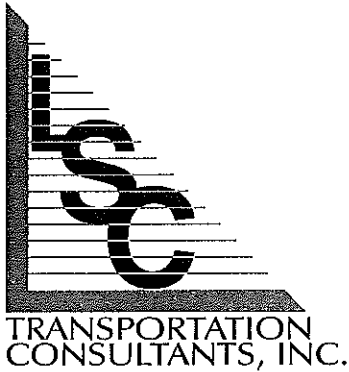


# Appendix C: Trip Generation Report

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August 24, 2006

Mr. Todd Hollenbeck  
Transit Coordinator  
Regional Transportation Planning Office  
750 Main Street  
P.O. Box 20,000-5093  
Grand Junction, CO 81502

RE: GVT Facility Planning  
Grand Junction, Colorado  
LSC #056480

Dear Mr. Hollenbeck

In response to your request, LSC Transportation Consultants, Inc. has prepared this trip generation letter for the proposed Grand Valley Transit Operations/Transfer Facility in Grand Junction, Colorado.

## **REPORT CONTENTS**

The report contains the following: the projected average weekday and peak-hour vehicle-trips to be generated by the development and a general statement on the expected impact of site-generated traffic from the facility located on South Avenue and 5<sup>th</sup> Street.

## **LAND USE AND ACCESS**

The site is proposed to be located on the northwest corner of the intersection of South Avenue and 5<sup>th</sup> Street in Grand Junction, Colorado. The site will consist of two land use patterns. First, the site will act as a transfer facility for current GVT buses. Second, a two-story office building is planned which will house current GVT operations as well as other ancillary functions related to bus planning and operations.

Bus access to the site would be via South Street. It is anticipated that a majority of site-generated bus traffic will use either 6<sup>th</sup> or 7<sup>th</sup> Streets to access South Street and enter the site. Additionally, site-generated employment and other traffic may enter the site either from 6<sup>th</sup> and/or 7<sup>th</sup> Street(s) or from 5<sup>th</sup> Street.

## TRIP GENERATION

The bus traffic volume to be generated by the site has been estimated by LSC based on a service rate of eight buses per 60 minutes from 5:00 a.m. to 7:00 p.m. The minimal staffing required for the operations building is expected to be approximately 15 full-time staff. The average weekday and peak-hour bus and vehicle-trips have been estimated. Table 1 shows the results of the trip generation estimates.

As shown in Table 1, the site could be expected to generate about 166 new bus/vehicle-trips on the average weekday, with about half entering and half exiting the site in a 24-hour period. During the morning peak hour, which generally occurs for one hour between 6:30 and 8:30 a.m., about 15 total vehicles would enter and 9 vehicles would exit the site. Of this total, approximately eight are buses that enter on the hour, with seven entering the site from either 6<sup>th</sup> or 7<sup>th</sup> Street and one entering from 5<sup>th</sup> Street. The remainder, approximately seven peak-hour vehicles, would enter the site and one would exit the site.

During the afternoon peak hour, which generally occurs for one hour between 4:30 and 6:30 p.m., about 9 vehicles would enter and 14 total vehicles would exit the site. Again, eight buses would make up both the peak-hour in and peak-hour out traffic.

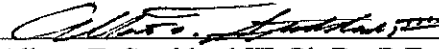
## PROJECTED IMPACT OF SITE-GENERATED TRAFFIC ON SOUTH AVENUE

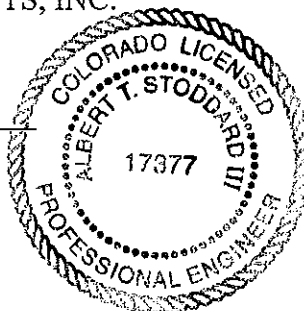
The relatively low projected site-generated traffic is likely to have little effect on capacity along South Avenue. Once a Route Impact Analysis is complete, a better idea of vehicle distribution will be known. We will work with you and Traffic Engineering to determine intersection impacts once routes have been analyzed for re-routing.

We trust that this trip generation letter will assist you in gaining approval of the site for submission of a CATEX Application to the Federal Transit Administration. Please contact me if you have any questions or need further assistance.

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

By   
Albert T. Stoddard III, Ph.D., P.E.  
Principal



ATS:KPK:ro

Enclosure: Table 1

**Table 1  
Trip Generation Estimate  
GVT Transfer/Operations Facility - South Avenue and 5th Street**

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	In	Out	In	Out
715	Single Tenant Office Building	15 EMP <sup>(2)</sup>	3.62	0.47	0.06	0.08	0.43	54	7	1	1	6		
	Bus Transfer Facility	1	112.00	8.00	8.00	8.00	8.00	112	8	8	8	8		
				<b>14.00</b>			<b>TOTAL</b>	<b>166</b>	<b>15</b>	<b>9</b>	<b>9</b>	<b>14</b>		

**Notes:**

(1) Source: "Trip Generation," Institute of Transportation Engineers, 7th edition, 2003; Estimated by LSC based on service rate of 8 buses/60 minutes from 5:00 a.m. to 7:00 p.m.

(2) EMP = employees

Source: LSC Transportation Consultants, Inc.

Date: 08/24/06