

### **Valley Advocates for Responsible Development Traffic Study Talking Points**

Traffic studies are only as good as the assumptions upon which they are based. Valley Advocates for Responsible Development (VARD) believes that the following assumptions in the Mahogany Ridge traffic impact study are not realistic and affect the accuracy of the study's conclusions:

1. **The study assumes 90% second home ownership and only 10 % primary home ownership.** (Page 10) The Planning & Zoning Commission (P&Z) and the Board of County Commissioners (BoCC) have consistently maintained that it is inaccurate and unrealistic to assume that a development will be mostly second homes. Moreover, second homes are estimated to generate fewer trips per day than primary homes.
2. **The math is not shown for trip generation estimates.** The study used the trip generation rates published in the Transportation Engineers *Trip Generation, 7<sup>th</sup> Edition, 2003* but the math is not provided. (Page 10)
3. **The study assumes that only 37% of residents will travel north to Driggs, 50 % will travel south to Victor, and 13% will travel east.** (Page 14) Lots of Mahogany Ridge residents will be traveling north to Driggs. It is our largest town and the location of the valley's only major grocery store. This route is also the way to Grand Targhee resort.
4. **The study was conducted for only 2 hours, on 2 days in the middle of February.** The study does capture the 4-6pm rush hour, but it does not include morning hours. Furthermore, traffic on the west end of the valley increases in the summer due to people recreating on the Teton River and in the Big Hole Mountains.
5. **The study does not include the intersection of South Bates Road/SH-33 and the intersection of 600S/SH-33.** SH-33 is already the major traffic vein for the east side of the valley. The use of South Bates Road and 600S will affect traffic on this major roadway. The study needs to address the increased traffic at these intersections.
6. **Internal capture was assumed for golf course 1 and the restaurant, while no trip generation was done for the golf course 2.** (Page 14) We do not believe it is realistic to assume that no one from outside the development will travel to Mahogany Ridge to eat at their restaurant or that no one will come play a round of golf as the guest of a member.
7. **The study appears to not include trips generated by all of the employees and maintenance workers who will work at Mahogany Ridge.** Since there is no employee housing on site, all employees will need to commute to Mahogany Ridge. Trips will also be generated by maintenance workers and delivery trucks making servicing the development.

The traffic impact study must be based on sound and reasonable assumptions. Until such a study can be produced, it is unfair to ask the County to approve a project with unknown impacts.