

T R A F F I C I M P A C T S T U D Y

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.

Jeffrey R. Planck

Jeffrey R. Planck, P.E., PE #53006

April 11, 2022

Date

Developer's Statement

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

Dave Gish

Mr. Dave Gish
Widefield School District #3
1820 Main Street
Colorado Springs, CO 80911

Date

April 13, 2022

Webster Elementary School Expansion

PCD File No. PPR-22-009

El Paso County, Colorado

Prepared for
Widefield School District #3
1820 Main Street
Colorado Springs, Colorado 80911

Prepared by
Kimley-Horn and Associates, Inc.
4582 South Ulster Street
Suite 1500
Denver, Colorado 80237
(303) 228-2300



April 2022

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Lastly, R1-1 “Stop” signs could be installed on the exiting approaches of the Syracuse Street North Access (#6) and the Quebec Street Access (#8).

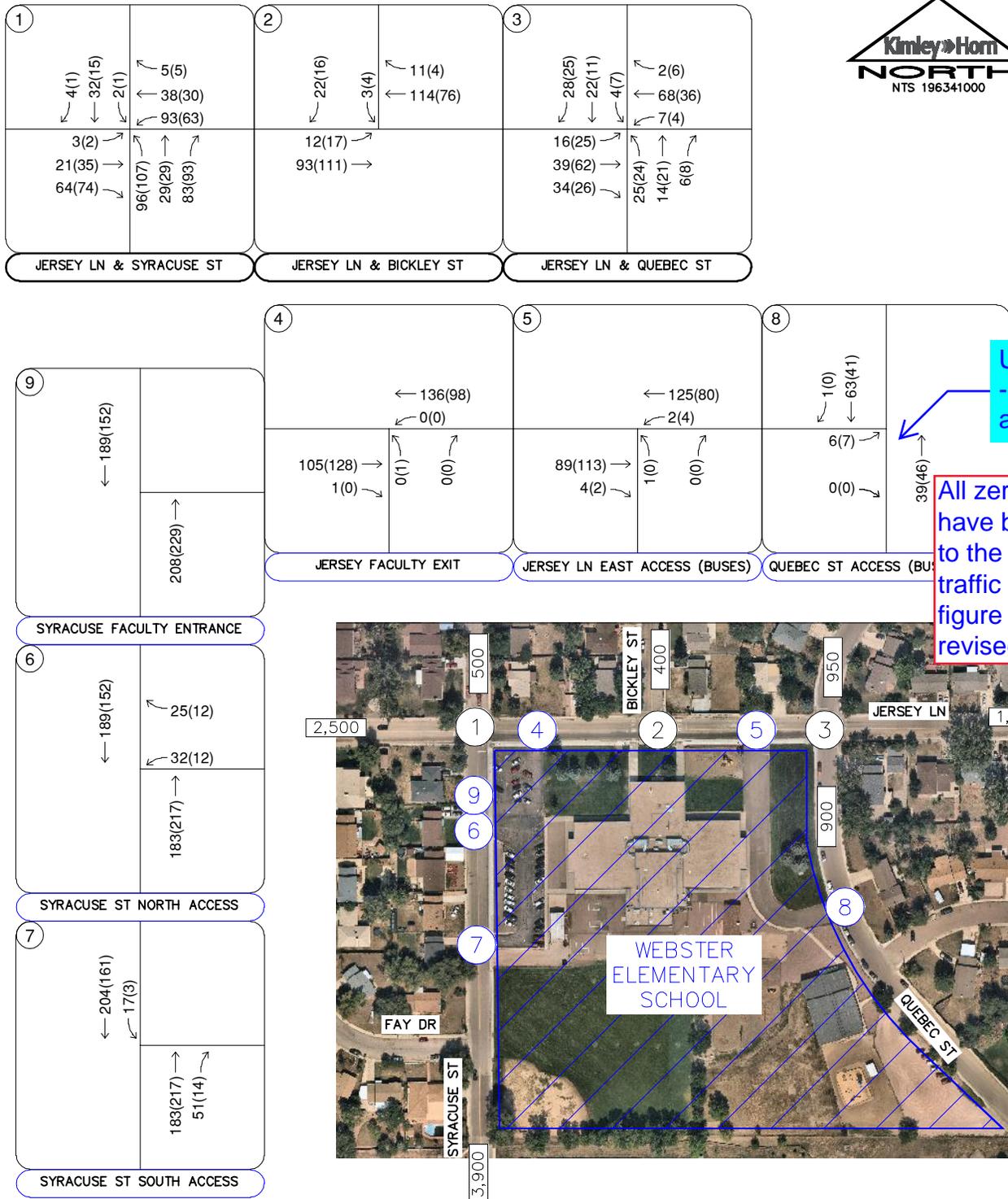
- To mitigate existing conditions and future enrollment capacity of 850 students, the following improvements may be considered by the school:
 - Provide additional school personnel to direct parents with the student drop-off and pick-up circulation. This would potentially allow for additional vehicles to enter the drop-off/pick-up zone to minimize drivers from using other means of drop-off/pick-up in the public right-of-way (ROW) of the adjacent streets.
 - The school could encourage more pedestrian and bicycle traffic and discourage vehicular traffic to reduce the number of vehicle trips to and from the school. Programs could be developed to incentivize reducing single family vehicle trips such as carpooling, bicycle and pedestrian usage. In addition, providing sufficient, convenient, and safe bicycle storage could encourage more bicycle usage.
- Any onsite or offsite improvements will be incorporated into the Civil Drawings and conform to standards of the El Paso County and the Manual on Uniform Traffic Control Devices (MUTCD) – 2009 Edition.

Deviations Required

- A deviation will be provided to request inbound only access to the school along Syracuse Street for the future access aligning with Fay Drive. The entrance only access along Syracuse Street will be located 215 feet north of Harvard Street. According to El Paso County ECM section 2.2.5.B, spacing along an urban residential collector roadway shall be spaced 330 feet to a local roadway. This access being inbound only, relocated, and meeting acceptable operations, it is believed the access should be granted.

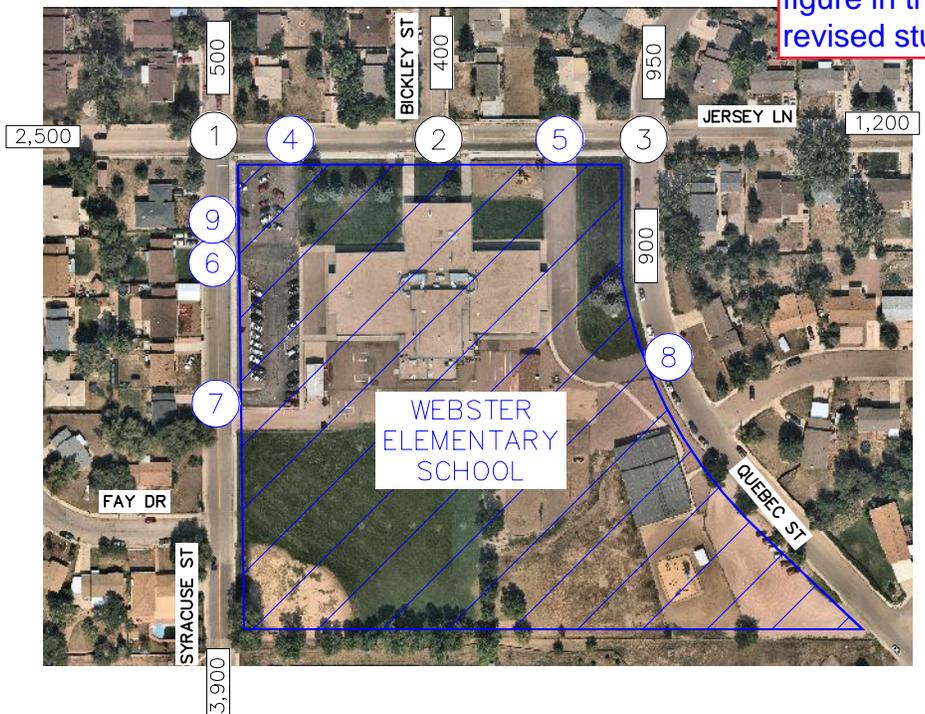
Please provide deviation request.

A deviation request
will be provided
with the next
development plan
submittal.



Unresolved counts - Include NB left arrow with 0 (0)

All zero counts have been added to the existing traffic volume figure in the revised study.



All Intersection Counts Collected On:
Thursday, December 2, 2021
7:15 to 8:15AM (2:15 to 3:15PM)

LEGEND

- (X) Study Area Key Intersection
- (X) School Accesses
- xxx(XXX) Weekday AM(PM) Peak Hour Traffic Volumes
- xx,x00 Estimated Daily Traffic Volume

FIGURE 3
WEBSTER ELEMENTARY SCHOOL
EL PASO COUNTY, COLORADO
2021 EXISTING TRAFFIC VOLUMES

up zone to minimize drivers from using other means of drop-off/pick-up in the public right-of-way (ROW) of the adjacent streets.

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Please include back in,
previous Figure 8
"Potential Improvements"

The potential improvement figure has been included again with the previous recommendation of designated on-street parking removed per the request of the County.

MSTA School Traffic Calculations

AM and PM Peak Traffic Estimates

(These numbers do not reflect peak hour traffic volumes)

This was downloaded again from the NCDOT website and the only parameters inputted on the "Public" tab were 518 students, 5 buses, and 50 staff members while removing the high demand factor. This resulted in the same average length of 1,313 feet.

Values are different than if i input manually, I obtain lower numbers.

| AM Cars / Student | PM Cars / Student | Avg. Car Length | PM At one Time |
|-------------------|-------------------|-----------------|----------------|
| 36.56% | 25.00% | 22.19 | 45.50% |
| 34.58% | 16.00% | 22.70 | 51.90% |
| 9.20% | 10.60% | 24.42 | 55.71% |

| MSTA School Queue Input | | | | | Calculations | | | | | |
|-------------------------|--------------------|-----------------|---------------|-----------------|-------------------|------------------|----------------------|----------------|----------------|--------------------|
| Type School | Student Population | Number of Buses | Staff Members | Student Drivers | PM Total Vehicles | PM Peak Vehicles | Average Queue Length | Total AM Trips | Total PM Trips | High Demand Length |
| Elementary | 518 | 5 | 50 | | 130 | 59 | 1313 | 434 | 265 | 1313 |
| Middle | | 7 | 61 | | | | | | | |
| High | | | | | | | | | | |
| | | | | | | | 1313 | 434 | 265 | 1313 |

| Elementary School Data | | | | | | | | | |
|------------------------|---------|-------|-------|---------------------|---------------------|-------|-------|-------|-----|
| AM Trips Generated | | | | | PM Trips Generated | | | | |
| Direction | Parents | Buses | Staff | Trips | Parents | Buses | Staff | Trips | |
| IN | 189 | 5 | 50 | 244 | 130 | | | 130 | |
| OUT | 189 | | | 189 | 130 | 5 | | 135 | |
| | | | | AM Elementary Trips | 434 | | | | |
| | | | | | PM Elementary Trips | | | | 265 |

| Middle School Data | | | | | | | | |
|--------------------|---------|-------|-------|-----------------|--------------------|-------|-------|-------|
| AM Trips Generated | | | | | PM Trips Generated | | | |
| Direction | Parents | Buses | Staff | Trips | Parents | Buses | Staff | Trips |
| IN | | | | | | | | |
| OUT | | | | | | | | |
| | | | | AM Middle Trips | PM Middle Trips | | | |

| High School Data | | | | | | | | |
|--------------------|---------|-------|-------|---------------|--------------------|-------|-------|-------|
| AM Trips Generated | | | | | PM Trips Generated | | | |
| Direction | Parents | Buses | Staff | Trips | Parents | Buses | Staff | Trips |
| IN | | | | | | | | |
| OUT | | | | | | | | |
| | | | | AM High Trips | PM High Trips | | | |

| All AM TRIPS | In | 244 |
|--------------|-------|-----|
| | Out | 189 |
| | Total | 434 |

| All PM TRIPS | In | 130 |
|--------------|-------|-----|
| | Out | 135 |
| | Total | 265 |

| ADT |
|-----|
| 749 |

NOTES

- Average Queue Length does not include an alternative traffic pattern required for high traffic demand days which is usually 30% additional length.
- Average Queue Length does not include the Student Loading Zone.
- Peak traffic volumes at schools normally occur within a 30-minute time period. (justifying a PHF of 0.5)