Stolfus

Memorandum

To: Gaby Riegler, May-Riegler Properties

From: Matt Brown, PE, PTOE

Date: February 14, 2024

Re: Traffic Study Waiver Request – Walton Creek Residences

The City of Steamboat Springs' ***Planning Applications Drainage Study and Traffic Study*** identifies a series of circumstances whereby a preparation of a traffic study may be applicable. The following provides a summary of those circumstances and an assessment of their applicability in the case of the Walton Creek Residences:

Circumstance	Applicable
Daily Trip Generation is 50+ Trips	Yes*
10+ Peak Hour Trips	No
Auxiliary lanes or signal upgrades may be needed	No
Project study area includes an intersection with planned improvements	No
Project where site traffic increases by 10% or more	Yes*
Site-specific traffic issues that require evaluation	No
Individual sites that are smaller than the trip generation criteria that are part of a larger development	No

*Although these circumstances are technically applicable for Walton Creek Residences, a waiver to the traffic study requirement is being requested for the reasons stated herein.

The trip generation associated with the proposed Walton Creek Residences was determined using the industry-standard reference, the Institute of Transportation Engineers (ITE) ***Trip Generation Manual***. Walton Creek Residences will consist of 8 single-family townhomes. The associated ITE land use is Single Family Attached Housing (ITE Code 215). The relevant trip generation rate data for this land use is attached.

Table 1 provides the trip generation for 8 single-family townhomes based upon ITE data.

Table 1: Trip Generation for Walton Creek Residences

No. of Dwelling Units	Daily Rate (trips/unit)	Daily Trips	AM Rate (trips/unit)	AM Trips	PM Rate (trips/unit)	PM Trips
8	7.2	58	0.55	4	0.61	5

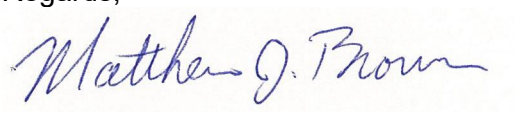
Based on ITE data, a development of 8 townhomes is expected to generate 58 trips during a typical weekday. This exceeds the Daily Trip Generation Threshold of 50+ trips. However, the development generates only 4 trips during the a.m. peak hour and 5 trips during the p.m. peak hour. The traffic impacts of a development are typically felt during peak hours, when traffic volumes on the surrounding street system are at their greatest. The number of peak hour trips is far below the threshold for which the City finds that a traffic study may be applicable.

The development will replace a single-family residence with eight townhome units which results in an increase in traffic generated by the site of more than 10%. As stated previously, the number of peak hour trips is well below the threshold. Furthermore, the townhome land use is consistent with other existing developments in the immediate area.

In summary, although Walton Creek Residences is projected to generate more than 50 vehicle trips per day and increase trip generation by more than 10% over historic levels, it does not exceed the threshold for peak hour trip generation which is the time period when traffic impacts are most often felt. The surrounding area includes other townhomes making it compatible use from a traffic generation standpoint. For this reason, a waiver is requested from the City's Traffic Impact Study requirement.

Please let me know if you have any questions regarding my analysis or findings.

Regards,



Matthew J. Brown, PE, PTOE, RSP1
Traffic Safety, Systems, and Operations Director

Land Use: 215
Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.

Additional Data

The database for this land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, Virginia, and Wisconsin.

Source Numbers

168, 204, 211, 237, 305, 306, 319, 321, 357, 390, 418, 525, 571, 583, 638, 735, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

Single-Family Attached Housing
(215)

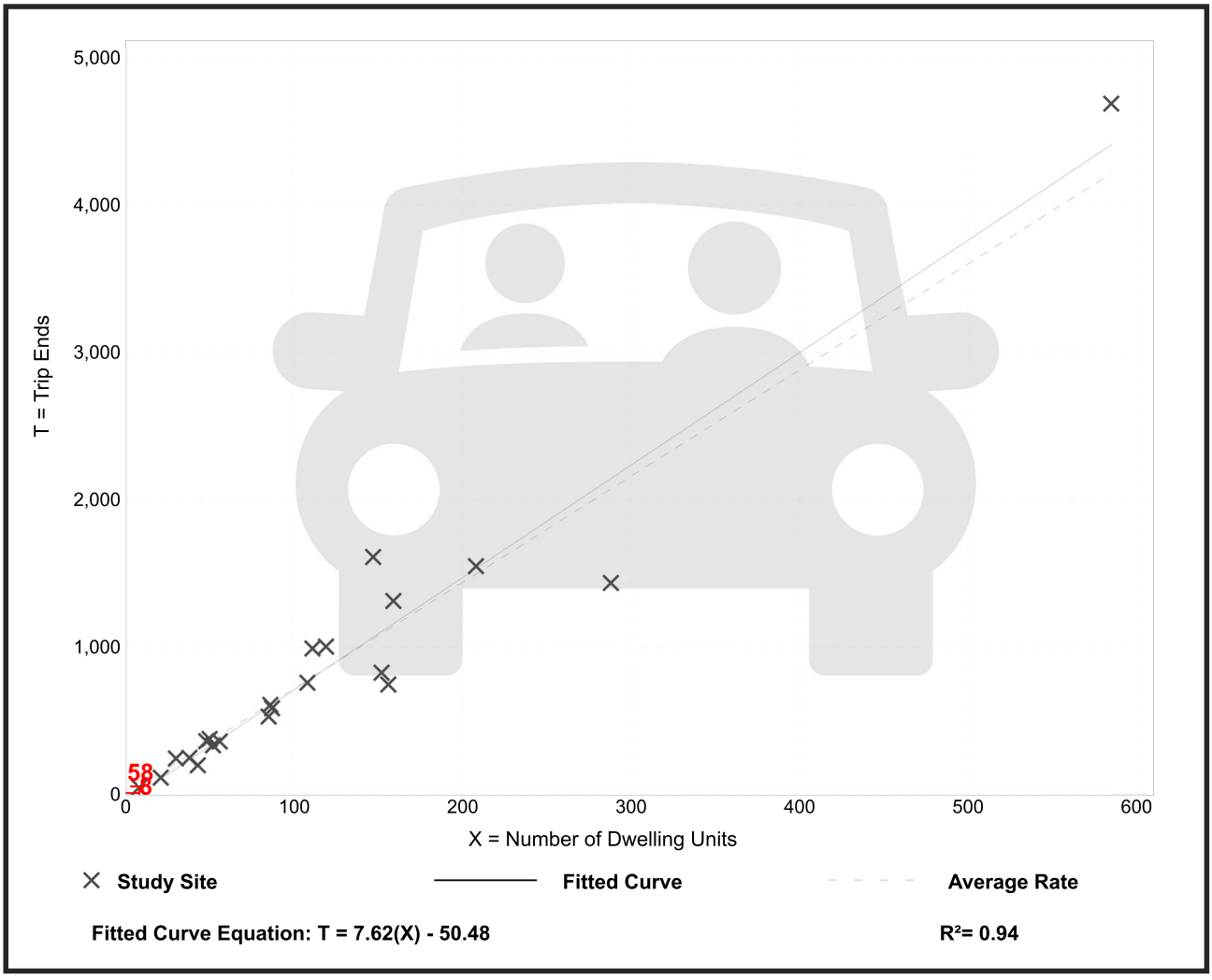
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. Num. of Dwelling Units: 120
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



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Single-Family Attached Housing
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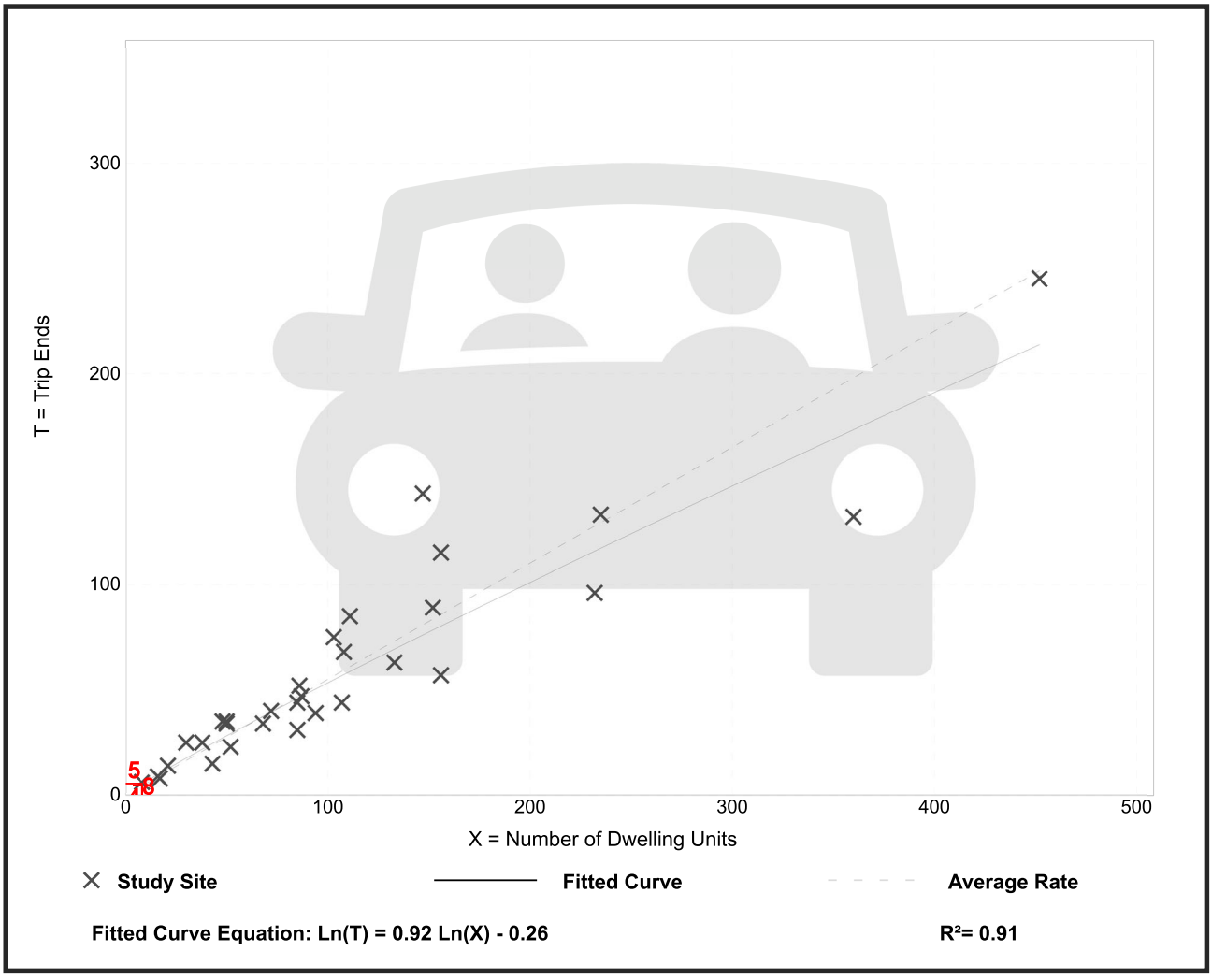
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 31
Avg. Num. of Dwelling Units: 110
Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.55	0.35 - 0.97	0.16

Data Plot and Equation



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Single-Family Attached Housing
(215)

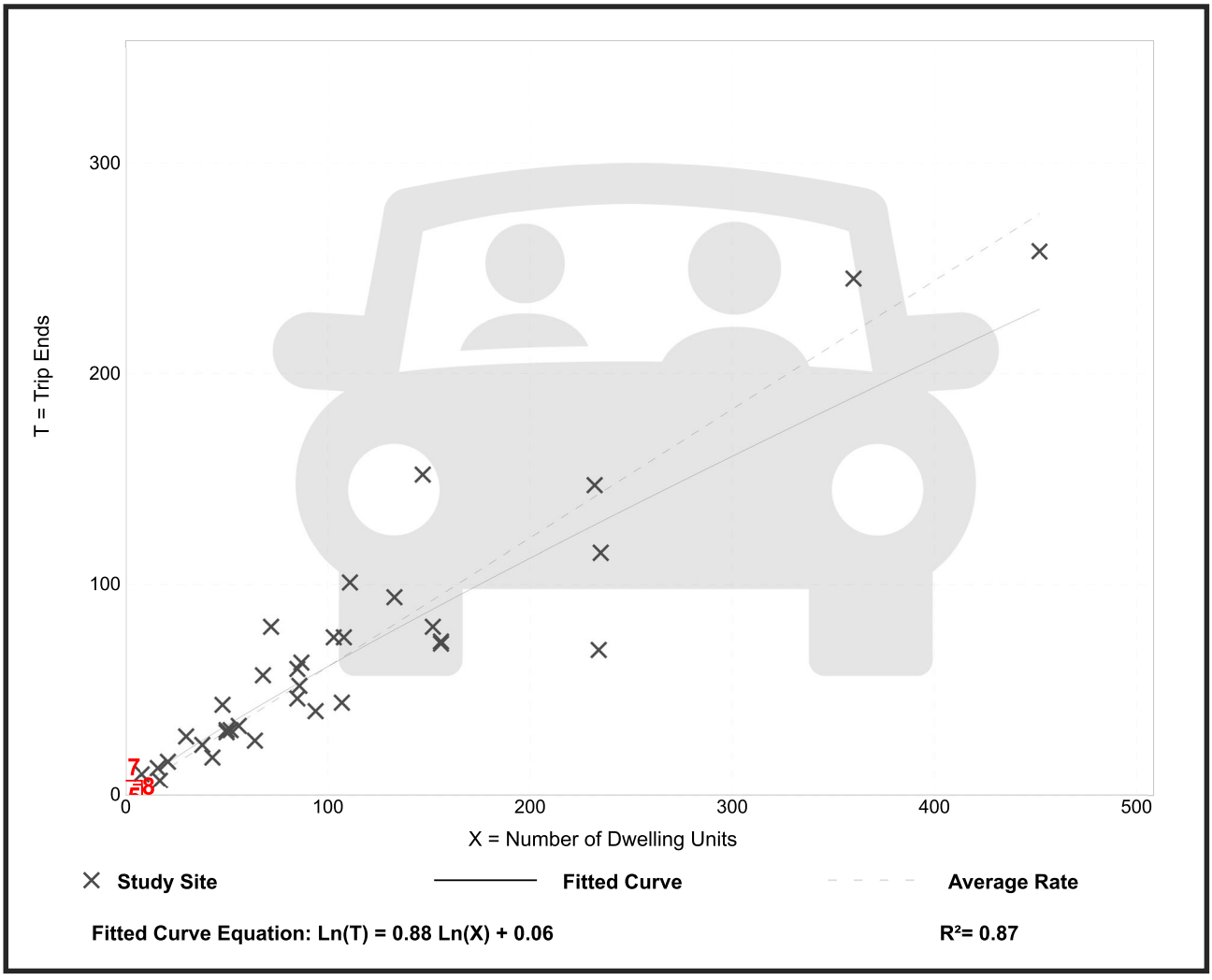
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 34
Avg. Num. of Dwelling Units: 110
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.61	0.29 - 1.25	0.18

Data Plot and Equation



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