



## MEMORANDUM

**TO:** Elizabeth Nijkamp, Engineer Review Manager, El Paso County

**FROM:** Paul Brown, FHU

**DATE:** December 14, 2022

**SUBJECT:** **On-Call Contract #17-067H-1; PO # 8115428**  
**Traffic Impact Study Reviews**  
**Task Order #9: Sterling Ranch SKP TIS – Second Review (SKP224)**

This memorandum provides a list of comments on the October 2022 Sterling Ranch Sketch Plan Amendment (SKP) Master Traffic Impact Study (TIS) prepared by LSC Transportation Consultants, Inc. for Classic SRJ. Our comments are based on requirements provided in the County's Engineering Criteria Manual (ECM), Appendix B.

### Comments

Comments on the TIA are divided into general requirements to conform to ECM TIA report requirements and technical and report specific comments that request further clarification or missing information.

#### General Comments

The following are general requirements that need to be met in the Sterling Ranch SKP Master TIS to meet ECM requirements:

1. The TIS generally follows the outline presented in the ECM. Traffic counts are reasonable (although they represent several count dates, they are recent), previous traffic studies have been considered, a safety review is presented, and forecasting and analysis methodologies are reasonable (with some exceptions noted below).
2. The following shortcomings have been identified:
  - a. The revised sketch plan generally calls for increased access to various planning areas within Sterling Ranch. Some of these changes in access will require detailed analysis when detailed analyses for these planning areas are conducted. Further, some of these new or expanded accesses are shown to carry very little volume. Hence, the reasoning for some of the access changes are questionable.
  - b. Existing signal timings were not obtained and applied at signalized intersection under existing conditions.
  - c. The application of aggregate trip generation for various land uses in the overall sketch plan will affect trip generation characteristics. Generally, trip generation should be applied at the TAZ level per the list shown in Table I. Detailed comments are provided in the related Bluebeam document.
  - d. Roundabout operations have been evaluated using Synchro. This software does not provide robust tools for roundabout analysis, and other software that better reflects roundabout operations should be used. This software choice is up to the applicant, but two commonly used software tools are SIDRA and RODEL.
  - e. The various intersection commitments outlined in the 2042 Level of Service Analysis (pages 9 through 13) are not summarized and related financial commitments are not

outlined. A table like Table 4 - Roadway Segment Improvements should be provided for key intersections evaluated in the TIS.

- f. Two regional arterial corridors pass through the project site (Briargate Pkwy and Research Parkway / Marksheffel Road) and Woodmen Road is also within the study area. Several new signals are proposed along these corridors, so progression analyses should be provided in accordance with ECM Section B.2.4.B and Section B.4.1.B.
  - g. The timing of various roadway improvements is unclear. The TIS assumes a baseline roadway network in 2042 and then attributes construction of much of that network to Sterling Ranch in Table 4. We do not believe that Sterling Ranch will build these roadways unless the development moves forward. Please clarify what improvements will be in place in the baseline scenario.
3. The conclusions presented seem reasonable based on the analyses presented but may need to change based on the applicant's response to the general and technical comments.

### ***Technical Report Comments***

Comments on the technical report can be found in the Sterling Ranch SKP Master TIS PDF document in Bluebeam.

### **Conclusions**

Based on the comments above, we feel that the subject TIS should be updated and resubmitted. The revised study should update the trip generation and operational analyses, clarify requested access points, and provide additional details about future commitments.