



The City of
NORMAN

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May 9, 2013

Mr. B.J. Hawkins, P.E.
Traffic Engineering Consultants, Inc.
6000 South Western Avenue, Suite 300
Oklahoma City, OK 73139

**RE: CITY OF NORMAN REVIEW COMMENTS
710 ASP AVENUE
TRAFFIC IMPACT STUDY**

Dear B.J.:

I received the first draft your traffic impact study (dated March 21, 2013) on Wednesday, May 8, 2013, for the referenced project for the B3 Development Group in Norman. Let me start by saying that the analysis of the Campus Corner area is very different from preparing an analysis for a development along a high speed roadway or in a relatively undeveloped area. Asp Avenue is the street that will be carrying the bulk of the traffic associated with this development. With all of the conflicts along this roadway with pedestrians and a multitude of on-street parking maneuvers, Asp Street does not behave like most other streets in the City of Norman. That being said, I offer the following comments with regard to the study as presented.

- The study analyzed 2015 as the year of build-out. While this may be the case, it is not uncommon for a study conducted within Norman to consider a future horizon. Perhaps this horizon is ten to twenty years beyond full build-out of the development in question. This usually is a factor of the amount of undeveloped land around the site in question. Given there is no undeveloped property in proximity to this site, perhaps it would have been more prudent to analyze a point in the future beyond 2015 assuming only background traffic growth. This would be beneficial from the City's perspective in giving us some confidence of what happens five or ten years after the project is developed. This is a true measure of the impact of this development going forward. For example, with the level-of-service for the critical movement at the Boyd/Asp intersection approaching level-of-service "F" at build-out, I think there would be benefit in showing some level of analysis beyond 2015. For example, when does the critical movement become level-of-service "F" and what do we do at that point in time? Because the change

*Letter to BJ Hawkins, TEC
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in level-of-service for the critical movement at the Lindsey/Asp intersection degrades by nearly 20 percent from 2012 levels to 2015 levels with the completion of the development.

- For the staff report I will prepare for this project, I will need an estimate for the number of daily trips to be generated by the apartments. Since you utilized a local location to develop your local trip rates, I need to know the number of daily trips or I will have to use the ITE trip rates for the mid-rise apartments. The numbers in Table 1 do not accurately depict the “Per Day” totals since there is no value shown for the apartments.
- It is difficult to believe that there will be no distribution of site traffic to the south on Asp. The study reflected 3 percent on White but nothing on Asp south of Boyd. This should either be corrected or explained.
- Pedestrian volumes were shown on the existing traffic (Figure 3) for the Boyd/Asp intersection, but I cannot tell if they were included in the analyses that were conducted. Please clarify.
- There is a statement that the apartment use will not fit current ITE trip rates because more trips will be either by walking or on bicycle. While I don’t disagree with this statement, there was no attempt to add any pedestrian traffic to the existing counts. At least, I cannot tell from the volume figures or from the analysis worksheets. This needs to be clarified and/or explained.

If you have any questions regarding these comments, please give me a call. I look forward to hearing from you.

Sincerely,

David R. Riesland, P.E.
City Traffic Engineer
City of Norman

cc: Sean Rieger, The Rieger Law Group
Steve Lewis, City Manager
Shawn O’Leary, Director of Public Works
Susan Connors, Director of Planning
Scott Sturtz, City Engineer
Angelo Lombardo, City Transportation Engineer