CITY OF NORMAN
Development Review Form
Transportation Impacts

DATE: October 5, 2021

CONDUCTED BY: Jami L. Short, P.E.
City Traffic Engineer

PROJECT NAME: Sooner Traditions SPUD

PROJECT TYPE: Commercial SPUD

Owner: Sooner Traditions LLC & Hunter Miller Family, LLC
Developer's Representative: Rieger Law Group PLLC
Developer's Traffic Engineer: Traffic Engineering Consultants, Inc. (TEC)

SURROUNDING ENVIRONMENT (Streets, Developments)
The areas surrounding this site are generally commercial to the west and south and low density residential to the north and floodplain to the east. The development will connect to Berry Road to the west and Lindsey Street to the south.

ALLOWABLE ACCESS:
The access will be in accordance with Section 4018 of the City's Engineering Design Criteria.

EXISTING STREET CHARACTERISTICS (Lanes, Speed Limits, Sight Distance, Medians)
Berry Road: 2 lanes (existing and future). Speed Limit—30 mph. No sight distance problems. No median.
Lindsey Street: Transitions from 2 lanes to 4 lanes with 2 bike lanes (existing and future). Speed Limit—30 mph. No sight distance problems. No median, but median exists further west of Berry Road.

ACCESS MANAGEMENT CODE COMPLIANCE: **YES** ■ **NO** ☐

Proposed access for the development will comply with what is allowed in the subdivision regulations.

TRIP GENERATION

	Total	In	Out
Weekday	404	202	202
A.M. Peak Hour	10	6	4
P.M. Peak Hour	41	20	21

TRANSPORTATION IMPACT STUDY REQUIRED? **YES** ☐ **NO** ■

The development is proposed for location at the northeast corner of the intersection of Lindsey Street and Berry Road with an access drive to Berry Road to the west and an access drive to Lindsey Street to the south. Even though being below the threshold for when a traffic impact study is required (>100 peak hour trips is the threshold), the developer submitted a traffic impact analysis documenting the trip generation information for this SPUD due to the concerns expressed by nearby residents that this development will have on traffic volumes on Berry Road and Lindsey Street. The traffic data was obtained in September of 2021 when schools were in session. The impact from the development to the delay at the signalized intersection of Berry Road and Lindsey Street is anticipated to be 4 to 6 seconds. Queuing at the signal during the PM peak hour is expected to extend to the development's proposed access driveways on Berry Road north of the signal and on Lindsey Street east of the signal. However queuing from the development will not impact the through movements on either Berry Road or Lindsey Street, as the queuing will be contained within the development. No traffic operational issues are anticipated during the AM peak hour or throughout the remainder of the day.

RECOMMENDATION: **APPROVAL** ■ **DENIAL** ☐ **N/A** ☐ **STIPULATIONS** ☐

Recommendations for Approval refer only to the transportation impact and do not constitute an endorsement from City Staff.

The proposed development will access Berry Road from the east by the proposed access drive located approximately 255 feet north of Lindsey Street and will access Lindsey Street from the north by the proposed access driveway located approximately 180 feet east of Berry Road. The proposed driveway on Lindsey Street will be designed for right turns in and right turns out only. Such a design will impact the current bus stop on Lindsey Street just east of Berry Road. The developer is willing to relocate this existing bus stop to just west of its current location. Capacity exceeds demand in this area. As such, no additional off-site improvements are anticipated.