

Review Memo

To: Alexis DiLeo, Planning and Development Services
Cynthia Redinger, PE, PTOE, Public Services Area – Engineering
From: Luke Liu, PE, PTOE, Public Services Area - Engineering
CC: Via Trakit
Date: August 1, 2017
Re: SP17-009: 1140 Broadway

This application is **not** recommended for approval.

Transportation Impact Analysis:

Technical comments from Lia Michaels review letter dated June 2, 2017, were not addressed in full. The most concerning are as following

- Future with Improvements: *Provide a more complete signal warrant analysis at the intersection of Maiden Lane and Nielson Court. Even through 24-hours of data were not collected, the five hours that were can still be applied to all the warrants. Pedestrian related warrants should also be considered.*
- Future with Improvements: *During the AM and PM peak hours, the intersection of Plymouth Road/Broadway Street/Maiden Lane/Moore Street has approaches that operate with unacceptable levels of service and delays worse than background with improvements. Provide recommendations for mitigating this increase in delay.*
- Broadway Street and Proposed Site Driveway-Intersection Alternatives: *The all-way stop, three-way stop, roundabout and signalize options shows vehicles waiting to make the left turn from westbound Broadway Street to southbound Plymouth Road backing up through the intersection/roundabout.*

Further staff comments include:

- Nielsen is spelled as 'Nielson' in report, models and signal warrant spreadsheet, and should be corrected.
- Peak Hour, Peak Hour Stop Delay should be filled for signal warrant analysis.
- Number of lanes should be one (1) on all approaches.

- Manual counts are available for two hours in AM peak and three hours in PM peak. However, signal warrant analysis used only data from one hour in each peak.
- I do not recall having F&V excluding machine counts as part of the scoping process. The data should be readily available anyway as turning movement counts were collected using video camera. In any case, the two peak hours are meeting signal warrant 1B criteria.
- Pedestrian counts used in signal warrant analysis were taken from existing turning movement counts. For purpose of signal warrant analysis, non-motorized users crossing the streets should include background growth, new trip generation and horizon year growth.