

Taney Ratcliffe

From: Katy Flynn [K.Flynn@fehrandpeers.com]
Sent: Thursday, May 17, 2007 1:35 PM
To: Taney Ratcliffe
Subject: RE: Cordevista - TRIC Trip Interaction
Attachments: Cordevista - Commute Characteristics to TRIC Graphic.pdf; External Trip Distribution.pdf

Taney,

The updated graphic is attached. I have also attached a graphic that we created that generally shows the overall external Cordevista trip distribution based on the three roadway connections. We prepared this graphic for Blake a week or two ago.

The traffic analysis that is presented on the TRIC Commute Characteristics graphic is specifically related to worker commute traffic to the Tahoe Reno Industrial Center with and without Cordevista. The TRIC commute characteristics analysis does take into account these roadway connections. We do not expect many people from outside of Cordevista to commute through the project via the three roads to jobs at TRIC. There may be some people from South Reno that choose to take the route through Cordevista if it is available; however, given the likely nature of the roadway (it will likely be an arterial roadway with traffic signals and slower than freeway speeds), we expect the commute time to TRIC to be faster via I-80.

Please feel free to give me a call if you have additional questions or if I did not fully address the question.

Thank you,

Katy Flynn
Engineer/Planner

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From: Taney Ratcliffe [mailto:TRatcliffe@somerset.com]
Sent: Thursday, May 17, 2007 11:01 AM
To: Katy Flynn
Subject: RE: Cordevista - TRIC Trip Interaction

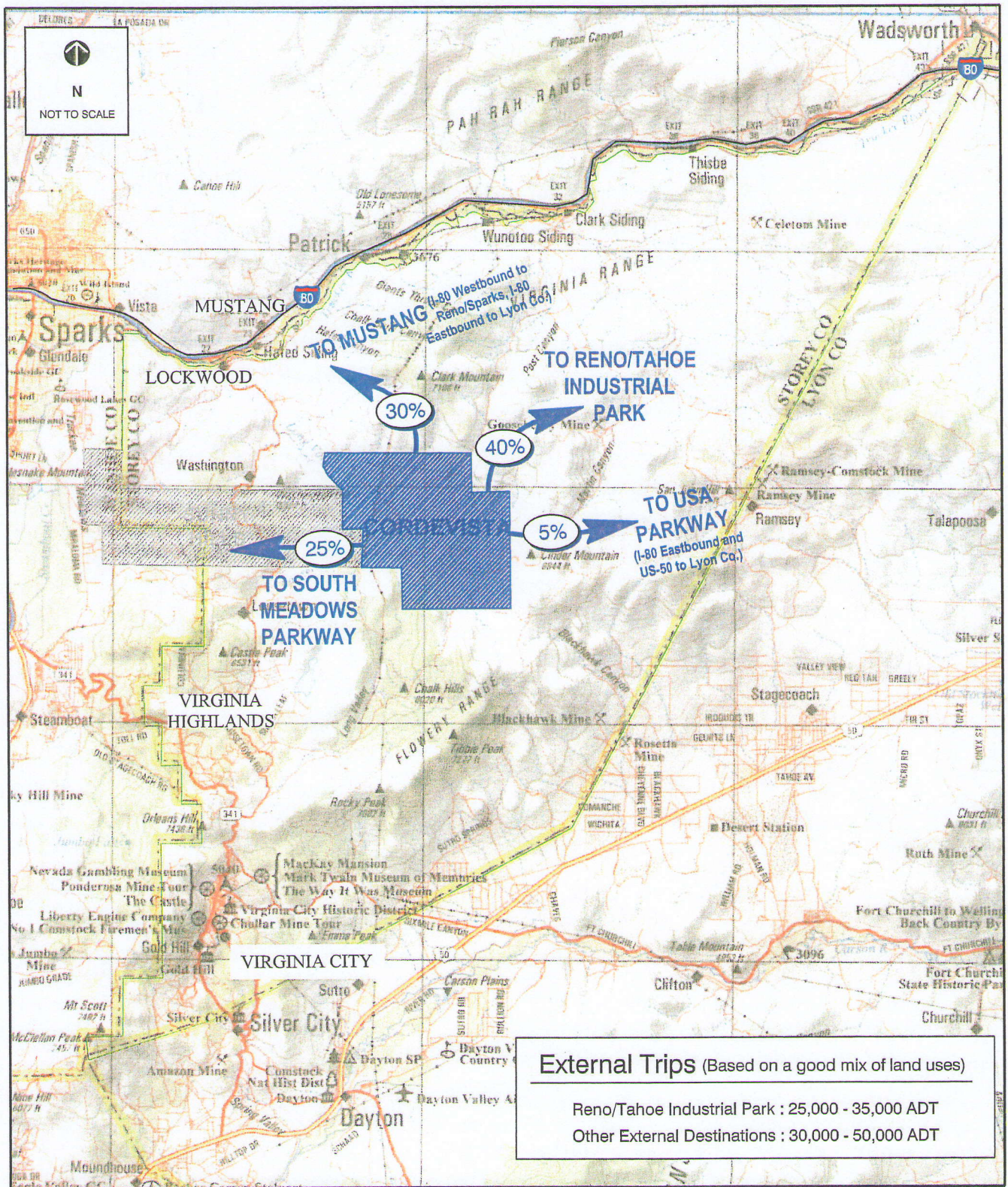
Katy,

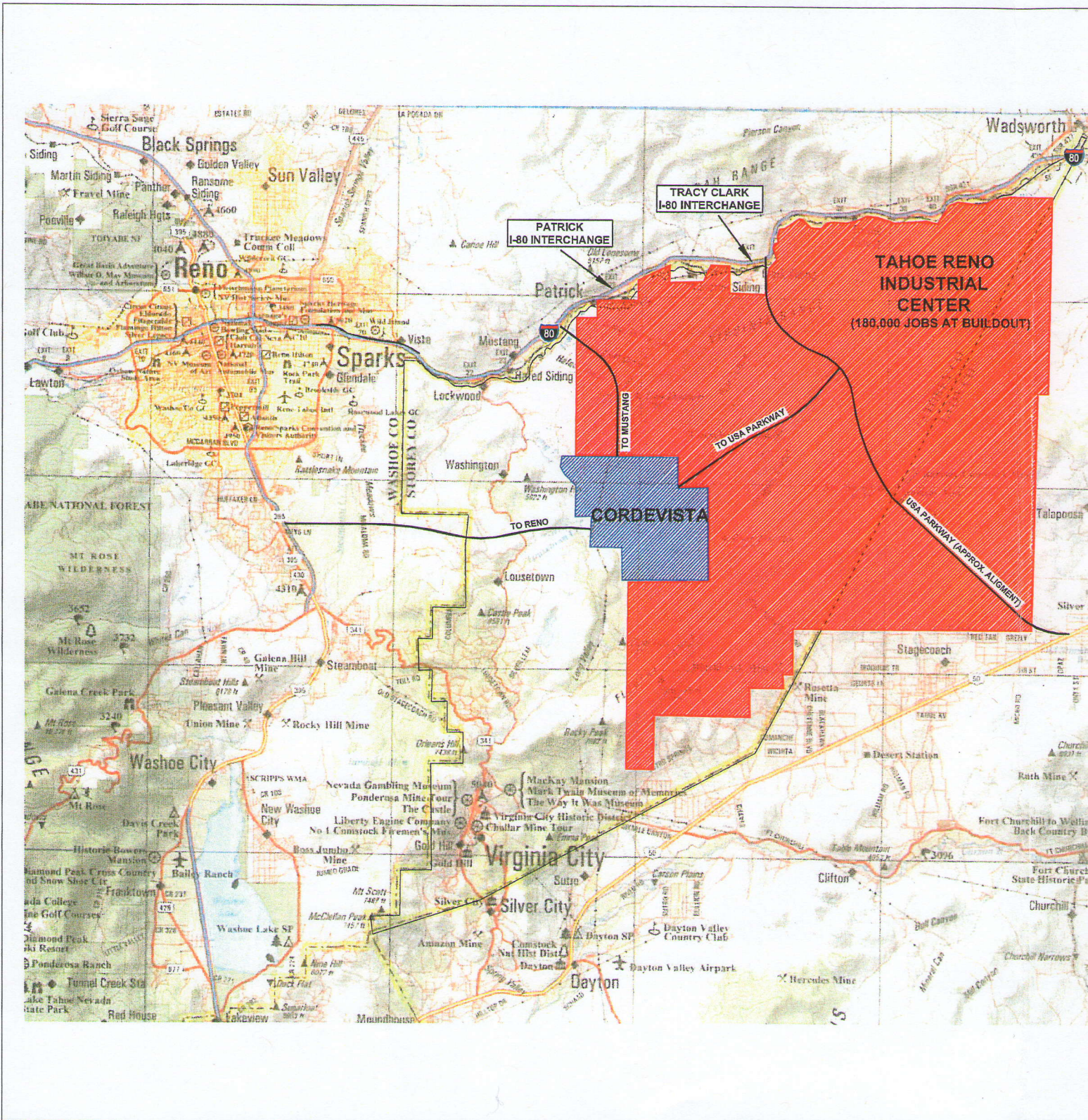
Please address the questions on the attached.

From: Katy Flynn [mailto:K.Flynn@fehrandpeers.com]
Sent: Wednesday, May 16, 2007 3:39 PM
To: Blake Smith
Cc: Daniel Grayuski

5/17/2007

VH0539





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May 17, 2007 FPA

N:\Reno Projects\2007\RN07-0304\Graphics\RN07-0304 Figures.dwg



**CORDEVISTA
TAHOE RENO INDUSTRIAL CENTER (TRIC) WORKERS' COMMUTE CHARACTERISTICS**

Measure	With Cordevista	Without Cordevista	% Difference
Vehicle Miles Traveled (VMT) – Total for 180,000 Workers	7.8 Million VMT	8.8 Million VMT	12%
Total Commute Hours – Total for 180,000 Workers	127,360 Hours	139,480 Hours	10%
Weighted Average Commute Time per Worker	25 Minutes	27 Minutes	8%
Weighted Average Commute Distance per Worker	26 Miles	29 Miles	12%

Highlights:

- We expect the Cordevista project to reduce VMT by approximately 1 million if the majority (80%) of all of working residents are employed in the TRIC.
- We expect the Cordevista project to reduce total commute hours to TRIC by 12,100.
- The Cordevista project would provide residential opportunities closest to TRIC as compared to the other major residential areas. Because of the close proximity, the weighted average commute distance per worker would be reduced by 3 miles if the Cordevista project is built.

Sources: Fehr & Peers, 2007

**CORDEVISTA
RESIDENTIAL AREAS THAT SERVE/WILL SERVE TRIC**

Residential Area	Distance to TRIC
Cordevista	6 miles
Stagecoach Area	10 miles
Silver Springs	14 miles
Sparks	25 miles
Fernley	25 miles
Dayton	28 miles
West Reno	28 miles
South Reno	32 miles
North Valleys	33 miles
Spanish Springs	33 miles
Hazen Area	36 miles
Carson City	43 miles
Fallon	48 miles

Source: Fehr & Peers, 2007

**CORDEVISTA
TRIC Commute Characteristics**