



CRESTHILL MIDDLE SCHOOL
Traffic Memorandum

Project Number: 1124175

Prepared For: Douglas County
School District

March 2, 2025
Revised:
April 7, 2025

DIBBLE



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Traffic Memorandum

Highlands Ranch, Colorado

Project Number: 1124175

Prepared For: Douglas County School District
Planning and Construction
2808 Highway 85, Building B
Castle Rock, Colorado 80109

March 2, 2025
Revised:
April 7, 2025



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1. EXECUTIVE SUMMARY

Douglas County School District is considering options for consolidating schools in Highlands Ranch, Colorado. One consolidation option involves having 6th grade students move to their respective middle school. The Cresthill Middle School (Cresthill) consolidation includes 6th grade students from Acres Green, Arrowwood, Cougar Run, Eagle Ridge, and Fox Creek Elementary schools. This Traffic Memorandum reviews existing traffic and provides potential mitigation measures for current traffic and potential increased traffic challenges due to increased enrollment caused by school consolidations.

Cresthill has two parking areas, each with one access point from Cresthill Lane. The parking area to the south is reserved only for staff and buses. Parents queue up to drop their children off in the northern parking lot. The queue from this lot extends on to Cresthill Lane, resulting in lane blockage at the intersection. Bus service is provided to students within the attendance boundary, but more than two miles from the school.

The projected 2028-2029 combined enrollment is 523 students if 6th Grade is retained at the elementary level and 760 students if 6th Grade is moved to the middle schools. These projected enrollment numbers respectively represent a decrease of 15% and an increase of 23% from the existing Cresthill enrollment.

Consolidation of the schools will increase traffic at Cresthill with more vehicles using on-street parking, the school parking lot, and the pick-off/drop-off lanes. This will increase impacts to the surrounding roadways during pick-up and drop-off times. In addition, more vehicles and pedestrians will be traveling across University Boulevard, potentially leading to safety challenges.

- Analyze the ability to expand bus service to the middle school by reducing the walking radius around the school. Increased bus service was not analyzed as a required mitigation but could provide efficiency for the pick-up and drop-off by having additional buses and less personal vehicles.
- Coordinate with Douglas County to install a dedicated right-turn lane on southbound Cresthill Lane at the northern parking lot entrance/Weeping Willow Circle.

It is anticipated that 6th grade from Lone Tree Magnet Elementary School will be consolidated to Cresthill Middle School. This will result in approximately 30 additional students above the analyzed amount of 760 which is below the maximum historical enrollment. A portion of these students are anticipated to ride a bus and the potential additional students do not impact the recommended improvements.

2. INTRODUCTION

2.1 Study Purpose and Scope

The purpose of this Traffic Memorandum is to discuss the existing traffic patterns at Cresthill Middle (Cresthill) and potential mitigation measures for current traffic and potential increased traffic due to increased enrollment caused by school consolidations.

The scope of this memorandum includes assessing school driveways, nearby intersections, school parking lots, school drop-off and pick-up locations, traffic flow, bicycle and pedestrian facilities, and general traffic challenges at Cresthill.

2.2 Study Area

Cresthill Middle School is located at 9375 Cresthill Lane in the central region of Highlands Ranch. The access drive to the school is located approximately 1,600 feet north of University Boulevard, a major arterial. The parcel number for the property is 223107100023. Cresthill Middle School is located within immediate proximity to Highlands Ranch High School. A vicinity map showing the school's location is provided as **Figure 1**.



Figure 1 – Vicinity Map

Neighborhood local and collector streets are analyzed for safety challenges, bicycle and pedestrian facilities, parking availability, and queueing lengths. Larger intersections at arterial streets are analyzed for the same items, but also for accident history.

2.3 School Description

Cresthill has a start time of 7:30 AM and an end time of 2:45 PM. Cresthill has two parking lots, each one with an access drive from Cresthill Lane. Both parking lots contain designated pick-up and drop-off lanes with the south lot reserved for bus drop-off and pick-up as well as faculty parking. Two pedestrian crosswalks aid in the Crossing of Cresthill Lane, both directly adjacent to the access drives for the parking lots. Cresthill has a maximum Capacity of 2,408 students but the largest enrollment since 2013 is 915 students.

School bus service is provided at Cresthill. Douglas County School District’s policy is for bus service to only be provided to middle school students within the school’s attendance boundary, and outside of a designated one-mile waling radius. **Figure 2** depicts Cresthill’s local attendance boundary, which is comprised of the attendance boundaries of Arrowwood, Eagle Ridge, Cougar Run, Acres Green, and Fox Creek Elementary Schools. The orange circle represents the 2-mile walking radius. As of November 2024, 313 individuals are eligible to receive bus service, and 193 individuals have used the bus service which is a 62 percent rate.

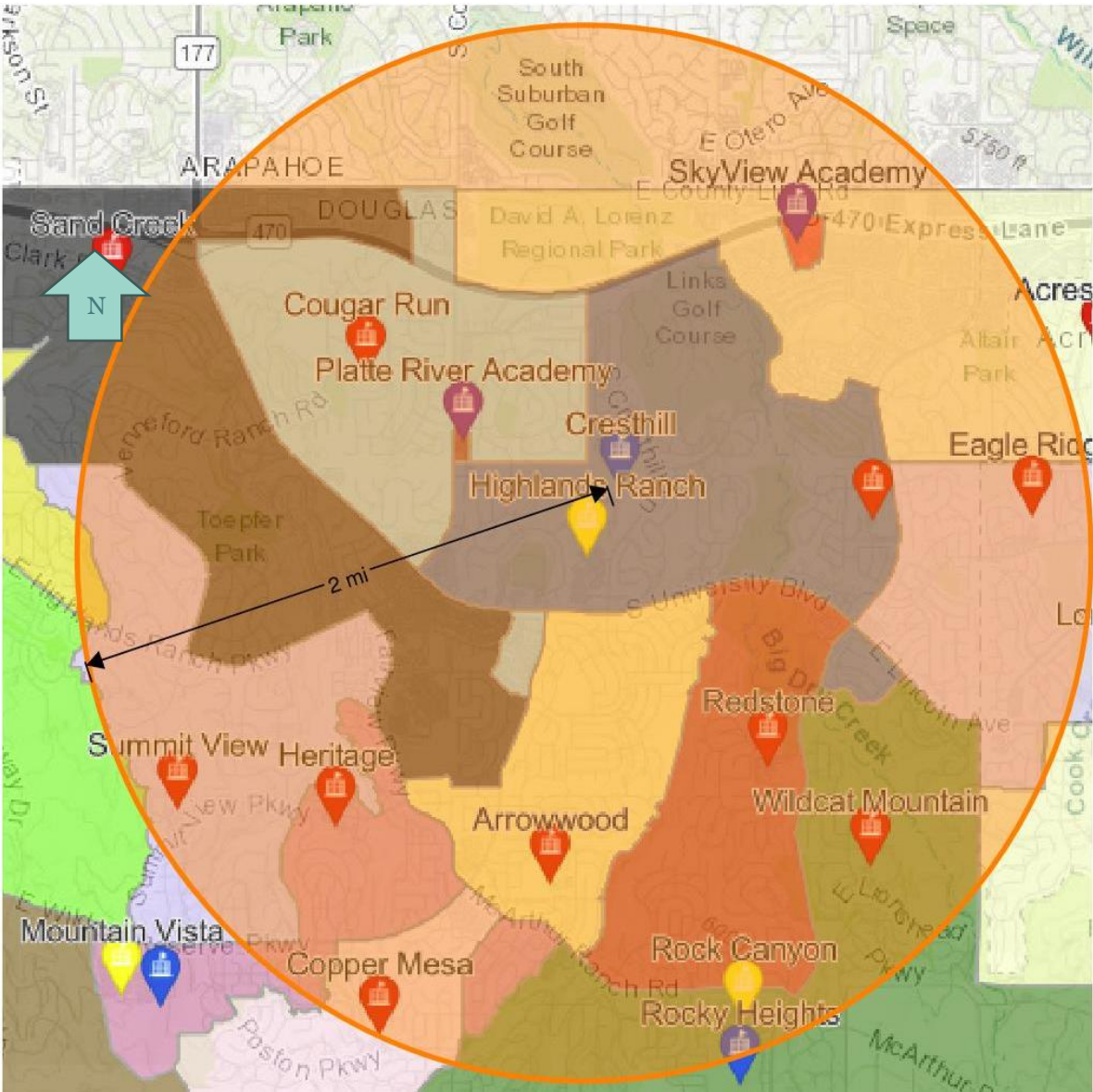


Figure 2 – Cresthill Bus Service Map

3. EXISTING CONDITIONS

3.1 Site Observation

A site observation was performed at Cresthill on November 14, 2024. Field notes from the site observation are included in **Appendix A**. The morning site observation was conducted from 6:45 AM through 8:15 AM and the afternoon site observation was conducted from 1:45 PM through 3:15 PM. Key observations included:

- Vehicle delays due to pedestrians crossing Cresthill Lane
- Sight visibility challenges at the drop-off loop
- Congestion on Cresthill Lane from vehicles turning into school

3.2 Roadway Network

The Highlands Ranch roadway network is maintained by Douglas County. Cresthill is situated just north of University Boulevard on Cresthill Lane.

University Boulevard and Cresthill Lane

The intersection of University Boulevard at Cresthill Lane is a signalized, four-way intersection that has protected left-turn lanes/phases for the University Boulevard approaches and protected/permissive lanes/phases for the Cresthill Lane approaches. **Figure 3** shows an aerial of the intersection with the current intersection layout.

Westbound University Boulevard has three through lanes and two dedicated left-turn lanes with approximately 1,000 feet of storage and a 120-foot taper before transitioning to a striped median. There is no dedicated right-turn lane. Eastbound University Boulevard also has three through lanes, with a singular dedicated left-turn lane. This lane has approximately 390 feet of storage with a 140-foot taper before transitioning to a striped median. A dedicated right-turn lane is present on this approach, containing 340 feet of storage with a 90-foot taper. Bike lanes are present on both directions of University Boulevard.

The northbound approach of Cresthill Lane contains one through lane, and a dedicated left-turn lane with 90 feet of storage and a 90-foot taper. The southbound approach contains one through lane. A second through lane transitions to a dedicated left-turn lane approximately 130 feet north of the intersection. A dedicated right-turn lane has 140 feet of storage with a 50-foot taper. Bike lanes are not present on Cresthill Lane.



Figure 3 – University Boulevard at Cresthill Lane

Cresthill Lane at Gleneagles Village Parkway

The intersection of Cresthill Lane at Gleneagles Village Parkway is an unsignalized three-way intersection with a stop control on all approaches, located north of Cresthill. **Figure 4** shows an aerial of the intersection with the current intersection layout.

Both approaches of Cresthill Lane contain one through lane. The northbound approach has a dedicated right-turn lane to turn onto Gleneagles Village Parkway which is a transition of a through lane. The eastbound approach of Gleneagles Village Parkway contains one lane for both left and right turns. Bike lanes are present for both directions on Gleneagles Village Parkway but not on Cresthill Lane.



Figure 4 – Cresthill Lane at Gleaneagles Village Parkway

Roadway Characteristics

General features of the roadways in the vicinity of Cresthill are summarized in **Table 1**.

Table 1 – Roadway Characteristics

Roadway	Cresthill Lane	University Boulevard
Speed Limit	30 mph	45 mph
Number of Through Lanes	2 NB, 1 SB	6
Lane Width	12 feet	12 feet
Bike Lane Width	None	6 feet
Median	None	Striped
On-Street Parking	None	None

3.3 Traffic Safety Analysis

Intersection Crash Analysis

Crash history was reviewed at the intersections of University Boulevard at Cresthill Lane. Crashes were reviewed for the period between 2019 and 2024. **Table 2** Summarizes the year-by-year crash data for the intersections.

Crash diagrams and a listing of crashes are provided in **Appendix B**.

University Boulevard and Cresthill Lane

There were a total of 89 crashes at University Boulevard and Cresthill Lane over the course of the study period. 16 of these involved an injury. Of the 89 crashes, 13 involved a left turn, and 10 were at night. 16 of these accidents involved a 3rd vehicle and 2 involved a bicycle. One accident also involved a pedestrian. The majority of the accidents at this intersection were rear-ends.

Table 2 – Annual Crash Summary

Year	University Boulevard and Cresthill Lane
2019	21
2020	14
2021	14
2022	14
2023	17
2024	9

School Safety

Students are picked up and dropped off primarily via the parking lot to the northeast of the school building. Queues extend from the parking lot entrance along Cresthill Lane. On-street parking is not provided or permitted at this location. Dedicated bike lanes are present on University Boulevard, but not on Cresthill Lane. Crosswalks are present at the entrance from Cresthill Lane. Because these crosswalks are not signalized, crossing pedestrians cause further delays to queued vehicles. Crosswalks at University Boulevard and Cresthill Lane experience high volumes of pedestrian traffic, also causing delays.

Cresthill was provided with a questionnaire to provide any feedback related to traffic and school safety. Their full responses can be found in **Appendix C**.

Some of the main concerns from the questionnaire are:

- Students not using crosswalks
- Students running between buses and cars
- Some parents will not follow traffic laws during peak hours

4. PROJECTED SITE TRAFFIC IMPACTS

4.1 Projected Traffic Impacts

Douglas County School District (DCSD) is considering a potential school consolidation option that would place all 6th grade students from Cresthill’s feeder schools at Cresthill. **Table 3** provides data on student enrollment for the feeder elementary schools and Table 4 provides projected enrollments for Cresthill.

Table 3 – Feeder School Projected Enrollments

School	2023-2024 PK-12 Enrollment	2023-2024 K-12 Enrollment	Projected 2028-2029 PK-12 Enrollment	Projected 2028-2029 K-12 Enrollment
Acres Green	382	336	245	199
Arrowwood	398	332	322	256
Cougar Run	360	360	390	342
Eagle Ridge	587	561	562	536
Fox Creek	450	423	356	329
Total	2,177	2,012	1,875	1,662
Total 6 th Grade Students (1/7 of total)		287		237

Table 4 – Projected Enrollment with Consolidation

School	Ideal Capacity per DCSD	Maximum Historic Enrollment	2023-2024 Enrollment	Projected 2028-2029 Enrollment (No 6 th Grade)	Projected 2028- 2029 Enrollment (With 6 th Grade)
Cresthill	1,282	915	618	523	760

The projected 2028-2029 enrollment for Cresthill Middle School is 523 students if 6th grade is retained at the elementary schools and 760 students if 6th grade is moved to the middle school. This represents a 15% decrease and a 23% increase from the 2023-2024 enrollment respectively.

Since enrollment is not projected to be more than 10 percent of the maximum historic enrollment, traffic data was not collected. However, increased traffic is still expected at Cresthill with the consolidated schools. As depicted in **Figure 2**, much of the Cresthill Middle attendance area is outside of the designated one-mile walking radius. Therefore, a large portion of the elementary school attendance would be bused.

Consolidation of the schools will increase traffic at Cresthill with more vehicles using the school parking lot and the pick-off/drop-off lanes. This will increase impacts to the surrounding roadways during pick-up and drop-off times. In addition, more vehicles and pedestrians will be using the Cresthill Lane at University Boulevard intersection, potentially leading to safety challenges.

4.2 Mitigation

Based on site observations and feedback from the Summit View Administration, Summit View faces the following challenges:

- Delay in vehicle queue due to pedestrians crossing
- Sight visibility challenges at the drop-off loop
- Congestion on Cresthill Lane
- Long wait times on University Boulevard

A dedicated right-turn lane could be added for southbound Cresthill Lane at the northern parking lot entrance. This entrance currently causes congestion on southbound Cresthill, leading to traffic using the opposing lane to pass stopped traffic. The left through lane in the northbound direction could be converted to a dedicated left-turn lane between Cresthill Lane’s intersections with Weeping Willow Circle; however, this may create additional delay for through traffic. Due to the possibility of increased delay during non-pick-up and drop-off times, this is not being recommended.

Crossing guards should be present at both entrance drives to facilitate crossing and minimize wait times for vehicles. A crossing guard should also be present to facilitate turning into the northern parking lot. **Figure 5** displays the proposed turning lanes in orange and the crosswalks that should be manned by crossing guards in light blue.

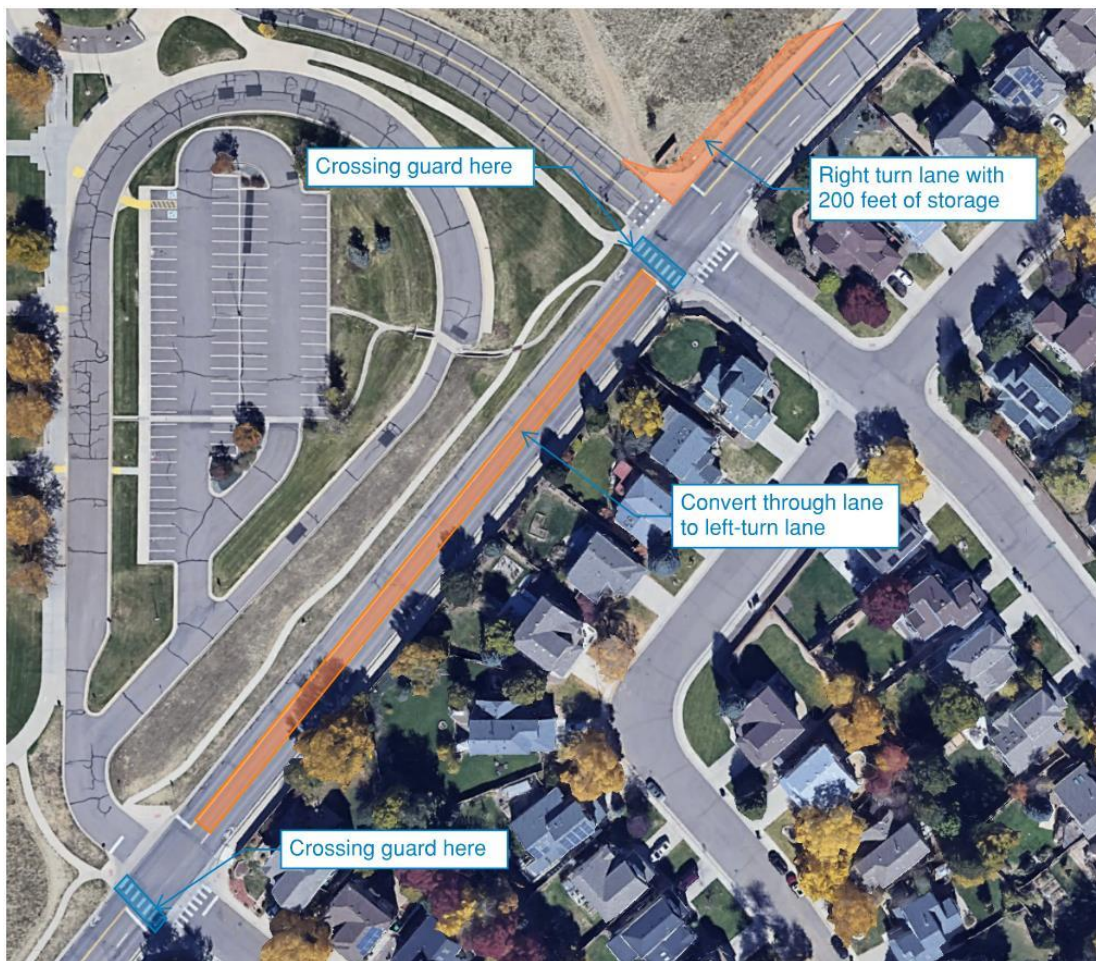


Figure 5 – Cresthill Mitigation Measures

Traffic challenges appear to be present at Highlands Ranch High School; however, the high school intersections were not reviewed as part of this traffic review. If additional corridor improvements are desired along Cresthill Lane, additional analysis is recommended at Highlands Ranch High School.

5. CONCLUSIONS/RECOMMENDATIONS

This traffic memorandum addresses existing traffic patterns and potential traffic challenges at Cresthill Middle School, while considering the anticipated increase in traffic due to the possible consolidation with 6th grades from the feeder elementary schools.

Traffic will be increased with the additional enrollment, but additional bus service will be offered, limiting the impact of the increased enrollment. Although historic enrollment levels suggest Cresthill could accommodate the increased traffic, more vehicles and pedestrians are expected. To address existing and potential future traffic challenges the following mitigation measures are recommended:

- Analyze the ability to expand bus service to the middle school by reducing the walking radius around the school. Increased bus service was not analyzed as a required mitigation but could provide efficiency for the pick-up and drop-off by having additional buses and less personal vehicles.
- Coordinate with Douglas County to install a dedicated right-turn lane on southbound Cresthill Lane at the northern parking lot entrance/Weeping Willow Circle.

It is anticipated that 6th grade from Lone Tree Magnet Elementary School will be consolidated to Cresthill Middle School. This will result in approximately 30 additional students above the analyzed amount of 760 which is below the maximum historical enrollment. A portion of these students are anticipated to ride a bus and the potential additional students do not impact the recommended improvements.

**Minor grammatical changes were made on April 7, 2025 to provide additional clarity.*



Appendix A Site Observation Notes

TRAFFIC OBSERVATION REPORT

Project Name	DCSD Traffic Study	Project No.	1124175					
Observer	Nick Westphal							
Location	Cresthill Middle School							
Time	6:45-8:15 AM	AM / PM						
		DATE	14-Nov-24					
		M	T	W	Th	F	S	S

Queueing Data

Start Time: 7:00 AM

End Time: 7:30 AM

Maximum Queueing Length: The internal queue did not fill up, but the high vehicles and pedestrian traffic at the 4-way stop backed up. The exit lane was backed up starting at 7:13.

Total Storage Length Available:

Comments:

No parking attendants were directing traffic. Pedestrians at the 4-way stop continuously flowed rather than being queued by a signal which caused vehicle delays and safety concerns.

On-Street Parking Locations and Availability

Comments:

On-street parking is not available adjacent to the school, although vehicles were dropping students off in the neighborhood to the east.

Crosswalk Locations and Usage

Comments:

Crosswalks were present at the school drop-off entrance and the bus/faculty entrance. The crosswalks are not signalized, so pedestrians are not queued up and continuously enter the intersection causing vehicles to be delayed.

Roadway Characteristics

Speed Limit(s) and Location(s):

Signage:

Signing in the school note the bus drop off area and passenger pickup area.

Bike Lanes:

No bike lanes are provided on Cresthill.

Other Comments:

There are two southbound lanes and one northbound lane with no turn lanes.

Sight Visibility Challenges

Comments:

Sight visibility is a challenge at the 4-way stop for the drop off loop. The two lanes of southbound traffic block cause issues seeing pedestrians entering the crosswalk.

Congestion Areas

Comments:

The main congestion point is the exit to the drop-off lane.

General Traffic Observations

Comments:

Buses start coming in at 7:10, but do not have an impact on drop off traffic as they have a separate access.

Lots of close calls on crashes at the 4-way stop with multiple vehicles going at the same time. Close calls may be due to waiting for pedestrians and forgetting who goes next.

Not part of this study, but it appears that the left-turn into the High School parking lot backs up significantly due to the high volume of traffic leaving from the Middle School.

Everything is cleared out of the Middle School by 7:30.

TRAFFIC OBSERVATION REPORT

Project Name	DCSD Traffic Study	Project No.	1124175					
Observer	Nick Westphal							
Location	Cresthill Middle School							
Time	1:45 - 3:15 PM	AM / PM						
		DATE	14-Nov-24					
		M	T	W	Th	F	S	S

Queueing Data

Start Time: 1:45 PM

End Time: 2:55 PM

Maximum Queueing Length: The drop off and entrance drive was full at 2:38 and extended onto the roadway. 5-10 cars backup up turning right and left into the drive.

Total Storage Length Available:

Comments:

The right-turn queue blocked traffic and vehicles started using the opposing lane to get through.

On-Street Parking Locations and Availability

Comments:

On-street parking is not available adjacent to the school, although many vehicles were picking students up in the neighborhood to the east.

Crosswalk Locations and Usage

Comments:

Crosswalks were present at the school drop-off entrance and the bus/faculty entrance. The crosswalks are not signalized, so pedestrians are not queued up and continuously enter the intersection causing vehicles to be delayed.

Roadway Characteristics

Speed Limit(s) and Location(s):

Signage:

Signing in the school note the bus drop off area and passenger pickup area.

Bike Lanes:

No bike lanes are provided on Cresthill.

Other Comments:

There are two southbound lanes and one northbound lane with no turn lanes.

Sight Visibility Challenges

Comments:

The left-turn queue blocked visibility of pedestrians coming out of the school.

Congestion Areas

Comments:

The turning into the school is the only areas that have backup. Everything was mainly clear at 2:55.

General Traffic Observations

Comments:

Buses leaves at 2:55. This causes no backup at the Middle School, but may cause issues at the High School. Not any congestion issues other than the street backup waiting for the entrance drive to clear up. Main issues is safety at the 4-way intersection and parking in the neighborhood.

TRAFFIC OBSERVATION REPORT

Project Name	DCSD Traffic Study	Project No.	1124175															
Observer	Mike Swearingen																	
Location	Cresthill Middle School (South arterial entrance at University Rd and Cresthill Ln)																	
Time	6:30-7:55	AM	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="background-color: #8B4513; color: white;">DATE</td> <td colspan="7"></td> </tr> <tr> <td style="background-color: #8B4513; color: white;">M</td> <td style="background-color: #8B4513; color: white;">T</td> <td style="background-color: #8B4513; color: white;">W</td> <td style="background-color: #8B4513; color: white;">Th</td> <td style="background-color: #8B4513; color: white;">F</td> <td style="background-color: #8B4513; color: white;">S</td> <td style="background-color: #8B4513; color: white;">S</td> </tr> </table>	DATE								M	T	W	Th	F	S	S
DATE																		
M	T	W	Th	F	S	S												

Queueing Data

Start Time: 7:08:00 AM

End Time: 7:40:00 AM

Maximum Queueing Length: 375 ft Observed

Total Storage Length Available: (University Blvd NB) Leftmost turn lane 360 ft, ii Total: 980 ft
(University Blvd SB) Right turn lane 335 ft

Comments: Both Cresthill Middle School and Highlands Ranch High School service the area and are both accessed via Cresthill Ln. Cresthill Ln can be accessed from the south from University Blvd and the north from Gleneagles Village Pkwy. The queues entering Cresthill Ln from the south begin forming around 7:08a. The double left turn lane at the intersection of University and Cresthill reached ~375 feet of queue at 7:10a. ~12 vehicles in each lane cleared during the left arrow movement. 2-8 vehicles had to wait two cycles before completing the movement. The right turn lane filled and consistently blocked the rightmost thru lane southbound on University Blvd forcing commuters to merge over and back to utilize all three lanes. Queues formed on the southside of Cresthill Ln going NB cleared each cycle. SB traffic on Cresthill Ln making a left onto University Blvd faced the most difficulties. Some vehicles had to wait 3-5 light cycles before accessing NB University Blvd. The left turn arrow allowed enough time for only 5-8 vehicles when 20-35 vehicles were queued at peak. The queue also blocked the left turns of many of the school users along NB Cresthill Ln.

On-Street Parking Locations and Availability

Comments: There is no street parking available along Cresthill Ln between Gleneagles Village Pkwy and University Blvd. The adjacent neighborhoods have parking, but there was no utilization of it during drop-off.

Crosswalk Locations and Usage

Comments: The crosswalks at Cresthill Ln and University Blvd were used by ~25 pedestrians. At peak, the crossings added to the delay for the SB Cresthill Ln commuters.

Roadway Characteristics

Speed Limit(s) and Location(s):

The speed limit along Cresthill Ln is 30 mph. The speed limit along University Blvd is 45 mph.

Signage:

Cresthill Ln and University Blvd intersection is a fully lighted intersection.

Bike Lanes:

Bike lanes are present in all directions at this intersection.

Other Comments:

Sight Visibility Challenges

Comments:

There are no sight visibility challenges at this intersection.

Congestion Areas

Comments:

During the left turn movement at University Blvd there was minor gridlock due to additional vehicles making the left that should not have.

General Traffic Observations

Comments:

The SB Cresthill Ln traffic was fully cleared after a full green through and simultaneous left turn arrow. In order for this movement to occur the NB traffic at Cresthill Ln had to be nonexistent. The left turn in particular needs this movement in order to clear everyone within one or two cycles.

TRAFFIC OBSERVATION REPORT

Project Name	DCSD Traffic Study	Project No.	1124175				
Observer	Mike Swearingen						
Location	Cresthill Middle School (South arterial entrance at University Rd and Cresthill Ln)						
Time	1:55-3:15	PM	<table border="1" style="display: inline-table; border-collapse: collapse;"> <tr> <td style="text-align: center;">DATE</td> <td style="width: 50px;"></td> </tr> <tr> <td style="text-align: center;">M T W Th F S S</td> <td></td> </tr> </table>	DATE		M T W Th F S S	
DATE							
M T W Th F S S							

Queueing Data

Start Time: 2:15:00 PM

End Time: 3:05:00 PM

Maximum Queueing Length: 155 ft Observed

Total Storage Length Available: (University Blvd NB) Leftmost turn lane 360 ft, in Total: 980 ft
(University Blvd SB) Right turn lane 335 ft

Comments: Both Cresthill Middle School and Highlands Ranch High School service the area and they are both accessed via Cresthill Ln. Cresthill Ln can be accessed from the south from University Blvd and the north from Gleneagles Village Pkwy. The queues entering Cresthill Ln from the south begin forming around 2:35p. The double left turn lane at the intersection of University and Cresthill had very little build up and only reached ~155 feet of queue at 2:45p. ~5 vehicles in each lane cleared during the left arrow movement. No vehicles had to wait multiple cycles before completing the movement. There was very little build up in the right turn lane from University Blvd. No queues formed on the southside of Cresthill Ln going NB, and this appeared to be the critical factor in the intersection being able to regularly clear with each light cycle. SB traffic on Cresthill Ln making a left onto University Blvd faced the most build up, but was able to clear with each light cycle because there was ample time and no through traffic hindering their movement. The potential for high traffic was there, but no issues ever arose and traffic flowed as smooth as could be for the short term volume.

On-Street Parking Locations and Availability

Comments: There is no street parking available along Cresthill Ln between Gleneagles Village Pkwy and University Blvd. The adjacent neighborhoods have parking, but there was no utilization of it during pick-up.

Crosswalk Locations and Usage

Comments: The crosswalks at Cresthill Ln and University Blvd were used by ~45 pedestrians. At peak (2:50p), the crossings added to the delay for the SB Cresthill Ln commuters.

Roadway Characteristics

Speed Limit(s) and Location(s):

The speed limit along Cresthill Ln is 30 mph. The speed limit along University Blvd is 45 mph.

Signage:

Cresthill Ln and University Blvd intersection is a fully lighted intersection.

Bike Lanes:

Bike lanes are present in all directions at this intersection.

Other Comments:

Sight Visibility Challenges

Comments:

There are no sight visibility challenges at this intersection.

Congestion Areas

Comments:

The potential for delays is very present at the time school lets out. On this day, however, there were no issues and the intersection was witnessed to service all users very well. No unnecessary delays and overall safe and uncongested movement.

General Traffic Observations

Comments:

The only lines observed were along Cresthill Ln at the entrance to Highlands Ranch HS. Aside from that there was never excessive build up or delay.



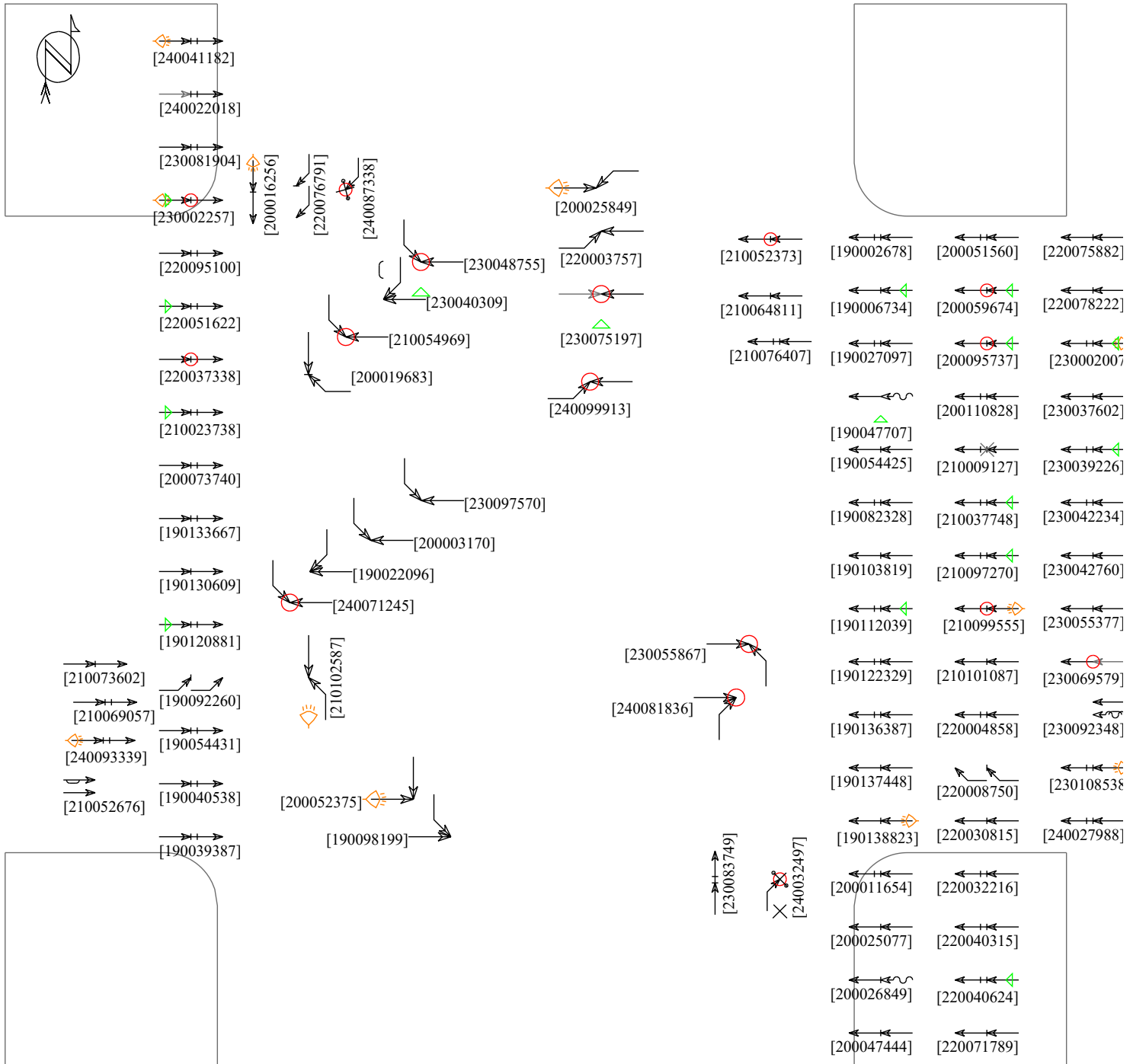
Appendix B Crash Diagrams and Listings

UNIVERSITY BLVD & CRESTHILL LN

2019 - 2024

89 Crashes

Clear



- | | | | |
|--------------|---------------|--------------|-------------------------------|
| ← Straight | ▭ Parked | ⊗ Pedestrian | ◁ 3rd Vehicle |
| ←+ Stopped | ⤴ Weaving | ⊗ Bicycle | ←-M- Motorcycle |
| ← Unknown | ⤴ Changing Ln | ○ Injury | ←○ Overturn |
| ↔ Backing | ↘ Right turn | ● Fatality | |
| ↔ Overtaking | ↙ Left turn | 🕒 Nighttime | |
| ↔ Sideswipe | ↻ U-turn | 🚔 DUI | |
| | | | Fixed objects: |
| | | | □ General ⚠ Animal |
| | | | ▣ Public Obj ⚠ Private Obj |

UNIVERSITY BLVD & CRESTHILL LN

2019 - 2024

89 Crashes

Clear

Casetrackingid	Accidenttime	Accidentdate	Primarystreet	Crossstreet	Onroadaddress	Numberinjured	Numberkilled	Harmfulevent1
190002678	2:49 pm	1/7/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190006734	3:20 pm	1/16/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190022096	2:54 pm	2/20/2019	CRESTHILL LN	UNIVERSITY BLVD		0	0	Front to Side
190027097	7:52 am	3/4/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190039387	7:25 am	4/2/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190040538	3:01 pm	4/4/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190047707	8:37 am	4/22/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Side
190054425	6:41 am	5/8/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190054431	7:24 am	5/8/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190082328	12:17 pm	7/17/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190092260	7:15 am	8/14/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190098199	7:10 pm	8/28/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Side
190103819	7:15 am	9/13/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190112039	5:35 pm	10/4/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190120881	11:10 am	10/26/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190122329	5:36 pm	10/30/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190130609	3:29 pm	11/21/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190133667	9:44 am	11/30/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190136387	12:40 pm	12/7/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190137448	3:57 pm	12/10/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190138823	4:57 pm	12/13/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
200003170	2:04 pm	1/9/2020	CRESTHILL LN	UNIVERSITY BLVD		0	0	Front to Side
200011654	2:55 pm	1/30/2020	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
200016256	5:47 pm	2/11/2020	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
200019683	3:23 pm	2/19/2020	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
200025077	7:14 am	3/4/2020	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
200025849	7:00 pm	3/5/2020	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Front

Casetrackingid	Accidenttime	Accidentdate	Primarystreet	Crossstreet	Onroadaddress	Numberinjured	Numberkilled	Harmfulevent1
200026849	4:24 pm	3/8/2020	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
200047444	5:34 pm	5/15/2020	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
200051560	12:00 pm	5/29/2020	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
200052375	9:00 pm	5/31/2020	CRESTHILL LN	UNIVERSITY BLVD		0	0	Front to Side
200059674	12:25 pm	6/23/2020	UNIVERSITY BLVD	CRESTHILL LN		1	0	Front to Rear
200073740	11:32 am	8/8/2020	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
200095737	8:40 am	10/21/2020	UNIVERSITY BLVD	CRESTHILL LN		1	0	Front to Rear
200110828	1:03 pm	12/15/2020	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
210009127	4:15 pm	2/1/2021	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
210023738	7:10 am	3/25/2021	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
210037748	2:50 pm	5/13/2021	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
210052373	11:10 am	6/29/2021	UNIVERSITY BLVD	CRESTHILL LN		2	0	Front to Rear
210052676	12:28 pm	6/30/2021	UNIVERSITY BLVD	CRESTHILL LN		0	0	Side to Side - Same Direction
210054969	1:30 pm	7/7/2021	CRESTHILL LN	UNIVERSITY BLVD		0	0	Front to Side
210064811	2:50 pm	8/10/2021	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
210069057	3:38 pm	8/25/2021	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
210073602	3:31 pm	9/10/2021	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
210076407	2:32 pm	9/20/2021	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
210097270	7:37 am	12/6/2021	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
210099555	5:11 pm	12/14/2021	UNIVERSITY BLVD	CRESTHILL LN		1	0	Front to Rear
210101087	4:27 pm	12/20/2021	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
210102587	9:46 pm	12/26/2021	CRESTHILL LN	UNIVERSITY BLVD		0	0	Front to Side
220003757	4:37 pm	1/16/2022	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Side
220004858	4:37 pm	1/20/2022	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
220008750	7:25 am	2/4/2022	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
220030815	7:19 am	4/21/2022	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
220032216	11:40 am	4/26/2022	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
220037338	2:57 pm	5/13/2022	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
220040315	3:14 pm	5/23/2022	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
220040624	4:59 pm	5/24/2022	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear

Casetrackingid	Accidenttime	Accidentdate	Primarystreet	Crossstreet	Onroadaddress	Numberinjured	Numberkilled	Harmfuleventl
220051622	8:35 am	6/30/2022	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
220071789	5:15 pm	9/8/2022	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
220075882	8:05 am	9/23/2022	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
220076791	2:50 pm	9/26/2022	CRESTHILL LN	UNIVERSITY BLVD		0	0	Front to Rear
220078222	4:26 pm	9/30/2022	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
220095100	4:08 pm	12/2/2022	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
230002007	5:41 pm	1/9/2023	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
230002257	5:24 pm	1/10/2023	UNIVERSITY BLVD	CRESTHILL LN		1	0	Front to Rear
230037602	3:47 pm	5/3/2023	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
230039226	5:12 pm	5/8/2023	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
230040309	9:18 am	5/12/2023	CRESTHILL LN	UNIVERSITY BLVD		0	0	Side to Side - Same Direction
230042234	5:54 pm	5/18/2023	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
230042760	1:53 pm	5/20/2023	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
230048755	1:26 pm	6/8/2023	UNIVERSITY BLVD	CRESTHILL LN		1	0	Front to Side
230055377	6:50 pm	6/28/2023	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
230055867	8:51 am	6/30/2023	UNIVERSITY BLVD	CRESTHILL LN		1	0	Front to Side
230069579	11:55 am	8/11/2023	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Side
230075197	3:17 pm	8/29/2023	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Side
230081904	12:57 pm	9/21/2023	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
230083749	1:45 pm	9/27/2023	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
230092348	7:48 am	10/26/2023	UNIVERSITY BLVD	CRESTHILL LN		0	0	Side to Side - Same Direction
230097570	9:27 am	11/13/2023	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Side
230108538	5:10 pm	12/20/2023	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
240022018	12:00 pm	3/5/2024	CRESTHILL LN	UNIVERSITY BLVD		0	0	Front to Rear
240027988	8:57 am	3/26/2024	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
240032497	3:30 pm	4/8/2024	CRESTHILL LN	UNIVERSITY BLVD		1	0	Bicycle / Motorized Bicycle
240041182	8:53 pm	5/3/2024	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
240071245	7:50 pm	7/30/2024	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Side
240081836	9:08 am	8/31/2024	CRESTHILL LN	UNIVERSITY BLVD		2	0	Front to Side
240087338	4:53 pm	9/17/2024	CRESTHILL LN	UNIVERSITY BLVD		1	0	Bicycle / Motorized Bicycle

Casetrackingid	Accidenttime	Accidentdate	Primarystreet	Crossstreet	Onroadaddress	Numberinjured	Numberkilled	Harmfuleventl
240093339	9:32 pm	10/7/2024	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
240099913	1:46 pm	10/29/2024	UNIVERSITY BLVD	CRESTHILL LN		1	0	Front to Front



Appendix C School Questionnaire

Review: DCSD Traffic and Pedestrian Safety Questionnaire

Respondent

5 Anonymous

17:25
Time to complete

1. What school do you represent? Score / 0 pts

Cresthill Middle School

2. Please provide your name. Score / 0 pts

Francesca Pappalardo

3. Please provide your email. Score / 0 pts

fpappalardo@dcsdk12.org

4. Please provide feedback on crosswalks. Are crosswalks provided in adequate locations? Do families in general abide by crosswalk locations? Are additional crosswalk locations desired? Score / 0 pts

Yes. The crosswalks are in adequate locations. No. In general, families will drop students off as they are on the street and the kids will run across the street so they do not use the crosswalk. No. We do not need any additional crosswalks.

5. Please provide feedback on pickup/drop-off. Score / 0 pts
Where are your schools pickup and drop-off locations? Is there adequate length or do vehicle queues extend on to public roadways?

Cresthill has one student drop off location. It is the north parking lot at the front of the school. Parents drive in and loop around. Yes. The queue extends way out onto Cresthill Lane and the neighborhoods blocking driveways., especially during pick up. This causes a dangerous situation because parents will not remain in the queue, they will often drive around on the wrong side of the road to bypass traffic.

6. If available, can you provide your school's written pickup and drop-off procedures? Please send to nick.westphal@dibblecorp.com. Score / 0 pts

No answer provided.

7. Please provide feedback on parking lot safety. Is there an adequate number of parking spaces? Are there any sight visibility challenges when exiting a parking lot (e.g. parked vehicles blocking views)? If so, where? Score / 0 pts

In general, the staff parking lot is safe. We do have parents that will attempt to drop off there instead of the drop off loop. Sometimes kids will try to cross in between the buses, which is dangerous. We try to mitigate but we are not always successful.

8. Please provide feedback on roadway safety. Do vehicles in general follow traffic laws such as speed limits, stop signs, no parking zones, etc.? Score / 0 pts

Generally, parent try to follow traffic laws. However, in times of major traffic congestion, that is when we see parents ignore laws to get out of the traffic.

9. Does your school have a designated bus drop-off area? Are there any conflicts between buses and other vehicles?

Score / 0 pts

We have a separate bus loop away from student drop off loop. It is rare that a car is in the bus loop.

10. Please provide any general information related to vehicle and pedestrian safety at or around your school that you would like to share.

Score / 0 pts

We have had parent volunteers man the crosswalk but we get complaints for holding up traffic. We have had students get hit in the crosswalk; thankfully, nothing serious.