

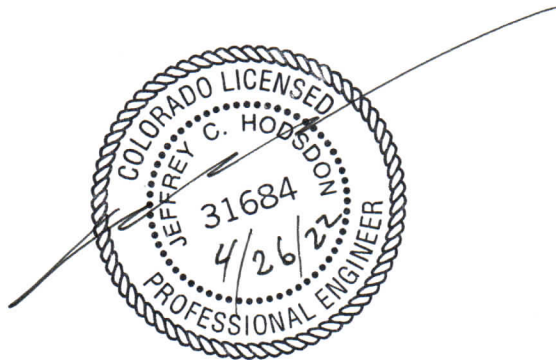


LSC TRANSPORTATION CONSULTANTS, INC.
2504 East Pikes Peak Avenue, Suite 304
Colorado Springs, CO 80909
(719) 633-2868
FAX (719) 633-5430
E-mail: lsc@lsctrans.com
Website: <http://www.lsctrans.com>

Monument Academy Minor Subdivision
Transportation Memorandum
PCD No. MS-21-010 – Monument Academy
(LSC #204690)
April 21, 2022

Traffic Engineer's Statement

This 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.



Developer's Statement

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

Matthew R. Davis

4/21/2022
Date



LSC TRANSPORTATION CONSULTANTS, INC.
2504 East Pikes Peak Avenue, Suite 304
Colorado Springs, CO 80909
(719) 633-2868
FAX (719) 633-5430
E-mail: lsc@lsctrans.com
Website: <http://www.lsctrans.com>

April 21, 2022

Matt Dunston
17145 Colonial Park Drive
Monument, CO 80132

RE: Monument Academy Minor Subdivision
El Paso County, Colorado
MS-21-010 – Monument Academy
Transportation Memorandum
LSC #204690

Dear Matt:

LSC Transportation Consultants, Inc. has prepared this transportation memorandum in responses to comments from the January 27, 2022 comment letter for **EPC PCD No. MS-21-010** – Monument Academy for the Monument Academy Minor Subdivision located east of State Highway (SH) 83 and south of Walker Road in El Paso County, Colorado.

SCHOOL ROUTING PLAN AGENCY COORDINATION

The following summarizes coordination status with Law enforcement (CSP, EPSO) and school officials.

El Paso County

The response received from the DPW and EPSO is the following:

I received from DPW (no service requests), and the Sheriff's Office told me they don't know of any issues at this campus. Please refer to attached email.

Colorado State Patrol

LSC requested traffic crash history records from the Colorado State Patrol. The following response was received from the Colorado State Patrol:

Please find the requested CSP covered crash records in El Paso County for January 1, 2019 through March 30, 2022 with an approved crash report and a road description code of 01. At

Intersection, 03. Intersection Related, or 06. Roundabout for CO 83 (State Highway) & Walker Road (105).

Please note that there were 0 records found for the following intersection, intersection related, or roundabout locations: CO 83 & Pinehurst, Walker & Jane Lundeen, Walker & Shannon, and Jane Lundeen & Pinehurst.

Monument Academy Administration

School Carline Plan

Please refer to the attached school routing plan. This version is currently posted to the school website. This plan has detailed directions and is generally consistent with the TIS recommendations outlined on Page 18 of the TIS report.

CDOT 2014 School Zone Traffic Safety Evaluation document from CDOT

A copy of the CDOT “School Zone Traffic Safety Evaluation” document by the Traffic Engineering Division (2014) has been attached to this memo. Although not all questions on this form apply to Monument Academy, LSC recommends the school administration complete this form and provide to EPC PCD once completed.

Enrollment

The form has a question regarding current enrollment. It is our understanding that, currently, the school has grades 6, 7, 8, 9, and 10. Future grades 11 and 12 are planned.

The TIS indicated that the school’s charter is for a maximum of 826 students, but the TIS report was conservative and assumed 1,000 students at the school for the traffic analysis. The projected enrollment at the time the TIS was completed was 118 students per grade in grades 6 to 9 (472 students) and an additional 354 students (118 per grade in grades 10-12). The traffic analysis in this report used a conservative estimate of 600 students in grades 6 to 9 and a conservative estimate of 400 students in grades 10-12.

Bus Service

This school does not (and does not plan to) operate typical school bus routes, as this is a charter school. However, it is our understanding that the school will be initiating “shuttle” bus service, which will provide transportation between the campus to the west at Highway 105/Knollwood and this east campus. This connecting bus service will be beneficial in reducing trips to/from both schools and is likely to reduce the volume of parent vehicles in the pick-up/drop-off carlines at both schools. The service also has the potential to reduce the trip length of parent pick-up and drop-off trips.

Staggered Bell Times

This TIS report had assumed staggered start/dismissal times for the school to distribute the peak impacts. The attached carline plan outlines details regarding “early release” during the afternoon pickup.

Turn-Movement Restriction

From the TIS Report: Exiting traffic at the southeast school access to Pinehurst Circle will likely need to be restricted to right-out traffic turning movements only to prevent a significant amount of cut-through traffic on Pinehurst Circle for motorists wishing to travel south. Pinehurst Circle is a Rural Local road through the Walden Preserve development to the south. El Paso County staff does not believe access control will be feasible to limit eastbound traffic. Staff would prefer access to be restricted using striping and signing within the school parking lot only. As such, the left-out restriction will likely need to be enforced by school administration/staff.

The attached carline plan includes this restriction. However, it appears that a post-mounted sign at the exit indicating right-turn only was removed and there is no active restriction of the exiting turning movement. This will likely need to be enforced once Pinehurst south of the school is upgraded and paved with the Walden 5 subdivision. For school families residing in the Walden subdivision south of the school, parents will still have the option of turning right out of the school, proceeding to the roundabout, and completing a U-turn to head south on Pinehurst Circle into the neighborhood.

ANALYSIS OF CURRENT QUEUING INTO PINEHURST CIRCLE DUE TO SCHOOL TRAFFIC.

LSC staff completed recent field observations related to school queuing and traffic operations. No queuing onto Pinehurst was observed during the morning peak drop-off period.

PARENT PICK-UP PERIOD OBSERVATIONS

General Circulation Plan Operations

Approximately 1,250 feet of on-site queuing was observed, which allowed approximately 50 parent vehicles to queue internally throughout the pick-up process. A staff member holding a stop sign directed 6-7 vehicles to enter a loading zone in front of the school, which was the only location where students were permitted to be picked up. From there, parents would follow the exterior of the parking lot and exit without delay onto Pinehurst.

Timeline of Events

Key parent pick-up operations were observed at the following times:

- 2:50 pm – first parents began to line up on-site
- 2:57 pm – some students were released from school, with minimal parent traffic
- 3:10 pm – significant increase in parent arrivals, on-site queue began to grow
- 3:19 pm – on-site queue backed onto Pinehurst for the first time
- 3:23 pm – entire length of eastbound-left storage on Pinehurst filled (20 vehicles)
- 3:25 pm – another group of students were dismissed
- 3:26 pm – queue extends to roundabout at Pinehurst/Jane Lundeen (24-26 vehicles)
- 3:29 pm – “rolling queue” begins on-site in parking lot
- 3:32 pm – queue no longer extends back to roundabout at Pinehurst/Jane Lundeen
- 3:34 pm – no more vehicles in eastbound-left queue on Pinehurst
- 3:40 pm – final group of students was dismissed
- 3:42 pm – westbound-left queue on Walker extended fully from SH 83 to roundabout
- 3:45 pm – parents no longer had to wait in line on-site (essentially, “free flow”)
- 3:48 pm – final parent pick-up observed

Queues on Pinehurst

Parents were observed to queue in the eastbound-left turn lane on Pinehurst Circle between the roundabout and school entrance from 3:19 pm to 3:35 pm, as shown in the photo below. Outside of this 16-minute window, no significant queueing or circulation issues were observed.



Queues in Roundabout

From 3:26pm to 3:32 pm, the entire length of Pinehurst between the school entrance and the roundabout at Jane Lundeen was full of approximately 24-26 queued vehicles. Only one time was a vehicle observed to be blocked from entering the roundabout via the eastbound, right-in-only approach. Otherwise, the queue within the roundabout consisted of blocked vehicles turning southbound-left from Jane Lundeen. Please refer to the photo below for an example.

Westbound Queues on Walker Road

LSC observed (a spot observation) the westbound queue extending back from the intersection of SH 83/Walker Road during the afternoon school peak. The queue extended back nearly to the Walker/Jane Lundeen roundabout but did not back into the roundabout.

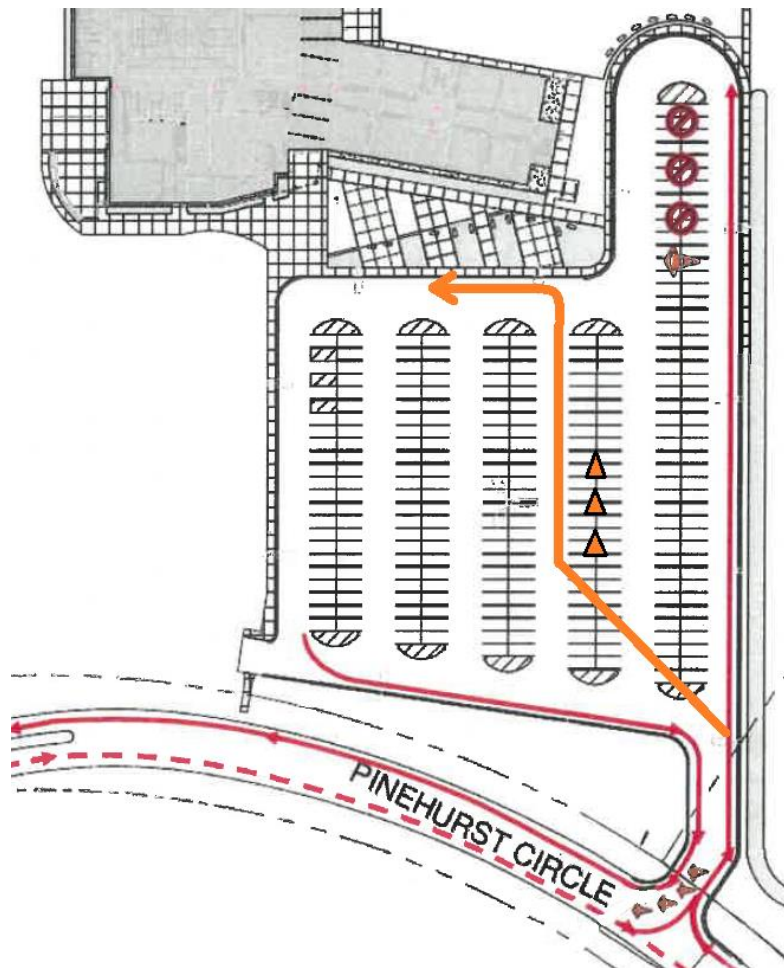


Student Pick-Up Off School Property

Only one parent was observed to pick up a child off school property during the afternoon release period. This student walked on the east property line of the school and waited for their parent on the shoulder of Pinehurst Circle a few hundred feet east of the school access. Meanwhile, the parent was observed to bypass all queued vehicles in the eastbound-left turn lane waiting to enter the school pick-up loop by driving in the eastbound-through lane. After reaching their child, the driver performed a U-turn on Pinehurst Circle, picked up their child, and proceeded back south towards the roundabout to depart the area.

Parents Cutting Across Parking Lot

Although not occurring in County right-of-way, several parents, particularly those who arrived early, were observed to immediately turn left to cut across the parking lot rather than follow the prescribed circulation plan. Cutting across painted parking spaces created a hazard, as parents were observed to weave in and out around parked staff vehicles. Additional conflict points were created by these cutting drivers when they were forced to merge with parents who properly followed the circulation plan all the way to the north, as those drivers were not necessarily expecting to compete for vehicle positioning near the student loading zone. Please refer to the orange line in the figure below to see this travel path.



Driving Behavior for Exiting Vehicles

Although the published school carpool plan prohibits southbound-left turns at the exit, a few vehicles were observed to turn left to head eastbound on Pinehurst from the school exit. Additionally, most drivers treated the stop sign as a yield sign rather than a stop sign, with very few coming to a full stop before turning southbound-right onto Pinehurst.

LSC RECOMMENDATIONS

LSC recommends that the queuing on Pinehurst be shifted on-campus through modification of the current carline procedures or, if necessary, modification of the carline plan. The extent of school hour staggering could also be considered, if needed. The planned bus service is expected to help reduce the volume of parent pick-up vehicles.

LSC recommends that the school consider implications of additional students, school schedules, and/or carline operations for the 2022/2023 school year on the westbound queue extending back from the intersection of SH 83/Walker Road. Significant additional peak-traffic demand has the

potential for traffic backups into the roundabout. Steps should be taken to prevent this from occurring.

* * * * *

Please contact me if you have any questions regarding this report.

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

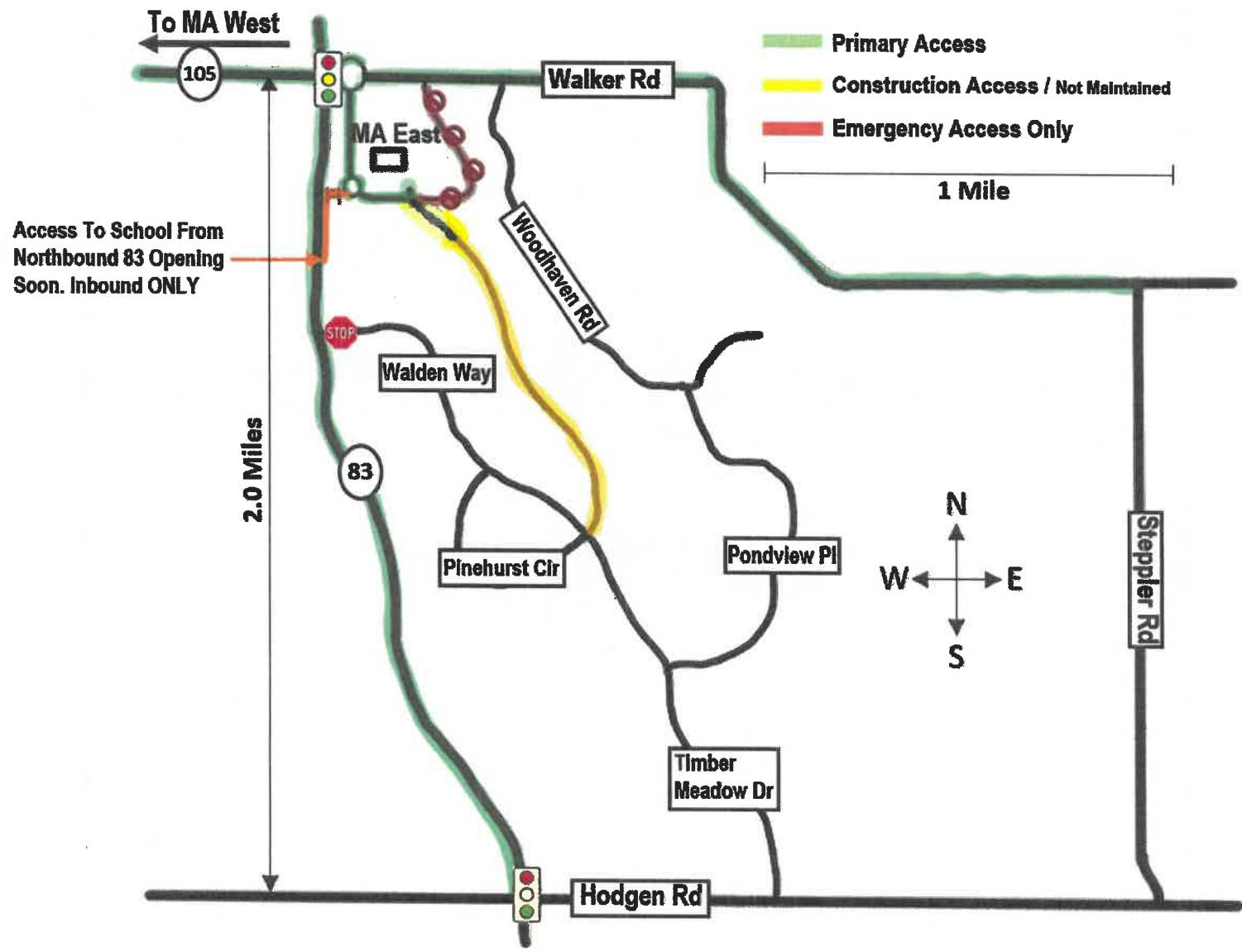
By: Jeffrey C. Hodsdon, P.E.
Principal

JCH/KDF:jas

Enclosures: Carline Access 2021-22
CDOT School Zone Traffic Safety Evaluation
Email - Traffic Road Complaints Around Monument Academy

Carline Access 2021-22





CARLINE:
Morning Drop-Off

STUDENT DROP-OFF: BEGINS AT 7:30 AM

**** Please expedite the drop-off process by not stopping for any length of time along the Drop-Off Zone (green areas) near the curb.**

If you need a few minutes to complete your drop-off, please proceed past the crosswalk to the west sidewalk (yellow area). Thank you.

- Through Traffic, No Drop-Off Please!**
- Drop-Off Zone – Please Instruct Students To Remain On Sidewalk At ALL TIMES**
- Drop-Off Here If You Need To “Unload” Students And/Or Equipment**
- Please Do Not Park/Enter**
- Crosswalk – Please Look For Crossing Guard**
- Please Use Caution After Dropping Off Students, Pulling Away From Sidewalk, And Joining Exiting Traffic**

If you need a few minutes to complete your drop-off, please proceed past the crosswalk to the west sidewalk (yellow area). Thank you.

-  **Through Traffic, No Drop-Off Please!**
-  **Drop-Off Zone – Please Instruct Students To Remain On Sidewalk At ALL TIMES**
-  **Drop-Off Here If You Need To “Unload” Students And/Or Equipment**
-  **Please Do Not Park/Enter**
-  **Crosswalk – Please Look For Crossing Guard**
-  **Please Use Caution After Dropping Off Students, Pulling Away From Sidewalk, And Joining Exiting Traffic**

CARLINE:
Afternoon Pick-Up

Important Considerations Before Referencing the Graphic Below

- **We are using an application that allows us to alert the classroom teachers that their students' parents are here and ready to pick them up. All students have a number assigned to them, and families have been issued numbered hang tags for their rearview mirrors so that MA staff members can see who is being picked up through the windshield. For situations where parents may be carpooling it is OK if you do not know the number of the student riding with you, simply knowing the name (first and last please) will be enough for us to enter their numbers into the system.**
- **After early release is complete (~3:15 PM) an MA Staff member will begin entering the numbers for the students whose rides are here into the system. We will begin the process of releasing students whose parents queued early a few minutes before 3:30 PM. After the initial release additional students will be released as their parents/rides arrive and are entered into the system. At 3:40 PM we will release all remaining students from their classrooms (All Call) unless there is severe weather in the area.**
- **If you park in the parking lot to await your child/children, we will not know that you are here to retrieve them, and your child/children will not be released before 3:40 PM. We encourage all parents/rides to line up in our carline to expedite the process for everyone.**
- **It is VERY IMPORTANT that no one parks in the western most parking spots in our parking lot during carline. The roadway is a bit narrower in this part of our lot and we have significant concerns about the safety of our families trying to take advantage of the "double-lane" exit strategy we've used to this point, as well as for those cars trying to back out of these spots as traffic is flowing through. Additionally, in situations where students may not be present while their ride is waiting, we'd like to send those cars facing east into the spaces highlighted by the yellow "PICK-UP WAITING/ LOADING" so that we may direct the students safely through the crosswalk and allow these cars to safely exit the lot away from the primary thoroughfare being used by the rest of our families. If special circumstances require that you need to park to pick-up your student(s), we ask that you also park in this area facing east and let an MA Staff member know that you are here.**

Important Considerations Before Referencing the Graphic Below

- Please pull forward as far as possible during carline so that we can get as many cars as possible into our lot. On the graphic you will see this spot marked with the circle containing the words "Carline Starts Here". We need to remove cars from the public rights-of-way by getting as many as possible into our parking lot and allowing as much "pick-up" frontage as possible to move everyone along quickly. Loading your child/children before crosswalk when there is room ahead disrupts this process. They will find their way to you down the sidewalk if necessary, and yes, even if they are next to you along the sidewalk, we will ask both you and your student(s) to continue forward as far as possible before loading.
- During the time that students are being released via the application (before 3:40 PM), there will be NO PICK-UP on the east/southeast side of the school (purple-colored zones). At "All-Call" (3:40 PM), students will be released to grade-level/sibling areas along the pick-up route and they are welcome to get into your vehicle when you arrive near their area. You may exit the parking lot using whichever of our two exit routes is most convenient for you when your child/children get into your car.

Other Notes

Students with walker passes will be released at 3:30 PM.

Should a problem occur with our technology (not likely, but with technology you should always have a backup plan) we will release all students at 3:30 PM and operate our carline with students waiting for rides in designated grade/sibling areas. In this situation we will allow students that see their rides to get into cars in either the purple or green pick-up zones.

MA Staff members will assist everyone as we transition to this new process and work out the kinks. Thank you for your help in making this process occur as smoothly as possible.

CARLINE:

Afternoon Pick-Up

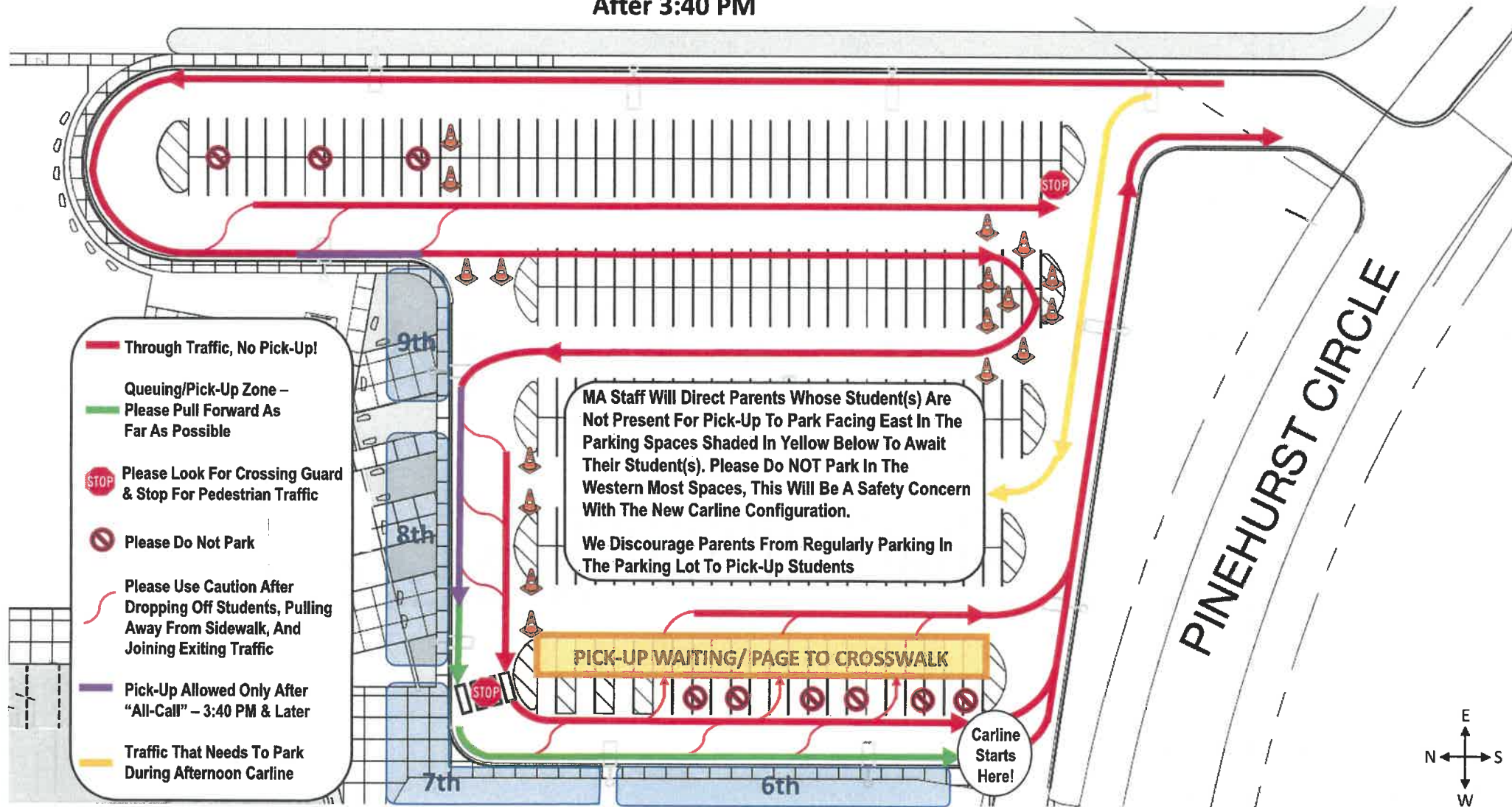
**3:00 PM Early Release &
Regular Release 3:25 PM - 3:40 PM**


AFTERNOON CARLINE:

Pick-Up Procedures


After 3:40 PM


After 3:40 PM




 Please **DO NOT** stop in the roundabout or block our eastbound through lane while waiting in our afternoon carline. This roundabout is used by through traffic exiting our parking lot but needing to exit our property towards the east.


We have a double lane for traffic approaching the entrance to our parking lot and there is a left turn lane. We ask that inbound traffic keep the through lane clear by waiting until there is enough room to enter the left turn lane past the roundabout.

 **Through traffic**


 Please **DO NOT** stop in the roundabout or block our eastbound through lane while waiting in our afternoon carline. This roundabout is used by through traffic exiting our parking lot but needing to exit our property towards the east.

We have a double lane for traffic approaching the entrance to our parking lot and there is a left turn lane. We ask that inbound traffic keep the through lane clear by waiting until there is enough room to enter the left turn lane past the roundabout.

 **Through traffic**

 Please **DO NOT** stop in the roundabout or block our eastbound through lane while waiting in our afternoon carline. This roundabout is used by through traffic exiting our parking lot but needing to exit our property towards the east.

We have a double lane for traffic approaching the entrance to our parking lot and there is a left turn lane. We ask that inbound traffic keep the through lane clear by waiting until there is enough room to enter the left turn lane past the roundabout.

 **Through traffic**

Please DO NOT stop in the roundabout or block our eastbound through lane while waiting in our afternoon carline. This roundabout is used by through traffic exiting our parking lot but needing to exit our property towards the east.

We have a double lane for traffic approaching the entrance to our parking lot and there is a left turn lane. We ask that inbound traffic keep the through lane clear by waiting until there is enough room to enter the left turn lane past the roundabout.

Through traffic

Enter left turn lane here.

Please wait here until you have enough room to clear the roundabout and enter the left turn lane beyond it. Thank you.

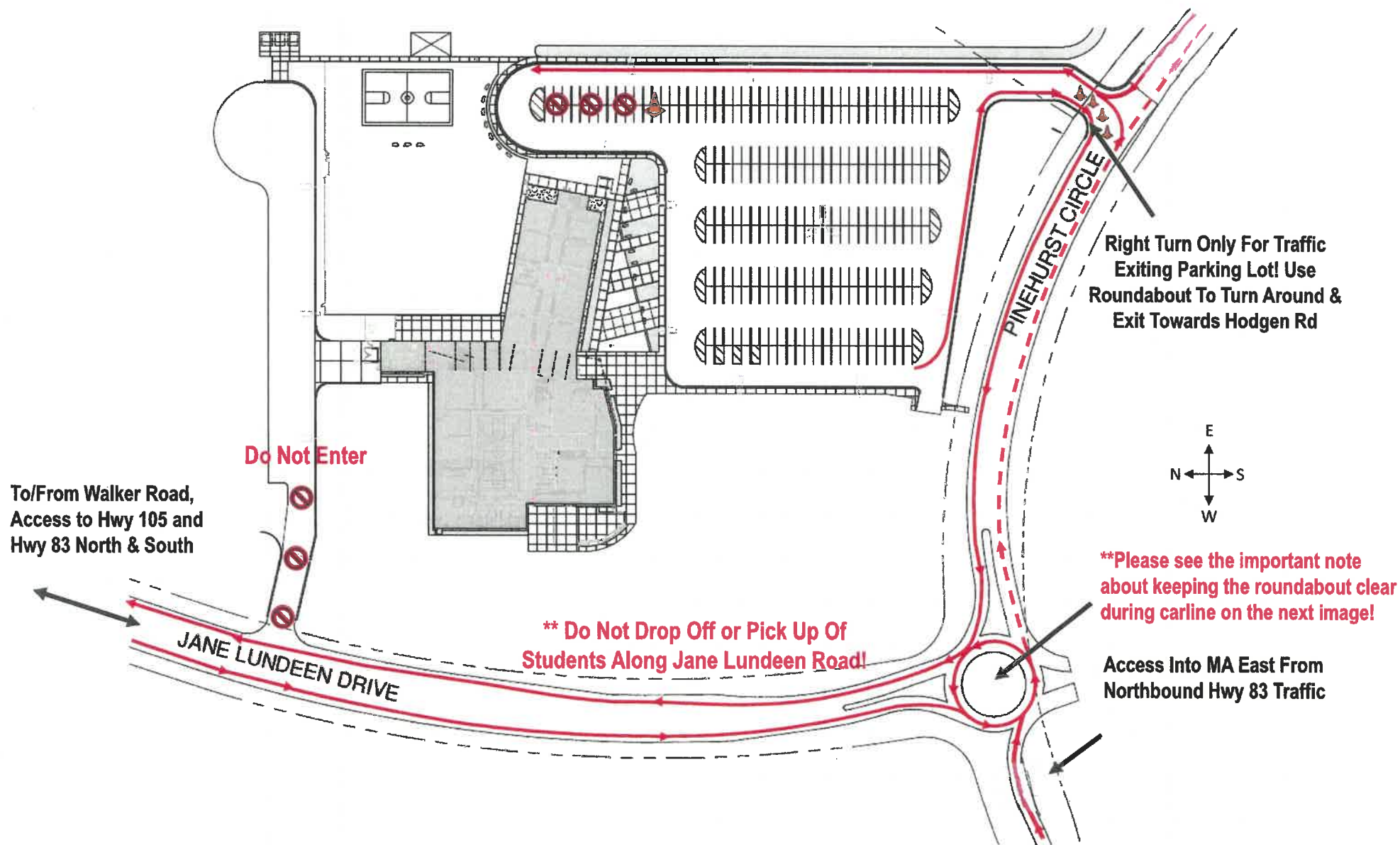
⊘ Please DO NOT stop in the roundabout or block our eastbound through lane while waiting in our afternoon carline. This roundabout is used by through traffic exiting our parking lot but needing to exit our property towards the east.

We have a double lane for traffic approaching the entrance to our parking lot and there is a left turn lane. We ask that inbound traffic keep the through lane clear by waiting until there is enough room to enter the left turn lane past the roundabout.

... Through traffic

Enter left turn lane here.

Please wait here until you have enough room to clear the roundabout and enter the left turn lane beyond it. Thank you.



CDOT School Zone Traffic Safety Evaluation





COLORADO

Department of Transportation

SCHOOL ZONE TRAFFIC SAFETY EVALUATION





COLORADO

Department of Transportation

Traffic Engineering Division 2014

IN COOPERATION WITH:

AAA COLORADO
COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT
COLORADO DEPARTMENT OF EDUCATION
DENVER OSTEOPATHIC FOUNDATION
DRIVE SMART
PTA COLORADO

Updated March 2014 by the
COLORADO DEPARTMENT OF TRANSPORTATION (CDOT)
TRAFFIC ENGINEERING DIVISION
4201 EAST ARKANSAS, 3RD FLOOR
DENVER, COLORADO, 80222

TABLE OF CONTENTS

Page No

Introduction

Purpose	1
Safety Factors	1
Misconceptions	1

School Zone Safety Evaluation

Getting Started with the Checklist	2
Safety Assessment Tool	2
Safety Categories	2
Checklist Contact Information Instructions	3
School Zone Safety Checklist	4-6
Contact Information Form	7-8
CDOT Regional Traffic Engineers	9
CDOT Regional Map	9
Committee Participants Educational Resources.....	10
Glossary	11
Colorado Revised Statutes and References	12-14

INTRODUCTION

PURPOSE

Your responses to the following Checklist will assist the Colorado Department of Transportation Regional and Headquarters Traffic Engineering staff to determine traffic control measures necessary to provide safe movement of school age pedestrians within the school zone. These questions deal with a broad range of issues that relate to the overall traffic safety situation at your school.

One of the most pressing and controversial problems that parents, transportation engineers, law enforcement agencies and school administrators are faced with concerns the safety of children on their way to and from school. This topic always produces great concern for parents and administrators due to the potentially severe consequences of a vehicle/child pedestrian accident. The primary question facing these agencies and individuals is how the school transportation safety issue can be best handled with maximum safety effectiveness.

School zone safety is a function of many different factors. School zones are evaluated on a case-by-case basis because each school environment is unique. As this checklist is completed it will become obvious that many items are involved in school zone safety.

SAFETY FACTORS

There are a number of factors affecting the overall transportation safety situation for a school. These factors include physical setting, school population characteristics, transportation, education, and law enforcement. Each of these items can have a dramatic affect on the safety of a child on his or her way to school and the manner in which that municipality/county and the school district should handle a particular school's situation.

Following receipt of this checklist the Colorado Department of Transportation will, if necessary, evaluate expressed issues and concerns through a Traffic Engineering Study. The determination of whether a reduction in speed limit is warranted for the school will be based upon the degree of exposure of school age pedestrians to traffic and the nature of that traffic. Other factors include but are not limited to the age of the school children who must cross the highway and the frequency and number of children exposed to traffic. The presence of a school along or near a state highway or city street does not always expose children to traffic.

Furthermore, a speed reduction within the school zone to simply accommodate vehicles exiting from or entering the school is not appropriate.

MISCONCEPTIONS

Past thinking was that once a child had reached the school grounds he or she was safe and did not need to worry about vehicular traffic. Many of today's school grounds are not safe havens for young pedestrians. Confusion created by a complicated combination of driveways and sidewalks has become common in the typical layout for school grounds of today.

Arrival and departure practices at some schools consist of parents dropping off or picking up students at the same time school buses are attempting to use the same driveways. The situation can be further complicated by school age pedestrians and young bicycle riders attempting to navigate through this setting using those same driveways. This type of layout requires young children to maneuver through a maze of parked and moving cars while at the same time watch for buses that may also be moving.

Although CDOT takes into account the entire school area when conducting a school study, CDOT's responsibility is solely for the school zone on the State Highway.

SCHOOL ZONE SAFETY EVALUATION

GETTING STARTED WITH THE CHECKLIST

In all likelihood, more than one person will need to be contacted to assist with providing answers to the questions on the Checklist. School administrators, local government officials and law enforcement agency representatives with responsibility for the school area in question should be asked to provide answers related to their disciplines. Do not attempt to provide answers to sections of the Checklist that fall within the purview of another. It is the responsibility of the governmental representative signing this document to assure that there are no inaccurate or misleading responses provided in this Checklist.

Certain terminology used in the Checklist may not be familiar to the persons preparing the response. An attached glossary of terms is provided to assist and provide a basis for understanding and response.

SAFETY ASSESSMENT TOOL

This Checklist can be helpful as an indicator of the overall safety condition within the school area and can be used by any concerned individual or group to do a community school safety assessment on their own. Normally, there are many ways to improve the school safety scene. The Checklist is set up to help focus on safety deficiencies.

Keep in mind that speed limit reductions for school areas, if warranted, are based upon the exposure of school age pedestrians to traffic and the age of those children as well as the nature of the traffic (e.g. traffic volume, flow and composition; roadway width; pedestrian crosswalks; etc.). The speed limit within the school zone will be determined by a Traffic Engineering Study.

SAFETY CATEGORIES

School safety zones are complex, therefore the Checklist is divided into five categories:

- (1) School Population Characteristics,
- (2) Transportation Issues,
- (3) Physical Setting,
- (4) Education Issues, and
- (5) Law Enforcement

The five areas may overlap and be reliant upon other aspects contained in another section. The School Population Characteristics section asks for basic information about the students, staff, parents and others connected with the school. How students are transported to and from school is addressed in the section on Transportation Issues. The Physical Setting section asks questions which will define the physical characteristics of a school zone. Most questions in this area are measurable and self-explanatory. Education issues relates to how students receive safety information. Finally, the Law Enforcement portion identifies the current role and exposure of police in and around the school grounds. After the completion of all five sections, you should have a better understanding of your individual school's safety needs.

CHECKLIST CONTACT INFORMATION INSTRUCTIONS

The Checklist Contact Information portion of the Checklist must be completed and accompany your Checklist when it is submitted. It provides the opportunity to explain any additional circumstances specific to the school in question. Furthermore, it documents the authenticity of the Checklist and provides the authorized municipality officials' signatures.

Please present the completed Checklist with the Contact form to your municipality official authorized to request a Traffic Engineering Study for processing, approval, signature and mailing. Do not send these documents directly to the Colorado Department of Transportation. Before the documents can be processed by CDOT, the Contact portion of the form must be signed by the appropriate municipality official(s) authorized to request an official Traffic Engineering Study. It is their responsibility to then forward the documents on to the Colorado Department of Transportation Region Traffic Engineer.

Checklist documents received by the Colorado Department of Transportation lacking the official governmental signatures will be returned to the appropriate municipality for approval and processing.

SCHOOL ZONE SAFETY CHECKLIST

SCHOOL POPULATION CHARACTERISTICS

1. Type of School: ☐ Elementary ☐ Junior/Middle School ☐ High School
2. Please provide the school schedule and calendar web addresses. If these are not available online, please attach copies of your school calendar and schedule.

3. What are your school hours of operation? _____
4. Do you have any before/after school extra-curricular activities scheduled outside of the normal school hours of operation? ☐ Yes ☐ No
If so, what time(s)?
5. How many students are currently enrolled in the school?
6. Closed campus*? ☐ Yes ☐ No
7. Does the school have an "on-site management or cooperative decision making team"? ☐ Yes ☐ No

TRANSPORTATION ISSUES

8. Is there a "walking and/or biking school route map/plan"? ☐ Yes ☐ No
9. Is the "school route map/plan" up-to-date? ☐ Yes ☐ No
NOTE: An up-to-date route plan must be submitted to CDOT (see page 9 and 10) prior to scheduling a School Safety Evaluation Survey.
10. Does the school have a policy on how students can/must be transported? ☐ Yes ☐ No
11. The number of children that normally walk or bike to school:
12. What portion of those walking/biking to school must cross the State Highway in question?
13. Is large truck traffic limited on the State Highway in question? ☐ Yes ☐ No
14. Is large truck traffic limited on adjacent streets? ☐ Yes ☐ No

PHYSICAL SETTING

15. Is the school located in a residential area? ☐ Yes ☐ No
16. Does the school area currently have school related signing and pavement markings? ☐ Yes ☐ No

PHYSICAL SETTING, Continued

17. Do you feel the school area signing and pavement markings are in good condition? ☐ Yes ☐ No
18. Do pedestrian crosswalks currently exist? ☐ Yes ☐ No
19. Are there sidewalks along the designated route(s) to the school? ☐ Yes ☐ No
20. Is there a designated child drop-off* area separate from the school bus drop-off* area? ☐ Yes ☐ No
21. Is there a traffic control plan for school buses and parents' vehicles? ☐ Yes ☐ No
22. Parking Situation:
- a.) Is diagonal parking* prohibited near the school? ☐ Yes ☐ No
- b.) Is diagonal parking* prohibited on school grounds? ☐ Yes ☐ No
- c.) Do you feel it is difficult to see pedestrians in the crosswalk? ☐ Yes ☐ No
23. Does the municipality/county have a traffic engineer? ☐ Yes ☐ No
NOTE: If you answered yes to question 21, go to question 23.
24. If the municipality/county does not have a traffic engineer, who is the person responsible for traffic engineering decisions?
☐ Chief of Police ☐ Sheriff ☐ Other _____

Name and Title
25. Are students directed to designated crossing locations by secured fencing*? ☐ Yes ☐ No
26. Is the school playground protected with secured fencing*? ☐ Yes ☐ No
27. Is the campus completely contained on one side of the highway with no need for students to cross the highway during the school day? ☐ Yes ☐ No
28. Are there multiple schools on the same grounds? ☐ Yes ☐ No
NOTE: If you answered yes to this question, all Principals must approve the request for a Traffic Engineering Study.

EDUCATION ISSUES

29. Does the school have an adult crossing guard* program? ☐ Yes ☐ No
30. Is there a training program for crossing guards*? ☐ Yes ☐ No
31. Is there a student safety patrol*? ☐ Yes ☐ No
If so, what grades? _____
Number of participating students? _____
32. Who administers the crossing guard* program?
☐ School ☐ PTA ☐ Municipality ☐ County ☐ Other: _____

EDUCATION ISSUES, Continued

33. Does the school have a safety education program that:
- | | | |
|--------------------------------|------------------------------|-----------------------------|
| Addresses pedestrian behavior? | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| Addresses bicycle safety? | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| Addresses seat belt usage? | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
34. Is there a training program for crossing guards*? ☐ Yes ☐ No
35. Is there a student safety patrol*? ☐ Yes ☐ No
- If so, what grades? _____
- Number of participating students? _____

LAW ENFORCEMENT

36. What is the posted speed limit on the State Highway in question? _____
37. Is there good compliance with existing speed limits? ☐ Yes ☐ No
38. What law enforcement agency is responsible for this school zone? (e.g. State Patrol, Sheriff's office, local law enforcement, etc.)?

39. How often does the responsible law enforcement agency patrol the area during the school day? Give average number of patrols per day. _____

* Indicates a term that is defined in the Glossary on Page 11

CHECKLIST CONTACT INFORMATION

(Please type or print all information except signature)

SCHOOL DISTRICT NAME AND NUMBER

NAME OF SCHOOL (#1)

NAME OF SCHOOL (#2)**

PHYSICAL ADDRESS

PHYSICAL ADDRESS**

WEBSITE ADDRESS

WEBSITE ADDRESS**

PHONE NUMBER

PHONE NUMBER**

EMAIL

EMAIL**

PRINCIPAL'S NAME

PRINCIPAL'S NAME**

(School Authority) SIGNATURE

(School Authority) SIGNATURE**

NAME OF PERSON PREPARING THE CHECKLIST

ORGANIZATION NAME (IF APPLICABLE)

PHONE NUMBER

EMAIL

**If there are Multiple Schools on the same Grounds.

CHECKLIST CONTACT INFORMATION (Cont'd):

(Please type or print all information except signature)

**NAME AND TITLE OF MUNICIPALITY OR COUNTY OFFICIAL OR ADMINISTRATOR
REQUESTING THE OFFICIAL TRAFFIC ENGINEERING STUDY:**

_____ NAME	_____ SIGNATURE
----------------------	---------------------------

ORGANIZATION NAME

PHONE NUMBER

EMAIL

WEBSITE ADDRESS

**NAME AND TITLE OF MUNICIPALITY OR COUNTY TRAFFIC ENGINEER OR PERSON
RESPONSIBLE FOR TRAFFIC ENGINEERING DECISIONS (NOTE: IF SAME AS
REQUESTING OFFICIAL, WRITE "REQUESTING OFFICIAL" ON "NAME" LINE.)**

_____ NAME	_____ SIGNATURE
----------------------	---------------------------

ORGANIZATION NAME

PHONE NUMBER

EMAIL

WEBSITE ADDRESS

COMMENTS: _____

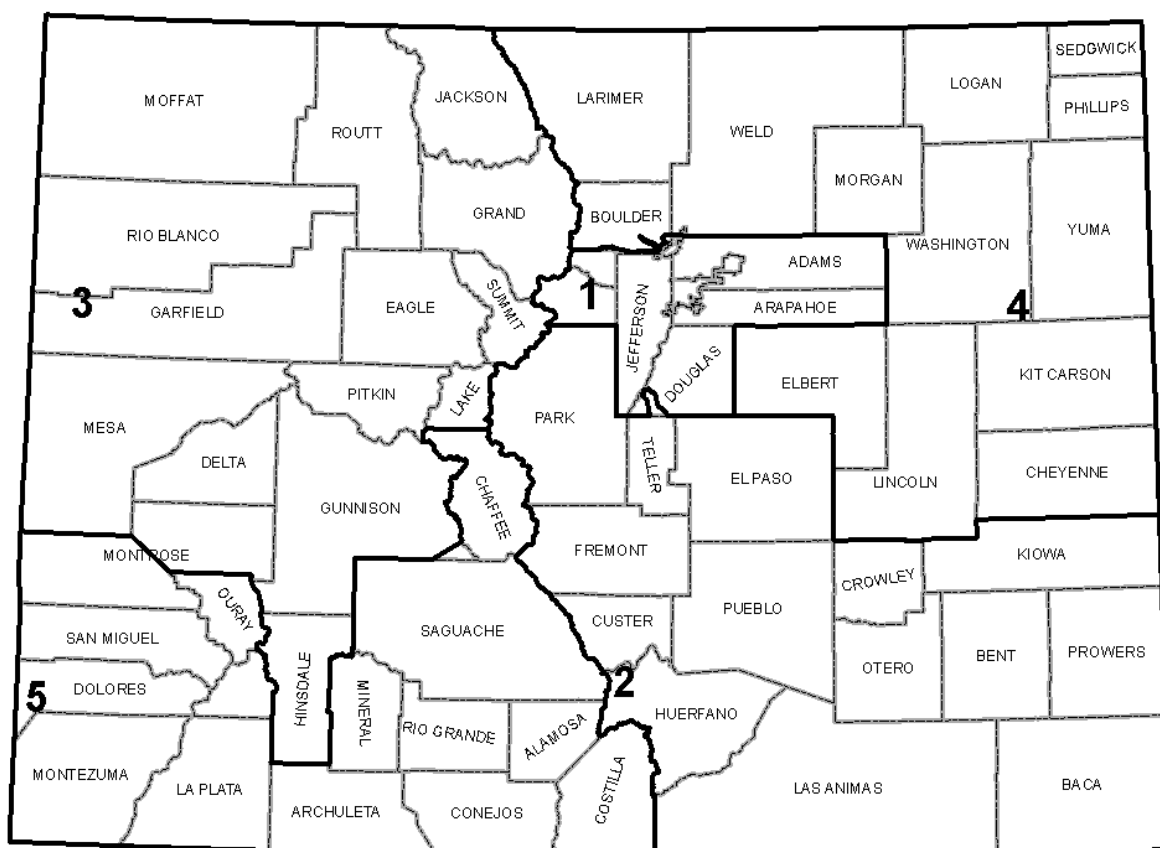
(Please attach additional sheets if necessary)

CDOT REGIONAL TRAFFIC ENGINEERS

Once the Checklist has been completed and approved by the municipality or county, it should be sent to the Colorado Department of Transportation, Regional Traffic Engineer for your area.

COLORADO DEPARTMENT OF TRANSPORTATION REGIONS			
REGION	ADDRESS	PHONE	FAX
1	2000 South Holly Street Denver, CO 80222	(303) 757-9511	(303) 757-9907
2	905 Erie Avenue PO Box 536 Pueblo, CO 81002	(719) 546-5411	(719) 546-5414
3	222 South Sixth Street, Room 100 Grand Junction, CO 81501-2769	(970) 248-7230	(970) 248-7254
4	1420 2 nd Street Greeley, CO 80631	(970) 350-2121	(970) 350-2198
5	3803 North Main Avenue, Suite 100 Durango, CO 81301	(970) 385-8360	(970) 385-8361

The CDOT Regional Map (below) can be helpful in determining which CDOT Engineering Region contact is appropriate for you. The municipality or county representative should direct the Checklist mailing to the Traffic Engineering Office within the appropriate Region.



COMMITTEE PARTICIPANTS AND EDUCATIONAL RESOURCES

AAA Colorado, Inc.
Driver Education/Traffic Safety
4100 East Arkansas Ave
Denver, CO 80222
(303) 753-8800

Brain Injury Alliance of Colorado
1385 S Colorado Blvd, Suite 606, Bldg A
Denver, CO 80222
(303) 355-9969; Fax: (303) 355-9968

Children's Hospital Colorado
13123 East 16th Avenue
Aurora, CO 80045
(720) 777-1234

Colorado Department of Education
School Transportation
201 East Colfax Avenue
Denver, CO 80203-1704
(303) 866-6856; Fax: (303) 866-6186

Colorado Department of Public Health and
Environment
Injury, Suicide and Violence Prevention
4300 Cherry Creek Drive South
Denver, CO 80246
(303) 692-2609; Fax: (303) 691-7901

Colorado Department of Transportation
Safety and Traffic Engineering Branch
4201 E Arkansas Avenue
Denver, CO 80222
(303) 757-9654; Fax: (303) 757-9219

Colorado Parent Teacher Association
7859 West 38th Avenue
Wheat Ridge, CO 80033
(303) 420-7820; Fax: (303) 420-7703

Denver Osteopathic Foundation
3801 East Florida Avenue #635
Denver, CO 80210
(303) 996-1140; Fax: (303) 996-1142

Drive Smart Evergreen – Conifer
2962 Evergreen Parkway, #201
Evergreen, CO 80437-9683
(303) 674-9683

Federal Highway Administration
Safety and Traffic Operations
12300 West Dakota Avenue, Suite 180
Lakewood, CO 80228
(720) 963-3000; Fax: (720) 963-3001

Mesa County Health Department
Health Education
510 29 ½ Road
Grand Junction, CO 81504
(970) 248-6900; Fax: (970) 246-6971

National Highway Transportation Safety
Administration
12300 West Dakota Avenue, Suite 140
Lakewood, CO 80228
(720) 963-3100; Fax: (720) 963-3124

State Farm Insurance
1555 Promontory Circle
Greeley, CO 80634-0002
(970) 395-5000

GLOSSARY

Authorized speed limit: speed limit that is legally established and authorized by the Colorado Department of Transportation for that portion of state highway in question. It is the responsibility of CDOT to make sure that the legally authorized speed limit agrees with the posted limit.

Closed campus: school policy that prohibits students from leaving school grounds during the day for lunch breaks or when they do not have classes; e.g. can they visit a convenience store across the street during breaks or lunch thus increasing their exposure to traffic.

Crossing guard: any person eighteen years of age or older who instructs, directs, and controls the members of the student body in crossing the streets and highways at or near the school. Controls traffic when authorized.

Diagonal parking: a parking layout where vehicles are parked at an angle on the street. Traditional diagonal street parking has been responsible for 30% of all accidents within small communities. There are two primary causes that contribute to this statistic. Motorists backing out of a diagonal parking spot have extremely poor visibility; in some cases they may also be required to back out across the cross-walk as in the case of the parking stall nearest the cross-walk. There is limited “free space” available to vehicles. “Free space” is the separation distance between parked vehicles and the moving ones and is usually much less than with other parking designs. The potential benefits of reverse diagonal parking, or diagonal parking in which drivers back into position upstream, is currently being evaluated.

Drop-off and pick-up zone: area for vehicles and school buses to drop off and pickup students. Ideally, vehicles and school buses should not be stopping in the street to load or unload students. There should be good sight distance, minimizing the risk of children “darting out” from between vehicles and diagonal parking should be discouraged.

On-site management or decision making team: a group typically comprised of faculty, parents, and community members who evaluate and make recommendations on the operation of individual school sites.

Safety program: classes or discussions that teach students safety practices relating to pedestrian behavior, such as the proper way to cross streets, use sidewalks, load and unload buses, avoid darting out from between parked cars, etc. This program also includes classes or discussions that teach students safe practices regarding bicycles and seat belts.

School route map/plan: diagram of the area surrounding the school marked to show the main routes students must use to walk or bike to school. See section 7A in the Manual on Traffic Control Devices. Consult with your local traffic engineer or chief of police.

School safety patrol: any students trained and delegated to control other students as they safely cross roadways.

Secured fencing: fencing designed to prevent children from easily passing through or around it. An excellent example would be 8 to 12 foot high chain link type fence.

Year round school: the standard nine month instructional period is distributed throughout the year with regularly scheduled breaks or vacations interspersed.

COLORADO REVISED STATUTES AND REFERENCES

The following Colorado Revised Statutes (C.R.S.) are some of the Colorado laws that apply to school zones. For full-text of these C.R.S. descriptions go to:

<http://www.lexisnexis.com/hottopics/Colorado/>

42-4-104	Adoption of traffic control manual
42-4-105	Local traffic control devices
42-4-110	Provisions uniform throughout the state
42-4-110.5	Automated vehicle identification systems
42-4-111	Powers of Local Authorities
42-4-615	School zones - increase in penalties for moving traffic violations
42-4-1102	Altering of speed limits
42-4-1701	Traffic offenses and infractions classified
43-2-135	Division of authority over streets
43-1-1601	Safe routes to school program
13-21-115.6	Immunity from civil liability for school crossing guards and sponsors

Manual on Uniform Traffic Control Devices (MUTCD)

MUTCD 2009 Edition. Published by the U.S. Department of Transportation Federal Highway Administration; Part 7 – Traffic Controls for School Areas.

Email - Traffic Road Complaints Around Monument Academy



From: [Jeff Rice](#)
To: mattddunston@hotmail.com
Cc: "David Jones"; [Jeff Hodsdon](#)
Subject: FW: Traffic / Road Complaints Around Monument Academy
Date: Monday, April 18, 2022 08:44:05

Hi Matt,

Below is the response I received from DPW (no service requests), and the Sheriff's Office told me they don't know of any issues at this campus.

Thanks!

Jeff

From: Chuck Dionne <ChuckDionne@elpasoco.com>
Sent: Monday, April 11, 2022 7:54 AM
To: Jeff Rice <JeffRice@elpasoco.com>
Subject: RE: Traffic / Road Complaints Around Monument Academy

Jeff I do not show any service requests or emails that we have received for this area since 2020.

Charles Dionne

El Paso County Department of Public Works
Work Management/Dispatch, Supervisor
ChuckDionne@elpasoco.com
Hrs. Monday – Thursday 6:30 AM – 5:00 PM

From: Jeff Rice <JeffRice@elpasoco.com>
Sent: Wednesday, April 6, 2022 9:20 AM
To: Chuck Dionne <ChuckDionne@elpasoco.com>
Subject: Traffic / Road Complaints Around Monument Academy

Hi Chuck,

Have there been any traffic/road complaints or issues tracked around the new Monument Academy school at Highway 83 and Walker Road? We are trying to make sure the developer addresses any issues with the subdivision that is under review there now.

Thanks!

Jeff