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August 29, 2020

Maher Hazine, PE
Director of Public Works
Town of Clarkdale
Clarkdale, AZ 86324

Re: Mingus Shadows, Unit 3 – Traffic Analysis for Darin Dinsmore

Dear Mr. Hazine,

I have been working on the Trip Generation calculations to help better address the neighbor concerns over traffic in the neighborhood and potential impacts. Please find the trip generation calculations attached using the latest ITE standards.

Project Description

- Mingus Shadows, Unit 3, Tract 0, A.P.N. 406-26-312
LOCATED WITHIN THE TOWN OF CLARKDALE
Zoning: R4
2.81 Acre Site, Clustered/Conservation Development 40% developed 60%
wash/community facilities/community gardens.
- Proposed project 22 Recreation Homes

Methodology

- Description/ITE Code - Single Family Homes code 210 and Recreational Homes code 260
- Single Family Homes- – industry standard vehicle trips per day - 9.52
- Recreational Homes – industry standard vehicle trips per day - 3.16

Existing Conditions

Of the 97 properties in the Mingus Shadows Subdivision, analysis has identified a max of 64 existing properties (ITE CODE 210 Single Family Homes) that would use Lincoln Dr. as a primary access. An additional 22 recreational homes (ITE CODE 260) are proposed. This includes 20 standard rentals plus the caretaker and owner spaces.

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In affiliation with:

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It is understood that Lincoln Dr. is classified as a local street. The primary function is to provide direct access to a property with very limited traffic service. Local streets have an ADT less than 1,500.

Using these classifications, the total generated trips as per the attached spreadsheet is 679, far below the capacity of the local road. With AM peak trips at 52 and PM peak trips at 70. The capacity of the intersection with 89A has also recently been improved with the addition of the ADOT approved multilane roundabout, thereby providing safe access and more than adequate capacity.

Mode Shift

In addition, improvements by mode share and shifting away from private automobiles by adding bicycle storage and a bike repair station on-site. The opportunity provided by transit service within a 1/4 mile walk of the property to residents/guests will also be promoted by this development.

Conclusion

Based on this analysis, and the functional classification of the current street – it can be concluded that this proposed project will increase traffic in the area with the busiest time being an estimated 72 PM peak trips at the intersection of Lincoln Dr. and HWY 89A. The impact to this new multi-lane roundabout intersection is negligible. Lincoln Drive is designed for 1500 ADT as a local street.

Description/ITE Code	Units	ITE Vehicle Trip Generation Rates								Units	Expected Units
		(peak hours are for peak hour of adjacent street traffic unless highlighted)									
		Weekday	AM	PM	Pass-By	AM In	AM Out	PM In	PM Out		
Single Family Homes 210	DU	9.52	0.75	1.00		25%	75%	63%	37%	DU	64.0
Recreational Homes 260	DU	3.16	0.16	0.26		67%	33%	41%	59%	DU	22.0

At build-out, the projected Average Daily Trips of the proposed project combined with the existing neighborhood is 679, less than 1/2 the design capacity of the existing street.

Expected Units	Total Generated Trips			Total Distribution of Generated Trips					
	Daily	AM Hour	PM Hour	AM In	AM Out	Pass-By	PM In	PM Out	Pass-By
64.0	609	48	64	12	36	0	40	24	0
22.0	70	4	6	2	1	0	2	3	0



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Please call directly if you require any additional information about the impact of the proposed project on the local road network and your mobility infrastructure.

Sincerely,

Luke Sefton, Owner

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