

Traffic Impact Study

# Widefield Recreation Center

El Paso County, Colorado

The PCD file number was appropriately included in the revised study.

Please add PCD File No. PPR-2213

Prepared for:

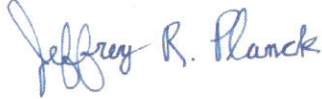
**Widefield School District #3**

**Kimley»Horn**

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.



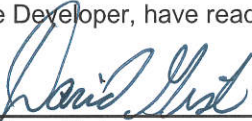
\_\_\_\_\_  
Jeffrey R. Planck, P.E., PE #53006

February 11, 2022

\_\_\_\_\_  
Date

Developer's Statement

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



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

\_\_\_\_\_  
Date

02/11/2022

**Widefield Recreation Center**

El Paso County, Colorado

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

Prepared by  
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Suite 1500  
Denver, Colorado 80237  
(303) 228-2300



February 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.*

The intersections studied in this report are listed in the Executive Summary and the Introduction. The following shows the reasoning the major intersections around the project were not included based on the project contributing less than a 30% increase in traffic volumes.

**Crawford/Grinnell:**

Assuming all project traffic traveling to and from the south leg of Widick Street at Modell Drive were to use the intersection of Crawford and Grinnell (which is conservative), this project would add 30 trips at this intersection during the morning peak hour and 40 trips during the afternoon peak hour. Grinnell Boulevard at the intersection of Crawford Road has 952 vehicles passing through the intersection during the morning peak hour and 1,115 vehicles during the afternoon peak hour. Therefore, project traffic accounts for an increase of 3.1% (30/952) in the morning peak hour and 3.6% (40/1,115) during the afternoon peak hour which is far below the 30% threshold. The volumes at this intersection were based off of 2021 counts from the Crawford Apartments project.

**Wageman/Grinnell:**

Assuming all project traffic traveling to and from the north leg of Widick Street at Modell Drive and the east leg of Modell Drive at Widich Street were to use the intersection of Wageman and Grinnell (which is conservative) this project would add 24 trips at this intersection during the morning peak hour and 33 trips during the afternoon peak hour. The intersection of Grinnell Boulevard and Crawford Road, which is directly to the south of the intersection of Wageman/Grinnell, has 840 vehicles utilizing the north leg of the intersection during the morning peak hour and 990 vehicles utilizing the north leg during the afternoon peak hour. It was assumed that these volumes would also pass through the intersection of Wageman/Grinnell since there are no other intersections between these two intersections. Therefore project traffic accounts for an increase of 2.9% (24/840) in the morning peak hour and 3.3% (33/990) during the afternoon peak hour which is far below the 30% threshold. The volumes at this intersection were based off of 2021 counts from the Crawford Apartments project.

**Crawford/Security:**

Assuming all project traffic traveling southbound along Widick Street were to use the intersection of Crawford and Security (which is conservative) this project would add 30 trips at this intersection during the morning peak hour and 40 trips during the afternoon peak hour. If this traffic were to increase existing traffic volume by 30% or more there would need to be less than 100 morning peak hour trips and 133 afternoon peak hour trips at this intersection. Since Security Boulevard is a collector roadway for this neighborhood it is believed this intersection currently exceeds 100 morning peak hour trips and 133 afternoon peak hour trips. Therefore, evaluation of this intersection is not believed to be necessary.

**Norman/Main:**

Assuming all project traffic traveling along Hackberry Drive were to use the intersection of Norman and Main (which is conservative) this project would add 48 trips at this intersection during the morning peak hour and 64 trips during the afternoon peak hour. If this traffic were to increase existing traffic volume by 30% or more there would need to be less than 160 morning peak hour trips and 213 afternoon peak hour trips at this intersection. Since Main Street is a collector roadway for this neighborhood that already warrants signalization, it is believed this intersection currently exceeds 160 morning peak hour trips and 213 afternoon peak hour trips. Therefore, evaluation of this intersection is not believed to be necessary.

Pedestrian routes to and from the project site to the schools were added in the revised study.

Per ECM B.2.3.B please clearly state the study area that was analyzed in the report. Include additional intersections where project will contribute 30% increase in volume. Also include pedestrian routes within the vicinity of the project since a high school is adjacent to the site.

Please include a narrative for roads in the vicinity as well as their classification, MTCP build out, and any improvements planned in the near future.

All studied roadways for the proposed project are classified as local roadways based on the ADT and ECM. This is stated in the revised study. The MTCP shows no improvements for the studied roadways. Brief descriptions and classifications have been provided for the regional access roadways in the vicinity of the site.

Recreation Center expansion are expected to primarily serve the local neighborhoods and nominal trips are expected to and from the surrounding arterial street system. The small number of project trips traveling to and from external arterial street system are expected to be near a net neutral with number of trips previously traveling outside of the community for recreational uses now remaining within the community at the new facility. The project trip distribution for the proposed development is illustrated in **Figure 4**.

#### 4.3 Traffic Assignment

Widefield Recreation Center traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the development shown in **Table 1**. Traffic assignment is shown in **Figure 5**.

#### 4.4 Total (Background Plus Project) Traffic

Site generated traffic volumes associated with the Widefield Recreation Center expansion were added to the existing traffic volumes to represent estimated traffic conditions for 2023 buildout. These total vehicle traffic volumes for the study area are illustrated for the opening 2023 year in **Figure 6**.

Please discuss assumptions for background traffic. Were any worse case scenarios considered for the traffic numbers that can potentially exist? For example, when there are baseball games going on what would the traffic numbers be? Would they increase? Discuss how many activities with the other facilities adjacent to the site total traffic amounts.

Typical traffic engineering practices are to evaluate the 30th highest design hour. ITE provides average trip rates for the land use identified. It is not anticipated that the recreation center will have more than thirty events higher than the peak hour counts. Additionally, a site specific traffic study should have already been completed for the baseball fields which is not specific to this project. Of note, there is significant amount of reserved capacity at the study area key intersections as all movements operate at level of service B or better.