

Crossroads Mixed Use Traffic Study

PCD File No. SF-21-029 & PPR-21-41

El Paso County, Colorado

Traffic Engineer's Statement

The attached traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.



Jeffrey R. Planck, P.E., PE #53006

November 18, 2021

Date

Developer's Statement

I, the Developer, have read and will comply with all commitments made on my behalf within this report.

Kelly Nelson

Ms. Kelly Nelson
Pikes Peak Investments LLC
c/o The Equity Group
90 South Cascade Avenue
Suite 1500
Colorado Springs, Colorado 80903

November 19, 2021

Date

Include discussion on pedestrian/bicyclist needs & school routing plans. Include why bike ramp on SE corner of roundabout is excluded.

A pedestrian/bicycle evaluation has been provided in the updated traffic study. Further, a safe route to school pedestrian analysis has been provided in the revised traffic study.

A bike ramp is provided on the SE corner of the roundabout to allow bicyclists traveling east on Meadowbrook Parkway to exit the roadway and navigate the roundabout as a pedestrian. In general, inexperienced bicyclists, who are uncomfortable navigating the roundabout as vehicles will utilize the bike ramps. Bicyclists traveling southeastbound towards the intersection with US 24, are likely to be comfortable navigating the roundabout as a vehicle, and not likely to use bike ramps, and/or sidewalks to navigate the roundabout. Due to limited anticipated use, and to reduce confusion between ADA and bike ramps, and reduce the number of conflict points between vehicles and bicyclists, a bike ramp is not provided for bicyclists to re-enter the roadway on southeastbound Newt Drive towards the highway.

Table 7 – Crossroads Mixed Use Filing #1 Improvement Summary

Intersection / Roadway	Improvements	Crossroads Mixed Use Full Development Traffic Contribution	Associated Development Area
Meadowbrook Parkway	Extension of Meadowbrook Parkway from Newt Drive to the west property limits	100%	Crossroads Mixed Use Filing #1
Newt Drive and Meadowbrook Parkway	Construction of a single lane roundabout	AM Peak 942 ----- 1,405 67.0%	Crossroads Mixed Use Filing #1
Newt Drive/SH-94 and US-24	Extending the eastbound to southwestbound right-turn acceleration lane from 760 feet to 960 feet	AM Peak 257 ----- 495 51.9%	Crossroads Mixed Use Filing #1
	Provide additional signal head and designate northbound dual left turn lanes with 850 feet of length plus a 225-foot taper	AM Peak 260 ----- 425 61.2%	Crossroads Mixed Use Filing #1

The improvements (identified in Table 7) recommended in the Crossroads-Meadowbrook-Reagan Ranch MTIS Study are proposed in association with the overall Crossroads Mixed Use development. Of note, all of the identified improvements with Crossroads Mixed Use will be constructed with the initial Filing #1 of the Crossroads Mixed Use project. There will not be any improvements constructed with future filings of Crossroads Mixed Use.

The recommended improvements at the intersection of Newt Drive and Meadowbrook Parkway are associated with development from other development projects including Meadowbrook Park, and F 306 multifamily housing urban center. The improvements at the intersection of Newt Drive and Meadowbrook Parkway are associated with development from other development projects including Meadowbrook Park, and F 306 multifamily housing urban center. The improvements at the intersection of Newt Drive and Meadowbrook Parkway are associated with development from other development projects including Meadowbrook Park, and F 306 multifamily housing urban center.

This area of Colorado is experiencing significant traffic volume growth. The improvements at the intersection of Newt Drive and Meadowbrook Parkway are associated with development from other development projects including Meadowbrook Park, and F 306 multifamily housing urban center. The improvements at the intersection of Newt Drive and Meadowbrook Parkway are associated with development from other development projects including Meadowbrook Park, and F 306 multifamily housing urban center.

The Colorado Department of Transportation (CDOT) has identified the potential need for an interchange at the US-24 and SH-94 intersection. It should be noted that Right-of-Way reservation is not believed to be needed on the west side of US-24 at this intersection of SH-94 and US-24. The need for grade separation at the SH-94 and US-24 intersection is primarily anticipated to be triggered

Include discussion on Road impact fees and identify if developer will ask to be included in Public Improvement District



Road impact fees have been provided in the revised traffic study. During the final plat process, the project team will determine if the impact fees are paid up front or if the property will be included in one of the available public improvement districts with reduced upfront costs.

A single lane roundabout on Newt Drive. A design document for the design submitted.

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Meadowbrook Parkway and Newt Drive should be included separately with

If you have any questions or require anything further, please feel free to call me at (720) 943-9962.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Jeffrey R. Planck, P.E.
Project Manager



Include a summary table of improvements constructed with Filing 1 as discussed during the previous County Staff/applicant/consultant meeting. The intent was to identify what will be constructed with Filing 1 and what will be constructed with future filings since the Master TIS only noted the improvements associated with Crossroads Mixed Use as a whole.

Table 10 – Crossroads – Meadowbrook Intersection Improvement Summary

Intersection	Improvements	Project Participation Percentage	Associated Development Area
Newt Drive and Meadowbrook Parkway	Roundabout Control	PM Peak 1022 1470	Crossroads Mix Use
		69.5%	
SH-94 and US-24	Restripe and extend 900-foot northeastbound dual left turn lanes along US-24 to 860-feet with 225-foot taper	PM Peak 362 520	Crossroads Mix Use
	69.6%		
SH-94 and Marksheffel Road	Extend the 475-foot westbound dual left turn lanes along SH-94 to 740 feet with a 145-foot taper	AM Peak 320 735	Crossroads North
	43.5%		
	Extend the 300-foot eastbound left turn lane to 850 feet with a 225-foot taper	PM Peak 250 250	
SH-94 and Marksheffel Road	Extend the 250-foot westbound right turn lane to 600 feet with a 225-foot taper	PM Peak 83 450	Crossroads North
	18.4%		
	Construct acceleration lane along westbound SH-94 from southbound right turn at Marksheffel Road (free rights)	PM Peak 343 355	
		96.6%	
Marksheffel Road and North Full Access	Signalized control	100%	Crossroads North
Marksheffel Road and South Full Access	Signalized control	100%	Crossroads North
Meadowbrook Parkway	Three-lane roadway west of Newt Drive	100%	Crossroads Mix Use

This was explicitly identified on the previous page in Table 7 as well as within the Crossroads Mixed Use Filing #1 Traffic Statement dated November 4, 2021.

The improvements (identified in Table 7) recommended in the Crossroads-Meadowbrook-Reagan Ranch MTIS Study are proposed in association with the overall Crossroads Mixed Use development. Of note, all of the identified improvements with Crossroads Mixed Use will be constructed with the initial Filing #1 of the Crossroads Mixed Use project. There will not be any improvements constructed with future filings of Crossroads Mixed Use.