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## Midtown Collection at Hannah Ridge Filing No. 3 Traffic Impact Analysis (LSC #204020) May 15, 2020

### 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.



### Engineering Review

09/29/2020 3:29:31 PM

*dsdrice*

JeffRice@elpasoco.com

(719) 520-7877

EPC Planning & Community  
Development Department

See comment letter also.

### Developer's Statement

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

A handwritten signature in blue ink that reads 'Jan Boulton'.

MAY 15, 2020

Date

## Access

Access to the Midtown Collection at Hannah Ridge Filing 3 is proposed to Hunter Jumper Drive about 321 feet east of Hannah Ridge Drive and 376 feet west of Akers Drive aligning with Equine Court.

## Pedestrian and Bicycle Access

The following was included as a condition of approval for the Midtown Collection at Hannah Ridge Filings 1 and 2. It is anticipated that a similar condition will be required for the currently proposed Filing 3.

*Street right-of-way's and entries will also be landscaped as indicated on the PUD Plan. The landscaping, wall and open space tracts are to be installed by the Developer of the project and will be maintained by the Midtown Collection at Hannah Ridge Homeowners Association. Access the western adjacent trail network is provided via a connection at the northwest corner of the site. Proposed sidewalks within the two filings will all provide connection to the trail access. This community will be providing all sidewalk along its perimeter street frontage, including all ADA pedestrian ramps for intersecting streets and a pedestrian ramp on the west side of the Constitution Blvd. and Hannah Ridge Dr. intersection that will facilitate a future Constitution Blvd. crossing once the signal is warranted and installed and additional sidewalk is installed with adjacent development on the south side of Constitution Blvd. Pedestrian crossing of this arterial intersection is not proposed at this time due to safety concerns related to crossing a currently unsignalized intersection and no receiving facilities being present. Similarly, the Shawnee Drive and Constitution Blvd. intersection recently reconstructed as a ¾ movement intersection will not be signalized, so pedestrian crossing at this location is not proposed due to safety concerns. In addition, there are no perimeter sidewalks, pedestrian ramps or curb and gutter along the perimeter of the existing Cimarron East Ridge Park. The closest signalized intersections for crossing Constitution Blvd. are at Peterson Road or Marksheffel Road.*

Address pedestrian access to the commercial areas to the east of Marksheffel and schools west of Hannah Ridge development. State what this development proposes based on the condition noted above.

## STREET AND TRAFFIC CONDITIONS

### Area Streets

The adjacent streets are shown in Figure 1 and are described below. Copies of the 2016 El Paso County Major Transportation Corridors Plan (MTCP) 2040 Roadway Plan and 2016 MTCP 2060 Corridor Preservation Plan with the site location identified on them have been attached to this report.

- **Constitution Avenue** is a Principal Arterial adjacent to the site extending from Paseo Road east to US Highway 24 (US Hwy 24). In the vicinity of the site, Constitution Avenue has two through lanes in each direction plus continuous right-turn lanes and left-turn lanes. The posted speed limit on Constitution Avenue adjacent to the site is 50 miles per hour (mph).

The intersections of Constitution/Hannah Ridge and Constitution/Akers been analyzed based on the unsignalized intersection analysis procedures from the *Highway Capacity Manual, 6<sup>th</sup> Edition* by the Transportation Research Board. Figure 3 shows the level of service analysis results.

The northbound and southbound left-turn movements at the intersection of Constitution/Hannah Ridge are currently operating at LOS F during the peak hours.

The southbound left-turn movement at the intersection of Constitution/Akers is currently operating at LOS E during the peak hours.

### **BACKGROUND TRAFFIC**

Background traffic is the traffic estimated to be on the adjacent roadways and at adjacent intersections without the proposed development's trip generation of site-generated traffic volumes. Background traffic includes increases in the through traffic and the traffic generated by nearby developments, but assumes no additional traffic generated by development of the Midtown Collection at Hannah Ridge Filing No. 3.

Figure 4 shows the projected background traffic volumes for the short term. These background traffic volumes have been based on the existing traffic volumes (from Figure 2) plus estimates of additional traffic due to buildout of Hannah Ridge at Feathergrass Filings 1 through 7, the Midtown Collection at Hannah Ridge Filings 1 and 2, and 96 paired homes to be located southeast and southwest of the intersection of Constitution/Hannah Ridge. Through traffic on Constitution Avenue has been increased based on an annual growth rate of two percent per year for five years.

is this correct?

Figure 5 shows the projected 2040 background traffic volumes. These volumes are based on the short-term background traffic volumes plus estimates of additional traffic due to buildout of the Hannah Ridge Sketch Plan area commercial parcels, the Wilshire development located south of Constitution/Hannah Ridge and development of currently vacant parcels along Akers Drive between Constitution Avenue and North Carefree Circle. Through traffic on Constitution Avenue has been increased based on an annual growth rate of two percent per year.

### **TRIP GENERATION**

The site-generated vehicle-trips were estimated using the nationally published trip generation rates from *Trip Generation, 10th Edition, 2017* by the Institute of Transportation Engineers (ITE). Table 2 shows the average weekday and peak-hour trip generation estimates.

The site is projected to generate about 396 new vehicle-trips on the average weekday, with about half entering and half exiting the site. This is about 1,894 fewer trips than were estimated in the 2007 and 2017 Hannah Ridge Sketch Plan traffic impact studies. During the morning peak hour, which generally occurs for one hour between 6:30 and 8:30 a.m., about 8 vehicles would enter and 23 vehicles would exit the site. During the afternoon peak hour, which generally occurs for