



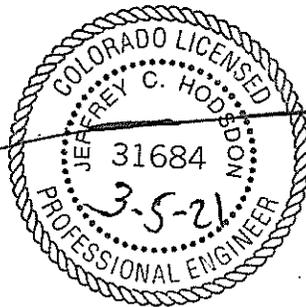
LSC TRANSPORTATION CONSULTANTS, INC.
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Colorado Springs, CO 80909
(719) 633-2868
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Bent Grass East Commercial
Filing No. 3
Updated Traffic Impact Analysis
PCD File No. SP2010
(LSC #204660)
March 5, 2021

LSC Responses to
EPC TIS Redlines ¹

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.

Ronald W. [Signature]

3/9/21
Date

LSC Responses to EPC TIS Redline Comments

Page: 1

Number: 1 Author: jchodsdon Subject: Text Box Date: 5/16/2021 20:48:02

[LSC Responses to EPC TIS Redlines](#)

Mr. Ron Waldthausen
Bent Grass East Commercial Filing

Please discuss required/recommended auxiliary turn lanes at the private road connection to Bent Grass Meadows and Meridian Park Drive. The previous submittal indicated that a southbound deceleration lane was required at Meridian Park Dr approaching the site private road. Also please discuss any exclusive turn lanes required on the private road approaching Bent Grass Meadows and Meridian Park Dr. Per the volumes indicated in your figures it appears that turn lanes may be required at these intersections per ECM criteria. Please coordinate with NES so that the appropriate improvements are shown on the preliminary plan.

Roadway Improvements

- The existing section of Bent Grass Meadows Drive has recently been restriped to remove the existing westbound left-turn lane for the 7-Eleven access which has been closed and lengthen the existing westbound left-turn bay approaching Meridian Park Drive. The restriped lane will be about 195 feet long plus an 85-foot taper. Based on the queueing analysis discussed above the proposed 195-foot lane will provide adequate storage for the projected queues.
- Based on the criteria contained in the El Paso County Engineering Criteria Manual (ECM) a westbound left-turn lane would be required on Bent Grass Meadows Drive approaching the proposed site access. Based on a design speed of 40 miles per hour this left-turn lane should be 215 feet long plus a 160-foot taper. Bent Grass Meadows Drive is currently striped with an existing 110-foot-long westbound left-turn lane approaching the access location. The existing lane should be restriped to meet the ECM criteria with this project. Once the parcels north of Bent Grass Meadows Drive develop and a north leg is constructed at the Bent Grass Meadows/Meridian Park intersection, it will not be possible to provide back-to-back left-turn lanes that meet the ECM criteria in both directions. A deviation to the criteria contained in the ECM may be required with that future development. The maximum westbound left-turn queue on Bent Grass Meadows Drive is about 46 feet approaching the proposed full-movement site access. This queue could be accommodated by the existing 110-foot-long lane. Please revise to private roadway.
- Table 4 identifies the future roadway improvements that will be needed in the vicinity of the site. Table 4 also gives a recommended trigger for when each improvement will be needed.
- Table 5 shows the percentage of the projected 2040 total traffic due to Bent Grass East Commercial Filing No. 3. These percentages could be used to determine the pro-rata share of the cost of intersection improvements.

Deviations

- A deviation for the internal street cross section of the private drive through the site is being included with this resubmittal.

Transportation Impact Fees

- The applicant will be required to participate in the Countywide Transportation Improvement Fee Program. Commercial buildings fees are triggered at Building Permit.

Please update as this development appears to be within the Woodmen Road Metro District and therefore fees from the metro district would apply.

Please discuss required/recommended auxiliary turn lanes at the private road connection to Bent Grass Meadows and Meridian Park Drive. The previous submittal indicated that a southbound deceleration lane was required at Meridian Park Dr approaching the site private road. Also please discuss any exclusive turn lanes required on the private road approaching Bent Grass Meadows and Meridian Park Dr. Per the volumes indicated in you figures it appears that turn lanes may be required at these intersections per ECM criteria. Please coordinate with NES so that the appropriate improvements are shown on the preliminary plan.

Author: jchodsdon Subject: Sticky Note Date: 5/17/2021 14:41:41

LSC Response: The previous submittal indicated that a southbound deceleration lane was required at the private road/Meridian Park Drive based on some past project reviews for commercial development which conveyed the notion that any commercial public street is, by default, classified as at least a Non-Residential Collector. With an assumption of a Non-Residential Collector classification, the ECM turning volume thresholds for turn lane automatically would apply. However, following the first review comments, Staff clarified that Meridian Park Drive is a local roadway. Applying auxiliary lanes thresholds is not required on roadways classified as "Local." Even if the street were considered subject to the turn lane thresholds, the southbound projected through traffic at this access is low, even with the potential future Owl Lane area redevelopment.

As Meridian Park Drive/Bent Grass Meadows Drive is a T-intersection, southbound traffic upstream of this access will have just turned from Bent Grass Meadows Drive – beginning travel southbound at a significantly lower speed than a 35 or 40 mph design speed.

Also please discuss any exclusive turn lanes required on the private road approaching Bent Grass Meadows and Meridian Park Dr. Per the volumes indicated in you figures it appears that turn lanes may be required at these intersections per ECM criteria. Please coordinate with NES so that the appropriate improvements are shown on the preliminary plan.

LSC Response: The following is our interpretation of the ECM criteria for auxiliary "speed change" lanes/turn lanes. Section 2.3.7.D describes the warrants for turn lanes generally in this manner: [...] lane is required for any access with a projected peak hour right [or left] ingress turning volume of [...]. The word "ingress" refers to traffic turning from the major street (in this case, Bent Grass Meadows Drive or Meridian Park Drive) onto the minor street (in this case, the private road) or access. We have evaluated this intersection for eastbound and northbound approach need for auxiliary speed change lanes for this site-specific case, considering the intent of the ECM criteria.

Although the projected left turn volume on the private road eastbound at Meridian Park Drive exceeds 25 vph, separate turn lanes would not be needed as "speed change lanes" eastbound on the private road at Meridian Park Drive or northbound on the private road at Bent Grass Meadows Drive as these access points will remain stop sign controlled. There will be no significant speed differential between turning traffic and through traffic as all traffic stops at the stop sign there will be no need for auxiliary "speed change lane(s) to mitigate speed differential. Even given the remote chance these access points might be signalized in the future, with very low straight through traffic across the intersecting "major" street almost all traffic will turn left or right.

As the "speed differential" reason for a separate turn lane does not exist in this situation, the intent of the ECM with respect to the prescribed thresholds is not met. However, there would be a few situations where a separate left and right turn "bays" would potentially be beneficial or necessary: 1) for "Convenience" for right turners, not having to wait behind left turning vehicles 2) to maintain satisfactory LOS (IE if a single lane approach has a low level a service which doesn't meet ECM criteria, and separate RT and LT lanes improves the LOS or 3) to reduce stop-sign approach queue length, if necessary, in the shared approach lane. The LOS is projected to be LOS D or better with the shared approach lane.

The 95th percentile approach queues for 2040 afternoon peak hour for the single lane minor street approaches on the private road have been projected and are included in the TIS report. LSC recommends these queue lengths be

Mr. Ron Waldthausen
Bent Grass East Commercial Filing

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- The existing section of Bent Grass Meadows Drive has recently been restriped to remove the existing westbound left-turn lane for the 7-Eleven access which has been closed and lengthen the existing westbound left-turn bay approaching Meridian Park Drive. The restriped lane will be about 195 feet long plus an 85-foot taper. Based on the queueing analysis discussed above the proposed 195-foot lane will provide adequate storage for the projected queues.
- Based on the criteria contained in the El Paso County Engineering Criteria Manual (*ECM*) a westbound left-turn lane would be required on Bent Grass Meadows Drive approaching the proposed site access. Based on a design speed of 40 miles per hour this left-turn lane should be 215 feet long plus a 160-foot taper. Bent Grass Meadows Drive is currently striped with an existing 110-foot-long westbound left-turn lane approaching the access location. The existing lane should be restriped to meet the *ECM* criteria with this project. Once the parcels north of Bent Grass Meadows Drive develop and a north leg is constructed at the Bent Grass Meadows/Meridian Park intersection, it will not be possible to provide back-to-back left-turn lanes that meet the *ECM* criteria in both directions. A deviation to the criteria contained in the *ECM* may be required with that future development. The maximum westbound left-turn queue on Bent Grass Meadows Drive is about 46 feet approaching the proposed full-movement site access. This queue could be accommodated by the existing 110-foot-long lane. 2
- Table 4 identifies the future roadway improvements that will be needed in the vicinity of the site. Table 4 also gives a recommended trigger for when each improvement will be needed.
- Table 5 shows the percentage of the projected 2040 total traffic due to Bent Grass East Commercial Filing No. 3. These percentages could be used to determine the pro-rata share of the cost of intersection improvements.

Please revise to private roadway.

Deviations

- A deviation for the internal street cross section of the private drive through the site is being included with this resubmittal. 3

Please update as this development appears to be within the Woodmen Road Metro District and therefore fees from the metro district would apply. 4

Transportation Impact Fees

- The applicant will be required to participate in the Countywide Transportation Improvement Fee Program. Commercial buildings fees are triggered at Building Permit.

considered when placing the individual lot access points to the private road. Queue length estimates may need to be updated with each site development plan as lot users become known and to verify projections of area traffic conditions.

 Number: 2 Author: Daniel Torres Subject: Callout Date: 4/15/2021 15:31:37

[Please revise to private roadway.](#)

 Author: kdferrin Subject: Sticky Note Date: 5/17/2021 12:15:51
LSC Response: Revised as requested

 Number: 3 Author: Daniel Torres Subject: Highlight Date: 4/15/2021 14:53:15
e private drive

 Number: 4 Author: Daniel Torres Subject: Callout Date: 4/14/2021 14:11:38

[Please update as this development appears to be within the Woodmen Road Metro District and therefore fees from the metro district would apply.](#)

 Author: kdferrin Subject: Sticky Note Date: 5/17/2021 12:15:34
LSC Response: Revised as requested

Please contact me if you need any additional information.
Respectfully Submitted,
LSC TRANSPORTATION
By: Jeffrey C. Hodsdon,
Principal

Provide the classification of the proposed private road. Provide justification/analysis for the 24' wide pavement proposed for the private roadway vs a larger cross section. Based on the ADT the urban local low volume cross section proposed does not appear adequate. Analyze whether the proposed roadway is sufficient for the design vehicle (multi-unit trucks) of this commercial development. Turn movement templates (auto-turn) should be provided for the proposed centerline radius of 75' as well as at the intersection of the private roadway to Meridian park Drive and Bent Grass meadows.

JCH:KDF:jas

Enclosures: Tables 2-5
Figures 1-11
Appendix Tables 1 and 2
Appendix Figure 1
MTCP Maps
Traffic Count Reports
Level of Service Reports
Queueing Reports

Number: 1 Author: Daniel Torres Subject: Text Box Date: 4/26/2021 15:14:55

Provide the classification of the proposed private road. Provide justification/analysis for the 24' wide pavement proposed for the private roadway vs a larger cross section. Based on the ADT the urban local low volume cross section proposed does not appear adequate. Analyze whether the proposed roadway is sufficient for the design vehicle(multi-unit trucks) of this commercial development. Turn movement templates (auto-turn) should be provided for the proposed centerline radius of 75' as well as at the intersection of the private roadway to Meridian park Drive and Bent Grass meadows.

Author: jchodsdon Subject: Sticky Note Date: 5/17/2021 12:17:30
Provide the classification of the proposed private road.

LSC Response: LSC suggests a classification of "Commercial Local [private]" for the private road.

Provide justification/analysis for the 24' wide pavement proposed for the private roadway vs a larger cross section.

LSC Response: This street is intended only to serve the adjacent commercial lots and not through traffic. Each lot will be required to provide sufficient on-site parking as on-street parking will not be allowed. With no on-street parking, two-way traffic will be maintained. As this will be a relatively short, local commercial street serving a minimal number of commercial lots, a center two way left turn lane would not be necessary to separate left turning traffic from through traffic at each of the internal lot driveway access points. The roadway has a short length and as such, trip lengths will be short. The narrower width combined with the short length will geometrically limit higher speeds.

Based on the ADT the urban local low volume cross section proposed does not appear adequate.

LSC Response: An urban local low volume street is a **residential** street classification which allows individual residential homes to front the street, on-street parking, and allows vehicles to back out onto the street. On-street parking will not be allowed on this street and two-way traffic will be maintained. Each individual lot will be required to provide circulation such that vehicles will not back onto the street. As a commercial street, higher traffic activity is expected and tolerated, compared to a minor local residential street.

Analyze whether the proposed roadway is sufficient for the design vehicle(multi-unit trucks) of this commercial development. Turn movement templates (auto-turn) should be provided for the proposed centerline radius of 75' as well as at the intersection of the private roadway to Meridian park Drive and Bent Grass meadows.

LSC Response: Please refer to the Autoturn exhibit for truck turns into/out of the private road and passage through the site on the private road. The site development plan for each individual lot will address lot access design and site circulation to accommodate the anticipated design vehicle – either single unit or multi-unit trucks. The radii at the intersections of the private road/Meridian Park Drive and the intersection of the private road/Bent Grass Meadows Boulevard can be adjusted to accommodate the design vehicle.

Please include any turn lanes at the intersection of the private road and Meridian Park Drive/Bent Grass Meadows and update this table as necessary.

1

Table 4 Roadway System Improvements Bent Grass Commercial Filing No. 3						
Description	Trigger	Timing	Responsibility	Associated Project		
Meridian Road/Bent Grass Meadows Road						
A	Signalize Meridian/Bent Grass Meadows	Remove existing stop-sign and replace with traffic signal control.	When warrants are met – 2 of the 3 conditions of the "Crash Experience" warrant are currently met. The current number of reported crashes (susceptible to correction with a signal) exceeds the threshold as do the associated traffic volume thresholds.	Pending Spring 2021	Bent Grass Metro District/ Challenger Homes	Bent Grass Residential Filing No. 2
B	Right-turn acceleration lane on Meridian at Bent Grass Meadows		This improvement has been completed			
Bent Grass Meadows Dr						
C	Construct Bent Grass Meadows Drive between the existing sections located north of the Woodmen Frontage road and west of Meridian Road		This improvement has been completed			
D	Restrict westbound left-turn at 7-Eleven access		This improvement has been completed			
E	Close 7-Eleven Access		This improvement has been completed			
F	Modify pavement markings to extend westbound left-turn lane approaching Meridian Park Drive	Restripe with a 195 foot long westbound left-turn lane plus an 85-foot taper	This improvement is part of an ongoing approved project	www	Bent Grass Metro District	Bent Grass Residential Filing No. 2
G	Modify pavement markings to extend westbound left-turn lane approaching the site access	Restripe with a 215 foot westbound left-turn lane plus 160 foot taper	Westbound left-turn volume > 25 vehicles per hour	With Bent Grass East Commercial Filing No. 3	Applicant	Bent Grass East Commercial Filing No. 3
Woodmen frontage road/Bent Grass Meadows Dr						
H	Eastbound left-turn lane on Woodmen frontage road approaching Bent Grass Meadows Dr.	ECM criteria indicates the left-turn lane would need to be 315 feet long (155 feet of deceleration length plus 160 feet of storage length) plus a 160-foot taper based on the design speed of 40 mph.	When the eastbound left-turn volume exceeds 25 vehicles per hour	With the completion of Bent Grass Meadows Dr between the Woodmen Frontage road and Meridian Road	Challenger Homes	Falcon Meadows at Bent Grass
Woodmen/Golden Sage						
I	Add protected/permitted phasing for left-turn movements	Prepare a traffic signal modification plan and submit/install new traffic signal heads for protected-permissive phasing and other necessary hardware, software needed to implement this phase; modify existing signal timing plan.	If/when needed to maintain acceptable level of service/traffic operations and/or to control vehicle queues.	-Prior to the opening of the Bent Grass Meadows Boulevard to the public, signal modification plans should be prepared, and coordination with EPC DPM (and possibly the City of Colorado Springs) will be a necessary step(s) toward future implementation of this left turn phase. Steps should be taken such that the phase can be implemented shortly after it has been determined that it should be implemented. This determination would be made by monitoring the traffic volumes and operations once Bent Grass Meadows Drive connection is opened to traffic to determine if the phase should be added at that time.	Bent Grass Metro District - pro-rata share (based on total traffic volumes) of the cost of the improvement. ⁽¹⁾ Note: Other potential responsibility for participation. In addition to the yet-to-be developed properties within the Bent Grass Metro District service area and the Falcon Marketplace development, other future developers of currently vacant land within the "travel shed" of the north leg (and potentially the south leg) of the Golden Sage/Woodmen and Golden Sage/Woodmen N. Frontage Road intersection may also be assigned as responsible participants in future or completed (if a cost recovery agreement is put in place) traffic/roadway improvements.	Bent Grass Residential Filing No. 2
J	Lengthening of the current eastbound single left-turn deceleration lane on Woodmen approaching Golden Sage Road	Provide a 240-foot transition taper (20:1 taper ratio), 290 feet of deceleration distance plus sufficient vehicle stacking distance. CURRENT: 175-foot taper plus a 465-foot left-turn lane which translates to a 175-foot taper, 290-foot deceleration distance, and 175 feet of stacking distance. SHORT TERM: Adequate stacking to available in the current turn lane. Calculated queue length 204 feet. LONG TERM: Lengthen single left-turn lane and/or future implementation of dual left-turn lanes (if capacity needs dictate). If a dual left is implemented in the future, consideration will need to be given to the configuration on Golden Sage and at the Golden Sage/Woodmen Frontage Road intersection to receive the dual left-turn movement.	The estimated "trigger" of 40 PM peak hour eastbound left turns above the estimated short term total volume (from Figure 16a of the TIS) approximately translates to and additional 589 directional ADT for residential trips making this turning movement (based on the ITE single family trip ratio). This estimated threshold may be reached with a combination of site-generated trips and background trips.	AS NEEDED TO MAINTAIN ADEQUATE LEVEL OF SERVICE AND VEHICLE STACKING DISTANCE - This is estimated to be when the eastbound left turn turning volume reaches approximately 200 vehicles per hour during the PM peak. This translates to about 40 vehicles per hour over the estimated short term total volume from Figure 16a of the Falcon Marketplace TIS. Note: Short term total volumes assume the Meridian extension to Highway 24 to be open.	Challenger Homes ⁽¹⁾ Note: Yet-to-be developed properties within the Bent Grass Metro District service area and the Falcon Marketplace development, other future developers of currently vacant land within the "travel shed" of the north leg (and potentially the south leg) of the Golden Sage/Woodmen and Golden Sage/Woodmen N. Frontage Road intersection may also be assigned as responsible participants in future or completed (if a cost recovery agreement is put in place) traffic/roadway improvements.	Future
K	Southbound exclusive right-turn lane on Golden Sage Road approaching Woodmen Road	A continuous right-turn lane within the 150 feet between the Woodmen Frontage Road and Woodmen Road	The estimated "trigger" of 5-30 AM peak hour southbound right turns above the estimated short term total volume (from Figure 16a of the Falcon Marketplace TIS) approximately translates to an additional 85-510 directional ADT for residential trips making this turning movement (based on the ITE single family trip ratio). This estimated threshold may be reached with a combination of site-generated trips and background trips.	AS NEEDED TO MAINTAIN ADEQUATE LEVEL OF SERVICE AND VEHICLE STACKING DISTANCE - A preliminary trigger could be a southbound right turn volume of about 150-175 vehicles per hour. This translates to about 5 to 30 vehicles per hour over the projected short term volume from Figure 16a of the Falcon Marketplace TIS. This may be conservative due to the westbound right turn acceleration lane on Woodmen Road. Additional study may indicate a higher threshold based on empirical data collection and analysis.	Bent Grass Metro District - pro-rata share (based on total traffic volumes) of the cost of the improvement. ⁽¹⁾ Note: Other potential responsibility for participation. In addition to the yet-to-be developed properties within the Bent Grass Metro District service area and the Falcon Marketplace development, other future developers of currently vacant land within the "travel shed" of the north leg (and potentially the south leg) of the Golden Sage/Woodmen and Golden Sage/Woodmen N. Frontage Road intersection may also be assigned as responsible participants in future or completed (if a cost recovery agreement is put in place) traffic/roadway improvements.	Future
L	Signalization of Golden Sage Road/Woodmen Frontage Road or reconstruction as a modern roundabout. Future additional laneage may be necessary at this intersection to accommodate vehicle queues and for traffic operations.	Remove existing stop-signs and replace with traffic signal control or reconstruct as modern roundabout queues and for traffic operations.	If/when needed to maintain acceptable level of service/traffic operations and/or to control vehicle queues. Fair-share participation by the development or the district on behalf of the district members.	If/when needed to maintain acceptable level of service/traffic operations and/or to control vehicle queues.	Bent Grass Metro District - pro-rata share (based on total traffic volumes) of the cost of the improvement. ⁽¹⁾ Note: Other potential responsibility for participation. In addition to the yet-to-be developed properties within the Bent Grass Metro District service area and the Falcon Marketplace development, other future developers of currently vacant land within the "travel shed" of the north leg (and potentially the south leg) of the Golden Sage/Woodmen and Golden Sage/Woodmen N. Frontage Road intersection may also be assigned as responsible participants in future or completed (if a cost recovery agreement is put in place) traffic/roadway improvements.	Future
Notes:	<p>⁽¹⁾ Note: It is our understanding that the specifics of the district participation will need to be included in the SIA/revise development agreement to be completed and finalized prior to the development of lots beyond the initial 49 lots. If for some reason the District is unable or unwilling to participate, or if determination by the district is delayed, the applicant would be responsible. In this case, an escrow agreement between the applicant and the County would be prepared and finalized. We understand that staff would like for that the applicant to understand the estimated/approximate costs associated with their fair share of future improvements at Golden Sage/Woodmen. LSC will provide preliminary fair share cost estimates utilizing available information from the Falcon Marketplace SIA. This will be provided by March 31st to the applicant and staff.</p>					
<p>(1) See Table 5 for pro-rata percentage calculations Source: LSC Transportation Consultants, Inc.</p>						

Please fix 2

☰ Number: 1 Author: Daniel Torres Subject: Text Box Date: 4/15/2021 13:13:46

Please include any turn lanes at the intersection of the private road and Meridian Park Drive/Bent Grass Meadows and update this table as necessary.

↻ Author: kdferrin Subject: Sticky Note Date: 5/17/2021 12:16:21

LSC Response: As discussed above as the private road is planned to be classified as a local turn lanes are not typically required. The only turn lane required is an westbound left-turn lane on Bent Grass Meadows Drive identified as Item "G"

☰ Number: 2 Author: Daniel Torres Subject: Callout Date: 4/14/2021 14:21:14

Please fix

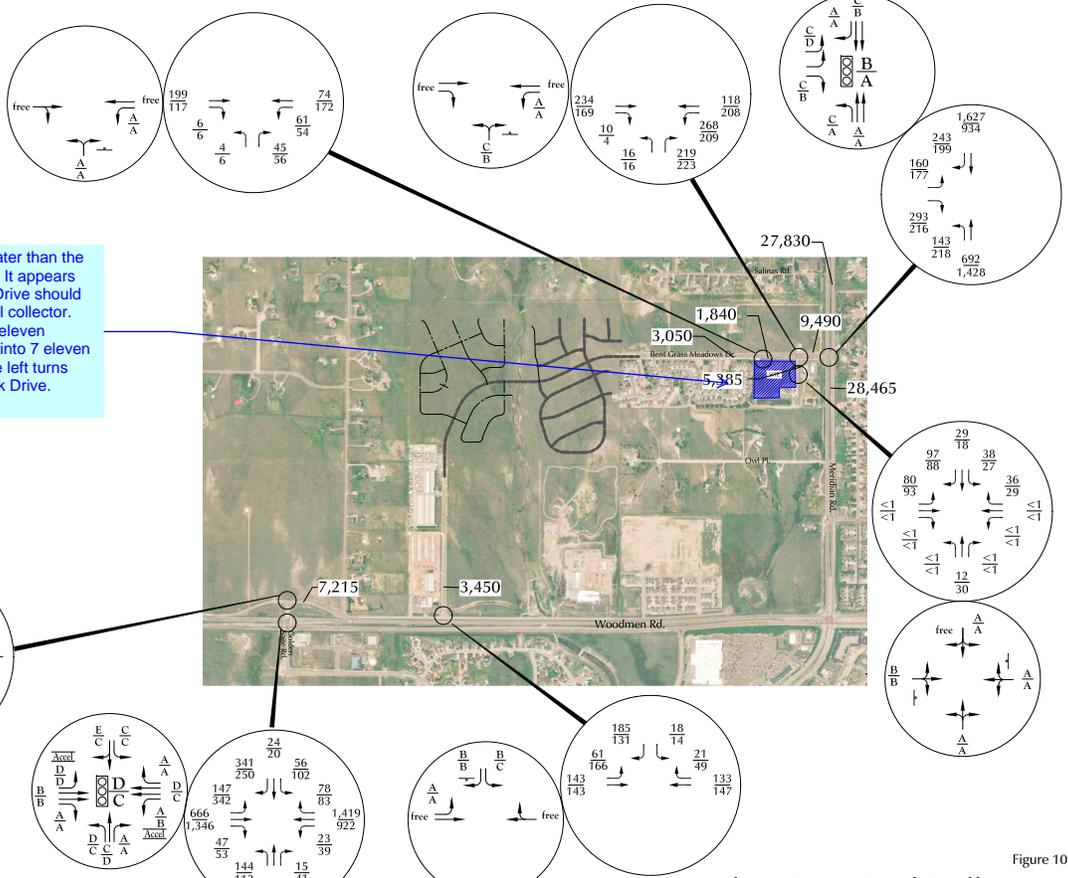
↻ Author: kdferrin Subject: Sticky Note Date: 5/17/2021 12:16:55

LSC Response: Revised as requested



Approximate Scale
Scale 1" = 1,200'

1 The ADT for Meridian Park Drive is greater than the design ADT for an urban local roadway. It appears that the classification of Meridian Park Drive should be upgraded to an urban non-residential collector. Also, with the closing of the northerly 7-eleven access, the additional traffic turning left into 7 eleven from meridian Park may conflict with the left turns from the private road onto Meridian Park Drive. Please address in the report.



- LEGEND:
- ⊥ = Stop Sign
 - ⊞ = Traffic Signal
 - XX = AM Weekday Peak-Hour Traffic (vehicles per hour)
 - XX = PM Weekday Peak-Hour Traffic (vehicles per hour)
 - A = AM Individual Movement Peak-Hour Level of Service
 - B = PM Individual Movement Peak-Hour Level of Service
 - C = AM Entire Intersection Peak-Hour Level of Service
 - C = PM Entire Intersection Peak-Hour Level of Service
 - X,XXX = Average Daily Traffic (vehicles per day)

Figure 10
Short-Term Total Traffic, Lane Geometry, Traffic Control and Level of Service
Bent Grass East Commercial Filing 3 (LSC #204660)

Number: 1 Author: Daniel Torres Subject: Callout Date: 4/15/2021 13:28:59

The ADT for Meridian Park Drive is greater than the design ADT for an urban local roadway. It appears that the classification of Meridian Park Drive should be upgraded to an urban non-residential collector. Also, with the closing of the northerly 7-eleven access, the additional traffic turning left into 7 eleven from meridian Park may conflict with the left turns from the private road onto Meridian Park Drive. Please address in the report.

Author: jchodsdon Subject: Sticky Note Date: 5/17/2021 12:17:51

The ADT for Meridian Park Drive is greater than the design ADT for an urban local roadway. It appears that the classification of Meridian Park Drive should be upgraded to an urban non-residential collector.

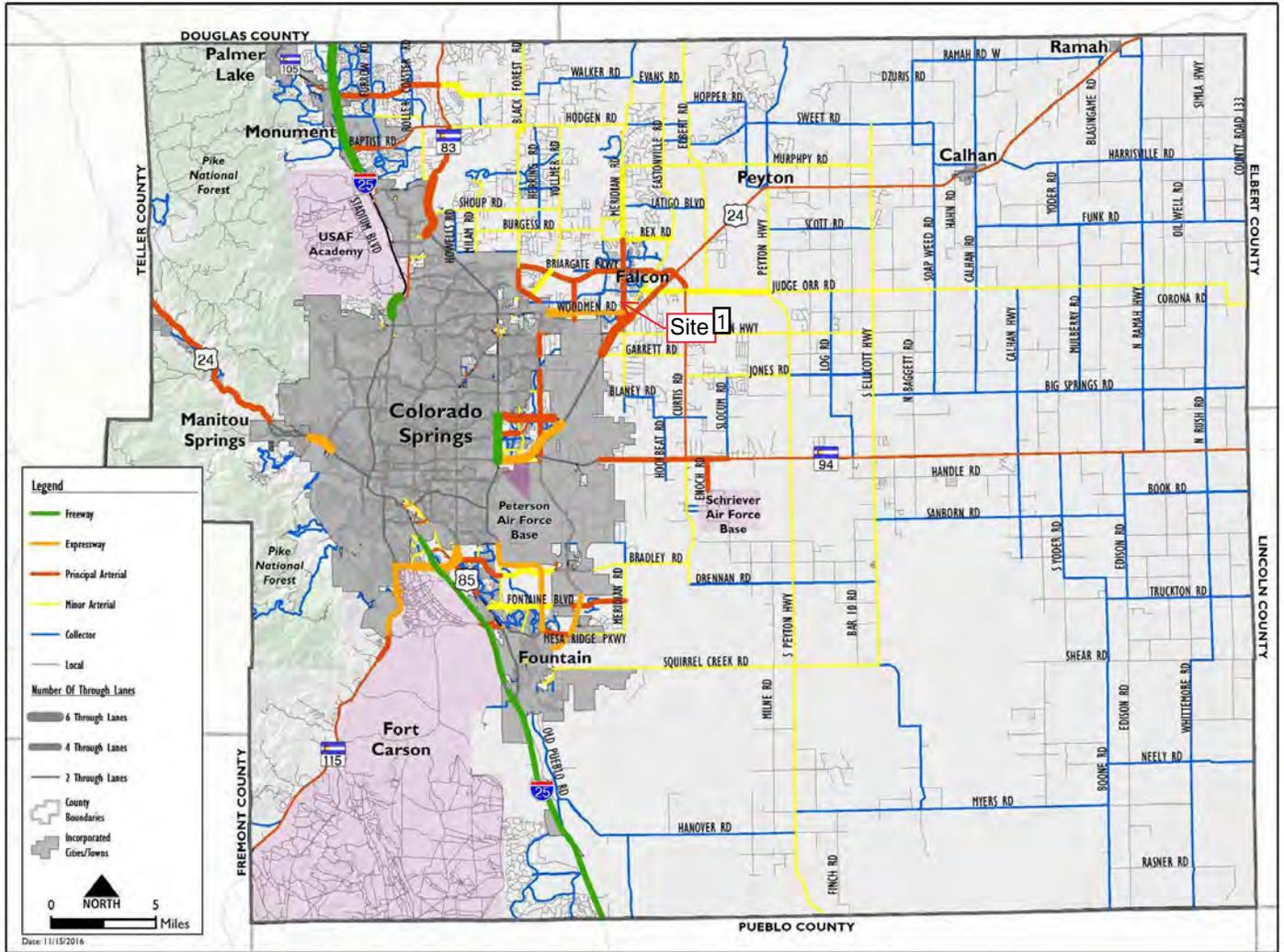
LSC Response: Meridian Park Dr is not identified on the 2016 El Paso County Major Transportation Corridors Plan (MTCP). This roadway was approved and constructed as a Local with the development of the Bent Grass Commercial PUD. The land use currently proposed is consistent with the land use shown at the time the PUD was approved.

Meridian Park Drive ADT shown in the TIS report includes previously estimated potential commercial development associated with the Owl Place area. Meridian Park Drive was required by EPC to extent to the south property line to allow for possible future access to the Owl lane area and potentially a connection between [now] Falcon Marketplace and the south end of Meridian Park Drive. This was required to ensure access management on Meridian Road as no full movement would be allowed between Eastonville and Bent Grass Meadows Drive. This connection was basically intended as a commercial "local frontage road" for the relatively short distance between Eastonville and Bent Grass Meadows Drive.

Meridian Park drive was constructed with sufficient width to stripe a two-way, center left turn lane if ever needed. This roadway should be classified as a "Local" Roadway – not a "residential local" roadway with individual residential lot access, on street parking, etc., rather a "commercial local" roadway, where access to adjacent parcels is the predominant function. A significant portion of the ADT is due to Owl Lane redevelopment trip estimates from 10-15 years ago. Commercial development of the size and configuration that was common at that time likely no longer applies today for the owl lane area, and any commercial development would likely be significantly smaller and generate significantly fewer trips.

Also, with the closing of the northerly 7-eleven access, the additional traffic turning left into 7 eleven from meridian Park may conflict with the left turns from the private road onto Meridian Park Drive. Please address in the report.

LSC Response: The TIS report assumes all 7 Eleven traffic utilizing the south access on Meridian Park Drive, therefore, the level of service analysis takes into account the additional conflicting vehicles at this intersection and the associated additional delay for the eastbound left turn from the private road onto NB Meridian Park Drive. The level of service for the eastbound approach is calculated at LOS D. This LOS is based a high northbound through volume on Meridian Park Drive from a prior projection of potential future trips from the Owl Lane area if redeveloped. Please refer to the response to the above comment.



Map 14: 2040 Roadway Plan (Classification and Lanes)

Map 17: 2060 Corridor Preservation

