

September 20, 2022

Matthew Fitzsimmons
Senior Planner, AICP, LEED GA
E.P.C. Planning & Community Development
2880 International Circle
Colorado Springs, CO. 80910
719.520.6442

**RE: *Comment Response Letter – Monument Hill
1st Rezone Review Public Meeting TIS Comment Responses
File #: P2214 (EA2280)***

Thank you for the first round comments on for the above-mentioned project. In an effort to address your comments concisely and simplify your review of the plans, we have summarized your comments and our responses below.

TRAFFIC STUDY COMMENT RESPONSE LETTER

1. Page 7, section 3.2: “Monument Hill Road extends in the north/south direction as a two-lane roadway. The posted speed limit along Monument Hill Road is 35 miles per hour.” I am pretty sure it is 45 mph along most of its length, (with a slowdown for the high school) and when there is not construction on it.
 - a. This affects a number of calculations contained in the report. See Page 37, section 5.4.

Response: Noted and updated where applicable. It was found that the posted speed limit on Monument Hill Road is 35 miles per hour to the north of Misty Acres Boulevard and then to the south of Misty Acres Boulevard it is 45 miles per hour.

2. Page 21, Table 1: Trip Code used = ITE 220 low-rise multifamily (1 or 2 floors). At least one apartment is 3 story—62 units and should be coded ITE 221 (containing 3-10 floors). Trip generation numbers might be less if you do this...so perhaps the study was being conservative.

Response: According to the most up-to-date ITE Trip Generation manual (11th Edition), the Low-Rise Multifamily land use (ITE Land Use Code 220) includes 2-3 floors, whereas ITE code 221 for Multifamily Mid-Rise housing applies to buildings between 4-10 floors. Therefore, the correct ITE Trip Code was and is

used. Also, it is correct that low-rise multifamily does generate more trips per unit than mid-rise multifamily.

3. Page 16, section 3.3: “The counts were not able to be collected when Palmer Ridge High School was in session. Therefore, a trip generation for the 1,200 students was completed. This traffic was distributed and assigned to the study intersections during the peak hours of adjacent street traffic. These traffic volumes were added directly to the existing counts and are shown in Figure 4 representing the adjusted existing traffic volume counts for when school is in session.”
 - a. Figure 4 (along with many other figures) is nowhere to be found in the report.
 - b. Does not account for people on vacation.
 - c. No fidelity on how 1,200 student trip generation was captured. What ITE code? How was traffic distributed and on what basis? Is this in Figure 4?
 - d. The Study did not appear to count student trip generation for Lewis-Palmer Middle School (~800 students) or Lewis-Palmer Elementary School (~400 students) which are both close by and use many of the same roads and intersections evaluated for trip generation.

Response: Traffic counts were recollected at the study area intersections on Wednesday, September 7th while schools within the study area were in session. As such, the estimated addition of trips based on these schools is no longer necessary as the traffic counts collected include that volume.

4. Page 42, last full paragraph, appears to be templated from another traffic impact study. I don't think that “Meadowbrook Parkway” exists in this area. Paragraph should be re-written.

Response: Noted and updated.

5. The study does not consider the intersection of Woodmoor Rd and Lake Woodmoor Rd. This intersection is located about 300 feet north of the Woodmoor Rd/SH-105 intersection. This intersection is very busy during school session rush hours (going to/from Palmer Lake Elementary School) and many left turners onto Woodmoor Rd going south (which is already full of high school and middle school cars) will face long wait times and/or a hazardous turn into traffic.

Response: This Traffic Impact Study includes analysis of the intersections as requested by El Paso County and the Colorado Department of Transportation, which include:

- Palmer Divide Road and Monument Hill Road
- Misty Acres Boulevard and Monument Hill Road
- Deer Creek Road and Monument Hill Road

- Deer Creek Road and Base Camp Road
- Deer Creek Road and Woodmoor Drive
- Monument Hill Road and Woodmoor Drive
- State Highway 105 and Woodmoor Drive

However, as noted the Lake Woodmoor Road intersection location along Woodmoor Road was evaluated as it relates to the southbound SH-105 intersection to provide a recommendation at the signalized intersection to reduce the queue through this intersection.

6. It seems that the study ought to at least talk about Beacon Lite Road (~frontage road west of I-25) as an alternative for Monument Hill if it becomes crowded. In this event, people will want to know when Beacon Lite road's northern portion will be paved.

Response: Study was updated to include mention of Beacon Lite Road as a possible alternative, although each of the study area intersections are anticipated to operate acceptably with the addition of project traffic through the 2045 horizon with the identified improvements. As such, it is not anticipated Beacon Lite Road will be significantly impacted by this development.

Thank you for your review of the plans and reports. With Kimley-Horn, you should expect more and will experience better. Please contact me at 719-284-7272 or John.Heiberger@kimley-horn.com should you have any questions.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



John Heiberger, P.E.
Project Manager