

MEMORANDUM

TO: Bill Parkhill, Parkhill Development

FROM: Ryan Saline, FHU

DATE: May 3, 2022

SUBJECT: Aurora Metro Center PA-B ISP Traffic Impact Study – Comment Response Summary
FHU No. 119405-03

Felsburg Holt & Ullevig (FHU) has reviewed comments prepared by the City of Aurora and has completed a revised TIS. This memorandum summarizes the comments provided by the City and our responses and resolutions.

- 1) For future reference all TISs need to include LOS summary tables that include total intersection, total approach, and movement LOS & delay for signalized intersections and LOS & delay for critical movements at unsignalized intersections. Existing, background and total traffic. These can be located in the Appendix.

Page: Cover page

Response: Appendices have been modified to include summary tables for signalized and unsignalized delay and LOS for existing, background, and total scenarios. LOS data is now found in Appendix D.

- 2) For future reference trip generation rates need to be provided for each land use type. Can be a separate table or included with site tripe generation table. These tables can be included in the Appendix.

Page: Cover page

Response: A new appendix has been added to the report to provide detailed trip generation calculations, including trip generation rates, internal capture methodology, and other adjustment calculations. This information can be found in Appendix E.

- 3) Add PE stamp and signature.

Page: Cover page

Response: PE stamp and signature have been added to the cover page of the revised report.

- 4) Add HCM LOS threshold tables.

Page: Page 4

Response: A new table has been added to Section I.F. which displays delay thresholds associated with LOS categories for unsignalized and signalized intersections based on criteria from the Highway Capacity Manual (HCM).

- 5) Verify pass-by trips are determined from resultant external trips after internal capture and transit adjustments.

Page: Page 7

Response: Pass-by trips were determined as a fraction of the total amount of externally based trips generated by the development (ie. Gross trip generation minus internal trips). Based on discussions with Steve Gomez, this methodology was found to be adequate for the analysis. Future Metro Center

studies will determine pass-by trips after also reducing transit trips to provide a more conservative estimate of external trip generation.

6) Verify site trip generation assignment.

Page: Page 9 (Figure 3)

Response: Through discussions with Steve Gomez, it was determined that this comment focused on the portion of Fraser Court between Alameda Parkway and Centrepont Drive. The distribution of turning movements seemed to indicate that many trips generated by PA-B land uses were not turning at Dakota Avenue or Virginia Avenue but using the full segment of Fraser Court, which is not intuitive.

After completing a review of the PM peak hour as an example, it was determined that approximately half of the site-generated trips turning onto southbound Fraser Court from Alameda Parkway are destined for PA-B, most of which use the Dakota Avenue intersection. Remaining trips entering from Alameda Parkway are destined for PA-C and use the Centrepont Drive intersection. Additionally, outbound trips from PA-B use southbound Fraser Court to access Centrepont Drive, often to go west or south. These combinations of inbound and outbound trips create a perception of through traffic when viewing aggregate turning movement volumes. This is to be expected on a urban roadway network with a compact grid system and confirms the assumptions and assignments made in the TIS.

As an additional note, site-generated trip assignments have been modified slightly to account for anticipated access changes for PA-B2 compared to the last submittal, resulting in slight changes to Figure 3, Figure 5, and Figure 6. Overall, LOS and delay did not change and recommendations for improvements do not change compared to the previous submittal.

Please contact Ryan Saline (ryan.saline@fhueng.com) with any questions.