

# Traffic Memorandum

To: City of Steamboat Springs  
Engineering Department  
Attn: Ben Beall  
136 10<sup>th</sup> Street  
Steamboat Springs, CO 80477

From: Kari J. McDowell Schroeder, PE, PTOE

Date: November 5, 2021

Re: **Steamboat Resort**  
**SSRC Base Area Plaza Improvements- Building B**  
**Traffic Analysis Memorandum**

## Purpose:

The Alterra Mountain Company is planning on constructing a new 3-story Building B within the Steamboat Resort Base Area. Building B will be located adjacent to the new Gold Walk, which will lead visitors from the Gondola Transit Center (GTC) to the Base Area. Refer to the Site Plan in **Figure 1**.

The traffic analysis of the proposed Building B was included in the *Steamboat Comprehensive Transportation Impact Analysis*<sup>1</sup> by McDowell Engineering, September 16, 2021. This memorandum is intended to address the specific traffic impacts and associated recommendations of the proposed Building B.

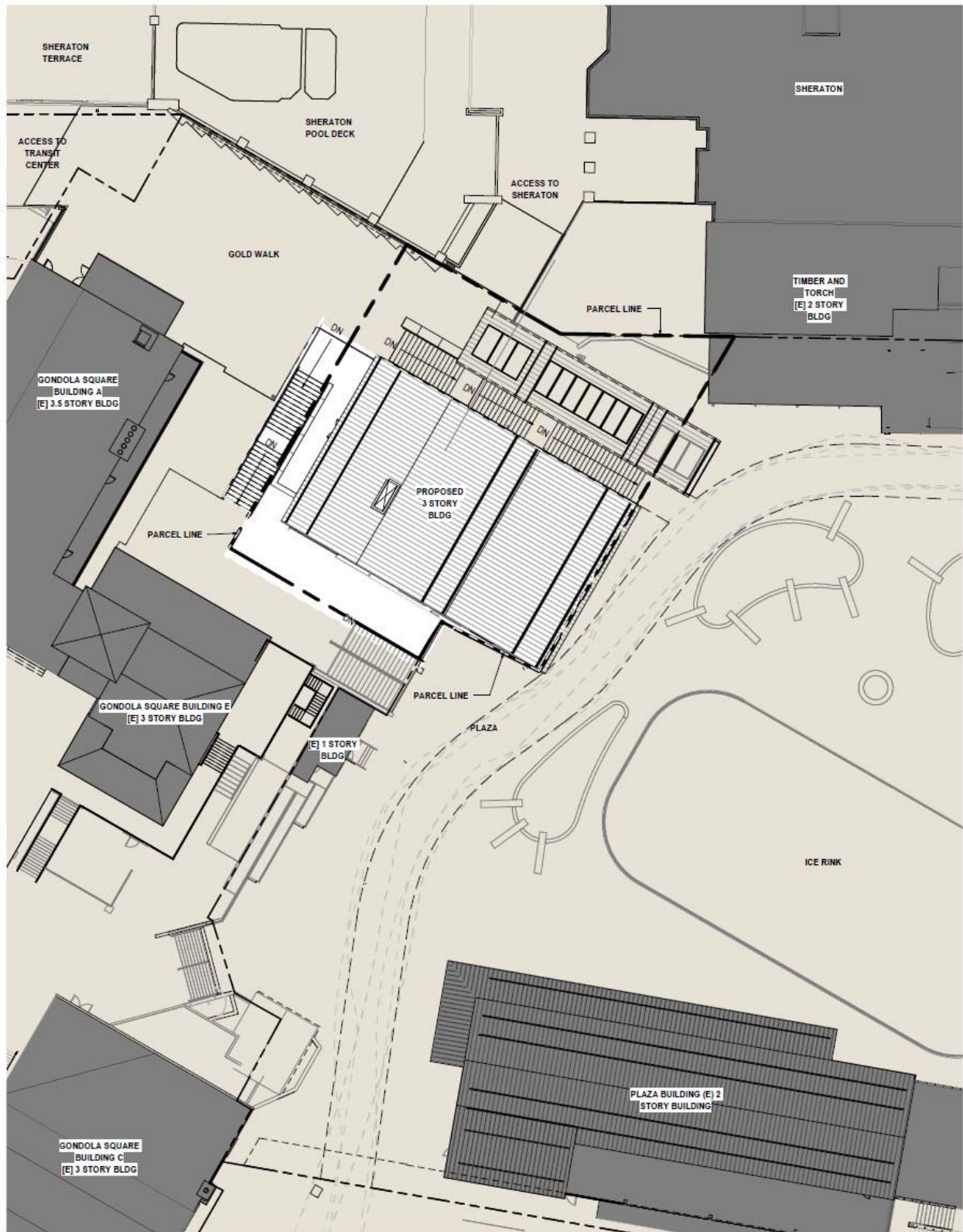
## Trip Generation:

attachment to traffic  
analysis not found

The proposed Building B is anticipated to include 11,600sf of public restrooms, restaurants, and retail space. The anticipated building uses have not changed from the analysis in the *Steamboat Comprehensive Transportation Impact Analysis*<sup>1</sup>. A copy of the associated trip generation calculation in **Table 1** is included as an attachment. Reductions for Building B servicing patrons that are already on site are detailed in the *Steamboat Comprehensive Transportation Impact Analysis*<sup>1</sup>

Building B is anticipated to generate a total of 752 new trips per day. This includes 138 trips during the morning peak hour and 133 trips during the afternoon peak hour. The mode split of these new trips was conservatively based upon the current observed mode split. Steamboat believes that new visitors will primarily be destination guests that will arrive in a single vehicle or via air travel and rely on more transit and walking. Therefore, the mode split assumptions based upon current data are likely conservative for these new visitors.

Figure 1: Proposed Building B and Stage Canopy



## Recommendations:

The construction of the proposed Building B will impact several study area intersections.

Intersection #1 - Mt. Werner Circle and Après Ski Way: No modifications are required.

Intersection #2 - Mt. Werner Circle and Ski Time Square Drive: No modifications are required.

Intersection #3 - Mt. Werner Road and Mt. Werner Circle: This intersection currently is experiencing long southbound left delays and requires mitigation. This intersection has been identified and included in URAAC's future project list. The current operational deficiency is not caused by the future traffic associated with the proposed Building B's construction.

With the additional traffic anticipated from the proposed Building B, the delay is anticipated to increase slightly.

As identified in the *Steamboat Comprehensive Transportation Impact Analysis*<sup>1</sup>, an interim solution may be to improve the auxiliary turn lanes at this intersection. For the long-term condition, a roundabout would improve overall operations and reduce delay.

Intersection #4 - Mt. Werner Road and Steamboat Boulevard: No modifications are required.

Intersection #5 - Mt. Werner Road and Pine Grove Road: No modifications are required.

Intersection #6 – JD Hays Way and US 40: Section 2.6(3) of the *State Highway Access Code*<sup>3</sup> requires a new access permit when there is a land use change and/or an access's volume is anticipated to increase by more than twenty percent (20%). Existing traffic data from the intersection of JD Hays Way and S. Lincoln Ave (US 40) was compared to the forecasted Year 2024 traffic volume. This project is not anticipated to meet the 20% threshold and therefore does not require a new State Highway Access Permit at JD Hays Way.

Parking Demand Management: The applicant addressed the parking demand management in the *Environmental Impact Statement*<sup>4</sup>, associated *Record of Decision*<sup>5</sup>, *Environmental Assessment*<sup>6</sup>, and associated *Decision Notice*<sup>7</sup>. These documents were approved by the USDA Forest Service. The applicant will work towards implementing a Parking Demand Management Plan.

## Conclusion:

The construction of the proposed Building B is accounted for and modeled in the *Steamboat Comprehensive Transportation Impact Analysis*<sup>1</sup>. No modifications from this analysis are anticipated. Specific infrastructure recommendations associated with the construction of the proposed Building B are outlined above.

Please call if you would like any additional information or have any questions regarding this matter.

Sincerely,  
McDowell Engineering, LLC



Kari J. McDowell, PE, PTOE  
Traffic Engineer

Enclosure:

1. *Steamboat Comprehensive Transportation Impact Analysis*' Table 1 Project Trip Generation

Reference:

1. *Steamboat Comprehensive Transportation Impact Analysis – Steamboat Resort Master Development Plan Amendment. (Steamboat Comprehensive Transportation Impact Analysis)* McDowell Engineering, September 16, 2021.
2. *Steamboat Resort 2019 Master Development Plan Amendment (MDPA)*. SE Group, July 2019.
3. *State Highway Access Code*. State of Colorado, 2002.
4. *Steamboat Resort Final Environmental Impact Statement*. USDA Forest Service, May 2018.
5. *Steamboat Resort Final Environmental Impact Statement Record of Decision*. USDA Forest Service, September 2018.
6. *Steamboat Resort Improvements Project and Project-Specific Forest Plan Amendment Environmental Assessment*. USDA Forest Service, April 2021.
7. *Steamboat Resort Improvements Project and Project-Specific Forest Plan Amendment Decision Notice*. USDA Forest Service, July 2021.