

### TECH MEMO

DATE: April 25, 2023

TO: Wendy Farley-Campbell  
City of Florence

FROM: Kelly Sandow P.E.  
Sandow Engineering

RE: Response to Public Comments-Fairway Estates



RENEWAL 06/30/24

The following provides a response to comments by provided into the record via public testimony.

#### Exhibit R1

Sandow Engineering provided an evaluation of the site entrance. It is referred to as Rhododendron at Tournament within the analysis and report. The access will operate at a LOS B and have a queue of no more than 3 vehicles exiting the site.

The evaluation considered the ingress and egress of the site under full completion of all phases. Between the gate and Rhododendron Drive there is approximately 115 feet, room for 6 passenger vehicles. Additionally, there is a widening of the asphalt south of the driveway that serves as a right turn deceleration lane and turn pocket. This area has approximately 90 feet of length at a width to allow a car to queue off Rhododendron Drive, approximately 5 passenger vehicles. There is room for up to 11 vehicles to queue off Rhododendron Drive waiting to enter the gate. Based on the level of trips it is estimated that there would be no more than 3 vehicles entering the gate at any one time.

#### Exhibit R2

- ***Pg. 9 it's a table regarding crashes but the asterisk at the bottom indicates "crashes/million entering vehicles". Were they looking at crash rate percentage of how many cars out of a million? Is it reasonable to believe that there has not been any type of crash in the last 5 years at Rhododendron and 35th?***

The crash data used in the TIA is provided by ODOT and is pulled from the DMV records. The crash rate and critical crash rate is reported as the number of crashes/million entering vehicle. This value is the number of crashes that occurred over 5 years divided the number

of millions of vehicles at the intersection in the same 5 years. There may have been crashes that have occurred that were not reported to the police/DMV. However, there is no way of collecting this data for analysis.

- ***Pg. 15 Re: in progress development... "To be conservative a growth rate of 1% was used". Should the growth rate used have been conservative? Is it realistic? Is it unfairly low to the developer's advantage?***

The "conservative growth rate of 1%" is actually a higher growth rate than is actually happening out there. The actual growth rate is less than 1%. By using 1% growth rate the traffic volumes in the analysis are higher than what will actually occur.

- ***Pg. 31 The city referenced is Veneta Date Feb 2022***
- ***Pg. 35 The city referenced is Veneta Date Feb 2022***

The use of Veneta on these pages was a typo, it should have had Florence in its place. The dates should have also been updated to August 2020 and October 2022. These were left over from another project that uses the same analysis worksheets.

- ***Pg. 41 The city referenced is Florence Date August 2020 (covid restrictions)***
- ***Pg. 45 The city referenced is Florence Date October 2022 All the above data was used in the same study. Is this data consistent and reliable?***

August 2020 data had adjustments made that reflect non-covid restrictions. All data and adjustments made comply with industry standards and methodology. The City of Florence did have the TIA reviewed by the consulting traffic engineering firm working on the City's Transportation System Plan update. The consulting engineer concluded that all data and analysis is correct.

- ***Pg. 52 The Seasonal trends table includes the following foot note refers to covid conditions and states, "The 2020 table is based on 2019". Then 2020 should not have been used in the study anywhere.***

That is not correct, there were specific provisions put in place during the Covid restrictions to account for this fluctuation during this time. The Season Trends Table was created by ODOT, ODOT chose not to update the table during this time.

- ***Pg. 54-57 Estimated trip distribution date August 27 2020 see above question.***

Pages 54 and 55 are the trips added to the intersection from the other developments that are approved but not yet completed.

Pages 56 and 57 are the traffic counts that were collected at 35<sup>th</sup> and Rhododendron.

- ***Pg. 59-109 queuing and blocking report of fifty pages based on the dates of Jan 5th 2022 ( Sunday) and Jan 6th 2022 (Monday) Is this a reasonable time frame for this study?***

The dates on these sheets are the days that these sheets were printed from the software used to model the queuing and blocking.