



# CITY OF NORMAN

## Development Review Form

### Transportation Impacts

DATE: September 4, 2013

STAFF REVIEW BY: David R. Riesland, P.E.  
City Traffic Engineer

PROJECT NAME: Rose Rock School

PROJECT TYPE: Private School PUD

Owner:

Rose Rock School Foundation

Developer's Architect:

Priority Land Surveying

Developer's Traffic Engineer:

TEC

#### SURROUNDING ENVIRONMENT (Streets, Developments)

Low density residential development surrounds the proposed school site. Commercial development exists to the west just east of Mercedes Drive and to the east just west of Berry Road.

#### ALLOWABLE ACCESS:

Proposed access will meet Section 4018 of the City's Engineering Design Criteria.

#### EXISTING STREET CHARACTERISTICS (Lanes, Speed Limits, Sight Distance, Medians)

Main Street: 5 lanes (existing and future). Speed Limit - 35 mph. No sight distance problems. Center turn lane in median.

#### ACCESS MANAGEMENT CODE COMPLIANCE:

YES ☒ NO ☐

Proposed access for the development will be in compliance with what is allowed in the City's Engineering Design Criteria.

#### TRIP GENERATION

Time Period	Total	In	Out
Weekday	150	75	150
A.M. Peak Hour	56	31	25
P.M. Peak Hour	31	15	16

#### TRANSPORTATION IMPACT STUDY REQUIRED?

YES ☒ NO ☐

Traffic Impact Study prepared by Traffic Engineering Consultants, Inc. of Oklahoma City, Oklahoma.

RECOMMENDATION: APPROVAL ☒ DENIAL ☐ N/A ☐ STIPULATIONS ☐

*Recommendations for Approval refer only to the transportation impact and do not constitute an endorsement from City Staff.*

The proposed private school will be developed to provide education for 59 students with eight (8) instructors. At full build-out, the proposed 59 students in this private school are expected to generate approximately 150 trips per day. The traffic capacities on the surrounding arterial and collector roadways exceed the demand for existing and proposed trips as a result of this development. No negative traffic impacts are anticipated.

The installation of a traffic signal is recommended for the intersection of Main Street and Wylie Drive. The access for the proposed Rose Rock School intersects Main Street slightly west of the existing Wylie Drive intersection. However, under the proposed scenario, the traffic signal would control movements on and off Wylie Drive as well as in and out of the school. The traffic impact study shows that the proposed signal will be warranted with or without the development of the proposed Rose Rock School by the year 2016. Impact fees attributable to the school to fund their share of the project, based on a \$150,000 construction cost, are \$250. In addition, the existing striping on eastbound Main Street will need to be modified to provide dedicated left-turn storage into the school access drive and school beacons will need to be provided for both Main Street approaches to the school driveway. Estimated cost for the striping modifications and two solar school beacons installed is approximately \$12,000.

In response to neighborhood concerns regarding potentially queuing during the after school pick-up times, the traffic engineering consultant provided additional information. Adequate queuing will be available on-site when coupled with school plans to stagger start/end times for different grades within the school. This commitment to the drop-off/pick-up process by the school will help to assure that no stacking problems will exist and spill out into neighborhood streets. The staggered start/end times are part of the current application, as well.