



NORTHRIDGE ELEMENTARY
Traffic Memorandum

Project Number: 1124175

Prepared For: Douglas County
School District

March 21, 2025

DIBBLE



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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 21, 2025



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1. EXECUTIVE SUMMARY

Douglas County School District is considering options for consolidating schools in Highlands Ranch, Colorado. The Northridge Elementary consolidation option includes having Bear Canyon Elementary consolidate into Northridge Elementary. In addition, removing 6th grade from the elementary schools is being considered, so if the schools are consolidated, the final enrollment may or may not include 6th grade. 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.

Northridge has a singular parking area on the south side of the building, with a singular access point to Southpark Road. This parking lot includes a two-lane drop-off and pick-up lane. The exit of the parking lot contains a dedicated left and right turn lane. Drop-off and pick-up lanes are also present to the west of the building, with two access points along Southpark Road. School bus service is provided at Northridge and additional school bus service will be provided for a portion of the Bear Canyon attendance area attending Northridge.

The projected 2028-2029 combined enrollment if Bear Canyon is consolidated is 717 students if 6th Grade is retained at the elementary level and 619 students without 6th Grade. These projected combined enrollment numbers are approximately between 10 percent and 25 percent higher than the existing Northridge enrollment.

Consolidation of the schools will increase traffic at Northridge 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 accessing the neighborhood to and from unsignalized intersections along Highlands Ranch Boulevard and Broadway, potentially leading to safety challenges.

Although historic enrollment levels suggest Northridge 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:

- Coordinate with the Douglas County Sherriff's office to increase speed enforcement along Southpark Road.
- Monitor the intersection of Broadway at Southpark Road for increased traffic safety concerns. If increased vehicle and pedestrian traffic causes safety concerns. Additional intersection improvements should be explored by Douglas County prior to DCSD consolidating any school into Northridge Elementary or Northridge Elementary to another school as either option will increase traffic into and out of the neighborhood.

2. INTRODUCTION

2.1 Study Purpose and Scope

The purpose of this Traffic Memorandum is to discuss the existing traffic patterns at Northridge Elementary (Northridge) and potential mitigation measures for current traffic and potential increased traffic due to increased enrollment caused by school consolidations. A school consolidation option includes having Bear Canyon Elementary or consolidate into Northridge.

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 Northridge.

2.2 Study Area

Northridge Elementary School is located at 555 Southpark Road in the central region of Highlands Ranch. The school is located near the intersection of Southpark Road and Ridgeglen Way. The parcel number for the property is 222903405111. A vicinity map showing the school's location is provided as **Figure 1**.

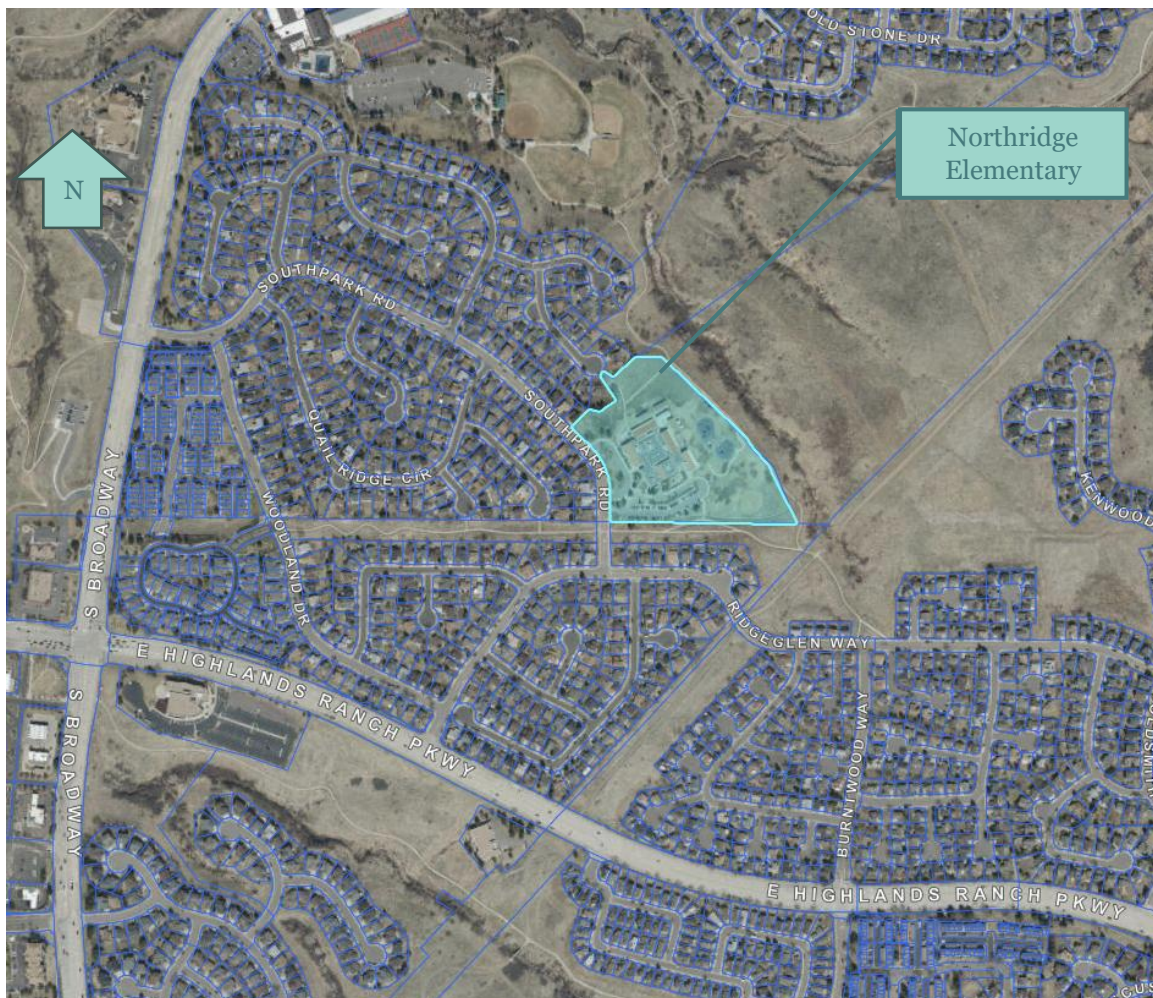


Figure 1: Vicinity Map

Nighborhood 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 and traffic signal warrant criteria if a traffic signal is not present.

2.3 School Description

Northridge has a start time of 8:35 AM and an end time of 3:30 PM. The school is located in the neighborhood to the northeast of the intersection of Broadway and Highlands Ranch Parkway. Northridge has a singular parking area on the south side of the building, with a singular access point to Southpark Road. This parking lot includes a two-lane drop-off and pick-up lane. The exit of the parking lot contains a dedicated left and right turn lane. Drop-off and pick-up lanes are also present to the west of the building, with two access points along Southpark Road. One pedestrian crosswalk crosses the exit of the parking lot, and another crosses Southpark Road, approximately 50' south of the parking lot access. Northridge has a maximum Capacity of 1,000 students but the largest enrollment since 2013 is 743 students.

School bus service is provided at Northridge. Douglas County School District's policy is for bus service to only be provided to elementary students within the school's attendance boundary, and outside of a designated one-mile waling radius. **Figure 2** depicts Northridge's local attendance boundary in gold with the orange circle representing the walking radius. As of November 2024, 197 individuals are eligible to receive bus service, and 92 individuals used the bus service which is a 47 percent rate.

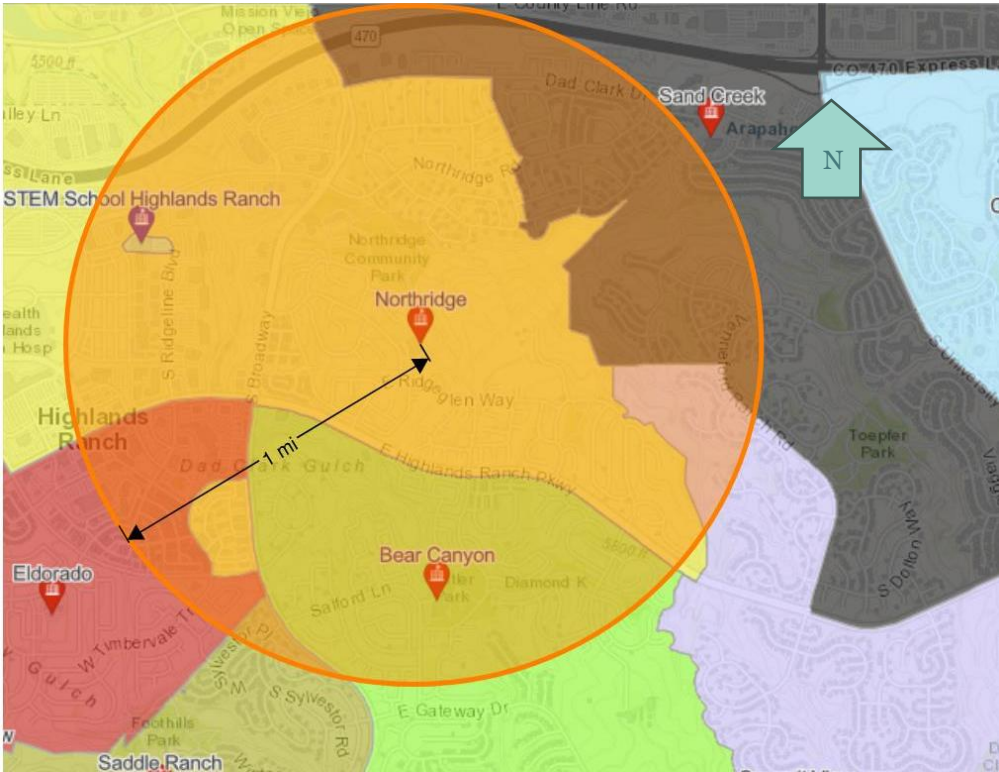


Figure 2: Northridge Bus Service Map

3. EXISTING CONDITIONS

3.1 Site Observation

A site observation was performed at Northridge on November 14, 2024. Field notes from the site observation are included in **Appendix A**. The morning site observation was conducted from 7:45 AM through 9:15 AM and the afternoon site observation was conducted from 2:45 PM through 4:15 PM. Key observations included:

- Congestion on northbound Southpark Road
- Congestion on both directions of Ridgeglen Way
- Poor visibility due to queued vehicles and curvature on Southpark Road
- Constriction of traveled way width due to street parking

3.2 Roadway Network

The Highlands Ranch roadway network is maintained by Douglas County. Northridge is situated within a built-out neighborhood and is surrounded by local and neighborhood collector streets. The main accesses to the neighborhood are from Highlands Ranch Parkway at Ridgeglen Way and Broadway at Southpark Road, with Broadway and Highlands Ranch Parkway both being main arterials close to the school. Southpark Road extends from the school to an unsignalized intersection at Broadway, and Ridgeglen Way extends from the area to an unsignalized intersection at Highlands Ranch Parkway. There is also an additional signalized intersection used to access the neighborhood, but slightly further away at Highlands Ranch Parkway and Burntwood Way.

School zone flashers operate from 8:05 to 8:45 AM and from 3:20 to 4:00PM. Two flashers are located on Southpark Road on either side of the school.

Broadway at Southpark Road

The intersection of Broadway at Southpark Road is an unsignalized, three-way intersection with unprotected left-turn lanes for Broadway traffic. **Figure 3** shows an aerial of the intersection with the current intersection layout.

Northbound Broadway has three through lanes and a dedicated left-turn lane into a church parking lot. There is no dedicated right-turn lane to turn onto Southpark Road. Southbound Broadway also has three through lanes, with a dedicated left-turn lane to turn onto Southpark Road. Bike lanes are present on both directions of Broadway. The westbound Southpark Road approach has a dedicated left-turn lane and a dedicated right-turn lane. Southpark Road is one lane in each direction. There are no bike lanes on Southpark Road.



Figure 3: Broadway at Southpark Road

Highlands Ranch Parkway at Burntwood Way

The intersection of Highlands Ranch Parkway at Burntwood Way is a signalized intersection with protected/permissive left-turn lanes/phases for Highlands Ranch Parkway Traffic and permissive movements for Burntwood Way. **Figure 4** shows an aerial of the intersection with the current intersection layout.

Eastbound Highlands Ranch Parkway contains three lanes of through traffic and a left-turn lane. There is no dedicated right turn lane. Westbound Highlands Ranch Parkway also contains three lanes of through traffic and a dedicated left-turn lane. Bike lanes are present for both eastbound and westbound traffic on Highlands Ranch Parkway

The northbound Burntwood Way approach contains one through lane, a dedicated left-turn lane, and a dedicated right-turn lane. The southbound Burntwood Way approach also contains one through lane, a dedicated left-turn lane, and a dedicated right-turn lane. Bike lanes are present in each direction on each approach for Burntwood Way, but merge with traffic prior to the intersection.



Figure 4: Highlands Ranch Parkway at Burntwood Way

Southpark Road at Ridgelen Way

The intersection of Southpark Road at Ridgelen Way is an unsignalized three-way intersection that is stop-controlled on all approaches. **Figure 5** shows an aerial of the intersection with the current intersection layout. Each approach contains one lane to share all possible turning movements. The westbound approach of Ridgelen way has a crosswalk. There are no bike lanes present on Southpark Road or Ridgelen Way.



Figure 5: Southpark Road at Ridgeglen Way

Roadway Characteristics

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

Table 1 – Roadway Characteristics

Roadway	Broadway	Highlands Ranch Parkway	Southpark Road
Speed Limit	45 mph	45 mph	25 mph
Number of Through Lanes	6	4	2
Lane Width	12 feet	12 feet	16 feet*
Bike Lane Width	6 feet	5 feet	None
Median	Striped	Striped	None
On-Street Parking	None	None	Both Sides

*Lane width is defined as distance from centerline to edge of pavement

3.3 Traffic Safety Analysis

Intersection Crash Analysis

Crash history was reviewed at the intersection of Broadway at Southpark Road and Highlands Ranch Parkway at Burntwood Way. 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**.

Broadway at Southpark Road

There was a total of 8 crashes at Broadway and Southpark Road over the course of the study period. One of these involved injuries. Of the 8 crashes, two involved vehicles turning left from Southpark Road, and none were at night. None of these accidents involved a 3rd vehicle and none involved a bicycle. One accident involved a collision with a stationary object on a right turn.

Highlands Ranch Parkway at Burntwood Way

There was a total of 11 crashes at Highlands Ranch Parkway and Burntwood Way over the course of the study period. One of these involved injuries and one resulted in a fatality. Of the 11 crashes, 5 involved a left turn, and 2 were at night. One of these accidents involved a 3rd vehicle and none involved a bicycle. The fatal accident was a result of a front-to-side collision.

Table 2 – Annual Crash Summary

Year	Broadway and Southpark Road	Highlands Ranch Parkway and Burntwood Way
2019	3	5
2020	0	2
2021	1	3
2022	2	0
2023	0	0
2024	2	1

School Safety

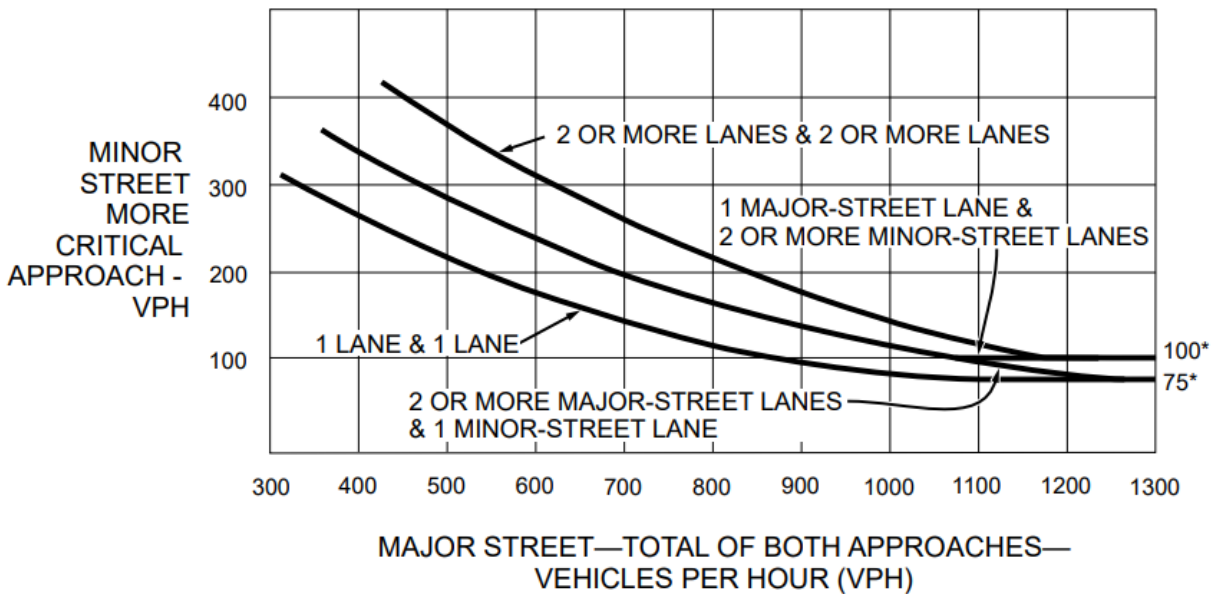
Students are picked up and dropped off primarily via the drop-off lane to the south of the school. A two-lane, one-way aisle facilitates traffic, with the right lane used to pick-up and drop-off students, and the left lane used to exit the queue at both accesses. However, these lanes merge before exiting the parking lot. During pick-up and drop-off times, left turns are not allowed when exiting the parking lot onto Southpark Road. On-street parking is provided for both sides of Southpark Road and is fully used. On-street parking is also available on Ridgeglen Way. Bike lanes are not present on Southpark Road or Ridgeglen Way. Two crosswalks are located near the parking lot exit and are well utilized by pedestrians. Crossing guards are present at each crosswalk.

Traffic Signal Warrant Analysis

The intersection of Broadway and Southpark Road was reviewed to determine if the intersection meets the Manual of Uniform Traffic Control Devices (MUTCD) traffic signal warrants. There are two warrants applicable to the intersection; Warrant 3 (Peak Hour Volume) and Warrant 7 (Crash Experience)

Warrant 3 considers the volume on the major roadway and the volume on the critical minor volume roadway, which in this case is Broadway and the east leg of Southpark Road. If traffic volumes are greater than the threshold volumes, then a traffic signal may be warranted. Figure 4C-4 of the MUTCD is applicable to this situation since the speed limit on Broadway is 45 mph. Figure 4C-4 is copied below as **Figure 6**. Traffic count data is provided in **Appendix C** and the total peak hour traffic on Broadway is 2,816 vehicles in the AM and 2,927 vehicles in the PM. The peak hour vehicles, excluding right-turn traffic, exiting Southpark Road is 33 in the AM and 14 in the PM. These values do not exceed the warranted values with the right-turn deduction. It is noted that without the right-turn deduction, the intersection would meet Warrant 6 with or without additional school traffic related to the consolidations. It is anticipated that the school consolidation, either to or from Northridge Elementary, will increase traffic at this intersection.

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane

Figure 6: MUTCD Warrant 3, Peak Hour (70% Factor)

Warrant 7 considers the crash history at the intersection. A traffic signal may be warranted if there are more than 6 correctable crashes over a three-year period or five correctable crashes over a one-year period. Based on the summarized crashes in **Table 2**, this intersection does not meet Warrant 7.

4. PROJECTED SITE TRAFFIC IMPACTS

4.1 Projected Traffic

Douglas County School District (DCSD) is considering potential school consolidation options that would consolidate Bear Canyon Elementary into Northridge. The consolidation option includes having 6th Grade students remain at the elementary school or a second option that move 6th Grade to the separate middle school. **Table 3** provides data on student enrollment for Northridge and Bear Canyon Elementary with and without 6th Grade.

Table 3 – School Enrollment

School	Ideal Capacity per DCSD	Maximum Historic Enrollment	2023-2024 Enrollment Count*	Projected 2028-2029 Enrollment*	2023-2024 Enrollment Count**	Projected 2028-2029 Enrollment**
Northridge	506	743	565	484	484	415
Bear Canyon	506	612	362	233	314	204

*Enrollment values include Pre-School through 6th Grade.

**Enrollment values include Pre-School through 5th Grade. 6th Grade enrollment was assumed to 1/7 of kindergarten through 6th Grade enrollment.

The projected 2028-2029 combined enrollment if Bear Canyon Elementary is consolidated into Northridge is 717 students if 6th Grade is retained at the elementary level and 619 students without 6th Grade. These projected combined enrollment numbers are approximately between 10 percent and 25 percent more than the existing Northridge enrollment.

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 Northridge with the consolidated schools. As depicted in **Figure 2**, large portions of the Bear Canyon Elementary attendance area is outside of the designated one-mile walking radius. Therefore, a large portion of Bear Canyon Elementary attendance area would be bused to Northridge.

Consolidation of the schools will increase traffic at Northridge 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 accessing the neighborhood to and from unsignalized intersections along Highlands Ranch Boulevard and Broadway, potentially leading to safety challenges.

4.2 Mitigation

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

- Significant congestion at intersection of Southpark Road at Ridgeglen Way
- Pedestrian conflicts with pick-up and drop-off queues
- Poor visibility due to queued vehicles and curvature on Southpark Road
- Constricted travel width on Southpark Road
- High Speed on Southpark Road

To address high speeds on the local roadways, DCSD should work with the Douglas County Sheriff's Office to provide additional enforcement along Southpark Road. No additional improvements are being considered based on-site observations and feedback from the Northridge Administration.



Additional crossing guards should also be present at the intersection of Southpark Road and Ridgelen Way. Some children were observed running ahead of parents, and unattended crossings at this intersection could prove hazardous. Additionally, the congestion at this intersection makes children difficult to see.

5. CONCLUSIONS/RECOMMENDATIONS

This traffic memorandum addresses existing traffic patterns and potential traffic challenges at Northridge Elementary School, while considering anticipated increase in traffic due to possible consolidations with Bear Canyon Elementary. Two options are being considered if schools are consolidated: one maintaining 6th grade at the elementary school and one moving 6th grade to the middle school.

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 Northridge 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:

- Coordinate with the Douglas County Sherriff's office to increase speed enforcement along Southpark Road.
- Monitor the intersection of Broadway at Southpark Road for increased traffic safety concerns. If increased vehicle and pedestrian traffic causes safety concerns. Additional intersection improvements should be explored by Douglas County prior to DCSD consolidating any school into Northridge Elementary or Northridge Elementary to another school as either option will increase traffic into and out of the neighborhood.



Appendix A Site Observation Notes

TRAFFIC OBSERVATION REPORT

Project Name	DCSD Traffic Study	Project No.	1124175
Observer	Nate Hittle		
Location	Northridge Elementary School		
Time	7:45 - 9:15 AM	AM / PM	
DATE	November 14, 2024		
M	T	W	Th F S S

Queueing Data

Start Time: 8:15 AM

End Time: 8:35 AM

Maximum Queueing Length: 900 ft

Total Storage Length Available: 670 ft

Comments:

Vehicles queue up to drop off students within the parking lot to the south of the building. This lot has a singular access point connected to Southpark Rd. There are two drop off lanes. The right lane is used for dropping off students, and the left lane is used for vehicles exiting the queue. The lanes converge to a single lane before exiting the lot. During drop off times, only right turns onto Southpark Rd are permitted. The exit is manned by a crossing guard that directs traffic in and out of the lot, and ensures pedestrians can cross the entrance safely. Class begins at 8:35 AM.

On-Street Parking Locations and Availability

Comments:

Both sides of Southpark are available for street parking. Both sides are filled with cars by approximately 8:25 AM.

Crosswalk Locations and Usage

Comments:

Crosswalks were located at the entrance to the parking lot, and at the trail crossing. Each crosswalk was supervised by a crossing guard.

Roadway Characteristics

Speed Limit(s) and Location(s):

The speed limit on Southpark road is 25 mph, or 15 mph during school zone times. The speed limit in the parking lot is 10 mph.

Signage:

Signage present on the public roads includes speed limit signs, school zone speed limit signs with flashers, stop signs, No Parking signs, school crossing signs, and "No U turns in School Zone" signs. One-way signs, 10 mph speed advisory signs, Do not Enter signs, and student drop-off signs were present within the parking lot.

Bike Lanes:

No bike lanes are available onsite.

Other Comments:

Sight Visibility Challenges

Comments:

The left sight line for turning on to Timbervale Trail from the northern access to the parking lot is obstructed by a tree.

Congestion Areas

Comments:

The constricted space on South Park Rd, coupled with the horizontal curve, limits visibility around the curve. Visibility is low at the intersection of South Park Rd and Ridgeglen Way when there is a queue of cars.

General Traffic Observations

Comments:

Traffic begins increasing around 8:15 AM. Bus service is provided for this school, and buses drop off students in the driveway to the west of the school. Cones are set up in this driveway to discourage passenger vehicles from entering. A No Left Turn sign is set up in the left turn lane exiting the south parking lot during drop off times. There is a significant volume of pedestrians along the trail.

TRAFFIC OBSERVATION REPORT

Project Name	DCSD Traffic Study	Project No.	1124175					
Observer	Nate Hittle							
Location	Northridge Elementary School							
Time	2:45 - 4:15 PM	AM / PM						
		DATE	November 14, 2024					
		M	T	W	Th	F	S	S

Queueing Data

Start Time: 3:00 PM

End Time: 3:45 PM

Maximum Queueing Length: 1200 ft

Total Storage Length Available: 670 ft

Comments:

Vehicles queue up to pick up students within the parking lot to the south of the building. This lot has a singular access point connected to Southpark Rd. There are two pick up lanes. The right lane is used for picking up students, and the left lane is used for vehicles exiting the queue. The lanes converge to a single lane before exiting the lot. During pick up times, only right turns onto Southpark Rd are permitted. The exit is manned by a crossing guard that directs traffic in and out of the lot, and ensures pedestrians can cross the entrance safely. The queue reaches Southpark Rd by 3:19 PM. At this time, northbound traffic along the road is completely blocked. The queue continues on northbound Southpark Rd, and reaches Ridgeglen Way at 3:18 PM, where it continues onto Ridgeglen Way in both directions. Traffic is blocked in both directions at this time.

On-Street Parking Locations and Availability

Comments:

Both sides of Southpark are available for street parking. Approximately 75% of the available street parking near the school is taken by 3:00 PM.

Crosswalk Locations and Usage

Comments:

Crosswalks are located at the entrance to the parking lot, and at the trail crossing. Each crosswalk was supervised by a crossing guard.

Roadway Characteristics

Speed Limit(s) and Location(s):

The speed limit on Southpark road is 25 mph, or 15 mph during school zone times. The speed limit in the parking lot is 10 mph.

Signage:

Signage present on the public roads includes speed limit signs, school zone speed limit signs with flashers, stop signs, No Parking signs, school crossing signs, and "No U turns in School Zone" signs. One-way signs, 10 mph speed advisory signs, Do not Enter signs, and student drop-off signs were present within the parking lot.

Bike Lanes:

No bike lanes are available onsite.

Other Comments:

Flashers are operated from 3:20 PM to 4:00PM.

Sight Visibility Challenges

Comments:

The constricted space on South Park Rd, coupled with the horizontal curve, limits visibility around the curve. Visibility is low at the intersection of South Park Rd and Ridgelen Way when there is a queue of cars.

Congestion Areas

Comments:

Southbound Southpark Rd becomes congested during pick up times. The queuing street parking makes it difficult for cars travelling in opposite directions to pass each other.

General Traffic Observations

Comments:

The first bus arrives for pickup at 3:10 PM. Pickup procedures involve students sitting on the sidewalk by the queue. When their vehicle arrives, a teacher calls the student's name. Parents assist teachers in identifying their vehicle by hanging a sign with the student's name from their mirror. Foot traffic along Southpark Rd is heavy, and students are often running erratically. This, coupled with limited sight distance, presents potential hazards.



Appendix B Crash Diagrams and Listings

BROADWAY & SOUTHPARK RD

2019 - 2024

8 Crashes

Clear

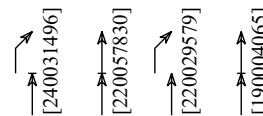
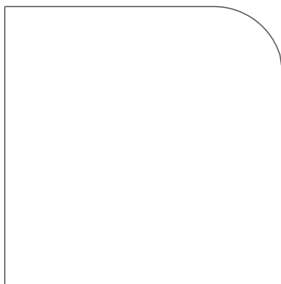
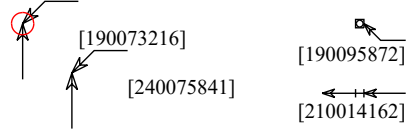
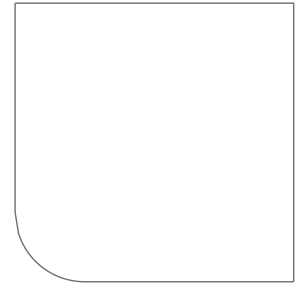
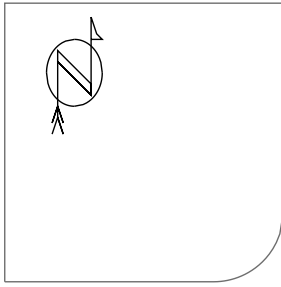
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190073216	9:50 am	6/24/2019	BROADWAY	SOUTHPARK RD		2	0	Front to Front
190095872	9:24 am	8/23/2019	SOUTHPARK RD	BROADWAY		0	0	Sign
210014162	9:55 am	2/18/2021	SOUTHPARK RD	BROADWAY		0	0	Front to Rear
220029579	9:45 am	4/16/2022	BROADWAY	SOUTHPARK RD		0	0	Front to Side
220057830	11:49 am	7/21/2022	BROADWAY	SOUTHPARK RD		0	0	Front to Rear
240031496	2:13 pm	4/5/2024	BROADWAY	SOUTHPARK RD		0	0	Front to Rear
240075841	3:18 pm	8/13/2024	BROADWAY	SOUTHPARK RD		0	0	Front to Side

BROADWAY & SOUTHPARK RD

2019 - 2024

8 Crashes

Clear



- ← Straight
- ←+ Stopped
- ← Unknown
- ↔ Backing
- ↔↔ Overtaking
- ↔↔ Sideswipe

- Parked
- Weaving
- Changing Ln
- Right turn
- Left turn
- U-turn

- Pedestrian
- Bicycle
- Injury
- Fatality
- Nighttime
- DUI

- 3rd Vehicle
- ←-M- Motorcycle
- ←-O- Overturn

- Fixed objects:
- General
 - Public Obj
 - Animal
 - Private Obj

HIGHLANDS RANCH PKWY & BURNTWOOD WAY

2019 - 2024

11 Crashes

Clear

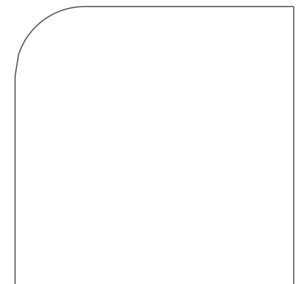
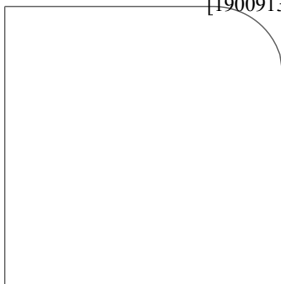
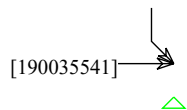
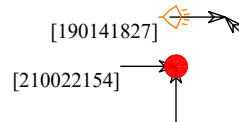
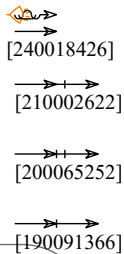
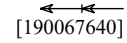
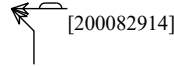
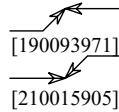
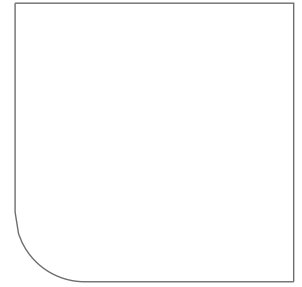
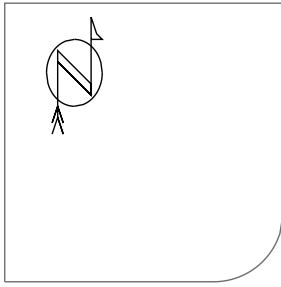
Casetrackingid	Accidenttime	Accidentdate	Primarystreet	Crossstreet	Onroadaddress	Numberinjured	Numberkilled	Harmfuleventl
190035541	1:27 pm	3/24/2019	HIGHLANDS RANCH PKWY	BURNTWOOD WAY		0	0	Front to Side
190067640	12:17 pm	6/10/2019	HIGHLANDS RANCH PKWY	BURNTWOOD WAY		0	0	Front to Rear
190091366	8:21 am	8/12/2019	HIGHLANDS RANCH PKWY	BURNTWOOD WAY		0	0	Front to Rear
190093971	2:39 pm	8/18/2019	HIGHLANDS RANCH PKWY	BURNTWOOD WAY		0	0	Front to Side
190141827	7:21 pm	12/21/2019	HIGHLANDS RANCH PKWY	BURNTWOOD WAY		0	0	Front to Side
200065252	3:12 pm	7/9/2020	HIGHLANDS RANCH PKWY	BURNTWOOD WAY		0	0	Front to Rear
200082914	12:24 pm	9/8/2020	HIGHLANDS RANCH PKWY	BURNTWOOD WAY		0	0	Side to Side - Same Direction
210002622	9:20 am	1/11/2021	HIGHLANDS RANCH PKWY	BURNTWOOD WAY		0	0	Front to Side
210015905	3:32 pm	2/24/2021	HIGHLANDS RANCH PKWY	BURNTWOOD WAY		0	0	Front to Front
210022154	7:50 am	3/19/2021	HIGHLANDS RANCH PKWY	BURNTWOOD WAY		1	1	Front to Side
240018426	9:00 pm	2/23/2024	HIGHLANDS RANCH PKWY	BURNTWOOD WAY		0	0	Side to Side - Same Direction

HIGHLANDS RANCH PKWY & BURNTWOOD WAY

2019 - 2024

11 Crashes

Clear



- ← Straight
- ←+ Stopped
- ← Unknown
- ↔ Backing
- ↔↔ Overtaking
- ←↔ Sideswipe

- Parked
- Weaving
- Changing Ln
- Right turn
- Left turn
- U-turn

- Pedestrian
- Bicycle
- Injury
- Fatality
- Nighttime
- DUI

- 3rd Vehicle
- ←-M- Motorcycle
- ←-O Overturn

- Fixed objects:
- General
 - Public Obj
 - Animal
 - Private Obj



Appendix C Traffic Count Data

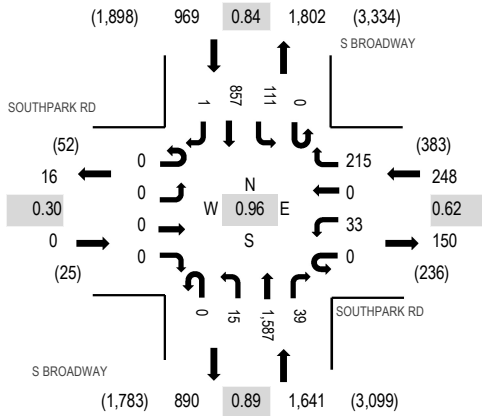
Location: 5 S BROADWAY & SOUTHPARK RD AM

Date: Wednesday, November 13, 2024

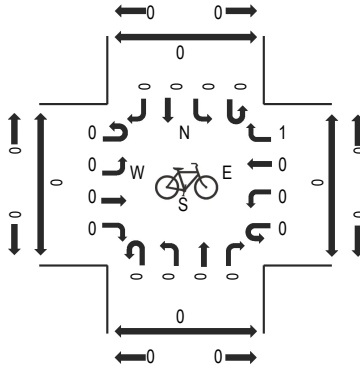
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

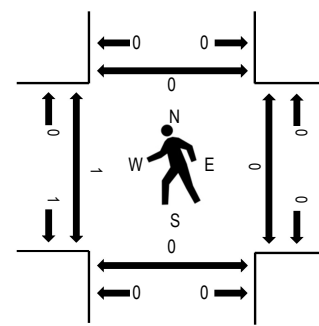
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians

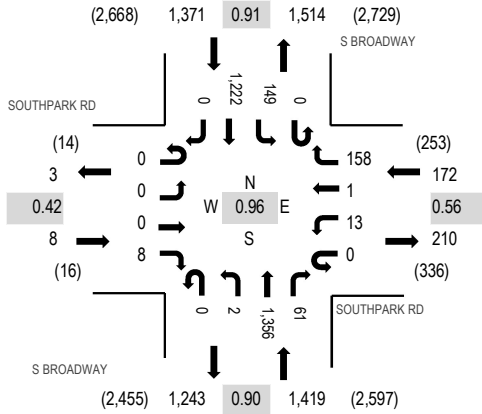


Note: Total study counts contained in parentheses.

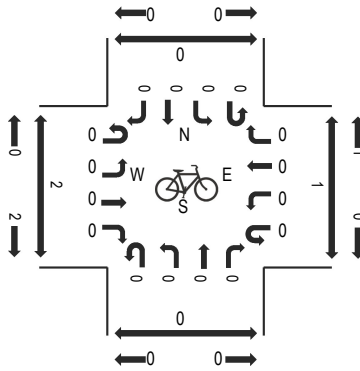
Traffic Counts - Motorized Vehicles

Interval Start Time	SOUTHPARK RD Eastbound				SOUTHPARK RD Westbound				S BROADWAY Northbound				S BROADWAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:30 AM	0	0	0	0	0	2	0	48	0	0	433	11	0	13	202	0	709	2,827	0	0	0	0
7:45 AM	0	0	0	0	0	3	0	31	0	3	456	8	0	12	199	0	712	2,858	0	0	0	0
8:00 AM	0	0	0	0	0	4	0	26	0	3	400	6	0	22	201	1	663	2,788	0	0	0	0
8:15 AM	0	0	0	0	0	8	0	76	0	6	324	20	0	67	242	0	743	2,782	1	0	0	0
8:30 AM	0	0	0	0	0	18	0	82	0	3	407	5	0	10	215	0	740	2,578	0	0	0	0
8:45 AM	0	0	0	1	0	2	0	26	0	24	383	5	0	14	186	1	642		1	0	0	0
9:00 AM	0	5	0	16	0	4	0	32	0	7	286	2	1	23	279	2	657		0	0	0	0
9:15 AM	0	1	0	2	0	3	0	18	0	2	299	6	0	12	196	0	539		0	0	0	0
Count Total	0	6	0	19	0	44	0	339	0	48	2,988	63	1	173	1,720	4	5,405		2	0	0	0
Peak Hour	0	0	0	0	0	33	0	215	0	15	1,587	39	0	111	857	1	2,858		1	0	0	0

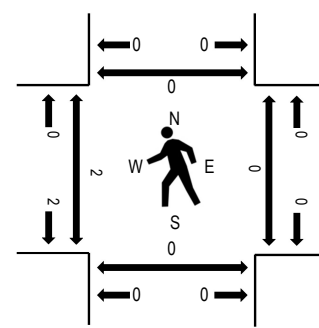
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SOUTHPARK RD Eastbound				SOUTHPARK RD Westbound				S BROADWAY Northbound				S BROADWAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:30 PM	0	1	0	0	0	0	0	20	0	0	239	7	0	17	280	1	565	2,739	0	0	0	0
2:45 PM	0	0	0	1	0	1	0	16	0	5	294	8	0	31	307	0	663	2,857	0	0	0	0
3:00 PM	0	0	0	4	0	1	0	22	0	0	335	13	0	43	333	0	751	2,970	0	0	0	0
3:15 PM	0	0	0	0	0	1	1	21	0	0	333	21	0	60	323	0	760	2,906	2	0	0	0
3:30 PM	0	0	0	1	0	9	0	68	0	0	303	18	0	19	265	0	683	2,795	0	0	0	0
3:45 PM	0	0	0	3	0	2	0	47	0	2	385	9	0	27	301	0	776		0	0	0	0
4:00 PM	0	2	0	4	0	1	0	18	0	4	308	10	0	23	317	0	687		0	0	0	0
4:15 PM	0	0	0	0	0	0	0	25	0	1	292	10	0	20	301	0	649		0	0	0	0
Count Total	0	3	0	13	0	15	1	237	0	12	2,489	96	0	240	2,427	1	5,534		2	0	0	0
Peak Hour	0	0	0	8	0	13	1	158	0	2	1,356	61	0	149	1,222	0	2,970		2	0	0	0

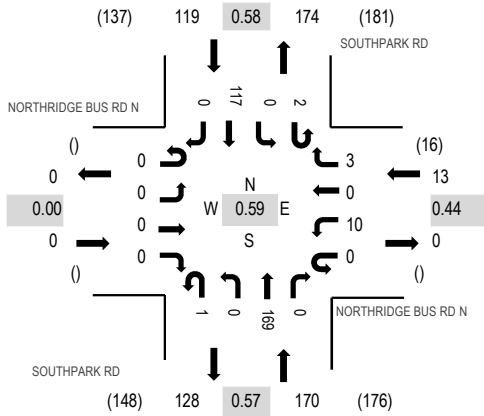
Location: 6 SOUTHPARK RD & NORTHRIDGE BUS RD N AM

Date: Wednesday, November 13, 2024

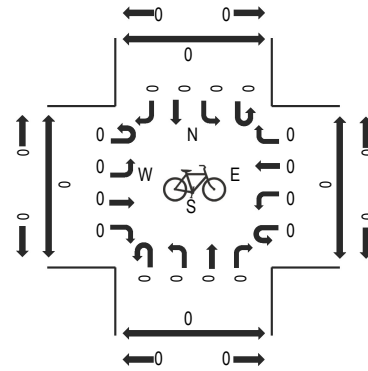
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

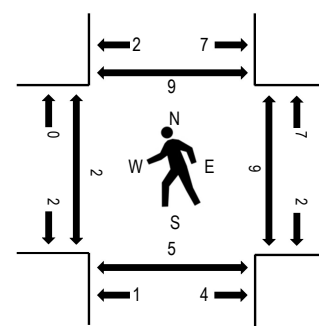
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NORTHRIDGE BUS RD N Eastbound				NORTHRIDGE BUS RD N Westbound				SOUTHPARK RD Northbound				SOUTHPARK RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:45 AM	0	0	0	0	0	0	0	1	0	0	9	0	1	0	10	0	21	302	0	0	0	0
8:00 AM	0	0	0	0	0	2	0	0	0	0	12	0	0	0	16	0	30	294	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	1	1	0	74	0	1	0	50	0	128	278	2	9	5	6
8:30 AM	0	0	0	0	0	7	0	1	0	0	74	0	0	0	41	0	123		0	0	0	3
8:45 AM	0	0	0	0	0	1	0	1	0	0	4	0	0	0	7	0	13		0	0	0	0
9:00 AM	0	0	0	0	0	1	0	0	0	0	2	0	0	0	11	0	14		0	3	0	0
Count Total	0	0	0	0	0	12	0	4	1	0	175	0	2	0	135	0	329		2	12	5	9
Peak Hour	0	0	0	0	0	10	0	3	1	0	169	0	2	0	117	0	302		2	9	5	9

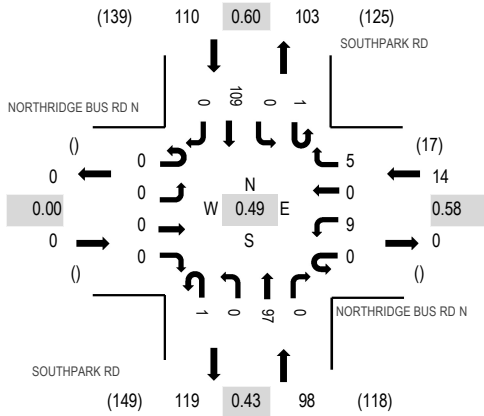
Location: 6 SOUTHPARK RD & NORTHRIDGE BUS RD N PM

Date: Wednesday, November 13, 2024

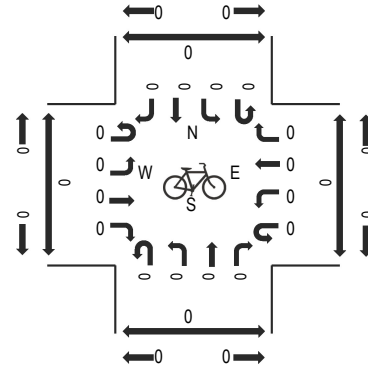
Peak Hour: 03:00 PM - 04:00 PM

Peak 15-Minutes: 03:30 PM - 03:45 PM

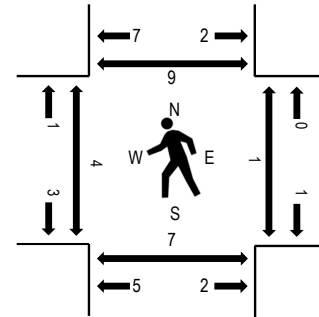
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NORTHRIDGE BUS RD N Eastbound				NORTHRIDGE BUS RD N Westbound				SOUTHPARK RD Northbound				SOUTHPARK RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	2:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	1	0	15			0	21	210	0
3:00 PM	0	0	0	0	0	3	0	2	0	0	9	0	1	0	19	0	34	222	0	0	2	0
3:15 PM	0	0	0	0	0	2	0	1	1	0	7	0	0	0	30	0	41	219	0	0	0	1
3:30 PM	0	0	0	0	0	4	0	2	0	0	61	0	0	0	47	0	114		3	1	5	8
3:45 PM	0	0	0	0	0	0	0	0	0	0	20	0	0	0	13	0	33		1	0	0	0
4:00 PM	0	0	0	0	0	2	0	1	0	0	15	0	0	0	13	0	31		0	1	0	0
Count Total	0	0	0	0	0	11	0	6	1	0	117	0	2	0	137	0	274		4	3	7	9
Peak Hour	0	0	0	0	0	9	0	5	1	0	97	0	1	0	109	0	222		4	1	7	9

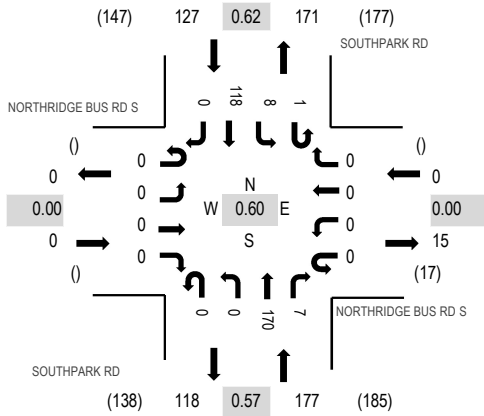
Location: 7 SOUTHPARK RD & NORTHRIDGE BUS RD S AM

Date: Wednesday, November 13, 2024

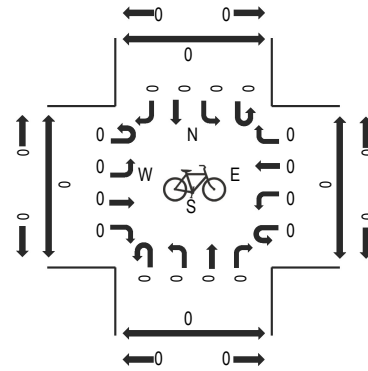
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

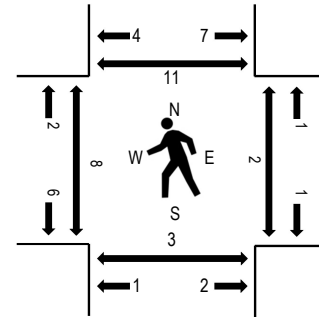
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NORTHRIDGE BUS RD S Eastbound				NORTHRIDGE BUS RD S Westbound				SOUTHPARK RD Northbound				SOUTHPARK RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:45 AM	0	0	0	0	0	0	0	0	0	0	8	0	1	1	8	0	18	304	0	1	1	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	14	1	0	2	15	0	32	299	1	0	2	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	76	0	0	5	46	0	127	282	5	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	72	6	0	0	49	0	127		2	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	9	0	13		0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	11	0	15		0	3	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	176	9	1	8	138	0	332		8	5	3	11
Peak Hour	0	0	0	0	0	0	0	0	0	0	170	7	1	8	118	0	304		8	2	3	11

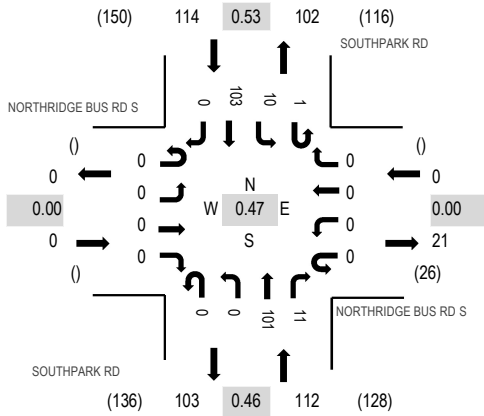
Location: 7 SOUTHPARK RD & NORTHRIDGE BUS RD S PM

Date: Wednesday, November 13, 2024

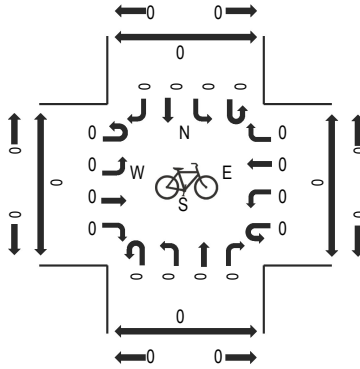
Peak Hour: 03:15 PM - 04:15 PM

Peak 15-Minutes: 03:30 PM - 03:45 PM

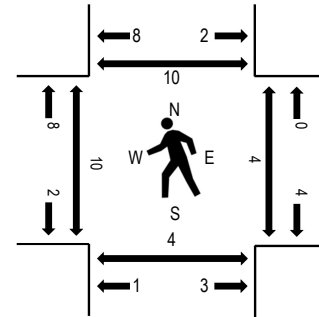
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NORTHRIDGE BUS RD S Eastbound				NORTHRIDGE BUS RD S Westbound				SOUTHPARK RD Northbound				SOUTHPARK RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	1	1	13	0	20	207	0	2	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	8	3	0	1	20	0	32	221	0	1	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	8	0	1	3	24	0	36	226	0	1	2	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	60	1	0	4	54	0	119		7	2	0	7
3:45 PM	0	0	0	0	0	0	0	0	0	0	18	2	0	1	13	0	34		1	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	15	8	0	2	12	0	37		2	1	2	1
Count Total	0	0	0	0	0	0	0	0	0	0	114	14	2	12	136	0	278		10	7	4	10
Peak Hour	0	0	0	0	0	0	0	0	0	0	101	11	1	10	103	0	226		10	4	4	10

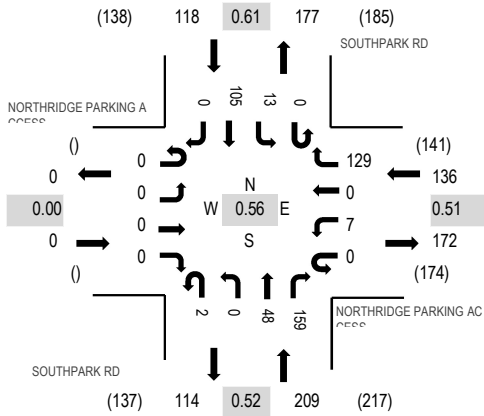
Location: 8 SOUTHPARK RD & NORTHRIDGE PARKING ACCESS AM

Date: Wednesday, November 13, 2024

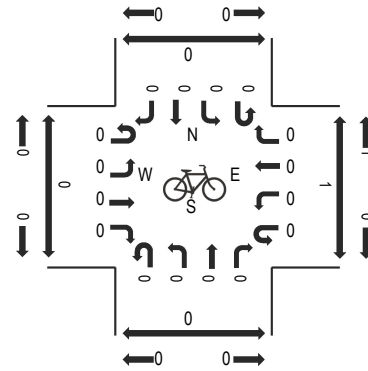
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

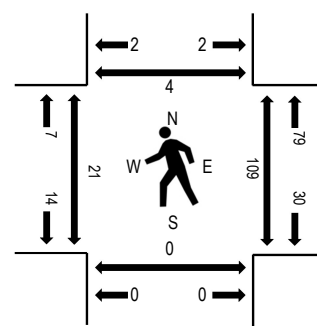
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NORTHRIDGE PARKING ACCESS Eastbound				NORTHRIDGE PARKING ACCESS Westbound				SOUTHPARK RD Northbound				SOUTHPARK RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:45 AM	0	0	0	0	0	0	0	2	1	0	6	9	0	5	3	0	26	463	1	2	0	1
8:00 AM	0	0	0	0	0	2	0	4	1	0	11	22	0	5	10	0	55	454	1	10	0	2
8:15 AM	0	0	0	0	0	0	0	61	0	0	15	85	0	2	44	0	207	415	10	42	0	1
8:30 AM	0	0	0	0	0	5	0	62	0	0	16	43	0	1	48	0	175		9	55	0	0
8:45 AM	0	0	0	0	0	2	0	2	0	0	2	2	0	0	9	0	17		0	1	0	0
9:00 AM	0	0	0	0	0	1	0	0	0	0	4	0	0	0	11	0	16		0	3	0	0
Count Total	0	0	0	0	0	10	0	131	2	0	54	161	0	13	125	0	496		21	113	0	4
Peak Hour	0	0	0	0	0	7	0	129	2	0	48	159	0	13	105	0	463		21	109	0	4

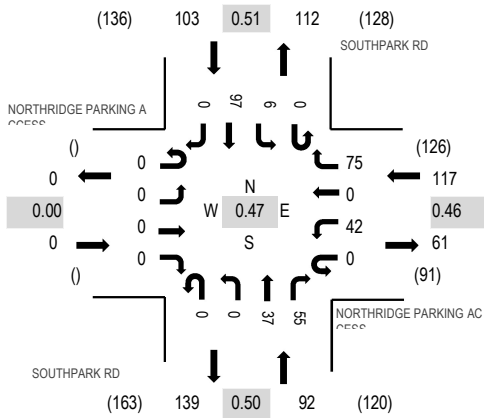
Location: 8 SOUTHPARK RD & NORTHRIDGE PARKING ACCESS PM

Date: Wednesday, November 13, 2024

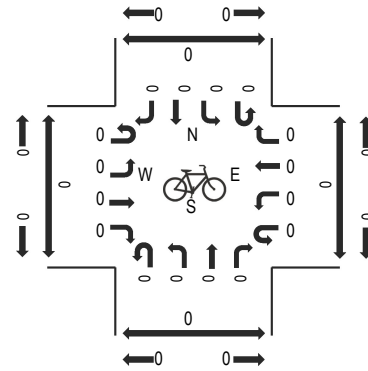
Peak Hour: 03:15 PM - 04:15 PM

Peak 15-Minutes: 03:30 PM - 03:45 PM

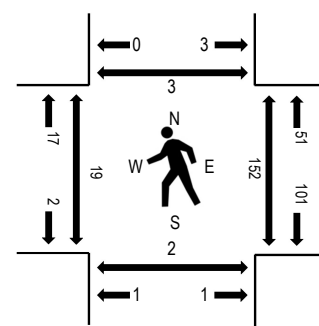
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NORTHRIDGE PARKING ACCESS Eastbound				NORTHRIDGE PARKING ACCESS Westbound				SOUTHPARK RD Northbound				SOUTHPARK RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:45 PM	0	0	0	0	0	4	0	1	0	0	4	4	0	3	10	0	26	276	0	2	0	0
3:00 PM	0	0	0	0	0	1	0	3	0	0	8	12	0	11	9	0	44	310	0	4	0	0
3:15 PM	0	0	0	0	0	1	0	2	0	0	6	8	0	2	22	0	41	312	6	34	1	2
3:30 PM	0	0	0	0	0	10	0	54	0	0	7	40	0	1	53	0	165		10	102	0	0
3:45 PM	0	0	0	0	0	23	0	11	0	0	9	4	0	2	11	0	60		2	8	0	0
4:00 PM	0	0	0	0	0	8	0	8	0	0	15	3	0	1	11	0	46		1	8	1	1
Count Total	0	0	0	0	0	47	0	79	0	0	49	71	0	20	116	0	382		19	158	2	3
Peak Hour	0	0	0	0	0	42	0	75	0	0	37	55	0	6	97	0	312		19	152	2	3

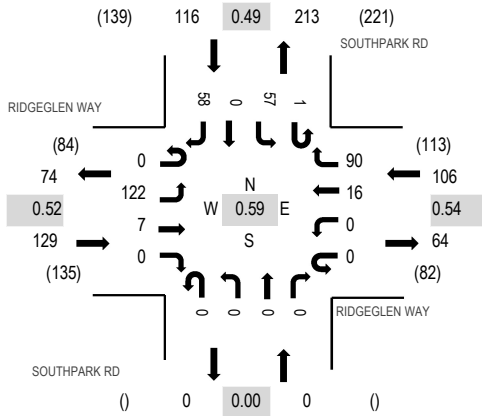
Location: 9 SOUTHPARK RD & RIDGEGLEN WAY AM

Date: Wednesday, November 13, 2024

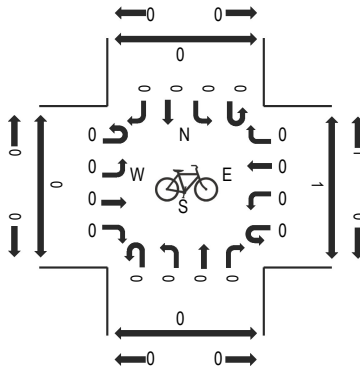
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

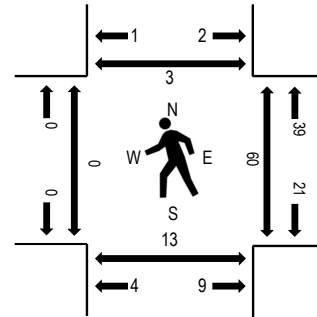
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	RIDGEGLEN WAY Eastbound				RIDGEGLEN WAY Westbound				SOUTHPARK RD Northbound				SOUTHPARK RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:45 AM	0	10	1	0	0	0	1	8	0	0	0	0	0	2	0	1	23	351	0	1	0	0
8:00 AM	0	23	0	0	0	0	2	14	0	0	0	0	0	8	0	4	51	347	0	1	0	1
8:15 AM	0	58	4	0	0	0	5	44	0	0	0	0	0	22	0	16	149	313	0	32	5	2
8:30 AM	0	31	2	0	0	0	8	24	0	0	0	0	1	25	0	37	128		0	26	8	0
8:45 AM	1	1	2	0	0	0	1	4	0	0	0	0	0	5	0	5	19		0	0	2	0
9:00 AM	0	1	1	0	0	0	0	2	0	0	0	0	0	10	0	3	17		0	0	0	0
Count Total	1	124	10	0	0	0	17	96	0	0	0	0	1	72	0	66	387		0	60	15	3
Peak Hour	0	122	7	0	0	0	16	90	0	0	0	0	1	57	0	58	351		0	60	13	3

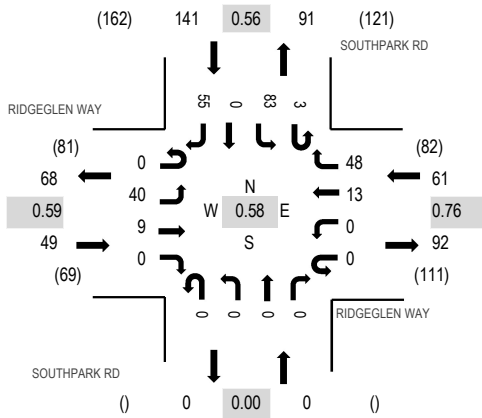
Location: 9 SOUTHPARK RD & RIDGEGLEN WAY PM

Date: Wednesday, November 13, 2024

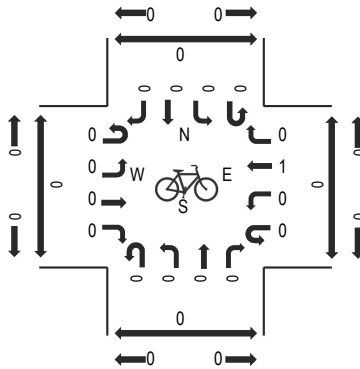
Peak Hour: 03:15 PM - 04:15 PM

Peak 15-Minutes: 03:30 PM - 03:45 PM

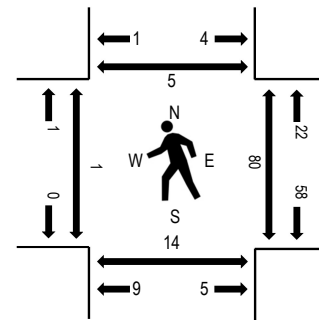
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	RIDGEGLEN WAY Eastbound				RIDGEGLEN WAY Westbound				SOUTHPARK RD Northbound				SOUTHPARK RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:45 PM	0	4	0	0	0	0	3	5	0	0	0	0	0	10	0	4	26	215	0	0	0	0
3:00 PM	0	11	5	0	0	0	3	10	0	0	0	0	0	4	0	3	36	245	0	4	2	0
3:15 PM	0	12	1	0	0	0	1	10	0	0	0	0	3	13	0	4	44	251	0	18	6	2
3:30 PM	0	21	5	0	0	0	5	15	0	0	0	0	0	38	0	25	109	251	1	57	8	2
3:45 PM	0	4	2	0	0	0	5	8	0	0	0	0	0	21	0	16	56	251	0	3	0	1
4:00 PM	0	3	1	0	0	0	2	15	0	0	0	0	0	11	0	10	42	251	0	2	0	0
Count Total	0	55	14	0	0	0	19	63	0	0	0	0	3	97	0	62	313	251	1	84	16	5
Peak Hour	0	40	9	0	0	0	13	48	0	0	0	0	3	83	0	55	251	251	1	80	14	5