



December 16, 2024

Routt County
Planning Development
136 6th Street, Suite 200
Steamboat Springs, CO 80477

RE: *Stagecoach Mountain Ranch – Conditional Use Permit Checklist Item: Transportation Summary*

To Whom it May Concern,

Project Description

Discovery Land Company (the “Developer”) wishes to develop the approximately 5,059 acres of privately owned property to Stagecoach Mountain Ranch (SMR), a master planned residential development consisting of 613 residential homes (the “Development”). An additional component of the development is the extensive recreational amenities that will be offered to the residents of the Stagecoach Mountain Ranch. In addition to SMR, the plan anticipates development of public amenities and services for the Stagecoach community such as a public neighborhood commercial center, recreational trails and parks, housing, as well as upgrades to roads and infrastructure.

Transportation Summary Justification

Section 3.20.A.8 UDC

Current levels of service on all public roads shall be maintained. A transportation report identifying the additional vehicles on State and County Roads is required, and mitigation measures shall be implemented if the level of service is anticipated to be reduced as a result of the development.

Response: A traffic impact study (“Study”) has been prepared by Felsburg, Holt & Ullevig and has been submitted separately within the Preliminary Plan Application. As stated in the Study, “*The proposed development is anticipated to generate approximately 4,800 daily weekday vehicle trips. This includes 299 vehicle-trips during the AM peak hour and 388 vehicle-trips during the PM peak hour. This is the estimated number of trips generated by the development after incorporating refinements to the trip generation based on the unique lane use type and expected operations. The potential traffic impacts of the development were evaluated under Short-Term Background (2040), Long-Term Background (2045), Short-Term Total (2040), and Long-Term Total (2045) conditions. Based on the results of the analysis, the key findings and recommendations of this study are as follows:*

- *Update the intersection traffic control at the study intersections from yield-control to two-way stop control (TWSC).*
- *All proposed site drives should be TWSC upon buildout of the development.*

- *At the intersection of CR 212 with Stageline Ave/Schussmark Trail, based on auxiliary lane guidance in the SHAC for R-B Rural Highway, the following improvements are recommended:*
 - *Provide an eastbound left-turn lane be provided. The left-turn lane should provide 370 feet of deceleration length (including a 12:1 taper) and 25 feet of vehicle storage for a total lane length of 395 feet.*
 - *Provide an eastbound right-turn lane for traffic heading into the community center with a deceleration length of 370 feet (including a 12:1 taper).*
- *At the intersection of CR 212 with CR 16, based on auxiliary lane guidance in the SHAC for R-B Rural Highway and operational analysis, the following improvements are recommended:*
 - *Provide a southbound left-turn lane. The left-turn lane should provide 370 feet of deceleration length (including a 12:1 taper) and 25 feet of vehicle storage for a total lane length of 395 feet.*
 - *The site trips related to the Stagecoach development are anticipated to make up less than 6 percent of the total left-turning movement at the intersection.*
 - *Provide a westbound dedicated right-turn lane with 250 feet of deceleration length (including an 8:1 taper). This improvement was recommended as part of the auxiliary lane analysis under background conditions.*
 - *These turn-lane improvements provide additional capacity for the side-street movements and justify the use of right-reductions of 50 or more percent.*
 - *The site trips related to the Stagecoach development are anticipated to make up 5 percent of the total right-turning movement at the intersection.*
- *At the intersection of SH 131 with CR 14, based on auxiliary lane guidance in the SHAC for R-B Rural Highway and operational analysis, the following improvements are recommended:*
 - *Provide a northbound dedicated right-turn lane with 370 feet of deceleration length (including a 12:1 taper).*
 - *These turn-lane improvements provide additional capacity for the side-street movements and justify the use of right-reductions of 50 or more percent.*
 - *The site trips related to the Stagecoach development are anticipated to make up less than 36 percent of the total northbound right-turning movement at the intersection.*
 - *Extend the westbound left-turn lane to provide 800 feet of deceleration length (including a 25:1 taper) and 320 feet of vehicle storage for a total lane length of 1120 feet.*
 - *The site trips related to the Stagecoach development are anticipated to make up less than 39 percent of the total left-turning movement at the intersection.*
 - *Provide an eastbound dedicated right-turn lane with 800 feet of deceleration length (including a 25:1 taper)."*

Section 3.23.C.4 UDC

4. Trip Generation.

- a) Estimate the new vehicle trip generation to and from the site. Show the source and calculations for all new traffic resulting from the development.
- b) Provide both peak hour trips and average daily traffic to and from the site.

Response: As stated in the Study, “*The proposed development is anticipated to generate approximately 4,800 daily weekday vehicle trips. This includes 299 vehicle-trips during the AM peak hour and 388 vehicle-trips during the PM peak hour. This is the estimated number of trips generated by the development after incorporating refinements to the trip generation based on the unique lane use type and expected operations.*”

Further detail and analysis is described in the Study.

Please contact Kimley-Horn and Associates if you have any questions or need additional information regarding this application.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Eric Gunderson
Project Manager