



MEMORANDUM

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

FROM: Paul Brown, FHU

DATE: August 19, 2022

SUBJECT: **On-Call Contract #17-067H-1; PO # 8115428**
Traffic Impact Study Reviews
TO #10: Owl Place Commercial Traffic Impact Study Review (CR221)

This memorandum provides a list of comments on the June 2022 Owl & Meridian Commercial Traffic Impact Study (TIS) prepared by SM Rocha, LLC for First Cup. Our comments are based on requirements provided in the County's Engineering Criteria Manual (ECM), Appendix B.

Comments

Comments on the TIS 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 Owl & Meridian Commercial TIS to meet ECM requirements:

1. The TIS adequately describes the site and proposed access points, existing conditions, anticipated site trip generation, and street classifications.
2. Background forecasts for two future years: 2024 and 2040 are provided. The traffic assignment appropriately accounts for pass-by traffic, and the LOS analyses of existing, background, and total traffic conditions generally follow industry standard methods. Synchro HCM output for signalized intersection analyses is not included in the appendix, however.
3. The TIS does not address the following evaluation elements per ECM Section B2.4.2B (Full TIS):
 - a. Sight distance evaluation
 - b. Recommended taper/deceleration/storage lengths for turn lane improvements
 - c. Pedestrian and bicycle facilities evaluation
 - d. Safety and accident analysis
 - e. Neighborhood/public input
4. The TIS does not address signal progression per ECM Section B4.1.B. Two new signals are required on Meridian Road by 2024 based on the background analysis. Will these new signals impact progression?
5. The TIS does not include pedestrian and bicycle LOS results per ECM Section B4.1.C.
6. No responsibility for improvement recommendations is identified per ECM Section B6.1B.
7. No Recommended Improvements Summary Table is provided, per Section B6.1.D.
8. Several requirements of ECM Section B.8 are missing, as follows:
 - a. Average Daily Traffic (ADT) and daily capacity
 - b. Reimbursement potential for improvements under the MTCP
 - c. Applicable Transportation Impact Fees
 - d. Engineer's Statement and Developer's Statement on the certification page

Technical Report Comments

Specific concerns with the technical report are as follows:

9. Figure 2, the Site Plan, shows five driveways, one for each drive-through establishment, along the access road.
 - a. The northernmost access is very close to Owl Place. An evaluation of access spacing is indicated here.
 - b. These accesses have not been analyzed for traffic volumes, LOS, or queuing. In addition, drive-through queuing within each individual lot has not been evaluated. Potential queuing could impact traffic operations at the access road intersection at Owl Place (Access A) and at the roundabout (Access B).
 - c. The southernmost access is very wide and could create conflicts between inbound and outbound movements.

10. The year 2040 LOS analyses identify two intersections where unacceptable operational levels are projected: Meridian Road/Woodmen Road and Meridian Road/Eastonville Road, both signalized. On pages 15 (background conditions) and 25 (total traffic conditions) it is suggested that future network connectivity may help mitigate congestion at these intersections, and puts the onus of monitoring conditions and determining any future improvements on County staff. However, this report should evaluate and identify potential mitigation and make appropriate recommendations.

Conclusions

Based on the comments above, we feel that the subject report should be revised and resubmitted to address the above comments and concerns.