



Alpine-Balsam



FAQ – What will the impact on traffic be for the options proposed for the hospital site redevelopment and other proposed changes in the area?

A Traffic Impact Study was commissioned to evaluate the potential development changes within the Alpine-Balsam area. The purpose of the study was to identify potential traffic impacts and multi-modal access improvement needs within the study area.

The analysis conducted by Fox, Tuttle, Hernandez, Boulder transportation consulting firm, looked at both existing conditions and a projected future 2040 analysis to study the impact of redevelopment on the level of service (LOS) of the transportation system and its infrastructure. Level of Service (LOS) characterizes the operational conditions of an intersections traffic flow, ranging from LOS A (indicating very good, free-flow operations) to LOS F (indicating congested and sometimes oversaturated conditions). Typically, an acceptable level of service is LOS D or better during peak hours.

The Traffic Impact Study evaluated several land use options including:

Hospital Redevelopment Site only:

- 1A: City and County Service Hub focus that would include both city and county service centers and minimal housing
- 1B: City Service Hub (in renovated Medical Office Pavilion) and “Maximum” residential (up to 300 dwelling units)

Hospital Redevelopment Site and potential land use changes in the plan area

- 2A: City Service Hub focus on the site with additional housing in the wider area
- 2B: City Service Hub (in renovated Medical Office Pavilion) and “Maximum” (up to approx. 700 units total)

Trip Generation Analysis

The analysis of trip generation and traffic impact concluded that:

- All of the study intersections would operate overall at LOS C or better and perform similarly to the existing conditions for all options.
- The trip generated after redevelopment of the site will not exceed the trips that were generated in the past when the site was a fully functioning hospital.

According to the analysis, land uses within the Alpine-Balsam site will generate approximately 2,900 automobile trips per day in the Maximum Office Options, and the Maximum Residential Options will generate approximately 2,600 trips per day. Both land use options will generate trips at a level that is less than half of the traffic that is estimated to have been generated by the site when it was a fully occupied and active hospital. In this context the traffic generated by the proposed new land uses should be easily accommodated by the existing roadway network in the area.

Currently, all nine intersections in the study area operate well overall in the LOS A – C range during



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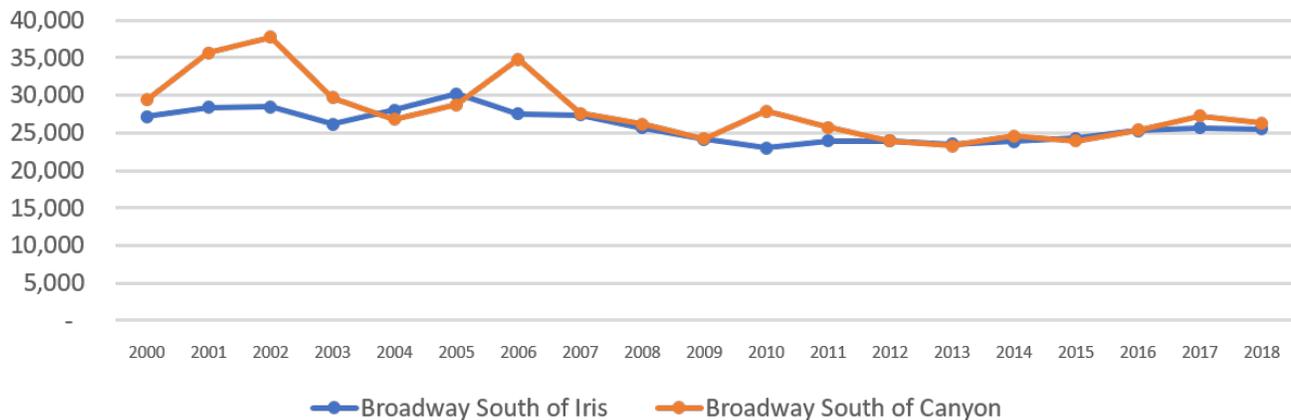


AM and PM peak hours on weekdays. In the near term (existing plus site and area plan land uses) all nine intersections will continue to operate in the LOS A-C range. The only noticeable increase in delay is projected to occur on Alpine Avenue approaching 9th Street, and on Balsam Avenue approaching Broadway. Restriping to add separate left and right turn lanes on Alpine at 9th and extending the length of the eastbound left turn lane on Balsam approaching Broadway.

The addition of the Area Plan land uses to the Alpine-Balsam site uses adds very little congestion or delay to area intersections. Year 2040 traffic projections have incorporated the assumption that all existing traffic movements at all intersections will increase by 10%. This 10% increase is based on the historic growth in traffic along the Broadway corridor through the area. This is conservative given that most land uses surrounding the area are built out and will not likely increase traffic on the side streets approaching Broadway. In this context, the Year 2040 traffic projections are likely to be conservatively high. In the Year 2040 horizon, with the addition of site and area plan land uses, eight of the nine intersections continue to operate in the LOS A-C range, and the Alpine/9th Street intersection drops into the LOS D range.

Broadway Average Daily Vehicle Trip Data and Impacts of Maximum Residential and Commercial Options

Average Daily Vehicle Trips: Broadway Count Stations



	Maximum Office Option		Maximum Residential Option		
Traffic Count Stations	North of Balsam	South of North	North of Balsam	South of North	
Additional Daily Vehicle Trips from Site Redevelopment	580	1160	520	1030	1030
Total Estimated Daily Vehicle Trips with Site Redevelopment	26,099	27,462	26,039	27,332	27,332
Percent Increase in Daily Vehicle Trips	2.2%	4.2%	2.0%	3.8%	3.8%
Additional Daily Vehicle Trips in 2040 with 10% trip increase	960	1910	890	1780	1780
Total Estimated Daily Vehicle Trips in 2040 with 10% trip increase	26,479	28,212	26,409	28,082	28,082
Percent Increase in Daily Vehicle Trips in 2040	3.6%	6.8%	3.4%	6.3%	6.3%

The full Traffic Impact Study can be found on the project website:

www.bouldercolorado.gov/planning/alpinebalsam