

January 20, 2025

Mr. Scott K. Stannard, P.E., Vice-President
Goodwyn Mills Cawood, LLC
21764 State Rd 54
Lutz, FL 33549

Subject: Observation of Schools Traffic on Emerson Road, Hernando County, Florida

Dear Mr. Stannard,

At your request, we are providing information regarding a citizen comment regarding traffic congestion on Emerson Rd adjacent to the proposed Maple Crossing residential townhome development. Two schools are located on Emerson Road just south of the Maple Crossing site - Moton Elementary school, a Hernando County public school, and Hernando Christian Academy, a K-12 private school. According to their respective websites, Hernando Christian classes begin at 8:00 a.m. and run until 3:00 p.m. and Moton Elementary classes start at 9:00 a.m. and end at 3:40 p.m. Typical of schools these days, parents arrive at schools to drop-off and pick up students during the half hour before classes start or end, during which times traffic queueing is most severe.

I observed Emerson Road in front of these two schools from 7:30 a.m. until 9:00 a.m. on Thursday, January 16, 2025, and from 2:30 p.m. until 4:00 p.m. on Wednesday, January 15, 2025, to observe if traffic queues extended out of each schools' sites and, if observed, their extent and duration. My observations are summarized in the following paragraphs.

At the Hernando Christian Academy, no turn lanes are provided within Emerson Road. The a.m. peak period occurred from approximately 7:40 to 7:55 a.m. The majority of their traffic arrived from the north, requiring a left turn into the site. The turns are facilitated at two locations, one at the school building and parking lot, and the second was considerably to the north to serve their secondary grades. Queues of two to four left-turning vehicles were observed in Emerson Road for brief periods (10 – 20 seconds) in the morning, but no queueing was observed in the p.m. peak period.

At Moton Elementary, right- and left-turn lanes are provided to facilitate traffic entering the site. The paved right-turn lane extends approximately 180 feet, and beyond that a stable grass shoulder provides another 260 feet of storage, (440 feet total) capability. Beyond the 440 feet, the shoulder drops off sharply into a drainage ditch, so queueing vehicles block the through lane.

The "bell schedule" for the 2024-2025 school year has been altered from the 2023-2024 school year. In the 2023-2024 year, classes started at 8:00 a.m., the same time as at Hernando

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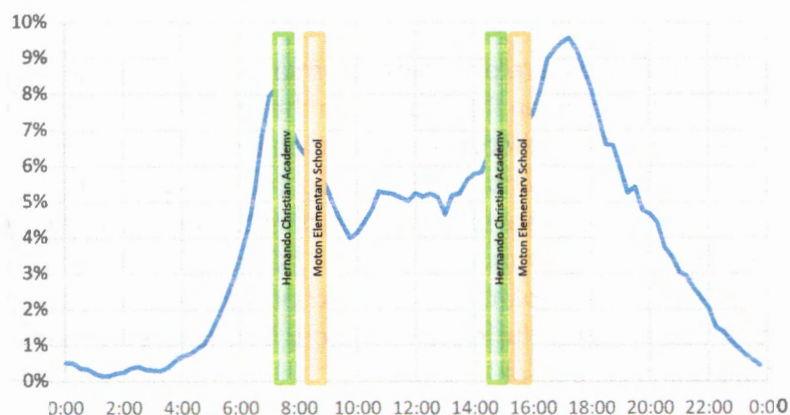
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Christian Academy – so traffic issues would have been compounded. As noted above, the start time (and presumably the dismissal time) for 2024-2025 have been delayed until 9:00 a.m. and 3:40 p.m., which allows the schools' traffic to be staggered. During the a.m. peak period queueing was observed to extend into the right-turn lane on Emerson Road starting at 8:20 a.m. By about 8:37 a.m., it extended beyond the 440-foot length of the useable shoulder and began to block the through lane by three to four vehicles. Student drop-off began at 8:35 a.m., however, and the queue was completely dissipated by 8:48 a.m. During the afternoon peak, queues extended into the Emerson Road turn lane from approximately 3:30 p.m., until 3:55 p.m. and even extended beyond the paved turn lane for approximately ten minutes.

Peak periods of school traffic and residential traffic are illustrated in the adjacent graph. While residential traffic is generated at all times of day in varying quantities, the peak periods of traffic generated by residential land uses tend to occur from 7:15 to 8:15 a.m. and from 5:15 to 6:15 p.m. as workers commute to and from traditional 8:00 a.m. to

5:00 p.m. work hours. Only in the morning peak do the residential peak periods overlap with Hernando Christian Academy traffic, and no queueing of substance was observed at that time. During periods of peak Moton Elementary School queueing, the queues did not extend up to the location of the proposed site driveway (see attached figure). Thus, I would not anticipate school traffic interfering with Maple Crossing site access, or Maple Crossing traffic interfering with school access traffic.

Typical Residential Traffic Pattern



Should you have any questions regarding these observations, please contact me.

Very Truly Yours,

W.E. Oliver, P.E., LLC

William E. Oliver, P.E.
President

Attachment: Graphic

