

NOTE: Please add this email to the 17-ZONE2113 Project File

All,

Thank you in advance for reading this email regarding Loveland Ready Mix LaPorte Operations Transportation Impact Study (File Name: Stamped\_Loveland Ready-Mix LaPorte Operations TIS". This email contains three sections providing:

- Review comments of the Transportation Impact Study
- My personal perspective
- Summary of the citizens' letter comments that pertain to Traffic

#### **I. Transportation Impact Study Review Comments**

1. The Transportation Impact Study is based on data collected in December.
  - a. Recommend that another study be conducted to represent a peak LRM truck month (e.g., end of August or September) when schools are in session and the temperature is warmer (e.g., not 13 degrees Fahrenheit like when LRM's study was conducted). Note: The Timberline's Traffic Impact Study was conducted in June.
  - b. Since one of the goals in the LaPorte Area Plan is "The area will provide a pedestrian and bicycle-friendly environment" the Transportation Impact Study should evaluate traffic patterns throughout the day in the summer since there are seasonal differences. The Transportation Impact Study should identify quantity of bicycle traffic (one bicycle was observed in December). Many dedicated bicyclists/bicycle groups in the spring through fall use Taft Hill and 54G into LaPorte to reach Rist Canyon as well as the open roads of northern Larimer County.
2. The Transportation Impact Study did not mention or evaluate the impacts of the statement "The proposed acceleration lane will be a total of 1,390 feet in length, providing an extra 840 feet in center lane length to extend the proposed center lane 550 feet east of Brooke Hill Road" contained in the Special Review Project Description document.
  - a. More information is needed regarding the acceleration lane since the Additional Auxiliary Lane Document's figures are unclear.
  - b. The Signal Warrants section (see page 13 of the Transportation Impact Study) states "...four hour and/or eight hour signal warrants are applicable" and then concludes "LCR54G/Site Access intersections will not meet peak hour signal warrants." Wouldn't it be safer to have a traffic signal, so that very slow-moving cement trucks are not crossing two lanes of traffic to get to the acceleration lane? Is the center lane the acceleration lane?
  - c. All of LRM's existing sites enter roads with a substantially less amount of traffic and on roads with a lower speed limit (e.g., 35 MPH instead of 45MPH). LRM must address the traffic concerns from the LaPorte community. LaPorte's citizens have always put traffic/safety concerns at the top of their concerns regarding the mining industry.
3. Page 2 statement "The peak hour counts were obtained in December 2016. Since the traffic counts were performed on different days, the traffic volumes at the intersections were averaged/balanced and are shown in Figure 4"
  - a. Statement and subsequent figures that use AM/PM imply that the traffic counts were conducted on two whole days. Recommend clarifying actual dates(i.e., 12/14/2016 and 12/15/2016) and actual times (the report is inconsistent – in once place it states the time

- period for study was 7:00-9:00AM and 4:00-6:00PM, and then the collected data shows 7:15-8:30AM and 4:15-5:30PM)
- b. Why were mid-day counts not recorded? The Timberline's Traffic Impact Study showed mid-day counts.
  - c. Recommend updating Figure 3 and Figure 4 to replace the ambiguous terminology "AM/PM" with 7:15-8:30AM/4:15-5:30PM
4. Page 8 statement "During the summer peak, the hours of operation will be from 5:00 am to 7:00 pm."
    - a. Hours are inconsistent with:
      - i. LRM's Project Description and Fire Protection Plan that specify the hours as "Monday through Friday hours: From 7:30 am to 5:00 pm, with one hour allowed for daily startup and shutdown
      - ii. LRM's Noise Study that states "Construction activities will generally take place between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday"
  5. The Project Description or the Transportation Impact Study needs to explicitly address constraints placed on trucks traveling west from the proposed site:
    - a. The application should include a statement that only trucks with local cement deliveries will go west into LaPorte from site
    - b. The application should explicitly state the expected percentage of trucks going west
    - c. The application should include how LRM will ensure/enforce that trucks do not go west. Will LRM maintain a log of their delivery trucks that the citizens can review when questioning truck traffic in LaPorte and/or reporting an LRM cement truck driver that was driving carelessly?
  6. The Fire Protection Plan states "This entrance will be secured during nonworking hours with metal swing gates and a chain with company lock." The applicant should address how they will address trucks waiting for the gates to open in the morning. A statement that "it will not happen" is not satisfactory since it did happen at the Stegner site when the site was operational.
  7. The Transportation Impact Study did not "address any roadway connections to adjacent properties that may benefit the area after mining is complete" as requested by the Larimer County Engineering Department
  8. Recommend defining all acronyms used in report (e.g., AWDTE, PHF) so that reviewers can understand/verify information in tables.
  9. The LaPorte Area Plan states that "County Road 54G arterial's predominant purpose is to provide for the direct traffic movement from one central area to another. The Average Daily Traffic in 2003 was 9,500 vehicles along CR 54G."
    - a. Given the 2% growth rate that the Transportation Impact Study used, is the studies' calculations in-line with the average daily traffic numbers and growth rate?
  10. One of the Colorado Department of Transportation 2040 Regional Transportation Plan, March 2015 Upper Front Range goals is to "Improve Safety throughout the transportation system ." This Transportation Plan assigns safety the highest weighting factor when prioritizing projects and identifies "slow-moving vehicles and high travel speeds" as factors that contribute to safety issues. Additionally the LaPorte Area Plan identified tthe main intersection along CR 54G at Taft Hill Road as having slightly higher accident rates.
    - a. What actions will LRM take to improve the safety of citizens traveling on CR54G and Taft Hill?

## II. My Personal Perspective

One of the goals in the LaPorte Area Plan is "Transportation in the LaPorte area will be safe and efficient, and will provide choices for area residents." An additional 316 cement trucks trips on 54G Monday through Friday is not safe for area residents and bicyclists. At the March 2017 community meeting, a resident said that they were concerned about impatient drivers and students who currently speed on the roadway where cement trucks will be exiting the site. He said that Bellvue, Rist Canyon, and Lory neighborhood residents would be negatively impacted since 54G was their only option. I was shocked when I looked on-line and queried "cement truck accidents" and saw 5 that had happened within the last couple of days. The Dangers of Cement Truck Accidents site states "The cement truck on the roadway can create a serious risk for traffic and pedestrians around them and for the truck's driver. Cement trucks often involve unique issues. Accidents that involve this kind of vehicle are not like other accidents involving smaller vehicles, and can result in major injuries or death. Rolling over is not uncommon for these types of trucks. The uneven weight distribution can cause a cement truck to rollover, when it is traveling at just 5 mph, while the driver is making a 90 degree turn. Normally this would sound like the truck driver could just make turns slower, but with cement that is not the case. The drivers are usually in a rush to reach their destination, with the cement wet. Cement can dry inside of the truck, which at all costs, the driver will avoid this and that raises the risk the cement truck poses on the roads... Cement trucks are difficult to maneuver, which means the truck driver can fail to see obstacles out of their direct line-of-vision and can drift out of the lane into oncoming traffic. The size and weight of the truck makes it difficult for the cement truck driver to quickly maneuver back into their lane. A collision with a cement truck can result in critical injuries or even death and drivers that fail to obey traffic laws place themselves and those around them in danger, when traveling near a cement truck."<sup>1</sup>

LRM has stated that their truck drivers have an excellent record. However, a friend was almost hit by a speeding LRM truck that was making a delivery in Laporte (I believe that the date was March 20, 2017). She tried to follow the truck to get its license but it was going too fast. She did not report the incident.

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<sup>1</sup> The Dangers of Cement Truck Accidents; <https://www.rosenfeldinjurylawyers.com/news/the-dangers-of-cement-truck-accidents;3/12/2017@6:43amMST>

### III. Summary of Traffic Concerns Mentioned in Citizen Letters

The below table shows the number of citizen letters that were written from January 2017 to April 2017 that included traffic concerns. The last three columns show how three of the six review criteria used to approve a special review application have not been met.

<b>Citizen Comments Regarding Negative Traffic Impacts</b>	<b>Number of Letters</b>	<b>A. Compatible with existing uses and in Harmony with Neighborhood</b>	<b>B. Consistent with the LaPorte Area Plan</b>	<b>D. Will Not Result in Substantial Adverse Impact on Vicinity Property</b>
Increased Truck traffic unacceptable	76	No	No	No
Heavy trucks merging into traffic	39	No		No
Degrades roads	31			
Negative Impacts to Roads	21		No	
Conflicts with historical changes (By-pass created to remove trucks in LaPorte, Silica and Cement plant finally closed - LaPorte has paid its dues -give us a break	19	No	No	
Negatively impact 54G	17		No	
Safety	15		No	No
Impacts Bike Safety	12	No	No	
Truck Diesel (exhaust) fumes	8			
School bus timing/safety	8			
Truck estimates do not make sense, likely to be clumped	7		No	