year old and the data even older. In reviewing it I found items that I have questions about...things I think Kittleson should have caught and so I'm frustrated. It would be helpful if Sandow could answer these questions. The project is phased not being constructed all at once as assumed in the TIA how does this change the analyses? How is the 5 year forward look impacted? She used an August 2021 plat and in November there was a revised one that had phases. The build out date used is 2024 from a two year timeline starting after May 2022 (the date of the report) 40 lots in two and a half years was optimistic even then. Especially since at the time of writing phase 1 was less than halfway built and 4 years past its approval. Given the at least year difference in the timing assumption how are the study results affected? The traffic count dates in the narrative say Oct. 2021 and the tables have 2022. Covid factoring-the narrative says traffic was back to normal by October 2022 and no factoring was required to their counts. So if the counts were Oct. 2021 how does this statement and the results change? The traffic count tables also include a February 2022 number not referenced anywhere in the report. What are these counts used for? Table 5.2 (I think) states a 2021 study period and table includes 2022. I'm not at work yet with my notes but I think it captured everything.

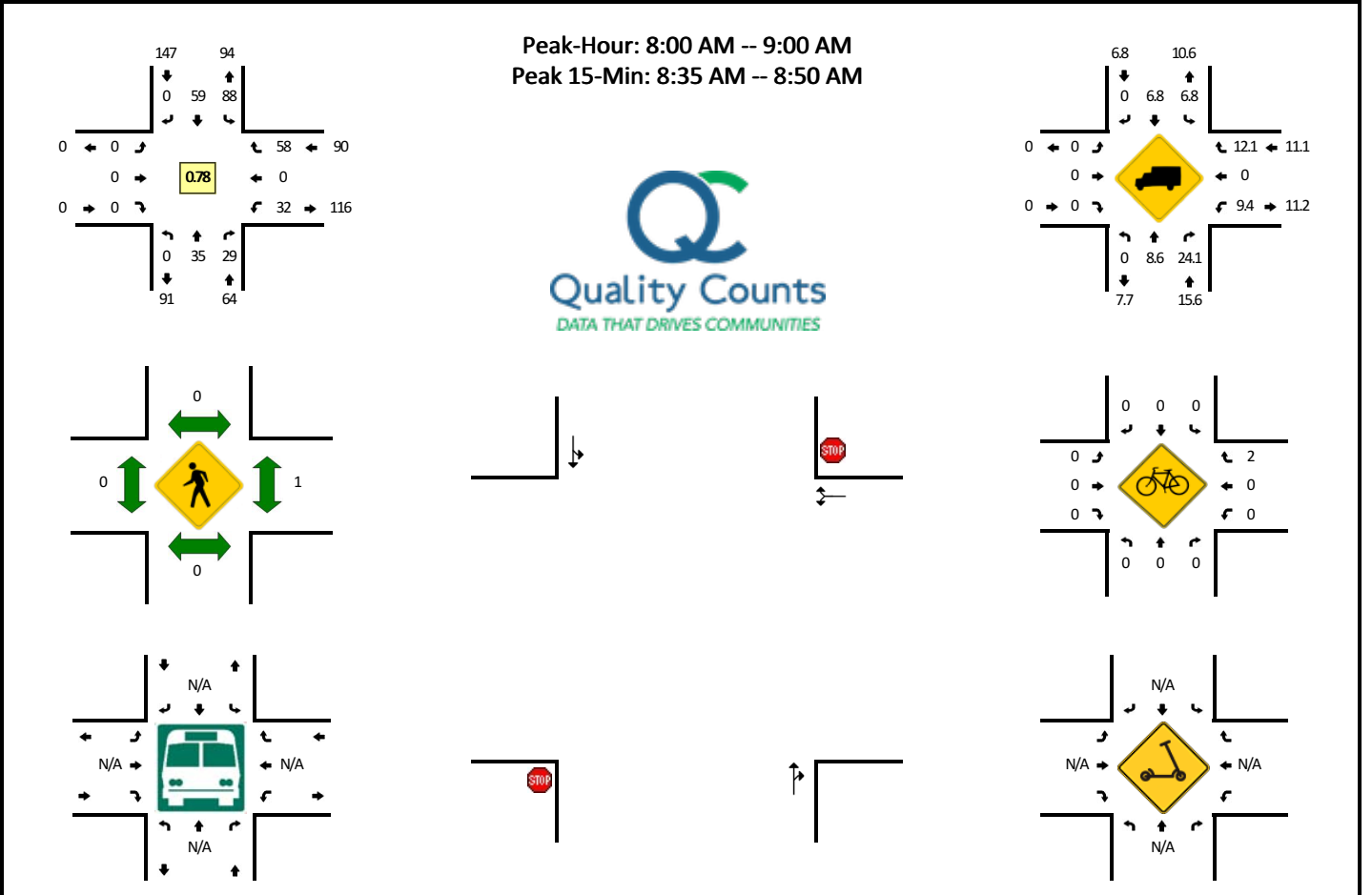
My recommendation may be to close the hearing and leave the written record open for 7 days and that no new application materials will be considered in the findings after tonight. They may opt to reconvene on June 13th. It is unknown. Needless to say they are frustrated. Just preparing you.

Wendy

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LOCATION: Rhododendron Dr -- 35th St
CITY/STATE: Florence, OR

QC JOB #: 15273704
DATE: Thu, Aug 27 2020



5-Min Count Period Beginning At	Rhododendron Dr (Northbound)				Rhododendron Dr (Southbound)				35th St (Eastbound)				35th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	2	1	0	3	1	0	0	0	0	0	0	1	0	7	0	15	
7:05 AM	0	0	1	0	4	1	0	0	0	0	0	0	2	0	1	0	9	
7:10 AM	0	1	0	0	3	2	0	0	0	0	0	0	1	0	4	0	11	
7:15 AM	0	2	0	0	8	2	0	0	0	0	0	0	3	0	2	0	17	
7:20 AM	0	1	2	0	1	2	0	0	0	0	0	0	1	0	4	0	11	
7:25 AM	0	4	0	0	7	4	0	0	0	0	0	0	0	0	3	0	18	
7:30 AM	0	0	1	0	2	2	0	0	0	0	0	0	2	0	3	0	10	
7:35 AM	0	1	3	0	8	6	0	0	0	0	0	0	1	0	6	0	25	
7:40 AM	0	1	1	0	9	6	0	0	0	0	0	0	0	0	3	0	20	
7:45 AM	0	2	2	0	4	6	0	0	0	0	0	0	4	0	5	0	23	
7:50 AM	0	2	2	0	9	3	0	0	0	0	0	0	1	0	6	0	23	
7:55 AM	0	4	3	0	6	6	0	0	0	0	0	0	1	0	3	0	23	205
8:00 AM	0	1	1	0	3	1	0	0	0	0	0	0	3	0	5	0	14	204
8:05 AM	0	2	0	0	3	4	0	0	0	0	0	0	2	0	6	0	17	212
8:10 AM	0	2	1	0	3	7	0	0	0	0	0	0	3	0	6	0	22	223
8:15 AM	0	3	3	0	11	4	0	0	0	0	0	0	2	0	3	0	26	232
8:20 AM	0	3	1	0	3	2	0	0	0	0	0	0	4	0	2	0	15	236
8:25 AM	0	5	1	0	8	4	0	1	0	0	0	0	2	0	7	0	28	246
8:30 AM	0	3	5	0	3	2	0	0	0	0	0	0	3	0	4	0	20	256
8:35 AM	0	2	3	0	17	5	0	0	0	0	0	0	1	0	9	0	37	268
8:40 AM	0	3	3	0	8	8	0	0	0	0	0	0	3	0	3	0	28	276
8:45 AM	0	2	3	0	11	9	0	0	0	0	0	0	4	0	3	0	32	285
8:50 AM	0	3	3	0	8	9	0	0	0	0	0	0	2	0	5	0	30	292
8:55 AM	0	6	5	0	9	4	0	0	0	0	0	0	3	0	5	0	32	301
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	28	36	0	144	88	0	0	0	0	0	0	32	0	60	0	388	
Heavy Trucks	0	0	0	0	12	8	0	0	0	0	0	0	4	0	4	0	28	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0			0	0	0	0	0	0		0	
Scoters																		

Comments:

