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ACCEPTED for FILE
Engineering Review
05/16/2022 9:05:44 AM
dsdnijkamp
EPC Planning & Community
Development Department

D-49 Transportation Center
Traffic Impact Study
(LSC #S214340)
PCD File No. U-221
May 9, 2022



Traffic Engineer's Statement

This traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.



Developer's Statement

I, the Developer, have read and will comply with all commitments made on my behalf within this report.

Brett Ridgway

May 12, 2022


Date

Brett Ridgway

Digitally signed by Brett Ridgway
Date: 2022.05.12 16:35:17 -06'00'

Summary of Comments on Signed TIS_v2.pdf

Page: 1

 Number: 1 Author: jchodsdon Subject: Sticky Note Date: 4/14/2023 14:54:42

LSC Responses to TIS Redline Comments.

NOTE: The most recent prior version of the TIS was dated December 21, 2022.

1

Regarding the southbound left-turn lane at New Meridian/Swingline Road, the County design plans (June 2019 version) indicate a southbound left-turn lane of about 160-feet with a 240-foot taper. This lane is back-to-back with the northbound left at Meridian/US Highway 24. Note: the centerline spacing along New Meridian Road between US Hwy 24 and Swingline Road is 825 feet. The queue reported in the HCM analysis indicated a PM peak-hour, 95th-percentile queue of four vehicles. Since buses are projected to use this turn lane, and the lane is relatively short, LSC recommends revisiting the back-to-back left-turn configuration between US Hwy 24 and Swingline Road to determine if any striping modifications should be made.

PEDESTRIAN, BICYCLE, AND MULTI-MODAL ACCOMMODATION

A Park-and-Ride is under construction north of the intersection of New Meridian Road/Old Meridian Road. Additionally, the Rock Island Trail runs parallel to US Hwy 24 east of Old Meridian. There are no Mountain Metro bus stops in the vicinity of the site.

2

DEVIATIONS TO THE ENGINEERING CRITERIA MANUAL

A deviation may be needed for the southbound left-turn lane at the New Meridian/Swingline Road intersection. Please refer to the queuing analysis section for details.

MTCP-IDENTIFIED ROADWAY IMPROVEMENT PROJECTS

Address the SBLT at New Meridian/Swingline Rd intersection with this site plan application. Provide recommendation to mitigate the traffic impact to be implemented by the applicant as part of the site development plan application. A deviation request application for the ECM Administrator's consideration would be required if the recommended improvement does not meet county criteria.

3

Road and
material from

COUNTY ROAD IMPROVEMENT FEE PROGRAM

This project may be subject to participation in the County Roadway Improvement Fee Program. However, consideration may be given in a potential fee calculation, that this will replace an existing transportation facility.

CONCLUSIONS AND RECOMMENDATIONS

Update statement. Road Impact Fee is required per the approval of location condition of approval no. 5 (Resolution No. U-22-001). Provide calculations.

4

Trip Generation

- The proposed transportation facility is projected to generate approximately 405 new

5_{ps}

5. The applicant shall be required to pay traffic impact fees in accordance with the El Paso County Road Impact Fee Program Resolution (Resolution No. 19-471), or any amendments thereto, at the final land use approval or driveway access permit, whichever comes second. The land use of public/ institutional according to the Road Impact Fee Schedule will be used to determine fees.

 Number: 1 Author: dsdlaforce Subject: Cloud Date: 3/2/2023 15:38:44 -07'00'

 Number: 2 Author: dsdlaforce Subject: Cloud Date: 3/2/2023 15:38:44 -07'00'


 Number: 3 Author: dsdlaforce Subject: Text Box Date: 3/2/2023 15:38:44 -07'00'

Address the SBLT at New Meridian/Swingline Rd intersection with this site plan application. Provide recommendation to mitigate the traffic impact to be implemented by the applicant as part of the site development plan application. A deviation request application for the ECM Administrator's consideration would be required if the recommended improvement does not meet county criteria.

 Author: jchodsdon Subject: Sticky Note Date: 4/14/2023 14:51:12

LSC Response: Following a recent meeting with EPC staff, City of Colorado Springs Traffic Engineering staff, the applicant and LSC, we are in the process of updating the queuing analysis and laneage exhibit for this section of Meridian Road to include the proposed gas station access between Swingline Road and US Highway 24. This will be completed and sent to the City Traffic Engineers for review and acceptance.


Notes have been added to the updated TIS to indicate this.

 Number: 4 Author: dsdlaforce Subject: Callout Date: 3/2/2023 15:47:23 -07'00'

Update statement. Road Impact Fee is required per the approval of location condition of approval no. 5 (Resolution No. U-22-001). Provide calculations.

 Author: jchodsdon Subject: Sticky Note Date: 4/14/2023 14:47:22

LSC Response: This has been added to the updated report as requested.

 Number: 5 Author: dsdlaforce Subject: Image Date: 3/2/2023 15:47:14 -07'00'

Traffic Operations Analysis

- Please refer to the Level of Service and Queuing Analysis sections of this report for additional details and discussion.
- The intersection and roadway link-level-of-service analysis indicates that the traffic to be generated by the proposed transportation facility could be accommodated. Swingline Road functions as a Collector street, as described in the “existing roadways” section above.

Auxiliary Turn-Lane Needs Evaluation

- An eastbound left-turn lane is currently warranted at the west Falcon Elementary School access driveway. This is based on current AM school-peak traffic volumes. However, this entering volume occurs during the period of time when 20-mph school flashers are operating on Falcon Highway. Please refer to the Auxiliary Turn Lanes section above for details. The transportation facility is projected to add only **exiting** turning movements at the east access, and the transportation-center peak hours would be different from the elementary school.
- Right-turn lanes have been constructed on US Hwy 24 at New Meridian Road and Old Meridian Road (and left-turn lanes at US Hwy 24/New Meridian Road).
- Turn lanes have also been constructed at New Meridian Road/Swingline Road. A deviation may be needed for the southbound left-turn lane at the New Meridian/Swingline Road intersection. Please refer to the queuing analysis section for details.


Other Recommendations

- The roundabout at Old Meridian/Swingline (now completed) was likely designed for transit and school buses, as this is adjacent to a Park-and-Ride facility and as Swingline serves existing school facilities. Regardless, as plans for this transportation center move forward, the design of the roundabout should be checked to ensure that school buses can be accommodated.
- As plans for this transportation center move forward, the access radii and width at the west Elementary School access to Falcon Highway should be checked to ensure that current standards for a school-bus design vehicle are met.
- The design team is currently working on the configuration and design of the access connections to the existing cul-de-sac at the east terminus of Swingline Road.


* * * * *

Provide autoturn exhibit for the west access.

1

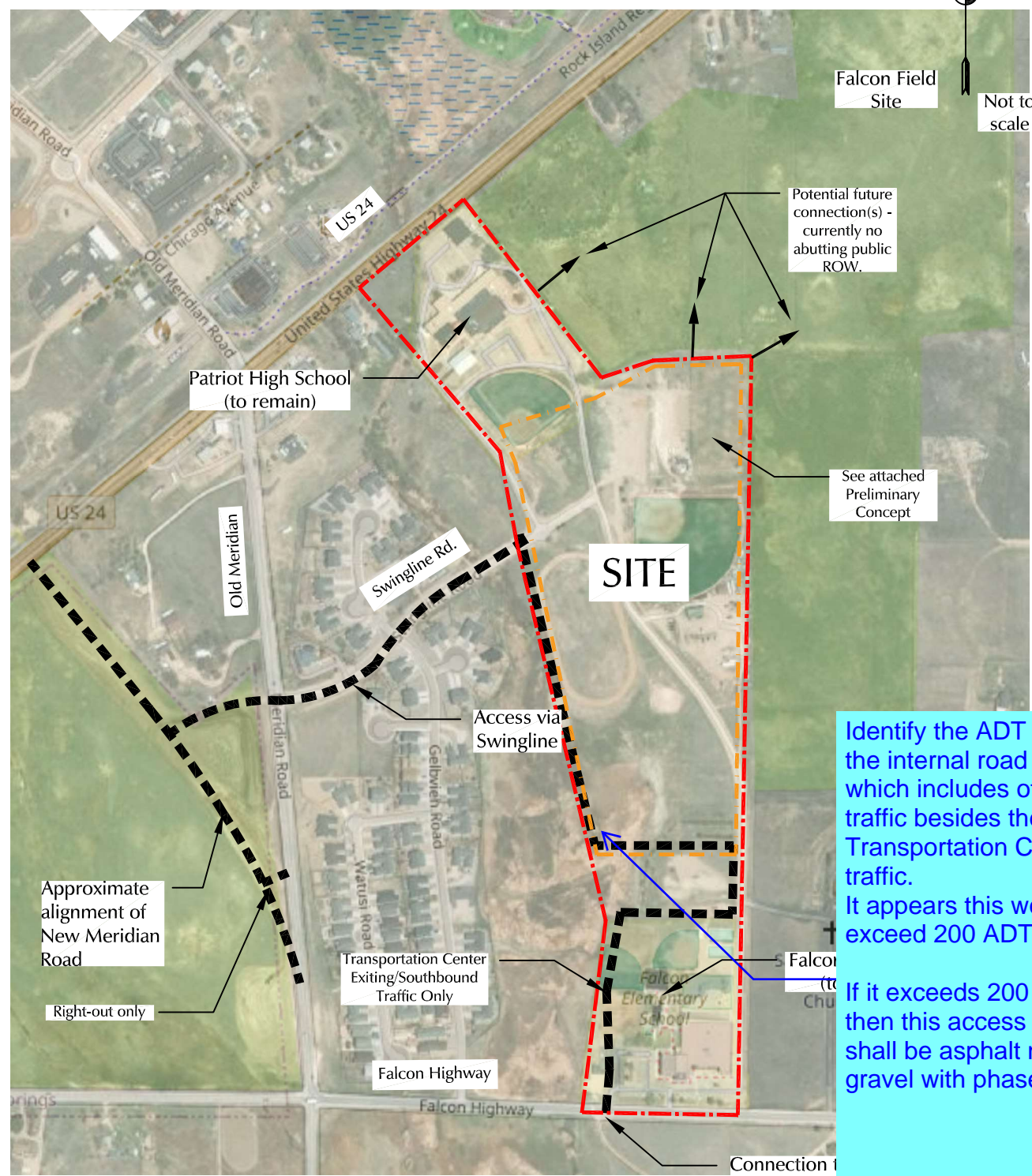
 Number: 1 Author: dsdlaforce Subject: Callout Date: 3/2/2023 15:39:18 -07'00'

[Provide autoturn exhibit for the west access.](#)

 Author: jchodsdon Subject: Sticky Note Date: 4/14/2023 14:47:46
LSC Response: Included as requested.



Not to scale



Falcon Field Site

Potential future connection(s) - currently no abutting public ROW.

Patriot High School (to remain)

See attached Preliminary Concept

SITE

Access via Swingline

Approximate alignment of New Meridian Road

Right-out only

Transportation Center Exiting/Southbound Traffic Only

Falcon Highway

Identify the ADT of the internal road which includes other traffic besides the Transportation Center traffic. It appears this would exceed 200 ADT.

If it exceeds 200 ADT then this access road shall be asphalt not gravel with phase 1.

Falcon (to Ch)

Connection to Highway at the Falcon Elementary point.




Proposed Site and Access Plan

D49 Transportation Facility - Falcon (LSC #S214340)

Figure 2

Number: 1 Author: lpackman Subject: Callout Date: 2/28/2023 14:07:20 -07'00'

Identify the ADT of the internal road which includes other traffic besides the Transportation Center traffic. It appears this would exceed 200 ADT. If it exceeds 200 ADT then this access road shall be asphalt not gravel with phase 1.

 Author: jchodsdon Subject: Sticky Note Date: 4/14/2023 14:50:25

LSC Response: Additional ADT information has been provided in the updated TIS report. Regarding the paving of this internal road, the TIS has been updated to indicate the following:

"County staff has indicated a requirement to pave this roadway if over 200 vehicles per day ADT. Fall 2022 counts by district staff during Falcon Elementary peak periods of parent drop off and pick up indicated about 95 trips and 87 trips, respectively. The short-term additional ADT is projected to be about 150 vehicles per day generated by the transportation facility on the internal north/south roadway between the proposed transportation center and the elementary school. The total ADT would include trips currently generated by the elementary school. As this roadway is proposed to remain on school district property and will be maintained by the district. *The school district does recognize the benefit of paving to internal operations and to the neighborhood. For this reason, it is a high priority of the district to provide this feature when it is possible to do so. It is important to the district's long-range plans to begin construction of the Transportation Center now, however unfortunately, the funding is just not available to pave the project during the initial phase one construction.* With respect to dust mitigation, the district could potentially provide alternative dust mitigation measures to paving."