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MEMORANDUM

DATE: April 13, 2018

TO: Kari Parsons/Gilbert LaForce/Nina Ruiz – El Paso County Planning and Community Development

FROM: Jeffrey C. Hodsdon - LSC Transportation Consultants, Inc.

SUBJECT: WindingWalk at Meridian Ranch
The Enclave at Stonebridge at Meridian Ranch
PCD File No. PUDSP-18-002 & SF-18-002
Response to Comments Memorandum
LSC #174750

Following are the LSC Transportation Consultants, Inc. responses to the El Paso County Planning and Community Development comments regarding the January 12, 2018 Traffic Impact Analysis by LSC.

Gilbert LaForce Comments

Page 1: Add PCD File No. PUDSP-18-002 & SF-18-002

LSC Response: Added as requested.

Page 3: Clarify. Urban or Rural?

LSC Response: Clarified as requested.

Page 3: Elaborate on the construction requirement/timing for the southern (eastbound) half of Stapleton Drive. Will the additional traffic from Meridian Ranch require the road to be expanded or is the current configuration sufficient? Is Meridian Ranch providing collateral for their fair share contribution?

LSC Response: This comment has been addressed in the updated report. Meridian Ranch has met its obligation for off-site roadway improvement construction and/or participation. Therefore, Meridian Ranch will not be required to complete the second half-section of Stapleton.

Page 4: Identify the existing ROW and whether or not additional ROW dedication is required. Identify the required ROW dedication if applicable. Similar comment for Eastonville.

LSC Response: This comment has been addressed in the updated report. The existing ROW is 130 feet and is sufficient. The existing right-of-way of Eastonville in the northeast corner of WindingWalk Filing No. 1 is 80 feet. Consistent with the Vistas at Meridian Ranch Filing No. 2, at least 40 feet of frontage will be placed in a Meridian Ranch Metro District tract so as not to preclude future right-of-way needs for Eastonville Road. The ECM-prescribed right-of-way for a Rural Minor Arterial classification is 100 feet.

Page 4: Clarify. Will it be urban or rural north of Stapleton Drive?

LSC Response: The MTCP identifies this section as “rural,” however the actual design has yet to be completed and the design could potentially identify a cross section different from the standard ECM Rural Minor Arterial cross section.

Page 12: Why are these additional times not included in the all-way stop analysis on Table 3 & 4?

LSC Response: The report has been updated to include 6 hours of data for Rainbow Bridge/Londonderry. Existing traffic count data to analyze up to eight hours was not available prior to the submittal of this updated analysis due to the Falcon School District spring break schedule. Additional counts will be taken at Rainbow Bridge/Londonderry and a report supplement will be prepared and submitted as soon as possible. Preparing an eight-hour warrant for Lambert/Londonderry will be more difficult – especially prior to the availability of a plan for the future school north of Falcon High School.

Page 13: Provide the Warrant 5 analysis since it may be met.

LSC Response: LSC can collect current data. However, the school warrant is based on a gap analysis and number of pedestrians and requires field data to complete. Therefore, an analysis of future conditions is not practical. The updated report addresses this.

Page 15: List all deviation requests that the applicant will be making and PUD Modifications proposed or existing that impacts this PUD. Submit the proposed deviation request for the County Engineer's consideration.

Add a reference section listing other traffic studies in the area of study within the past five years that the applicant is aware of. State whether the current study is consistent with those studies and explain any discrepancies.

LSC Response: These items have been included in the updated report.

Page 15: Provide pedestrian and bicycle impact evaluations to include showing the school routing plans. See ECM B.4.1.C & B.4.1.D.

Provide analysis/proposed improvement recommendations regarding pedestrian crossing to the south at the Stapleton Dr/Lambert Rd intersection. It appears that the the proposed sidewalk in Meridian should extend to connect to the existing sidewalk south of the intersection.

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

*Page 22: This intersection is projected to have a LOS E or F in the Intermediate Term. Timing should identify the specific filing.
This is likely to be evaluated with each subsequent TIS.*

LSC Response: The real "event" that will cause this to meet a warrant is the connection of Lambert between Londonderry and Stapleton. This will be addressed with the Phase 3 traffic report when the connection is made.

Page 22: Does not match Figure 3

LSC Response: Revised as requested.

*Page 22: 4&5 are duplicate. Is one supposed to be for a SBLT?
Identify the required storage and taper length. Note whether or not the County criteria can be met.*

LSC Response: Revised as requested.

Page 22: For clarity revise the timing to the specific filing.

LSC Response: Revised as requested.

Page 22: Provide the calculation for Meridian Ranch's fair share contribution. This will be added as a condition of approval with the final plat's

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

Page 22: Meridian

LSC Response: Revised as requested.

Page 25: For clarity, extend the view to show Londonderry Dr.

LSC Response: Revised as requested.

Page 26: For consistency, note the ADT at all these segments for each applicable subsequent figures.

LSC Response: Revised as requested.

Page 33: The project impact assessment does not extend to these intersections. Provide a justification in the narrative and provide any supporting calculation. ECM Appendix B.2.3 notes the criteria for determining the study area.

LSC Response: This distribution has been used in this format consistently for previous Meridian Ranch reports. Regarding the study area intersections:

- The Rex Road intersections with Eastonville and Meridian Road will be addressed with the Preliminary Plan for the future development areas north of Londonderry. These intersections were also addressed recently in the updated report for the sketch plan amendment report dated October 23, 2017.
- Londonderry/Meridian Intersection: The change in traffic on Londonderry drive west of Rainbow Bridge (which included the change in buildout trips traveling to/from the intersection of Londonderry/Meridian) was addressed in the recent sketch plan amendment traffic report. The Londonderry/Meridian intersection will be addressed with the final plats **after** Winding Walk Filing No. 1. The intersection is signalized with right- and left-turn deceleration lanes on all approaches. The subdivisions after Filing 1 will address the westbound left turn at Meridian/Londonderry as has been addressed in applicable previous reports. Filing No. 1 is the southernmost of these filings and, as such, the westbound left turn at Meridian/Londonderry is likely to see negligible traffic from Winding Walk Filing 1. Moreover, the connection of Rainbow Bridge south to Stapleton will likely remove some trips from the westbound left-turn movement at Meridian/Londonderry.
- The intersection of Stapleton/Meridian will see additional traffic from this Preliminary Plan, however this intersection is signalized with left- and right-turn deceleration lanes on all approaches. Moreover, as indicated in the report, Meridian Ranch has met its obligation for off-site roadway improvement construction and/or participation. Therefore, Meridian Ranch will not be required to complete the second half-section of Stapleton.

Page 33: Identify the % distribution along Londonderry, Stapleton, and Eastonville.

LSC Response: These percentages have been added to the figure.

Nina Ruiz Comments

Page 14: Traffic Signal/Stop to be included in SIA

LSC Response: Noted.

Page 15: fee

LSC Response: Revised as requested.