



May 15, 2024

Mr. Chris Fellows
Windler Public Improvement Authority
9155 E. Nicholls Ave, Suite 360
Greenwood Village, CO 80112

**RE: Windler – Discovery Park Traffic Conformance
FHU Project No. 122259-01**

Dear Mr. Fellows:

Felsburg Holt & Ullevig (FHU) prepared a traffic impact study for the Windler Homestead development in July 2023. That report used the Institute of Transportation Engineers' (ITE) publication *Trip Generation Manual, 11th Edition* (2021) to forecast vehicle-trips based on the land use types and sizes. Within that report a 24.5 public park was identified as PK-2 on the site plan which is situated centrally to the development in between the northbound and southbound one-way pair of Denali Boulevard that split around the park creating the western and eastern boundary of the park.

The ITE *Trip Generation Manual, 11th Edition* (2021) defines a Public Park (LUC #411) as "A public park is owned and operated by a municipal, county, state, or federal agency. The parks surveyed vary widely as to location, type, and number of facilities, including boating or swimming facilities, beaches, hiking trails, ball fields, soccer fields, campsites, and picnic facilities. Seasonal use of the individual sites differs widely as a result of the varying facilities and local conditions, such as weather. For example, some of the sites are used primarily for boating or swimming; others are used for softball games." The proposed park will include many of these including a swimming pool, a basketball court, tennis and pickleball courts, and a snack shack.

Generally speaking, neighborhood parks are not included in the trip generation of a TIS as they are viewed as open space and generate nominal vehicular traffic. ITE rates for the weekday AM and PM peaks are just 0.02 and 0.11 per acre respectively meaning that one to three trips could be expected for a park the size of Discovery Park. Parks see higher usage on weekends with Saturday and Sunday peak hours of generator being 0.28 and 0.31 respectively. These would still result in fairly modest trip generation of seven and eight vehicular trips for Discovery Park. Parks by their nature attract significant traffic via multimodal users but not vehicular traffic and this is anticipated to be true of Windler's Discovery Park given its central location that is highly accessible to all residents of the development without the need for vehicular travel.

Discovery Park will provide on-site parking for those that do need to access the park by vehicle. Four different lots ranging from approximately 25 to 40 spaces each are scattered around the park for access to different amenities. Given that all turns into the park will be made via left turns from a one-way street these left turns will not experience any opposing traffic and thus will not impede through traffic as they might on a two-way street. As a result of this fact and the low vehicular trip generation of the park that will be split among these lots, we do not believe there will be a need to provide auxiliary turn lanes to facilitate these turns. Furthermore, if turn lanes are provided it will create longer crossing distances for multimodal users of the park crossing the one-way pairs of Denali Boulevard. We believe that keeping the cross-section of Denali Boulevard to a minimum and enhancing crossings at these parking lot entrance intersections to facilitate the safe movement of more vulnerable road users should be encouraged.

Please let me know if you have any questions about this letter or need any additional information.

A handwritten signature in blue ink that reads "Philip Dunham".

Philip Dunham, PE, PTOE
Transportation Engineer