



MEMORANDUM

TO: **El Paso County Planning & Community Development**
2880 International Circle, Suite 110
Colorado Springs, CO 80910

FROM: Kurt Crawford, P.E.

DATE: June 14, 2024

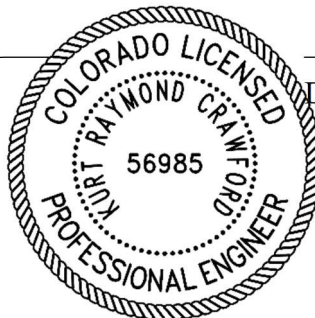
RE: Traffic Memorandum for Rolling Thunder WD Building – Special Use
Peyton, Colorado

Traffic Engineer’s Statement

The attached 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.

Kurt Crawford

[Kurt Crawford, Colorado P.E. #56985]



6/14/2024

Date

Developer’s Statement

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

Bill Tibbitt

WT Holdings, LLC

30 E Uintah Street

Colorado Springs, CO 80903

Date

This memorandum serves to summarize the land use, probable trip generation, and vehicular access to the proposed core and shell building. The site is located at 10707 Maltese Point, Peyton, CO 80831. The existing site is currently vacant, and a new 8,950 SF commercial core and shell building is proposed. The proposed site occupies lot 12 of the Rolling Thunder Business Park as shown on the associated site plan.

This infill type site is zoned as PUD and is generally surrounded by commercial uses. The proposed building will be split into two phases. Phase 1 will consist of an optometry clinic (3,600 SF) and a small office space (2,950 SF) for a total footprint of 6,550 SF. The future addition, which will be part of phase 2, will add another 2,400 SF of small office space or another approved land use for this business park. For this traffic study, the total area of the building (including future addition) is 8,950 SF as shown in **Table 1**. The proposed site will contain 47 parking spaces including 2 handicap accessible spaces.

The proposed western access point on Firehouse View is approximately 116' south of the intersection with Maltese Point. Firehouse View meets Rolling Thunder Way to the south at a stop-controlled T-intersection. See **Figure 1** for the roadway network exhibit.

Land Existing traffic and intersection LOS needs to be discussed. This may include a reference to PCD file No. PUD203 for a recent TIS for existing traffic volume and intersection LOS with appropriate inflation applied or discussion included

Table 1 below shows the trip generation values for the proposed land use. The table shows the number of expected trips using the latest ITE trip rates. This manual is currently in its 11th edition and is an industry accepted informational report published by the Institute of Transportation Engineers. The ITE codes/land uses for the proposed site are shown in the table below. For a more conservative approach, ITE code #920 - Copy, Print, and Express Ship Store was used for the future space. This land use generates higher volumes than the other approved land uses for this development including small office building, manufacturing, warehousing, utility, nursery (garden center), and automobile parts sales. Using the ITE rates, the development is anticipated to generate about 23 trips (17 in/6 out) in the morning peak hour and 38 trips (17 in/21 out) in the evening peak hour. Phase 1 is anticipated to generate about 172 daily trips. There is no data available for daily trip rates for ITE code #920 - Copy, Print, and Express Ship Store. The highest volume of daily trips that would be generated by the allowable land uses as discussed previously would be 149 daily trips for automobile parts sales. This would bring the total to 321 generated daily trips.

ITE Code / Land Use	Size ²	Trip Generation Rates ¹			Trips Generated										
		Avg. Weekday	AM PEAK	PM PEAK	Average Weekday Trips	AM Peak-Hour (7 - 9)					PM Peak-Hour (4 - 6)				
						% Trips	Trips	% Trips	Trips	Total	% Trips	Trips	% Trips	Trips	Total
#712 - Small Office Building	2.95 KSF	14.39	1.67	2.16	42	82%	4	18%	1	5	34%	2	66%	4	6
#720 - Medical-Dental Office - Stand-Alone	3.60 KSF	36.00	3.10	3.93	130	79%	9	21%	2	11	30%	4	70%	10	14
Phase 1 Total Trips					172		13		3	16		6		14	20
#920 - Copy, Print, and Express Ship Store	2.40 KSF	NA	2.78	7.42	NA	55%	4	45%	3	7	61%	11	39%	7	18
Phase 2 (Future) Total Trips							4		3	7		11		7	18
Phase 1 & Phase 2 Total Trips					172		17		6	23		17		21	38

¹ Source: "Trip Generation" Institute of Transportation Engineers, 11th Edition, 2021.

² Medical-Dental Office: 3,600 SF
 Small Office Building: 2,950 SF
 Future Copy, Print, and Express Ship Store: 2,400 SF
 KSF = 1000 Gross Floor Area

Include the parts store in the table to reflect the total daily trips as stated above

Existing Roads & Distribution

The area roadways are shown on the attached site plan, shown on **Figure 1**, and described below.

Include the classifications of the private roads

- **Firehouse View** and **Maltese Point** are private drives which provide access to the commercial buildings in the Rolling Thunder Business Park. Firehouse View is a two-lane road that connects Rolling Thunder Way to Maltese Point with a posted speed limit of 25 mph. Maltese Point runs east/west with cul-de-sacs at both ends and provides access to most of the lots in the business park. Both of these roads are paved with curb and gutter. There are no sidewalks present along these roads.
- **Rolling Thunder Way** is a two-lane roadway with a center two-way left turn lane (TWLTL) and has a posted speed limit of 35 mph. This roadway is paved with curb and gutter on both sides and a sidewalk on the north side. The intersection of Rolling Thunder Way and Firehouse View is a stop-controlled T-intersection with a TWLTL for vehicles turning into the business park. Rolling Thunder Way generally runs east/west from Golden Sage Road to Meridian Road and is classified as a collector. It provides a link for this business park and the residential neighborhoods to the east with the nearby major roadways; E Woodmen Rd, Meridian Road, US Highway 24.
- **East Woodmen Road** is a four-lane roadway with a posted speed limit of 55 mph that is classified as an expressway. The signalized intersection of Golden Sage Road and E Woodmen Road is the nearest major intersection for this business park and will handle most of the site generated traffic. This intersection is fully constructed with auxiliary turn lanes, including acceleration and deceleration lanes to/from the expressway.
- **Meridian Road** and **US Highway 24** are both classified as principal arterials. They intersect with E Woodmen Rd to the east of the site and provide routes to/from the north/east/south.

Please include the classification for Rolling Thunder

The anticipated distribution of site traffic is 75% to/from the west and 25% to/from the east. It is assumed that the inbound traffic from the north, east and west will typically access the site via the signalized intersection of E Woodmen Rd & Golden Sage Rd. These vehicles would then access Firehouse View by making left turns from Rolling Thunder Way. The inbound traffic from the south will typically come from US Hwy 24 and access the proposed site via Meridian Road and Rolling Thunder Way. The outbound traffic is assumed to utilize the same routes as previously discussed in the reverse direction.

Conclusion

The proposed infill site fits well into this commercial area and vehicular traffic is adequately accommodated by the surrounding roadway network. If you have any questions or would like to discuss my analysis further, please don't hesitate to contact me.

Elements of ECM section B.2.4.D are missing from this traffic memo:

- Peak hour link volume and LOS;
- Peak hour access LOS;
- Appropriateness of access locations;
- Location and requirements for turn lanes or acceleration/deceleration lanes at the access, including recommendations for taper lengths, storage length, acceleration/deceleration lengths, and other geometric design requirements;
- Sight distance evaluations and recommendations (intersection, stopping, passing);
- Appropriateness of the existing roadway signing and striping;

Please discuss the road impact fees associated with the project

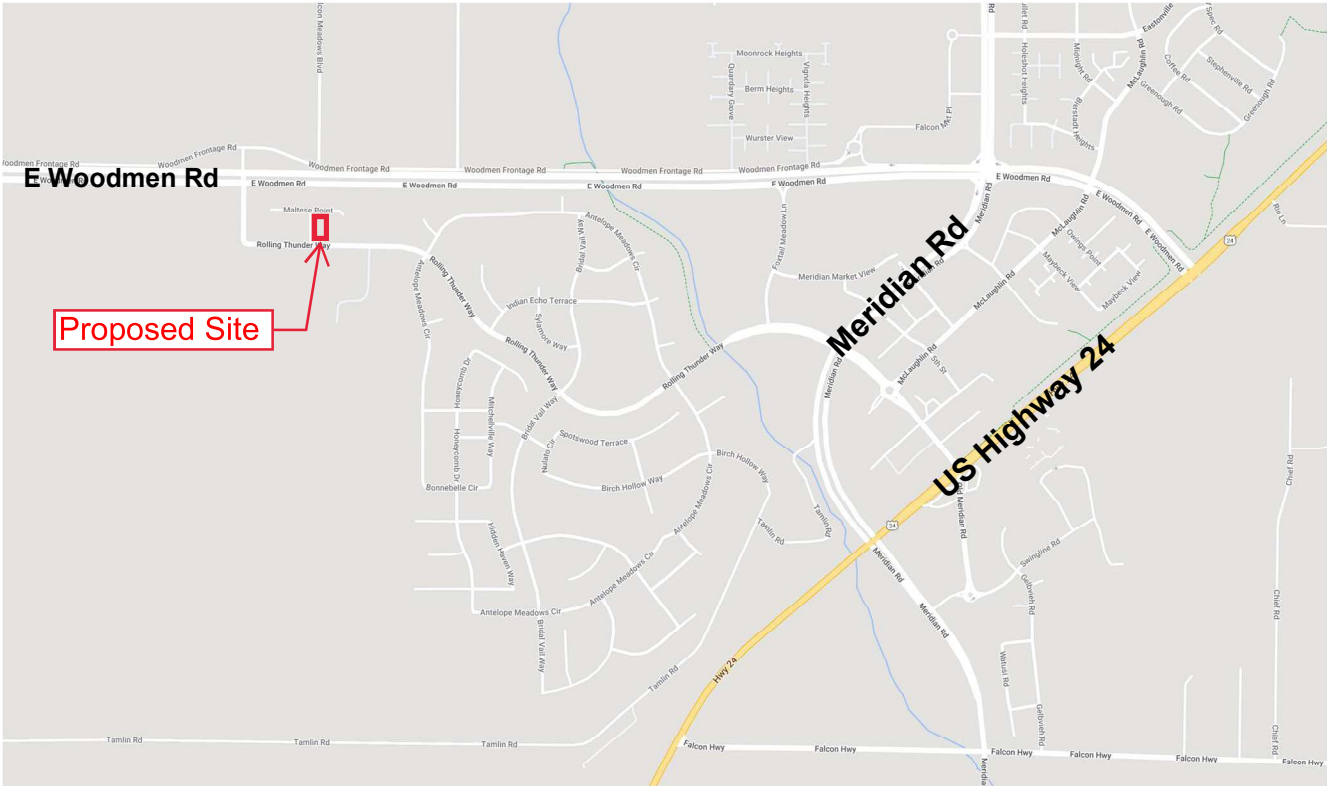


Figure 1 - Roadway Network

MALTESE POINT
(PRIVATE)

S89° 10' 31"E 180.00'

FIRE HOUSE VIEW
(PRIVATE)

N00° 49' 29"E 282.53'

(PRIVATE)

49' INGRESS/EGRESS
& UTILITY EASEMENT

50' SIGHT
TRIANGLE

PARCEL NO.
5311101012

POND A

N89° 10' 28"W 180.00'

10' UTILITY EASEMENT &
LANDSCAPE SETBACK

20' BUILDING
SETBACK

PHASE 2 / FUTURE
ADDITION

PHASE 1: PROPOSED
6,550 S.F. BUILDING

EXISTING
ADJACENT
CURB

LOT 13
ROLLING THUNDER
BUSINESS PARK

EXISTING
ADJACENT
BUILDING

ROLLING THUNDER WAY

LOT 11
ROLLING THUNDER
BUSINESS PARK

