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Mark J. Foust, Ed.D.
Superintendent

To: Mark McDaniel
City Manager, City of Kerrville

Fr: Dr. Mark Foust
Superintendent, Kerrville ISD

Re: Traffic Impact Analysis Summary of Hal Peterson Middle School
At Loop 534

Date: May 23, 2019

Mr. McDaniel:

I would like to share with you excerpts and a synthesis of the initial technical report we commissioned traffic engineers, AC Group, LLC to perform for the proposed site for Hal Peterson Middle School at the intersection of Loop 534 and the proposed Olympic Drive. The report contains the traffic survey data requested for the intersection of Singing Winds at Olympic Drive and Loop 534 at Tivy High School and the proposed Olympic Drive extension. The Average Daily Traffic (ADT) data was collected on March 20, 2019 over a 24-hour period and the Turning Movement Count (TMC) data was collected during the morning (7:00am-9:00am) and evening (4:00pm-6:00pm) peaks.

The traffic study reported approximately 400 cars per hour traveling on Loop 534 at both AM and PM peak times. This is all traffic and not exclusively Tivy High School traffic; however, the number is consistent with a pattern of 900 students that drive, carpool, or are transported by a family member to and from Tivy High School. Approximately 500 of the 1400 Tivy students are transported each day by school bus. Additional traffic in the area will be expected with the proposed Hal Peterson Middle School.

The following excerpt of the Traffic Impact Analysis summary provided projections of the increased traffic at Loop 534 and Olympic Drive. The traffic assumptions are based upon the core design capacity of 1,200 students to eventually be housed at the new campus; however, the building will be occupied by approximately 800 students when the school opens in 2021. The projections shared are based on future maximum capacity of the school (1,200). This is the most conservative approach to consider future traffic patterns:

"In line with bus usage at the existing Peterson Middle School it is anticipated that fifty percent of the students will utilize busses and fifty percent will be dropped off by parents. The traffic is expected to arrive from Southbound Loop 534 (one third), Northbound Loop 534 (one third), and Olympic Drive (one third). The traffic assumptions are based on a 1,200 student build out with traffic split between the driveways as follows:

Entrance on Olympic Drive: all Olympic Dr. traffic and one half of northbound Loop 534 traffic.

Entrance on Loop 534: all southbound Loop 534 traffic and one half of northbound Loop 534 traffic.

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Based on Trip Generation Rates contained in the 10th Edition of the ITE Traffic Generation Manual, the school is projected to be as follows:

AM Peak Hour: 376 Entering

320 Exiting

PM Peak Hour: 100 Entering

104 Exiting

Using the driveway allocation described above the peak hour trips per driveway will be:

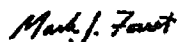
	Olympic	Loop 534 Driveway
AM Peak:	188 Entering (125 left turn)	188 Entering (125 right turn)
	160 Exiting (106 right turn) (54 left turn)	160 Exiting (106 left turn*) (54 right turn)
	(*) some of this traffic may continue through school to Olympic Drive to utilize signalized intersection.	
PM Peak:	50 Entering (33 left turn)	50 Entering (33 right turn)
	52 Exiting (33 right turn) (17 left turn)	50 Exiting (33 left turn) (17 right turn)

There is also the likelihood that there will be additional through traffic from Tivy High School on Olympic Drive. Our estimate suggests one third (of the non-bus riders) or approximately 300 students would either drive, carpool or be transported by their parents and use Olympic Drive. This is a district estimate and not supported by data from the TIA.

To address congestion and additional traffic on the through street of Olympic Drive to Singing Winds and on Loop 534 it will be necessary to stagger the start and close of school between Tivy, Hal Peterson, and Tom Daniels. The exact order and the times of the staggered starts has not yet been determined, but is a certainty.

Efforts to increase safety and mitigate traffic on Olympic Drive can be accomplished with the signal-controlled intersection at Loop 534, an additional stop sign and cross walk at approximately half the length of the full Olympic Drive, and the addition of a 3 way stop at the Singing Winds intersection. At this time the TIA does not project the amount of thru traffic on Olympic from residents. I look forward to new data on additional traffic impacts from non-school related residents that the traffic engineer is gathering the week of May 27, 2019. Please let me know if you have any questions regarding the data we currently have and have shared with the City of Kerrville. Thank you for your partnership with KISD on this vital project for our City and our School District.

Sincerely,



Mark J. Foust
Superintendent, Kerrville ISD