

July 30, 2014

Mr. Tim Jonasson
City of La Quinta
78495 Calle Tampico
La Quinta, CA 92253

SUBJECT: WASHINGTON PARK SPECIFIC PLAN ADJACENT TRACT 2 RESPONSE TO COMMENTS

Dear Mr. Tim Jonasson:

Urban Crossroads, Inc. is pleased to submit this Response to Comments on the traffic impact analysis for the proposed Washington Park Specific Plan Adjacent Tract 2 development ("Project"), which is located on the northeast corner of Washington Street and Avenue 47 in the City of La Quinta. This response to comments letter was prepared to address the City's comments on the Washington Park Specific Plan Adjacent Tract 2 Traffic Impact Analysis (dated July 8, 2014). The City's comments are provided in Attachment "A" of this letter.

COMMENT #1

Page 5: A statement should be included that the proposed land uses are consistent with the General Plan. Therefore, no separate cumulative analysis is needed for General Plan Build out conditions.

RESPONSE #1

Text has been revised and added to reflect the Project's consistency with the General Plan Land Use Element.

COMMENT #2

Page 10 and page 61: According to EB 06-13, the right-turn deceleration lane in the northbound direction on Washington Street should be 248 feet with a transition taper of 150 feet.

RESPONSE #2

Recommendations have been revised to reflect a northbound right-turn pocket length of 250 feet with a 150 foot transition taper per City standards.

COMMENT #3

Exhibit 4-2: The turning movement volumes in the PM peak hours do not appear to be consistent with the total project PM peak hour trip generation of 707 vehicles per hour, especially at Washington Street and Simon Street as well as Washington Street and the Washington Park Plaza Driveway. All the

projected turning movement volumes should be checked against the total PM peak hour trip generation.

RESPONSE #3

The project volumes shown on Exhibit 4-2 are correct. Consistent with the trip distribution patterns for the project shown on Exhibit 4-1, the Project is anticipated to contribute approximately 5% of the total traffic at the intersection of Washington Street at Simon Street, which approximately equates to 35 PM peak hour trips and approximately 5% outbound and 14% inbound at the intersection of Washington Street at Washington Park Plaza Driveway, which approximately equates to 72 PM peak hour trips.

COMMENT #4

Exhibits 6-1, 6-2, 6-6 and 6-7: The westbound left turns at Hwy 111 and La Quinta Center Drive for existing plus project conditions exceed 250 vehicles during the week and 300 on weekends. These volumes are associated with requiring dual left turn lanes. These peak hour volumes are higher than the left turn volumes from Hwy 111 onto Washington Street shown in the same exhibits and could be even higher if the existing counts are not totally accurate for season peak conditions. However, dual left-turn lanes are provided at Washington and Hwy 111.

At La Quinta Center Drive and Hwy 111, the signals are timed to provide 20 seconds of green time for the left turn movements so as to fit into the synchronization cycle lengths and to allow sufficient time for pedestrians to cross the street. This timing can process about 250 vehicles in the peak hour. If the actual peak hour volumes exceed this number, traffic will back up in the left turn lane and it will take more than one cycle to serve the left-turn demand. Traffic may well back up into the through lanes if demand is heavier during a 15 to 30 minute period.

RESPONSE #4

The analysis has been revised to recommend dual westbound left turn lanes at the intersection of La Quinta Center Drive and Highway 111.

COMMENT #5

The study should check the capacity of the multi-way stop on La Quinta Center Drive at the corner of Lowes and Target. This will be impacted by a much greater volume of traffic and the applicant should verify that the traffic entering the shopping center from Hwy 111 will not back up to Hwy 111 during peak traffic conditions.

RESPONSE #5

Weekday AM, weekday PM, and Saturday peak hour operations at the intersection of La Quinta Center Drive and the Lowes/Target Driveway has been evaluated in the revised traffic study. Although the

analysis finds that the intersection is anticipated to operate at acceptable levels of service, the recommendation is to stripe a second southbound approach lane to act as receiving lanes for the proposed dual westbound left at Highway 111 and to alleviate any potential queuing that may occur along this segment.

COMMENT #6

Exhibit 6-7: When the peak hour volumes in Exhibit 6-7 or project opening year traffic in 2015 are compared to the existing volumes shown in Exhibit 3-5, there appears to be a doubling of the traffic at the Avenue 47 and La Quinta Center Drive traffic. Even though the Level of Service is shown to be C in Table 6-1, the City can anticipate receiving requests to install a traffic signal or roundabout even though the analysis in the traffic study indicates that the warrants for a traffic signal are not met. Citizens have already requested a four-way stop at this intersection.

RESPONSE #6

The traffic study has been revised to recommend the installation of stop controls on the eastbound and westbound approaches for an all-way stop controlled intersection at La Quinta Center Drive/Caleo Bay and Avenue 47. The recommendation was made in response to existing safety concerns (number of traffic collisions) and due to sight distance issues.

COMMENT #7

The report did not take into consideration the times that the St. Francis Church congregation impacts the intersection of Washington Street and Avenue 47. If the Church is in operation at the times that the movie theater traffic is at its peak, the intersection of Washington Street and Avenue 57 will fail. The study should be revised to take into account, the impacts of the church congregation traffic.

RESPONSE #7

As discussed with City staff, the intersection of Washington Street and Avenue 47 has been evaluated for a Saturday evening peak hour condition with traffic from the adjacent existing St. Francis of Assisi Catholic Church. A total of 1,000 seats have been assumed for the purpose of this evaluation. This alternative has been evaluated for all analysis scenarios, which indicate the intersection would operate at acceptable levels of service. Furthermore, it should be noted that there are plans to signalize the intersection of Washington Street at Lake La Quinta Drive within the next 12-18 months, which could potentially serve as an alternative or primary access for the existing church. As such, the signalization at Washington Street and Lake La Quinta Drive is anticipated to improve peak hour operations at the intersection of Washington Street and Avenue 47 during these peak Saturday evening hours when the church and proposed Project could potential peak at coinciding hours.

COMMENT #8

On Page 61, it is recommended that the eastbound right-turn deceleration lane should be maintained at 185 feet. This is not consistent with EB 06-13. The eastbound right-turn lane should be restriped to provide 248 feet of full width lane and a 150 foot taper. Although the 525 feet of storage for the westbound left-turn lane may be long enough to store the queues that will build up during the peak hour, the 20 seconds of green time may not be enough to process the queue and it could take more than one cycle for vehicles to complete the left-turn movement. A dual left-turn lane may be required.

The left-turn volume for eastbound Hwy 111 at Adams Street where two left-turn lanes are provided will be lower than the volumes projected for the westbound left-turn at La Quinta Center Drive and yet dual left-turn lanes are not recommended in the report.

RESPONSE #8

The recommendation at the intersection of La Quinta Center Drive and Highway 111 has been revised to recommend a 250 foot eastbound right-turn pocket length with a 150 foot transition taper in conjunction with restriping the westbound approach to provide a second westbound left turn lane.

COMMENT #9

The existing sight distances at La Quinta Center Drive and Avenue 47 do not comply with AASHTO sight distance guidelines for intersection approaches controlled by two stop signs. This is supported by the crash history and citizen complaints. The report does indicate on page 69 that the applicant will relocate the existing Target sign at least 20 feet away from the north curb of Avenue 47 and remove the dust control fence both east and west of La Quinta Center Drive along Avenue 47 to improve sight distance. These changes will bring sight distance into compliance.

RESPONSE #9

Comment noted. In addition, the traffic study has been revised to recommend the operation of La Quinta Center Drive at Avenue 47 as an all-way stop controlled intersection. This is in response to existing safety concerns (number of traffic collisions).

COMMENT #10

On page 61, the report indicates that that southbound left-turn at Washington Street and the Washington Park Plaza Driveway will need to be 250 feet. Depending on how accurate the report is about how the trips will distribute, it is possible that this left-turn lane may need to be as long as 300 feet. This demand may not be apparent until the theater and restaurants open.

Mr. Tim Jonasson
City of La Quinta
July 30, 2014
Page 5 of 5

RESPONSE #10

Comment noted.

If you have any questions, please contact me directly at (949) 660-1994 x.222.

Respectfully submitted,
URBAN CROSSROADS, INC.



Charlene So, PE
Senior Transportation Engineer

Attachment

ATTACHMENT "A"
CITY'S COMMENTS, JULY 23, 2014

1. Page 5: A statement should be included that the proposed land uses are consistent with the General Plan. Therefore, no separate cumulative analysis is needed for General Plan Build out conditions.
2. Page 10 and page 61: According to EB 06-13, the right-turn deceleration lane in the northbound direction on Washington Street should be 248 feet with a transition taper of 150 feet.
3. Exhibit 4-2: The turning movement volumes in the PM peak hours do not appear to be consistent with the total project PM peak hour trip generation of 707 vehicles per hour, especially at Washington Street and Simon Street as well as Washington Street and the Washington Park Plaza Driveway. All the projected turning movement volumes should be checked against the total PM peak hour trip generation.
4. Exhibits 6-1, 6-2, 6-6 and 6-7: The westbound left turns at Hwy 111 and La Quinta Center Drive for existing plus project conditions exceed 250 vehicles during the week and 300 on weekends. These volumes are associated with requiring dual left turn lanes. These peak hour volumes are higher than the left turn volumes from Hwy 111 onto Washington Street shown in the same exhibits and could be even higher if the existing counts are not totally accurate for season peak conditions. However, dual left-turn lanes are provided at Washington and Hwy 111.

At La Quinta Center Drive and Hwy 111, the signals are timed to provide 20 seconds of green time for the left turn movements so as to fit into the synchronization cycle lengths and to allow sufficient time for pedestrians to cross the street. This timing can process about 250 vehicles in the peak hour. If the actual peak hour volumes exceed this number, traffic will back up in the left turn lane and it will take more than one cycle to serve the left-turn demand. Traffic may well back up into the through lanes if demand is heavier during a 15 to 30 minute period

5. The study should check the capacity of the multi-way stop on La Quinta Center Drive at the corner of Lowes and Target. This will be impacted by a much greater volume of traffic and the applicant should verify that the traffic entering the shopping center from Hwy 111 will not back up to Hwy 111 during peak traffic conditions.
6. Exhibit 6-7: When the peak hour volumes in Exhibit 6-7 or project opening year traffic in 2015 are compared to the existing volumes shown in Exhibit 3-5, there appears to be a doubling of the traffic at the Avenue 47 and La Quinta Center Drive traffic. Even though the Level of Service is shown to be C in Table 6-1, the City can anticipate receiving requests to install a traffic signal or roundabout even though the analysis in the traffic study indicates that the warrants for a traffic signal are not met. Citizens have already requested a four-way stop at this intersection.
7. The report did not take into consideration the times that the St. Francis Church congregation impacts the intersection of Washington Street and Avenue 47. If the Church is in operation at the times that the movie theater traffic is at its peak, the intersection of Washington Street and Avenue 57 will fail. The study should be revised to take into account, the impacts of the church congregation traffic.
8. On Page 61, it is recommended that the eastbound right –turn deceleration lane should be maintained at 185 feet. This is not consistent with EB 06-13. The eastbound right-turn lane should be restriped to provide 248 feet of full width lane and a 150 foot taper. Although the 525 feet of storage for the westbound left-turn lane may be long enough to store the queues that will build up

during the peak hour, the 20 seconds of green time may not be enough to process the queue and it could take more than one cycle for vehicles to complete the left-turn movement. A dual left-turn lane may be required.

The left-turn volume for eastbound Hwy 111 at Adams Street where two left-turn lanes are provided will be lower than the volumes projected for the westbound left-turn at La Quinta Center Drive and yet dual left-turn lanes are not recommended in the report.

9. The existing sight distances at La Quinta Center Drive and Avenue 47 do not comply with AASHTO sight distance guidelines for intersection approaches controlled by two stop signs. This is supported by the crash history and citizen complaints. The report does indicate on page 69 that that the applicant will relocate the existing Target sign at least 20 feet away from the north curb of Avenue 47 and remove the dust control fence both east and west of La Quinta Center Drive along Avenue 47 to improve sight distance. These changes will bring sight distance into compliance.
10. On page 61, the report indicates that that southbound left-turn at Washington Street and the Washington Park Plaza Driveway will need to be 250 feet. Depending on how accurate the report is about how the trips will distribute, it is possible that this left-turn lane may need to be as long as 300 feet. This demand may not be apparent until the theater and restaurants open.