

INTRODUCTION

The Ivywild Neighborhood Traffic Study was initiated in response to the many redevelopment projects occurring in and around the neighborhood as part of the Ivywild Neighborhood and the South Nevada Avenue Area urban renewal plans. The purpose of this study was to take a comprehensive look at the area's current traffic conditions, along with the proposed redevelopment projects, and make recommendations for improving traffic conditions in the Ivywild neighborhood.

Several planning documents guide the development of the study area, including the Colorado Springs Major Thoroughfare Plan, the 2018 Bike Master Plan, the Pikes Peak Area Council of Governments Regional Nonmotorized Transportation System Plan, and the 1993 Ivywild Neighborhood Master Plan. The study team reviewed these documents and collected traffic counts, classifications, and speeds; conducted a public survey; and took a walking tour of the neighborhood. The transportation issues identified to be the focus of the study were:

- Undesirable traffic operations
- Crashes
- Traffic safety
- High speeds
- Lack of continuous sidewalks
- Inconsistent cyclist facilities
- Not enough parking spaces
- Cut-through traffic
- Poor pavement conditions
- Safety of bus riders
- Heavy truck traffic

Proposed projects in or near the neighborhood include the Maverik gas station, reuse of the space at 1645-1647 Tejon Street (the former Blue Star Restaurant), and the Creekwalk and Ivywild on the Creek developments. Additional changes to traffic patterns in the study area are occurring because the City is constructing the "Five Points" roundabout, widening a portion of Tejon Street, reconfiguring Cascade Avenue with a bridge reconstruction over Cheyenne Run Creek, and adding a traffic signal on Nevada Avenue south of Navajo Street.

The data collected as part of the study revealed these general concerns:

- Traffic congestion on Tejon Street and Nevada Avenue will worsen as redevelopment occurs.
- Some developments along Tejon Street and Cascade Avenue lack sufficient parking now, and redevelopment projects will bring more need for parking.
- Ivywild residents have many of the same concerns about traffic safety today as they did in 1993 (as summarized in the Ivywild Master Plan).
- New developments along Tejon Street and Nevada Avenue should be accessible to pedestrians from both the Ivywild and Stratton Meadows neighborhoods.
- Approved plans for bicycle facilities need to be incorporated as redevelopment occurs.

The study concludes with the following recommendations to address the most important transportation concerns in the Ivywild neighborhood:

Traffic Operations

- Keeping traffic flowing on the major streets outside the neighborhood should help keep non-local traffic off Ivywild's internal streets. The City is working with CDOT to look at modifications that could be made to intersections along Tejon Street and Nevada Avenue near I-25 to improve traffic flow on the arterial streets.

- As another way of deterring non-local traffic from using Tejon Street, narrowing Tejon to have just one driving lane south of Brookside Street in each direction could be considered, which would allow existing space on Tejon Street to be used for on-street parking and/or a center left-turn lane.
- With just one lane of traffic in each direction on Tejon Street south of Brookside, roundabouts could be considered at the intersections of Tejon Street and Navajo Street (to the west) and at the intersection of Tejon Street and Brookside Street.
- Signing and striping changes would allow drivers to stay in the middle northbound lane on Nevada as far back as Cheyenne Road and still be able to travel northbound on I-25. Currently, all northbound I-25 traffic stacks in the inside northbound lane of Nevada Avenue.
- As redevelopment projects go through the City's approval process it is important that reviewers ensure that the development plans are in accordance with Nevada Avenue's approved access management plan.
- The geometry of the intersection and traffic volumes suggest that a protected left-turn phase may be justified for the northbound movement from Nevada Avenue onto Ramona Avenue.

Parking

- If the City were to narrow Tejon Street to one lane in each direction, as suggested above, additional on-street parking could be added to that street.
- Developers should be encouraged by the City to build parking structures.
- A surface parking lot could be considered in the vacant lot owned by CDOT at the northwest quadrant of the Tejon Street/Motor Way intersection. A well-marked pedestrian path could direct pedestrians to Cascade Avenue, potentially using the alley running parallel to and west of Tejon Street. Fort Collins, CO, has successfully improved some of their alleyways downtown as pedestrian paths.

Safety

Speeding

The average speeds collected did not exceed 10 mph over the posted speed limit at any of the locations where data was collected. The average speeds at only one location were over 5 mph in excess of the posted speed - on eastbound Brookside Street west of Cascade Avenue.

- Because Brookside Street has bus stops and only paved shoulders for walking, reducing speeds on Brookside Street should be a priority. The recommendation is to remove the traffic signal at Crestone Avenue and replace it with all-way stop control. Near the eastern end of this segment, at Cascade Avenue, a mini-roundabout is recommended. At the minor intersections in between – Parkway Drive, Lorraine Street, Dorchester Drive, and Woodburn Street—several of which have sight distance issues, additional mini-roundabouts or other intersection treatments should be considered.

Street Lighting

The Ivywild Improvement Society should initiate the request with Colorado Springs Utilities for additional street lighting along Dorchester Drive and Cascade Avenue near Ivywild School.

Running Stop Signs

Where running stop signs has been identified as a problem, the stop location should be defined with a stop bar pavement marking, with the intersection corners squared up (with paint or curb) to force drivers to intersect the crossing street nearer a 90-degree angle.

Safety at Specific Intersections

Two intersections are not currently slated for modifications and show a higher number of crashes than would be expected:

- The combination of lane geometry and signal phasing should be reconsidered at the 8th Street/Arcturus Drive-Ramona Avenue intersection.
- Geometric changes at the southwest corner of the Nevada Avenue/Cheyenne Road-Southgate Road intersection could improve operations there.

Pedestrian Access

Street Crossings

- Narrowing Tejon Street to have just one lane in each direction between Navajo Street (west) and Brookside Street would make the crossing distance of Tejon Street shorter for pedestrians, and possibly make Tejon Street feel less like a barrier between Ivywild and the development to the east. The City could consider a pedestrian refuge area on Tejon Street, approximately halfway between the existing signal at Brookside Street and the new roundabout being constructed at the Five Points intersection. The roundabout concept on Tejon Street could also ease pedestrian crossings.
- Cheyenne Boulevard is classified in the Ivywild Master Plan as one of the neighborhood's "Pedestrian and Bike Spines." To assist with crossing Cheyenne Boulevard as a pedestrian, raised pedestrian refuges with spot street lighting could be added between 8th Street and Five Points.

Sidewalks

- Sidewalk will be added along the east side of Cascade Avenue north of St. Elmo Avenue with the multi-family residential project that is occurring there now, and at the south end of Cascade Avenue near Cheyenne Road with the Creekwalk project. Once these developments occur and portions of the new sidewalk are in place, the missing segments of sidewalk along the east side of Cascade Avenue between Cheyenne Road and Five Points should be connected by the City as part of its Missing Sidewalks program.
- Cheyenne Road is not one of the neighborhood's "Pedestrian Spines" in the Ivywild Neighborhood Master Plan. Most of the north side of Cheyenne Road has sidewalks now. The Creekwalk development will be adding new sidewalk across its frontage on the north side of Cheyenne Road between Cascade Avenue and Nevada Avenue. It is recommended that the segments of sidewalk that are missing on the north side of Cheyenne Road be added so that at least one side of the road is accessible on foot through the neighborhood.
- Lorraine Avenue, a collector street, has inconsistent sections of sidewalk along both sides of the road. Lorraine Avenue also has raised curb on both sides of the road. At least one side of the Lorraine Avenue's sidewalks should be made continuous between Cheyenne Boulevard and Brookside Street.
- The existing pavement width of Yucca Drive fills most of the right-of-way; adding a sidewalk that is not at street-level would have substantial impacts on either the road itself or on the adjacent properties from the standpoint of grade/elevation. Because Yucca Drive is classified as a local/residential street, adding sidewalks at this time is not recommended as a priority. Rather, if high speeds or traffic volumes are the concern of residents walking on Yucca Drive, the residents should submit a request for a traffic study and traffic calming treatment to the City's Neighborhood Traffic Management Program.

- Making the recommended modifications to the intersection along Brookside Street mentioned above should help slow traffic down and make walking along Brookside Street more comfortable for pedestrians. Although Brookside does not have sidewalks, it does have continuous paved shoulders on both sides of the road between 8th Street and Tejon Street. People who feel more comfortable walking off the shoulder area have sidewalk for some portions of the corridor, but often these sidewalks are in poor condition or contain obstructions. Short of a complete reconstruction of Brookside Street, it may be possible to add sidewalk to some of the locations along Brookside Street where it is now missing, as part of the City's Missing Sidewalk program.

Facilities for Bicyclists

- It is recommended that the City remove the designation of Ivy Place and Cascade Avenue as bike routes. They do not connect to other bicycle facilities and place two-way cyclists on one-way facilities.
- Because of the proposed change of access at Nevada Avenue/Motor Way-Arvada Street, the designation of Motor Way between Tejon Street and Nevada Avenue as a bicycle route on the Vision Network should be removed. It is recommended to reroute cyclists as follows: Motor Way-Tejon Street – new two-way cycle track along the I-25 southbound frontage road – Nevada Avenue – Arvada Street.
- PPACG Regional Nonmotorized Route 41 proposes bike lanes Cascade Avenue between the Five Points intersection and Cheyenne Road, and on Cheyenne Road between Cascade Avenue and Nevada Avenue. As redevelopment occurs along these streets (for example, the Creekwalk development), the planned bicycle facilities should be accommodated.
- An urban trail is proposed along Cheyenne Creek, starting on Cheyenne Road on the south and continuing all the way north past I-25, to connect with the Pikes Peak Greenway Trail. The redevelopment projects are indeed incorporating this trail as part of their development plans, but the trail needs to be accommodated as future projects develop along Motor Way-Arvada Street, I-25, and the I-25 ramps.