

February 3, 2021

Mr. Timothy Buschar  
Colorado Land Acquisition dba Aspen View Homes  
Colorado Springs, Colorado 80921  
Via email: [tbuschar@asperviewhomes.net](mailto:tbuschar@asperviewhomes.net)

**Subject: Traffic Impact Study Updates – Trip Generation Comparison Letter**

Dear Mr. Buschar,

## Executive Summary

On October 1, 2018, LSC Transportation Consultants, Inc. (LSC) submitted a Traffic Impact and Access Analysis (original study) for the proposed Aspen Meadows residential development to be located in the vicinity of the future intersection of Marksheffel Road and Cowpoke Road in Colorado Springs, Colorado. This letter compares the trip generation for the updated proposed 318 dwelling units to the original trip generation for 270 dwelling units. In our professional opinion, the increase in the daily, morning peak hour, and afternoon peak hour site-generated trips are so small that there would be no discernible change in traffic operations or level of service (LOS) as a result of the additional dwelling units. The findings from the original study remain valid for the updated concept plan.

## Previous Trip Generation

The proposed Aspen Meadows residential development is in the vicinity of the future intersection of Marksheffel Road and Cowpoke Road in Colorado Springs, Colorado. The vicinity map from LSC's original study is reproduced as Figure 1. Trip generation from this study consisted of 270 single family dwelling units, ITE land use code 210. The original trip generation table from LSC, Table 1, shows that 2,549 total daily trips, 200 morning peak hour trips, and 267 afternoon peak hour trips would be generated.

## Updated Trip Generation

The updated proposal consists of 318 dwelling units with 105 single family units in Filing 1, 73 townhome units in Filing 2, and 140 single family units in Filing 3. The site concept plan is shown in Figure 2. Using these new quantities, we calculated that the site will now generate 2,902 total daily trips, 210 morning peak hour trips, and 279 afternoon peak hour trips, which is an increase of 353, 10, and 12, respectively. Table 2 shows the new daily, morning peak hour, and afternoon peak hour trip generation. Once this small increase in trips is split between inbound and outbound and then distributed through the roadway network, the increase in movement counts for any one of the study area intersections is negligible.

## Conclusion

It is our professional opinion that due to the small increase in traffic volumes to any particular movement for the study area intersections, there will be no change in the traffic operations or LOS for these intersections. The findings from the original study should be considered valid for this updated site concept plan.

Please let me know if you have any questions at [Scott.Barnhart@matrixdesigngroup.com](mailto:Scott.Barnhart@matrixdesigngroup.com) or (719) 575-0100. Thank you.

*Excellence by Design*

Figure 1 - Vicinity Map from Original LSC Study

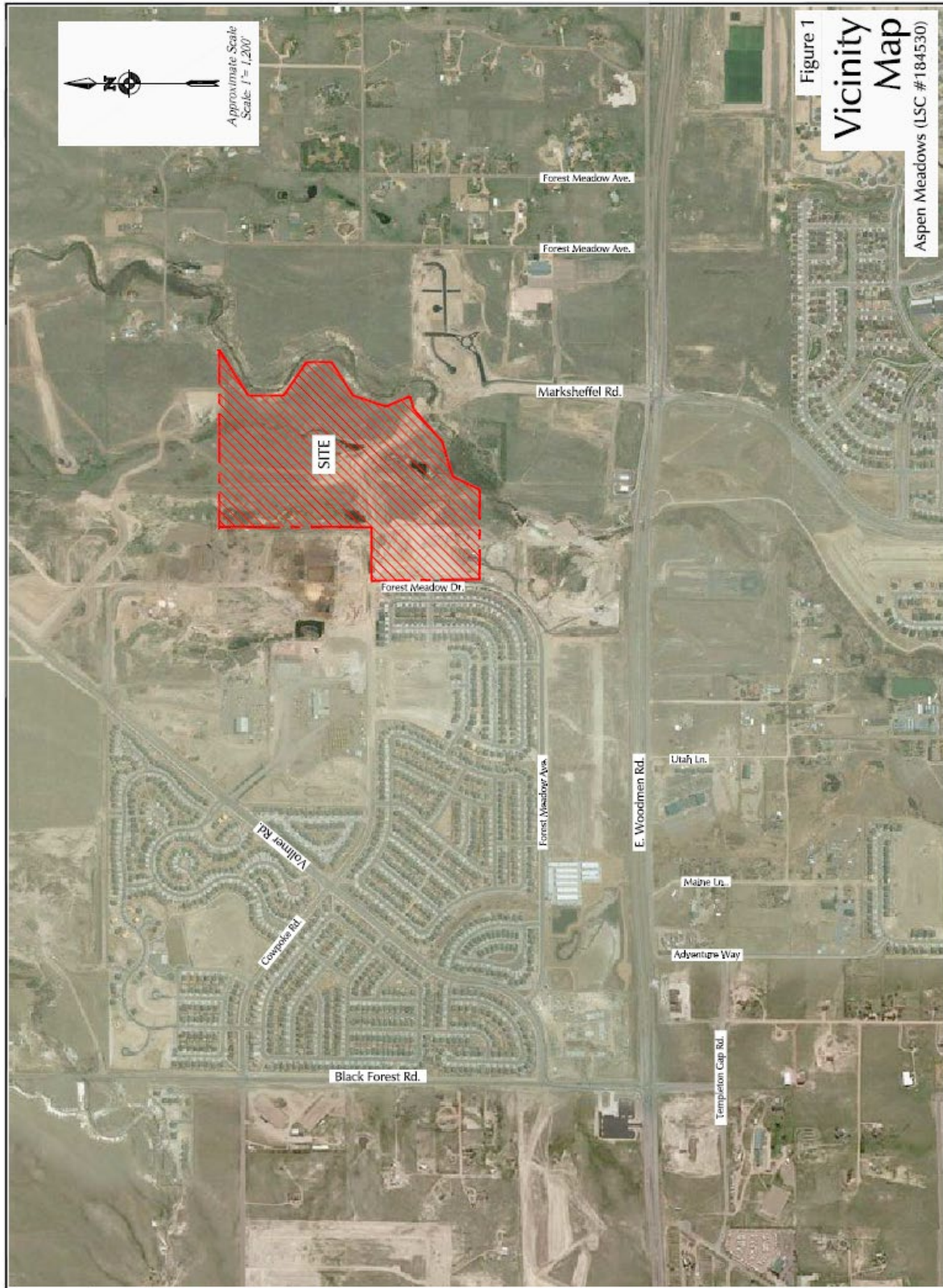


Table 1 - Trip Generation from Original LSC Study

Trip Generation Estimate Aspen Meadows												
Land Use Code	Land Use Description	Trip Generation Units	Trip Generation Rates <sup>(1)</sup>				Total Trips Generated					
			Average Weekday Traffic	Morning Peak Hour		Afternoon Peak Hour		Average Weekday Traffic	Morning Peak Hour		Afternoon Peak Hour	
				In	Out	In	Out		In	Out	In	Out
210	Single-Family Detached Housing	270 DU <sup>(2)</sup>	9.44	0.19	0.56	0.62	0.37	2,549	50	150	168	99
Notes:												
(1) Source: "Trip Generation, 10th Edition, 2017" by the Institute of Transportation Engineers (ITE)												
(2) DU = dwelling unit												
Source: LSC Transportation Consultants, Inc.												

Table 2 - Updated Trip Generation

PROJECT DETAILS						
Project Name:	Aspen Meadows TIS	Type of Project:	Residential			
Project No:	21.886.035	Clients Name:	COLA			
Analyst Name:	Scott Barnhart	No. of Scenarios:	3			
Date:	1/30/2021					
SCENARIO SUMMARY						
Scenarios	Name	No. of Land Uses	Phases of Development	Estimated New Vehicle Trips		
				Entry	Exit	Total
Scenario - 1	Weekday	3	1	1,451	1,451	2,902
Scenario - 2	AM Peak Hour	3	1	53	157	210
Scenario - 3	PM Peak Hour	3	1	175	104	279

Figure 2 - Updated Site Concept Plan

