



Sustainable Traffic Solutions

Joseph L. Henderson PE, PTOE
Traffic Engineer / Principal

February 15, 2021

Mr. Kamal A. Sabeh
President / Owner
Apex USA
17088 Knollside Avenue
Parker, CO 80134

RE: Traffic Letter for the Jesus on Colfax Project in Aurora

Dear Mr. Sabeh,

Based on your request, I have prepared this traffic letter to address traffic related comments for the Jesus on Colfax project. The comments are contained in the October 15, 2020 pre-application notes.

Jesus on Colfax is a church that is planned in a 13,050 ft² building on the northeast corner of Colfax Avenue / Dallas Street (see figure 1). The intersection is signalized and businesses exist on all four corners. There is a business in a building that is attached to the Jesus on Colfax building that is not part of the project. The parking lot to the north of the building is also included in the project.

The amount of traffic that is expected to be generated by Jesus on Colfax was estimated using rates that are contained in Trip Generation, 10th Edition¹. Table 1 shows that traffic generated by Jesus on Colfax is expected to be very low on weekdays, and higher on Sunday when background traffic volumes are typically lower.

The access and site circulation plan is contained in Figure 1. People will enter the building through doors located on Colfax Avenue and Dallas Street. Parking will be on Colfax Avenue and Dallas Street adjacent to the building and in the 37 space parking lot to the north of the church. The parking lot will have access from an alley that separates the building from the parking lot and an existing access onto Dallas Street. The alley runs between Dallas Street and 16th Avenue. Also shown in Figure 1 are the alley on the west side of Dallas Street and residential driveway. The two alley approaches align across Dallas Street. All accesses are low volume, full movement and their locations will not result in conflicting traffic flows.

The sight triangles for the alley and parking lot access are shown in Figures 2 and 3. They are based on the requirements contained in City of Aurora Standard Traffic Detail TE-13.1. The speed limit on Dallas Street is assumed to be 25 MPH and is classified as a local street based on the City's 2017 Street Map². A speed limit sign could not be found on Dallas Street, so the speed limit was assumed based on speed limit signs on adjacent local streets. As shown in Figures 2 and 3,

¹ Trip Generation, 10th Edition. Institute of Transportation Engineers. 2017.

² 2017 Street Map. City of Aurora. January 29, 2017.

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adequate sight distance exists from the alley and the parking lot access. On-street parking and the building could interfere with the view of motorists entering Dallas Street from the alley or parking lot access. Based on CRS 42-4-703, motorists have the obligation to pull far enough forward to see traffic that is approaching the intersection. The portion of the statute that applies to this situation reads,

“... Except when directed to proceed by a police officer, every driver of a vehicle approaching a stop sign shall stop at a clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection, or if none, then at the point nearest the intersecting roadway where the driver has a view of approaching traffic on the intersecting roadway before entering it...”

Considering CRS 42-4-703, neither the on-street parking or the building will result in a lack of sight distance from the alley or parking lot access.

Traffic calming elements were reviewed to determine if any could be applied to this site to improve the safety of pedestrians. The pre-application notes refer to the traffic calming toolbox and Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations³ (FHWA reference). Safety measures in the FHWA reference are applicable to uncontrolled pedestrian crossings. Considering that all of the intersections that are adjacent to Jesus on Colfax are signalized or stop-controlled, this reference doesn't apply to this site. Crosswalks across the alley and parking lot access were suggested as a possible safety measure. Pedestrian volumes in the area are very low based on a recent site visit and the volume of pedestrians that could be generated by Jesus on Colfax are not expected to be substantial. Therefore, placing crosswalks at these locations would not be an effective safety measure and would detract from the crosswalks at the signalized intersection where higher pedestrian volumes are expected.

Please contact me with questions.

Sincerely,



Joseph L. Henderson, PE, PTOE
Project Manager / Principal

cc: Lauren Root, Samuel Engineering

Jesus on Colfax Traffic Letter

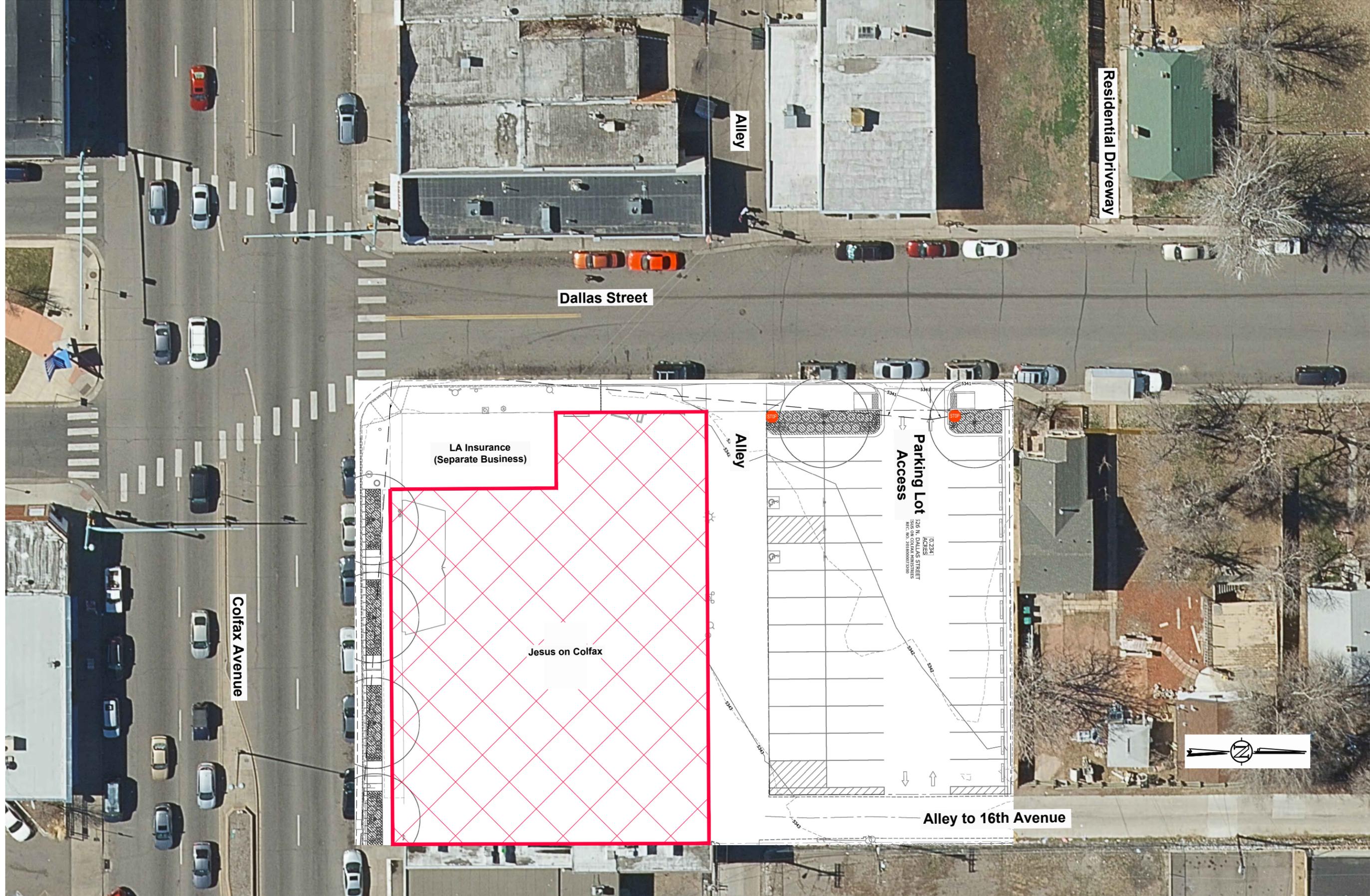
³ Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations. Federal Highway Administration. Updated July 2018.

Table 1. Trip Generation Estimate

Land Use	ITE Code ¹	Size ²	Unit	Average Weekday Trips			Morning Peak Hour Trips			Evening Peak Hour Trips					
				Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out
Church	560	13.05	1,000 ft ² GLA	6.95	91	45	45	0.33	4	3	2	0.49	6	3	4
Total	---	---	---	---	91	45	45	---	4	3	2	---	6	3	4
Land Use	ITE Code ¹	Size ²	Unit	Average Sunday Trips											
				Rate	Total	In	Out								
Church	560	13.05	1,000 ft ² GLA	27.63	361	180	180								
Total	---	---	---	---	361	180	180								

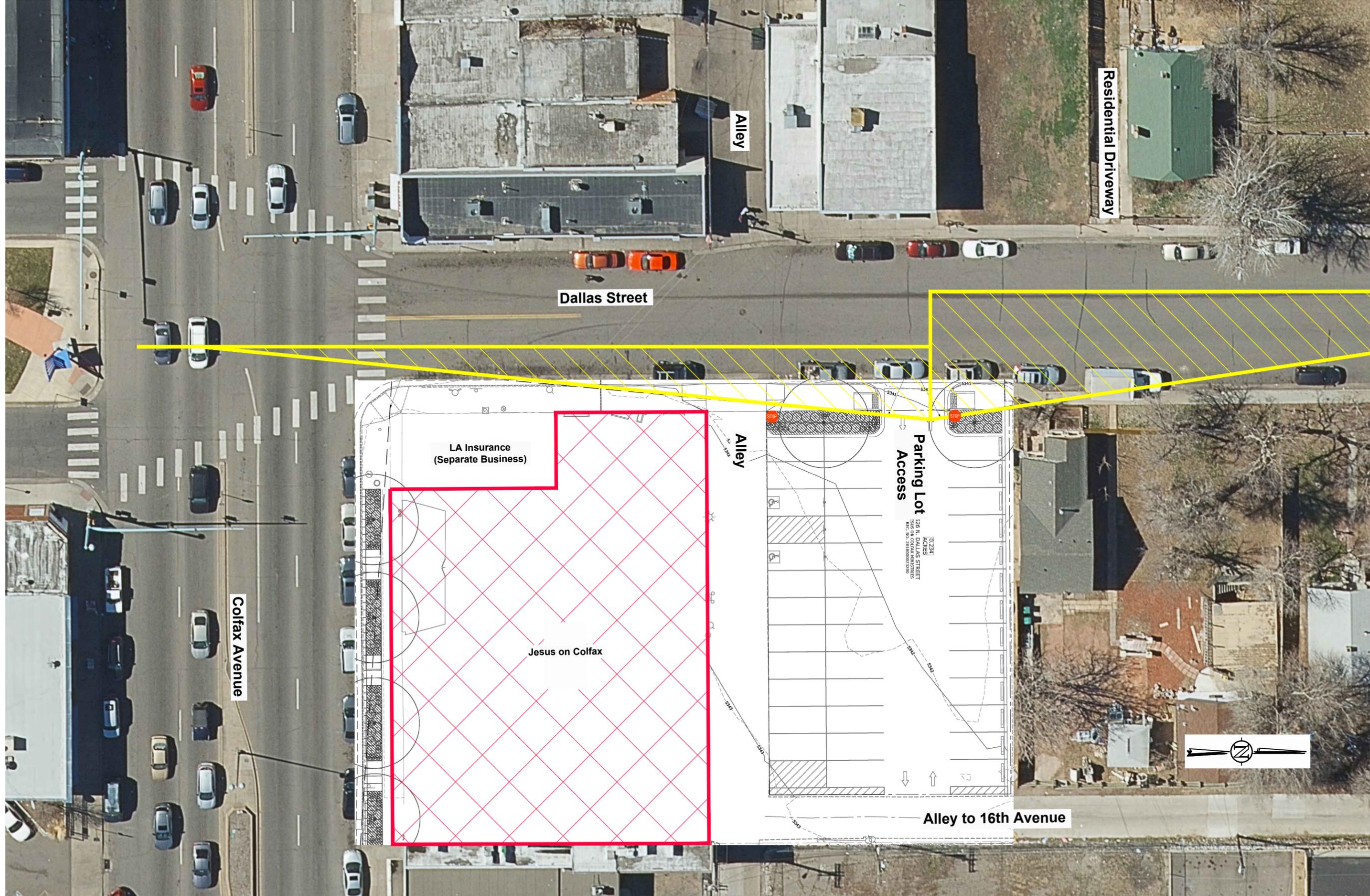
Notes

1. The trip generation rates were obtained from Trip Generation, 10th Edition (Institute of Transportation Engineers, 2017).
2. The building size was obtained from the Adams County website.



Jesus on Colfax Traffic Letter
ACCESS AND SITE CIRCULATION PLAN

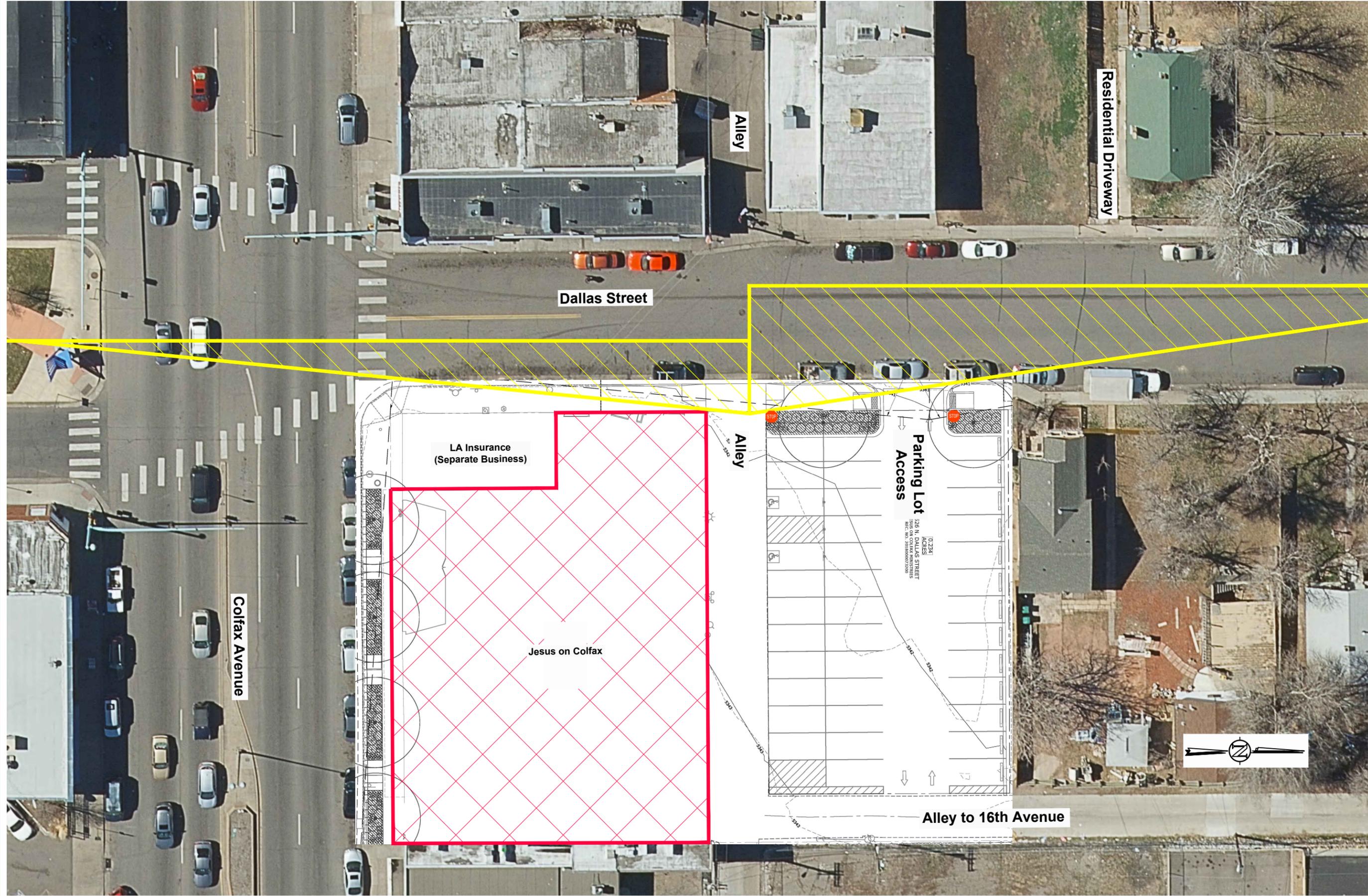
Scale	1" = 30'	Date	February 15, 2021	Drawn by	JLH	Job #	APEX USA	Figure	1
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Jesus on Colfax Traffic Letter

SIGHT TRIANGLES AT PARKING LOT ACCESS

Scale	1" = 30'	Date	February 15, 2021	Drawn by	JLH	Job #	APEX USA	Figure	2
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Jesus on Colfax Traffic Letter
 SIGHT TRIANGLES AT THE ALLEY