

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

April 13, 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

Widefield Recreation Center

PCD File No. PPR-2213
El Paso County, Colorado

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

Prepared by
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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.

The study area with the 30% calculations discussion was previously provided in Section 1.0: Executive Summary in the previous submittal, a clip of this text is shown below. This has also been added in Section 3.2 Existing and Future Roadway Network. If this is not sufficient please provide more clarity in your comments other than "Unresolved" as we have provided this information in the previous traffic study and in a previous comment response document.

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The site currently consists of the existing Security Public Library, Widefield Parks and Recreation

Recreation Center is planning to

It should be noted that the adjacent intersections connecting with the surrounding arterial street system and external major collector systems were evaluated to determine if they need to be incorporated for evaluation based on El Paso County Standards. The intersections of Wageman Drive/Grinnell Boulevard and Crawford Avenue/Grinnell Boulevard do not meet the County criteria of project traffic contributing a 30 percent increase in traffic volumes. Further, project traffic is not anticipated to contribute an increase of 30 percent at the intersections of Crawford Avenue/Security Boulevard and Norman Drive/Main Street. The project site currently primarily serves the neighborhoods surrounding the site; therefore, limited regional access is currently provided from Interstate 25 (I-25), US-85, and Powers Boulevard (SH-21). Primary access is provided by Bradley Road and Crawford Avenue while direct access is provided by Aspen Drive, Hackberry Drive, Widick Street, and Modell Drive.

The pedestrian school route discussion was previously provided in Section 5.5: Bicycle and Pedestrian Access in the previous submittal, a clip of this text is shown below. This has also been added in Section 3.2 Existing and Future Roadway Network. If this is not sufficient please provide more clarity in your comments other than "Unresolved" as we have provided this information in the previous traffic study and in a previous comment response document.

of 15 miles per hour. Based on the average daily traffic volumes

of the aforementioned

El Paso County

Transportation

The surrounding

is categorized as

(MTCP). Grinnell

identify any road

Boulevard between

to four lanes by

5.5 Bicycle and Pedestrian Access

Sidewalks are provided along both sides of Widick Street and Modell Drive. A sidewalk is provided on the east side of Hackberry Drive and on the west side of Aspen Drive. Sidewalks are provided throughout the Widefield Parks and Recreation site. Adjacent to the site, there are not any designated bicycle lanes along Widick Street, Modell Drive, Aspen Drive, or Hackberry Drive. Widefield High School and the Widefield Elementary School of the Arts are located northwest of the proposed site. The sidewalks along Widefield Drive and Hackberry Drive will provide access from the proposed recreation center to the schools. Additionally, there is a gated sidewalk that extends behind the schools and provides access from Hackberry Drive to the schools. There is a small portion of the west access that does not provide sidewalks on either side of the roadway and interrupts the sidewalk connection from the two schools to the proposed recreation center. Crosswalks are provided along Widefield Drive to access the two schools.

Unresolved. 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.

4.2 Trip Distribution

Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, existing and anticipated surrounding demographic information, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and

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The worst case scenario discussion was previously provided in Section 4.1: Trip Generation in the previous submittal, a clip of this text is shown below. This has also been added in Section 4.3 Traffic Assignment. If this is not sufficient please provide more clarity in your comments other than "Unresolved" as we have provided this information in the previous traffic study and in a previous comment response document.

the Widefield neighborhoods and small number be near a net neutral with number of trips previously traveling outside of the community for recreational uses

Table 1 – Widefield Recreation Center Traffic Generation

Land Use and Size	Weekday Vehicle Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Recreational Community Center (ITE 495) – 63,196 Square Feet	1,822	80	41	121	74	84	158

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It should be noted that 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. The existing baseball fields are not part of the project and previously went through a site development plan application process. Of note, there is significant amount of reserved capacity (documented later in Section 5) at the study area key intersections as all movements operate at level of service B or better.

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¹ Institute of Transportation Engineers, *Trip Generation Manual*, Eleventh Edition, Washington DC, 2021.

project trip
ble 1. Traffic

ansion were
023 buildout.
2023 year in

Unresolved. 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.