

10-7-20 Update. A revised traffic statement was submitted on 9-30-20 (attached).

Staff reviewed revised materials and Jeff Doolittle and Chief Lindstrom asked for some clarification from Jim Bubaris, Traffic Engineer. Below are the questions that were asked. The additional information received 10/5/20 from Jim is in **BOLD**:

Jeffrey Doolittle, P.E. Town Engineer asked:

1. Are U-turns prohibited by signs at the new median cut, in one or both directions?

NO U-TURN SIGNS WILL BE PROVIDED IN BOTH DIRECTIONS WITH ONE GROUND MOUNTED SIGN ON THE LEFT IN THE MEDIAN, AND ONE SPAN MOUNTED SIGN OVERHEAD ON THE SPAN WIRE.

2. The latest plan shows left turns in through the median and right turns out of the center at the same time on green lights when the Buckland Road signals at Tamarack Ave are red and Buckland Road southbound traffic is stopped at a red light at the new signal. Will right turns out of One Buckland Center be allowed at other times, as right turn on red after stop, as is currently allowed?

RIGHT TURNS OUT OF THE SITE DRIVE WILL BE ALLOWED ON RED (I.E., RIGHT TURNS ON RED) AS WELL AS DURING THE GREEN INTERVAL FOR THE SITE DRIVE.

3. Will the left/right turn green lights at the proposed signal be activated every cycle of the signal or only when a vehicle is detected in the left turn lane?

BOTH THE LEFT IN AND THE RIGHT OUT WILL BE VEHICLE ACTUATED AND WILL COME UP AT THE SAME POINT EACH CYCLE ONLY UPON ACTUATION. NOTE THAT WOULD BE AT THE SAME POINT WHEN THE LOWE'S DRIVE WILL BE GIVEN THE GREEN, AGAIN ONLY UPON ACTUATION. THEREFORE, BUCKLAND TRAFFIC IS ONLY STOPPED ONCE, IF NECESSARY, EACH CYCLE TO ACCOMMODATE ANY OR ALL OF THESE THREE MOVEMENTS, AT THE SAME TIME.

4. Will there be a detector for vehicles exiting One Buckland center to the right?

YES, THE SITE DRIVE WILL BE CONTROLLED BY A VEHICLE DETECTOR AS WILL BE THE NORTHBOUND LEFT-TURN LANE WITH ANOTHER VEHICLE DETECTOR.

5. How long is the new green light estimated to be on each cycle?

THE GREEN INTERVAL TO ACCOMMODATE EITHER THE RIGHT OUT OR THE LEFT IN WILL BE ABOUT 10 SECONDS LONG WHEN CALLED, RARELY LONGER, GIVEN THAT ONE BUCKLAND CENTER IS A VERY LOW TRAFFIC GENERATOR.

6. Assuming full occupancy of this development, how many peak hour trips in and out using the new signal are expected?

ASSUMING 50 PERCENT RETAIL AND 50 PERCENT OFFICE DEVELOPMENT AT FULL OCCUPANCY:

DURING WEEKDAY AM PEAK: 25 VPH IN AND 3 VPH OUT.

DURING WEEKDAY PM PEAK: 32 VPH IN AND 34 VPH OUT.

DURING SATURDAY MIDDAY PEAK: 45 VPH IN AND 41 VPH OUT.

7. What do you expect the LOS to be for left turns in and right turns out of this development during the peak hour?

BOTH WOULD BE LOS A.

8. Will this signal impact the LOS on Buckland Rd at Tamarack Ave?

THIS SIGNAL WILL OPERATE AT OVERALL LOS A DURING ALL THREE PEAKS AND WILL NOT NOTICEABLY IMPACT THE LOS OF THE BUCKLAND AT TAMARACK SIGNAL.

9. The Town is transitioning to video detection of vehicles along Buckland Road and will expect the same at this signal.

AS WE DID WITH THE REVAMP OF FOUR SIGNALS ALONG BUCKLAND ROAD (TO INSERT EXCLUSIVE PEDESTRIAN PHASES), ALL DETECTORS WILL BE VIDEO DETECTORS (CAMERAS) TO BE MOUNTED ON THE OVERHEAD SIGNAL SUPPORT POLES.

Chief Linsdtrom questioned the discrepancy in the answer to Item #6 of on 3 VPH out with 25 VPH in?

The weekday AM peak will consist primarily of office traffic when most will be traveling TO rather than FROM the site. Therefore the estimates shown are correct, typically 90 percent in versus only about 10 percent out during the am peak.