



**MEETING AGENDA
CITIZENS' TRANSPORTATION ADVISORY BOARD**

Meeting Date: Tuesday, April 5, 2016 at 2:30 PM

Location: Transit Administration, 1015 Transit Dr. Large Conference Room

- | | |
|--|------------------------|
| I. Call to Order/Establish Quorum/Introductions | Brian Risley |
| II. Citizen Comment | Audience |
| III. Approval of Minutes – March 1, 2016 Meeting Minutes
Action: Recommendation 📄 | Brian Risley |
| IV. Consent Items (review/discuss if called off consent) | Brian Risley |
| A. Public Works Dashboard | |
| B. Transit Report | |
| C. PPRTA CAC Monthly Report | |
| D. ATAC Report | |
| E. Airport Advisory Commission Report | |
| V. New Business | |
| A. 2016-2019 Bike Program Priority Project List
Action: Recommendation | Tim Roberts |
| B. Pedestrian and Bicycle Safety Plan for the Old North End
Action: Recommendation | Kathleen Krager |
| C. Imagine Downtown Master Plan Update
Action: Information | Sarah Harris |
| VI. Old Business
None | |
| VII. Staff and Board Members Communications | Brian Risley |
| VIII. Next Meeting Schedule and Topics | Brian Risley |
| IX. Adjournment | Brian Risley |

Definitions:

Presentation – the act of presenting information with Board discussion/clarification following, no formal decisions are to be made.

Briefing – a short summary of information with no discussion, but the Board may ask for clarifications on specific issues.

Recommendation – the formal action by the Board for recommendation/rejection/other action of a proposal.

Discussion – the act of discussing/considering a topic by the Board, but no formal decisions are to be made.

DRAFT MEETING MINUTES
CITIZENS' TRANSPORTATION ADVISORY BOARD (CTAB)

March 1, 2016

Transit Administration Building located at 1015 Transit Drive, Large Conference Room

I. CALL TO ORDER/ESTABLISH QUORUM: Meeting was called to order at 2:42 p.m.

Members Present: Brian Risley, Jim Egbert, Mary Washington, Tony Gioia, Scott Barnhart, Steve Murray, Rick Hoover

Staff Present: Tim Roberts, Sr. Transportation Planner; Kelli Patrick, City Engineering; Brian Vitulli, City Transit

Others Present: Susan Davies, Becky Fuller, Marlis Egbert

II. CITIZEN COMMENT: Becky Fuller addressed the Board regarding pedestrian facilities at Nevada and Espanola. She is requesting the Board recommend improvements, i.e. bump outs and ramps across Nevada. There was discussion regarding the safety of pedestrians using that location to cross Nevada. Tim Roberts advised that this has been brought to Traffic Engineering in the past and that he had met with multiple Traffic Engineering staff with the decision it was best practice to not promote pedestrians to cross at that location but rather the signalized locations at Del Norte Street, a block to the south where a crossing guard is assigned, and at Fontanero Street which is a block to the north. The Board asked Ms. Fuller to return to the next meeting with a proposed Resolution for the CTAB to consider.

Susan Davies asked if there would be an update on the paving program for bike lane consideration. Tim Roberts advised there would be via the Bike Program Priority List which would be coming to CTAB after ATAC action later in the month.

III. APPROVAL OF MINUTES:

- **Mr. Egbert motions to approve the minutes of the January 5, 2016 meeting, Mr. Murray seconds; motion passes unanimously.**

IV. CONSENT ITEMS

A. Public Works Dashboard

- No comments.

B. Transit Report

- No comments.

C. PPRTA CAC Monthly Report

- Mr. Egbert advised there was an additional \$5M for 2015, and the A list of projects has been completed.

D. ATAC Report

- There was no meeting, therefore there is no report.

E. Airport Advisory Commission Report

- There was discussion regarding Frontier adding flights to Phoenix in the future.

V. NEW BUSINESS

A. Westside Avenue Action Plan (West Colorado)

- Steve Murray gave a short presentation on the Westside Avenue Action Plan.
- Project limits are Colorado Ave. and Manitou Ave. from 31st Street to U.S. 24.
- Included extensive public involvement with thorough analysis.
- Recommends a 3-lane roadway section with all modes of transportation addressed.
- It is a true multi-agency project involving the City of Colorado Springs, City of Manitou Springs, El Paso County and the Colorado Department of Transportation.

VI. OLD BUSINESS

A. Pikes Peak Avenue Improvement Project Open House

- Tim Roberts updated the Board on the open house that was held.
- He presented the alternatives and the feedback from those that attended.
- Design and stormwater improvements will begin in 2016 with the road being finished in 2017.

VII. STAFF AND BOARD MEMBERS COMMUNICATIONS:

- There was discussion regarding shopping cars along Highway 24 east.
- Mr. Gioia asked about trucks parking along Sinton Road, and the recommendation to City Council regarding northern bus routes. Brian Vitulli will check into the City Council recommendation.
- Mr. Egbert mentioned bike lanes on Research Parkway. Mr. Roberts informed him the public process was about to be initiated for the Research Parkway bike lane project. There will be plenty of opportunity for discussion regarding the feasibility of taking away travel lanes on Research Parkway for bike lanes.

VIII. NEXT MEETING SCHEDULE AND TOPICS

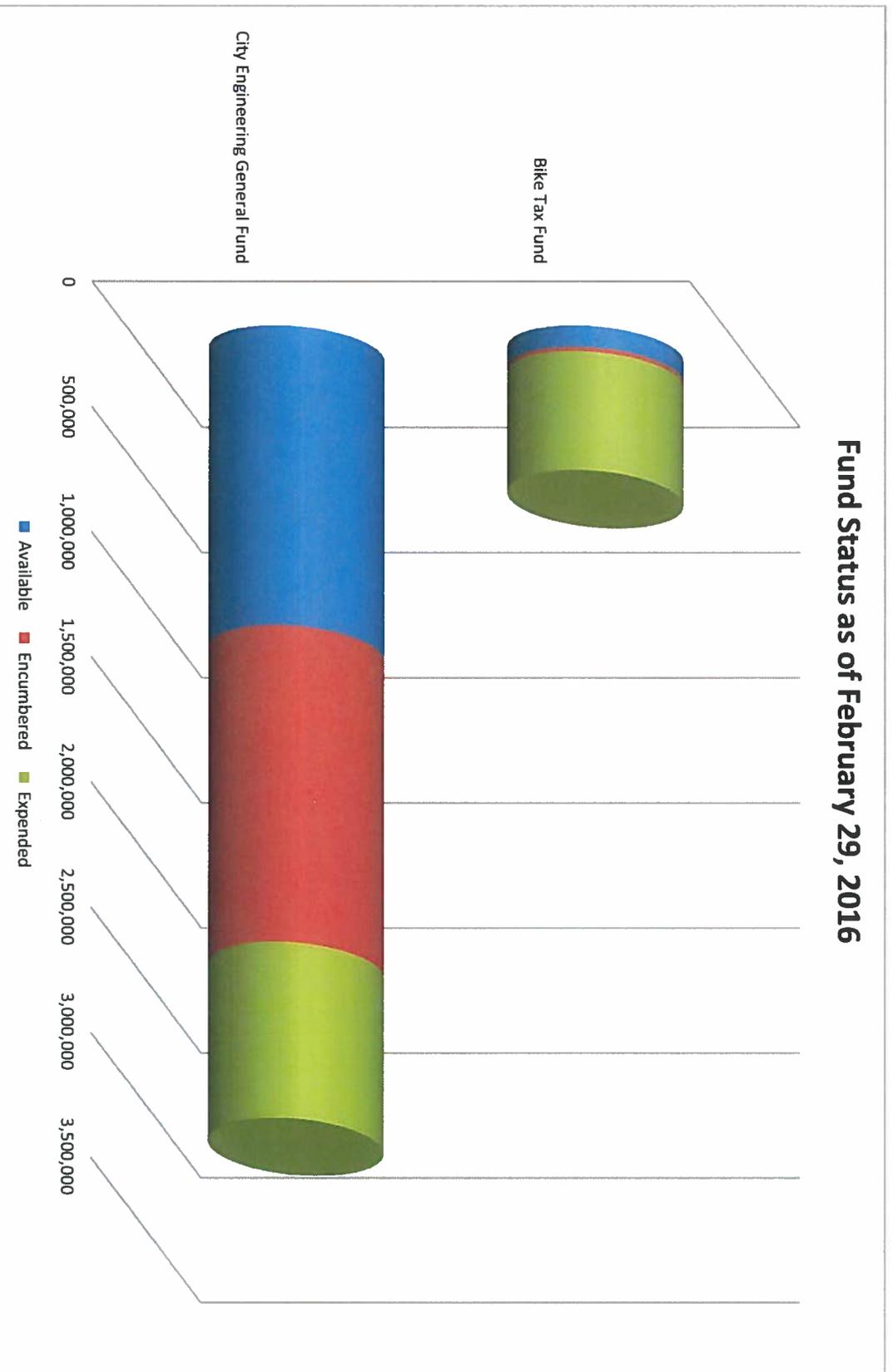
- The next meeting is scheduled for April 5th.
- Topics will include Ms. Fuller's request for pedestrian improvements to cross North Nevada at the Espanola Street intersection and priority bike projects for 2016.

IX. ADJOURNMENT

- Meeting was adjourned at 4:37 p.m.

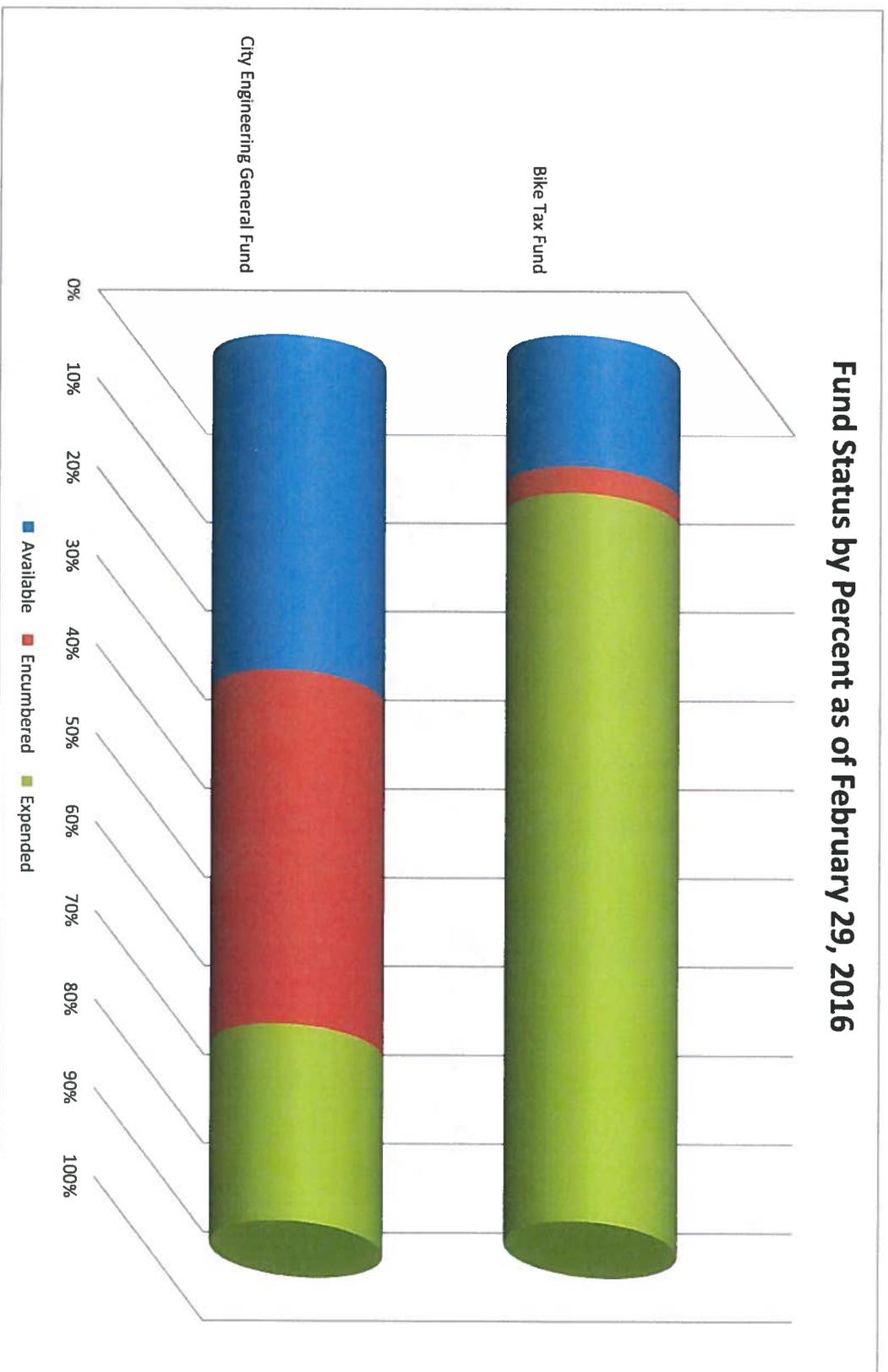
CONSENT ITEMS

Fund Status as of February 29, 2016



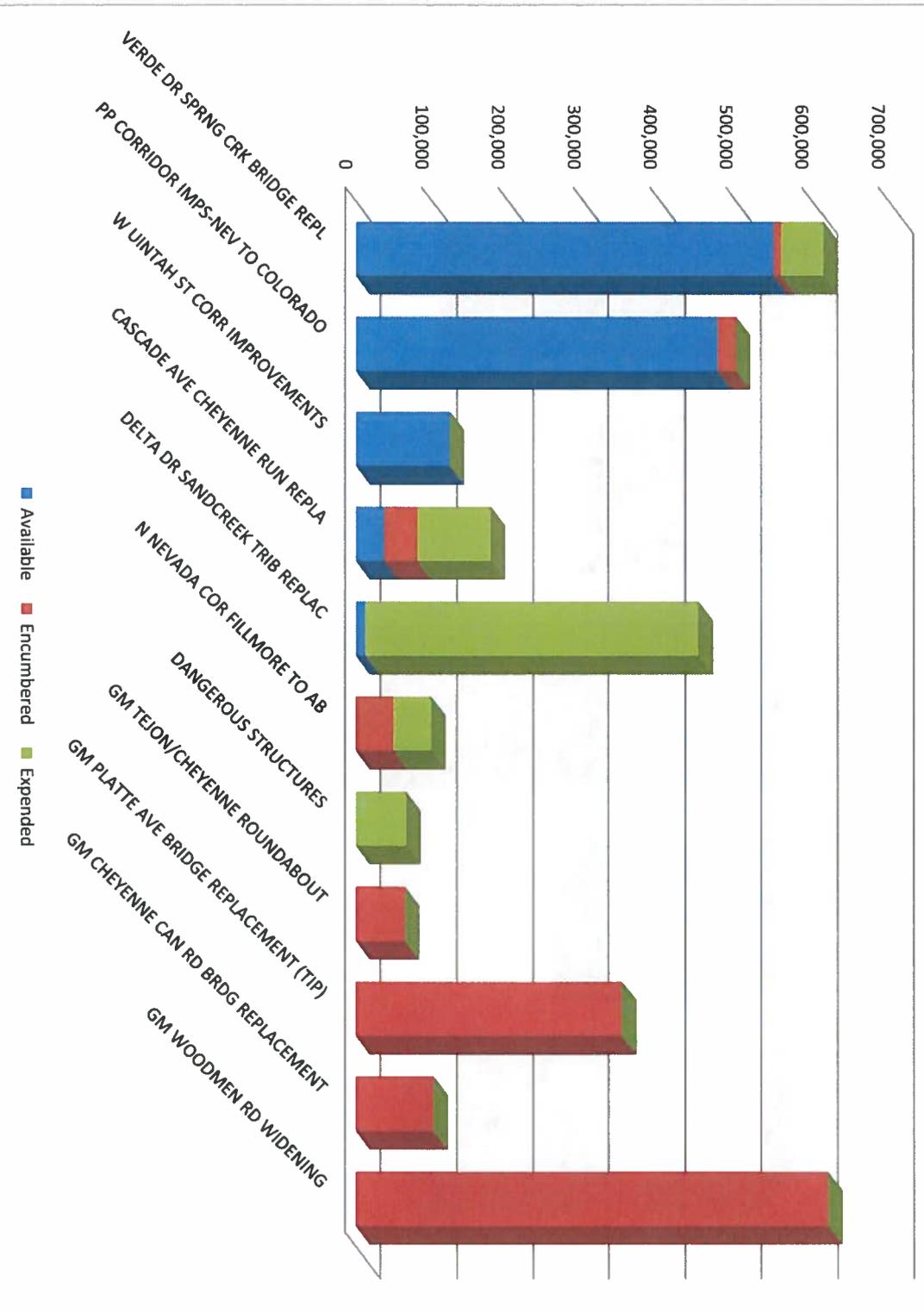
*Encumbered - Funds have been obligated by contract or purchase order, but not paid.
GM - Indicates pending Grant Match commitment.

Fund Status by Percent as of February 29, 2016



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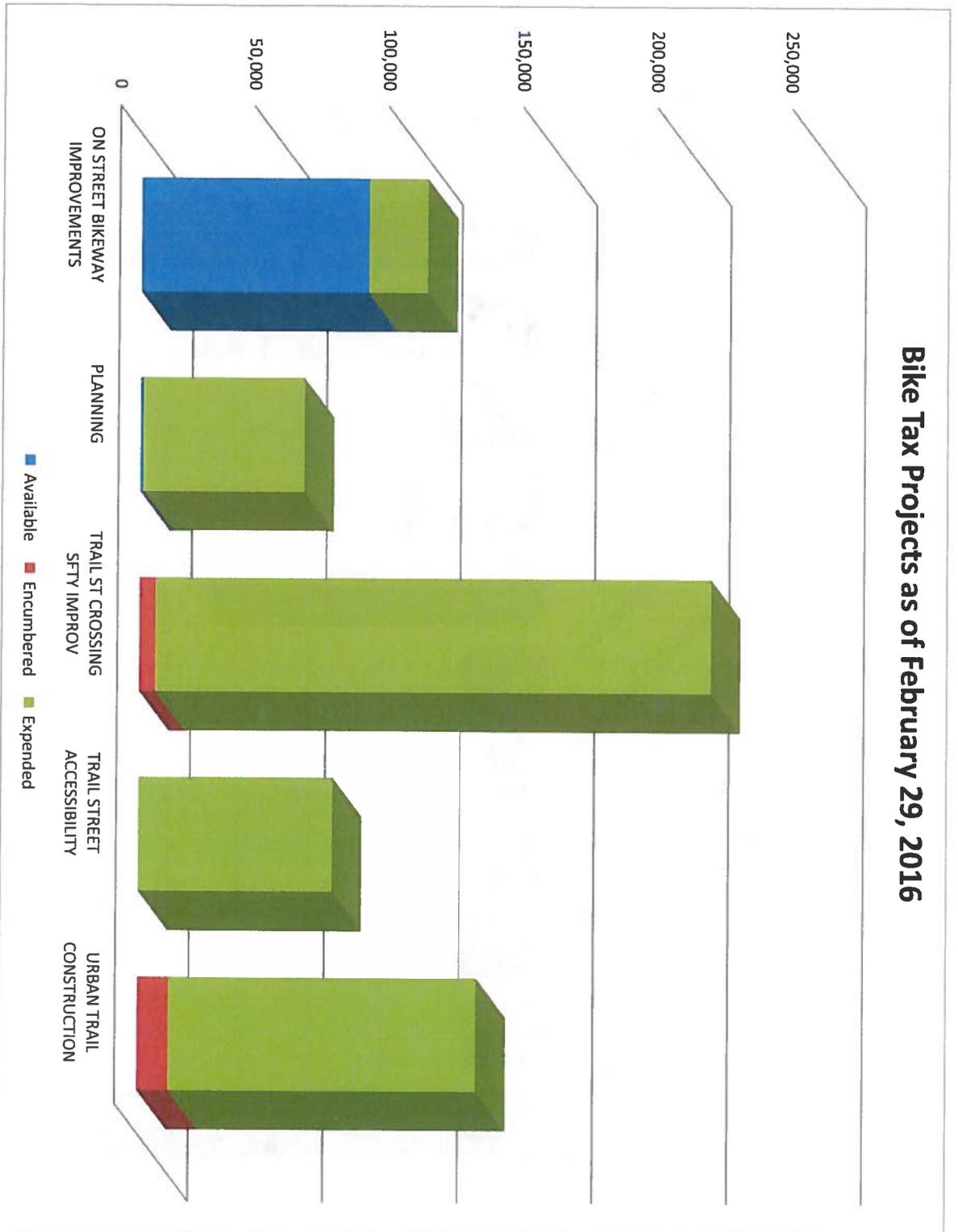
City Engineering Projects as of February 29, 2016



*Encumbered - Funds have been obligated by contract or purchase order, but not paid.

GM - Indicates pending Grant Match commitment.

Bike Tax Projects as of February 29, 2016



*Encumbered - Funds have been obligated by contract or purchase order, but not paid.
 GM - Indicates pending Grant Match commitment.

DATE: March 21, 2016

TO: City of Colorado Springs Citizens' Transportation Advisory Board
Pikes Peak Rural Transportation Authority Citizens' Advisory Committee
Pikes Peak Rural Transportation Authority Board
City of Colorado Springs Transit Passenger Advisory Committee

FROM: Brian Vitulli, Transit Planning Supervisor

SUBJECT: Monthly Mountain Metropolitan Transit (MMT) Update

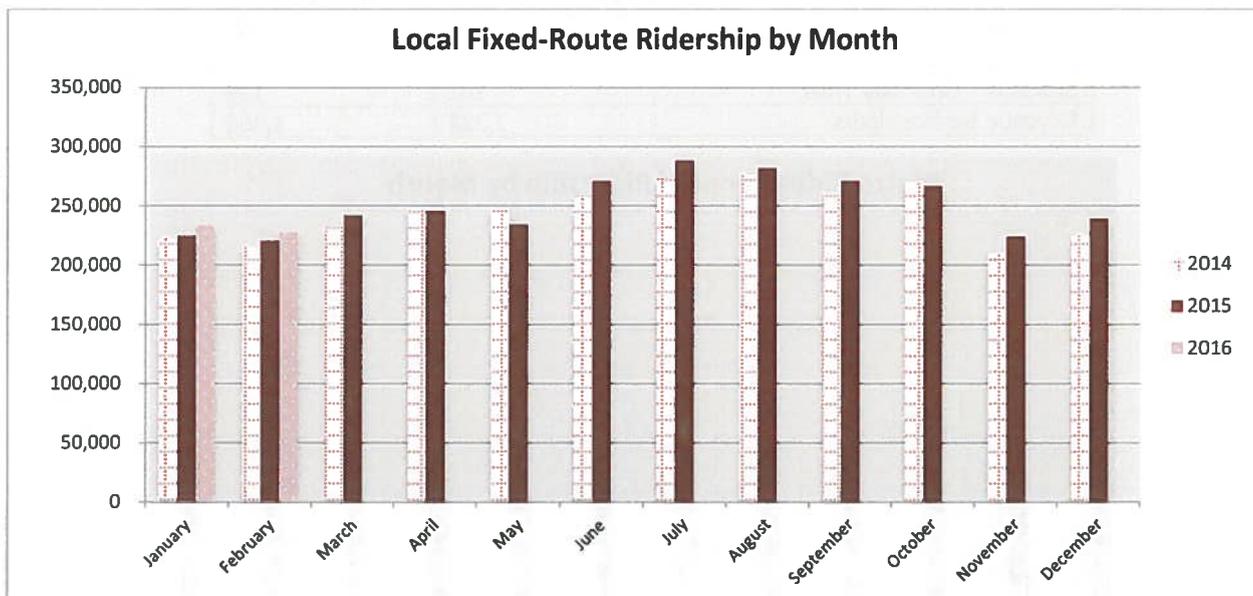
Ridership figures have not been FTA audited.

I. SERVICES

Local Routes

Mountain Metropolitan Transit (MMT) local routes provided 227,492 one-way trips during February of 2016. Service ran 29 out of the 29 days in February (21 weekdays, 4 Saturdays, and 4 Sundays). Ridership in 2016 shows an increase of 3.21% as compared to the same month in 2015, which had one less service day (20 weekdays, 4 Saturdays, and 4 Sundays). Total ridership for February, 2015 was 220,415. The boardings-per-revenue-service-hour rate for February, 2016 is lower than in 2015, which is most likely due to the increase in revenue service hours.

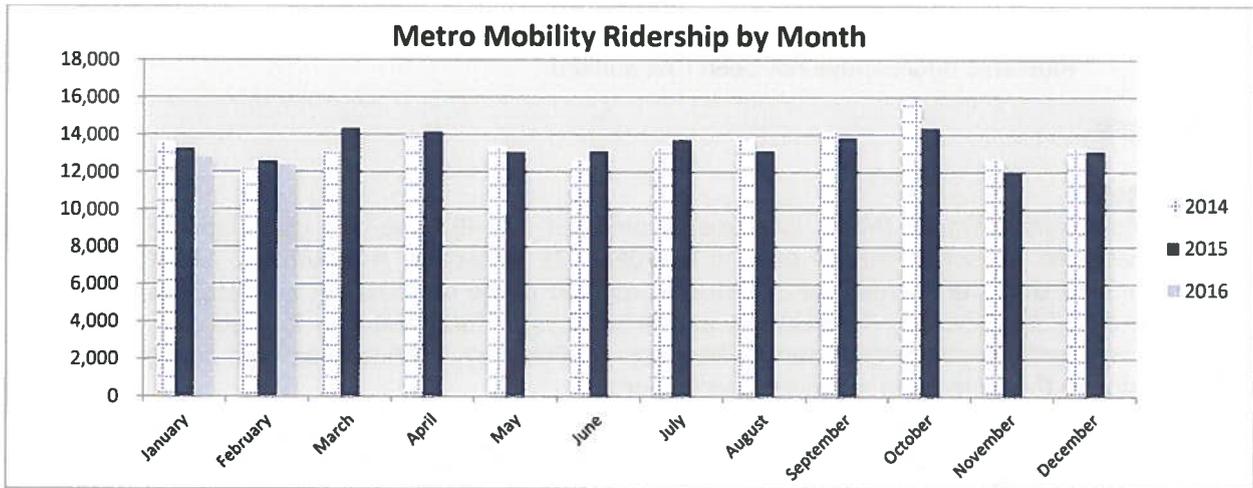
	February, 2015	February, 2016
Weekday Service – Ridership	200,937	202,125
Saturday Service – Ridership	13,646	18,148
Sunday Service – Ridership	5,832	7,219
Revenue Service Hours	9,351	10,761
Boardings per Revenue Service Hour	23.6	21.1



ADA Service

MMT's "Metro Mobility" (A.D.A.) service transported 12,373 passengers in February, 2016 which was a 1.54% decrease compared to ridership from the same month in 2015. As with fixed-route, there were 29 service days (21 weekdays, 4 Saturdays, and 4 Sundays) in the month. It is MMT's policy to limit ADA-required service due to its high per-trip cost but to do so in compliance with ADA and FTA regulations.

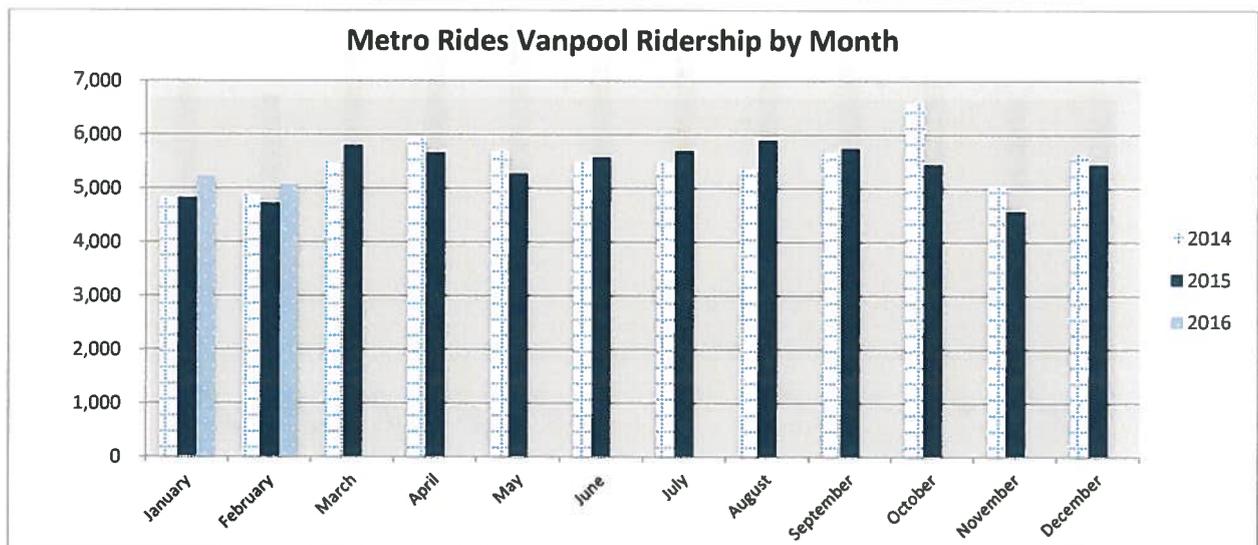
	February, 2015	February, 2016
Weekday Service – Ridership	12,020	11,779
Saturday Service – Ridership	313	450
Sunday Service – Ridership	233	144
Revenue Service Hours	6,112	5,575
Boardings per Revenue Service Hour	2.0	2.2



Vanpools

The Metro Rides Vanpool program had 33 vanpool vans operating during February and 223 total invoiced participants. There were 5,080 one-way trips reported, which was a 7.42% increase over the ridership in February, 2015.

	February, 2015	February, 2016
Weekdays – One-Way Trips	4,439	4,854
Saturdays – One-Way Trips	128	97
Sundays – One-Way Trips	162	129
Revenue Service Hours	1,222	1,460



II. PROJECTS

Spring 2016 Service Changes:

Final approval for the Spring 2016 service changes was made on March 2. The service changes will be implemented on May 1, 2016.

These enhancements will continue our work toward improving the overall productivity and performance of the system, increasing frequency on high-ridership routes, and providing improved access to high employment corridors, in order to improve service for our existing customers and to attract new riders.

Ridership Increases:

MMT provided more than 3 million fixed-route transit trips to the community in 2015. Not since 2009 has fixed-route ridership topped 3 million.

The Manitou Springs Summer Shuttle services ended 2015 with a record high ridership of over 115,000 trips; up nearly 28% from 2014.

Memorandum

To: Tim Roberts
CC: Brian Risley, Rick Sonnenburg
From: Jim Egbert
Date: 4/1/2016
Subject: March 2016 PPRTA CAC & Board Meetings



The January 2016 PPRTA Sales and Use Tax revenue was \$6,624,299 which is \$353,948 more than the \$6,270,351 budget amount.

Based on one month's actual, we are on track to meet or exceed the 2016 budget plan of \$86,000,000 in revenue.

I have not yet received the packet for the Wednesday, April 6th, PPRTA CAC meeting. If there is other news of note, I will present it at the April 5th CTAB meeting.



TRAFFIC ENGINEERING

Date: December 31, 2015
To: Citizens Transportation Advisory Board
From: Tim Roberts, Senior Transportation Planner
Subject: 12/15/2015 Active Transportation Advisory Committee Meeting Report

Ms. Kate Brady was introduced as the new Senior Bike Planner for the City of Colorado Springs. She provided a brief background of her career to the ATAC.

Mr. Tim Roberts provided a summary of the Pikes Peak Avenue Open House meeting that was held on March 1. Discussion included the preference reflected from the attendees, some suggested modifications to some of the alternatives, and the need to ensure more feedback from the adjacent businesses as there was not much representation from them at the meeting.

Mr. Ryan Trujillo presented the revived Sustainability Initiatives Program for the City of Colorado Springs. He mentioned how the committee will focus on agriculture, education, water conservation, transportation, built and natural environment. Discussion included the desire for more community input and representation for this initiative.

Mr. Tim Roberts presented the Bike Program Priority Project List for the years 2016-2019. Since it was an expansion of the 2015 list he focused on the new projects and clarification for those projects which were either removed or delayed. Discussion included a couple of modifications and was recommended the CTAB support, with modifications, unanimously.

AAC Report to CTAB

April 2016

Respectively submitted by:
Rick A Hoover

Frontier is returning April 14th COS Las Vegas
Frontier will add flights to Phoenix June 28th departing COS at 6:00 AM with the return flight leaving Phoenix around 6:20 PM.

Outbound year to date is UP 10 (a 14.3% improvement), month to date UP 10%. There were 4201 more passenger boardings for the month.

Inbound year to date are also UP 13.8% (.20.3% improvement), month to date UP 13.7% (17.4% improvement). There were 5544 MORE enplanements for the month.

Landed Weight of scheduled carriers year to date is UP 7% (16.6% improvement) month to date up .7% (decrease of 2%).

Diversions there were NA for the month.

Cancellations There were NA cancellations

Cargo Domestic is down 6.4% with Military Cargo showing up 129.1%.

Seats Available were 55083 up 4236 seats or 8.03% with a Load Factor at 82.1 up 1.2%.

Revenues are 5.6% above 2015 year to date Month showed a 5.6% above 2015 month.

Expenditures are 3.6% over 2015 year to date and 3.6% above 2015 the month.

NEW BUSINESS

Priority Bicycle Program Project List 2016-2019

Street Name	From Limit	To Limit	Length (MI)	Public Process	CIP Design/Striping Plan?	Year	Connections
Overlay/Chip Seal Projects							
8th Street	Motor City Drive	Cheyenne Blvd	1.3	No	Yes	Moved	Cheyenne Blvd B.L.
19th Street	King Street	Mesa Road	0.2	No	No	2016	Palmer Mesa Tr
26th Street	US 24	Lower Gold Camp Rd	1.4	No	No	Moved	Midland Tr
Aeroplaza Dr	Fountain Blvd	Astrozon Blvd	0.6	No	No	2016	Astrozon Blvd B.L.
Barnes Road	Tutt Blvd	Peterson Road	1.2	Yes	Yes	2016	Tutt Blvd B.L.
Del Monico Dr	Rockrimmon Dr (N)	Rockrimmon Dr (S)	1.1	Yes	Yes	Moved	Rockrimmon Tr
Mark Dabing Blvd	Fillmore Street	Garden of the Gods Rd	1.6	No	Yes	Moved	Sinton Tr ; Pikes Peak Greenway
Mount View	Nevada Avenue	Acacia Drive	0.8	Yes/Complete	Complete	2016	Existing Mount View B.L. ; T-Gap Trail
Rockrimmon Dr	Woodmen Rd	Del Monico Drive	0.6	No	No	2016	None
Rockrimmon Dr	Del Monico Drive	Allegheny	0.3	No	Yes	2016	Rockrimmon Trail
Venetucci Blvd	Cheyenne Meadows	Lake Avenue	0.7	No	No	2016	Cheyenne Meadows B.L. ; Cheyenne Mtn B.L. ; Cheyenne Rd B.L. ; Lake Ave Shoulder
2017 Overlay Prep Projects							
Pikes Peak Ave	Nevada Avenue	Shooks Run Trail Connection	0	Yes-2016	Yes	2017	Shooks Run
Roadway Diet Projects							
Cascade Ave	Uintah	Colorado	1.3	Yes-2016	Yes	2016	Uintah St B.L. ; Cache la Poudre B.L. ; Willamette B.L.
Cascade Ave	Fillmore St	Uintah Street	2.4	Yes 2016	Yes	2016	T-Gap Tr. ; Park St Bike Blvd ; Uintah B.L.
Chapel Hills Dr	Old Ranch Road	Explorer Drive	2.5	Yes	Yes	2017	Leighton Drive B.L. ; Skyline Tr. ; Briargate Pkwy Tr. ; Research Pkwy Tr.
Voyager Parkway	Middle Creek Parkway	Research Parkway	4.0	Yes	Yes	2017	La Foret Tr. ; Interquest Shoulders ; Existing Voyager Shoulder
Kelly Johnson Rd	Academy Blvd (S)	Academy Blvd (S)	0.8	Yes	Yes	2017	Voyager Sidewalk Trail
Pikes Peak Ave	Nevada Avenue	Colorado	0.1	Yes	Yes	2017	Shooks Run Tr.
Research Parkway	Voyager Parkway	Austin Bluffs Parkway	3.3	Yes 2016	No	0	Voyager Shoulder ; Skyline Tr. ; Rangewood B.L. ; Austin Bluffs Tr.
South Carefree Circle	Rio Vista Rd	Murray Blvd	1.4	Yes 2016	No	0	Oro Blanco B.L. ; Homestead Tr. ; Rio Vista B.L.
30th Street	Flying W	Centennial	0	Yes	Yes	2017	Flying W B.L. ; Centennial B.L.
Barnes Rd	Tutt Ave	Marksheffel Dr	0.0	Yes	Yes	2018	Tutt B.L. ; Sand Creek Tr.
Chelton Rd	Murray Street	Hancock Exp	1.9	Yes but need 2nd	Yes	2017	Sand Creek Tr. ; Astrozon B.L.
Chelton Rd	MLK/US 24	Airport Rd	0.7	Yes Complete	Yes	2017	Airport Rd B.L. ; Existing Chelton B.L.
Fountain Blvd	Circle Dr	Hancock Ave	1.4	Yes	Yes	2017	Hancock B.L.
Hancock Exp	Chelton Rd	Powers Blvd	0.5	Yes	Yes	2017	Powers Blvd Shoulder
North Carefree Circle	Tutt Blvd	City Limits (Marksheffel?)	1.6	Yes	Yes	2018	Tutt B.L. ; Sand Creek Tr.
Peterson Road	Sinton Hills Blvd	North Carefree Circle	2.0	Yes	Yes	2018	None
Stetson Hills Blvd	Tutt Blvd	Marksheffel Rd	0.0	Yes	No	2018	Tutt B.L. ; Sand Creek Tr.
Weber Street	Jackson Street	Rio Grande Street	2.9	Yes-2016	Yes	2017	Shooks Run Tr. ; Cache la Poudre B.L. ; Willamette B.L. ; Costilla B.L. ; Rio Grande B.L.
Austin Bluffs Pkwy	Dublin	Rangewood	0.0	Yes	Yes	2019	Dublin B.L. ; Homestead Tr. ; Cottonwood Crk Tr. ; Woodmen Tr.
PPRTA/Grant Projects							
Broadway St	21st Street	Westend Ave	0	Completed	Yes	2015	21st St B.L.
Hancock Avenue	Bjouw Street	Leon Young/US 24 Bypass	2.1	Yes	Complete	2015	Bjouw B.L. ; Costilla St B.L. ; Prospect Lake Contra Flow ; Las Animas B.L.
Uintah	19th	I 25	2.0	No	Complete	2015	Existing Uintah B.L. ; Palmer Mesa Tr. ; Mesa Springs Tr.
Woodmen Road	Academy Blvd	Union Blvd	1.1	Completed	Complete	2015	Existing Woodmen B.L.
Cottonwood Trail	Academy Blvd	Vincent Dr	0.8	Completed	Complete	2016	Vincent B.L. ; Existing Cottonwood Tr.
Cascade Avenue	Templeton Gap Trail	Fillmore Street	1.1	Yes	Underway	2015/2016	T-Gap Tr.
Centennial Blvd Extension	Fillmore Street	I 25	0.6	Yes	Yes	2015/2016	Existing Centennial B.L. ; Mesa Springs Tr. ; Fillmore St B.L.
Las Vegas/Hancock Connection	Las Vegas St	Hancock Ave	1.3	Yes	Yes	2015/2016	None
Pikes Peak Greenway	Various Locations		?	Yes	Yes	2015/2016	Various
West Colorado Ave	31st St	US 24	1.4	Completed	Underway	2015/2016	Midland Tr. ; 31st St B.L. ; Foothills Tr.
Van Buren Street	Templeton Gap	Circle Drive	1.2	Yes	Yes	2015/2016	T-Gap B.L.
Roadway Markings (Blvd/SUM/Bike Lane) Installation							
Aeroplaza Dr	Werner St	Fountain Blvd	0.6	No	No	2016	Jet Wing Dr B.L. ; Aeroplaza Overlay B.L. ; Install
Columbine Blvd	Hancock Ave	Templeton Gap Rd	1.3	No	No	Hold	Hancock B.L. ; T-Gap B.L.
Cragin/Vincent/Goddard Wayfinding	0	0	?	0	Yes	Hold	Vincent B.L. ; Woodmen B.L. ; Cottonwood Creek Tr. ; Voyager Shoulder
Cucharras St	Midland Trail (W)	21st Street	0.8	Yes Complete	Yes	2015	Midland Tr.
Westwood Blvd	Meadowland Blvd	Morning Sun Ave	0.2	Yes	No	2015	None
Westwood Blvd	Meadowland Blvd	Flintridge Dr	0.7	No	No	2015	Flintridge B.L.
Meadowland Blvd	Austin Bluffs Pkwy	Montesole Drive	1.1	Yes	0	2015	Austin Bluffs PKWY B.L.
Meadow Lane	Austin Bluffs Pkwy	Mount View Lane	0.1	Yes Complete	No	2016	Mount View B.L. ; Austin Bluffs Parkway B.L. ; Austin Bluffs Tr.
Mount View	Acacia Drive	Meadow Lane	0.2	Yes Complete	No	2016	Existing Mount View B.L.
Skyway Blvd	Arcturus Dr	Parview Blvd	0.2	No	No	2016	Parview B.L.
Jet Wing Dr	Jet Wing Cir	Wernimont Cir	0.5	Yes	Yes	2016	Astrozon B.L.
Lower-Gold-Camp	26th Street	26th Street	0.0	No	No	2016	26th St B.L.
North Carefree Circle	Oro Blanco	Van Teygen Drive	1.4	Yes-Spring 2016	Yes	2016	Oro Blanco B.L. ; Existing N. Carefree B.L.
Patrician Way	Van Buren Street	Circle Drive	0.1	Yes	No	2017	None
Sumner-Speck	Nevada-Avenue	Cheyenne Blvd	0.0	No	No	2016	Cheyenne Blvd B.L.
South Carefree Circle	Murray Blvd	North Carefree Circle	0.8	Yes Spring 2016	Yes	2016	None
St-Elmo St	Nevada-Avenue	Corona-Avenue	0.0	No	No	2016	None
Van Teygen Drive	Rebecca Lane	American Drive	0.7	Yes Spring 2016	Yes	2016	None
Kiowa Street	Wahsatch	Shooks Run	0.3	No	No	2016	Shooks Run Tr
Bjouw Street	Wahsatch	Shooks Run	0.3	No	No	2016	Shooks Run Tr
Cascade Ave	Colorado Ave	Railroad	0.8	Yes	No	2017	Colorado B.L. ; Costilla B.L. ; Rio Grande B.L.
Mallard Dr	Chelton	Fountain Blvd	0.7	Yes	No	2017	None
Pikes Peak Ave	Walnut St	31st St	2.5	Yes	No	2016	31st St B.L.
Vincent Drive	Campus Drive	Dublin	0.5	No	No	2017	Woodmen B.L. ; Cottonwood Creek Tr. ; Dublin B.L.
Zepplin Rd	Powers Blvd	James Irwin School	0.0	Yes	No	2017	None
Broadmoor Valley Rd	Cheyenne Mountain Rd	Star Ranch Rd	1.8	Yes	No	2018	Cheyenne Mtn B.L.
Star Ranch Rd	Broadmoor Valley Rd	Broadmoor Bluffs Rd	0.3	No	No	2018	Broadmoor Bluffs B.L.
Lorraine St	Cheyenne Blvd	Brookside St	0.5	Yes	No	2018	Cheyenne Blvd B.L.
Bike Program Capital Projects							
Academy Blvd/Sand Creek Trail	Sand Creek Trail	Astrozon Blvd	2.3	No	Yes	2015	Sand Creek Tr. ; Astrozon B.L.
Connection	0	0	0	0	0	0	0
Astrozon St	Academy Blvd	Jetwing St	0.1	No	Yes	2015	Existing Astrozon B.L.
Avada Street	Corona St	Nevada Ave	0.2	Yes	Yes	2016	Tejon St B.L. ; Corona St Bike Blvd
Bike Racks/Corrals	Various Locations	0	0.0	Yes	No	2015	0
Chappel-Hills-Drive-Bikeway-Trail	Explorer-Dr	Hombakee-Drive	0.0	No	Yes	2015	Dropped
Colorado Ave	30th St	31st St	0.1	Yes	Yes	2016	30th Route ; 31st B.L. ; Foothills Trail
American Drive	Van Teygen Drive	Austin Bluffs Pkwy	0.3	Yes-Spring 2016	Yes	2016	Austin Bluffs PKWY B.L.
Fountain Blvd	Mallard	Circle Drive	0.4	Yes	Yes	2017	None
Hancock Ave	Leon Young Center	Union Blvd	0.8	No	Yes	2016	Union B.L.
Lower Gold Camp	Moreno Street	Bear Creek Trail @ 8th Street	0.8	Yes	Yes	2019	Moreno St B.L. ; 8th St. B.L. ; Lower Gold Camp B.L. ; Bear Creek Tr.
Mesa Road	Fillmore Street	Uintah Street	1.8	Yes	Yes	2018	Fillmore St. B.L. ; Uintah St. B.L. ; Mesa Valley Tr. ; Palmer Mesa Tr. ; Existing Mesa Rd. B.L.
Mesa Springs Trail	America Furniture Warehouse	Sinton Trail	0.7	No	Yes	2017	Existing Mesa Springs Tr. ; Fillmore St. B.L. ; Sinton Tr
Mark Dabing Road	Rockrimmon Drive	Garden of the Gods Rd	1.2	Yes	Yes	2019	Rockrimmon Tr. ; Ute Valley Tr.
Templeton Gap Trail Connection	Templeton Gap Trail	Templeton Gap Rd	0.7	Yes	Yes	2016	T-Gap Tr.
21st Street	Broadway Street	Lower Gold Camp Rd	0.6	Yes	Yes	2016	Existing 21 St B.L. ; Broadway B.L. ; Lower Gold Camp B.L.
21st Street	Broadway Street	US 24	0.2	Yes	Yes	2016	Broadway B.L. ; US 24 Shoulder
Enhanced Trail Access and Crossing Projects							
Enhanced Trail Access/Crossings	0	0	0	0	0	0	0
Emerald Loop Crossings	San Miguel	0	0.0	No	Yes	2016	0
Rock Island Trail	Wooten Rd	0	0	0	0	2016	0
Templeton Gap Trail	Alpine Dr	0	0	0	0	2016	0
Templeton Gap Trail	Flintridge	0	0	0	0	0	0
Enhance Trail Crossings	Various Locations	0	0.0	0	0	0	0
TOTALS 33.3							

OLD NORTH END

**A PEDESTRIAN AND BICYCLE
SAFETY PLAN**

FOR

THE OLD NORTH END

IN COLORADO SPRINGS, COLORADO

This Plan Emphasizes

**Colorado College Pedestrian and Bicycle Safety
Colorado Springs Fine Arts Center Pedestrian and Bicycle Safety
Corpus Christi Elementary School Pedestrian and Bicycle Safety
First Lutheran Church Pedestrian and Bicycle Safety
Numismatic Museum Pedestrian and Bicycle Safety
Penrose Hospital Pedestrian Bicycle Safety
Steele Elementary School Pedestrian and Bicycle Safety**

**Pedestrian and Bicycle Safety Committee
Old North End Neighborhood**

OLD NORTH END

A PEDESTRIAN AND BICYCLE SAFETY PLAN FOR THE OLD NORTH END:

Concurrently safety-size all four arterial streets running north-south through the Old North End by reducing them from two-lanes-in-each-direction to one-lane-in-each-direction:

- 1. N. Cascade Avenue from Willamette Street, through the Colorado College campus and the Old North End, to Jackson Street.**
- 2. N. Nevada Avenue from Willamette Street, through the Colorado College campus and the Old North End, to the Rock Island railroad bridge (Lilac Street).**
- 3. N. Weber Street from Willamette Street, through the Colorado College campus and the Old North End, to Lilac Street.**
- 4. N. Wahsatch Avenue from Willamette Street, through the Colorado College campus and the Old North End, to E. Jackson Street.**

The safety-sizing of these four arterial streets should be accomplished only through the repainting of lane striping on the streets. No changes to curbs or medians should be attempted. No on-street parking spaces should be removed near major institutions.

Safety-size the two arterial streets running east-west through the Old North End by reducing them from two-lanes-in-each-direction to one-lane-in-each-direction:

- 1. Fontanero Street from N. Cascade Avenue to N. El Paso Street.**
- 2. E. Uintah Street from east of Wahsatch Avenue to the Shooks Run bridge, which is where the already-existing one-lane-in-each-direction section of Uintah Street begins.**

Fix dangerous crossings before someone is killed

As pointed out in this space for much of the past decade, Colorado Springs tolerates an obvious, growing and needless danger. Let us hope we don't need more tragic events to wake the collective mindset and motivate action.

Our community is blessed with Colorado College, a respected and demanding liberal arts college in the center of town. The school has consistently produced local, state and national leadership in government and business.

Running through the middle of this historic campus are two increasingly busy thoroughfares, Cascade and Nevada avenues. Each mixes heavy traffic and constant pedestrian crossings by concentrations of students, as they traverse segments of the campus. Anyone who drives through Colorado College can see the danger. If a car stops in the right lane, drivers in the left lane cannot see pedestrians entering traffic.

Monday, the expected occurred. A CC student was hit by a car between Cache La Poudre and Uintah streets and dragged beneath the vehicle for 40 feet. She was badly injured and could have been killed. She was the second student hit this year — the sixth in the past two years. Odds have played out as one might expect, and it has only been luck that none have been killed.

Nothing nefarious led to this latest mishap.

The driver said she did not see the pedestrian.

"The city is working with Colorado College on design possibilities and will conduct a public process at the right time," city spokeswoman Kim Melchor said.

Melchor said the public can "soon" expect to hear more details about a project that could break ground by the end of the year.

That is great news and a testament to the stability and functionality of City Hall leadership, in the mayor's office and on the City Council.

Resolving this is not optional. It should not be difficult or controversial but may be expensive. Colorado College and the lives of students are worth a serious investment.

A far busier thoroughfare, Broadway, divides the University of Colorado at Boulder from University Hill — an area of university-related shops, restaurants, bars and housing. Students walk through an underpass that eliminates pedestrian-pedestrian conflicts. The safety-minded engineering has undoubtedly saved lives, making the community and university more attractive to visitors, residents and prospective students.

This is a problem our community can come together to resolve. We cannot afford the death of one or more students as the cost of ignoring it.

THE GAZETTE

COLORADO SPRINGS GAZETTE

March 3, 2016

**SPEAKER SAYS DOWNTOWN COLORADO SPRINGS
COULD BE MORE BIKE, PEDESTRIAN FRIENDLY**

By Maria St. Louis Sanchez

If downtown Colorado Springs wants residents to ditch their cars and walk, then their walks have to be as good as their drives.

That was the message Wednesday night from Jeff Speck, a city planner and urban designer who advocates for smart grown and sustainable design. He is author of the book "Walkable City: How Downtown Can Save America One Step at a Time."

He spoke Wednesday to a crowd of about 100 people at Colorado College as part of the City Center Series, a series of three talks aimed to inspire people about what makes downtowns great. Speck's talk Wednesday was titled "Towards a More Walkable Colorado Springs."

For downtown Colorado Springs to be more walkable, it will have to have four simultaneous components, Speck said. The walks have to be useful, safe, comfortable and interesting. The downtown has potential, he said, but pointed out instances in all of the categories where it could improve.

"You could be doing better, but you aren't doing that badly," he said. "Your bones are good."

For instance, he said, drivers tend to slow down and crash less when they have narrower lanes. In many cases, downtown Colorado Springs streets are far wider than they have to be. Drivers on Platte Avenue, he noted, drive at almost freeway speeds and residents there are afraid to park along the street for fear of being hit. If the lanes downtown were narrower, there would be more room for parking and bike lanes, he said.

For example, he suggested converting Bijou and Kiowa streets to two-way streets east of Cascade Avenue and making parallel parking on one side of the streets to protect new bike lanes. That way the cars would drive slower, bicyclists would be protected and there would still be parking.

OLD NORTH END

To make the area safer for walkers and drivers alike, he said that fewer traffic lanes, not more, were necessary. In many cases, he said, downtown streets are built for far more capacity than they need.

Speck criticized a potential plan to add turn lanes at the intersection of Platte Avenue and Tejon Street to help cut down on crashes there. In fact, he said, the opposite will happen. With more turn lanes will come more traffic and with more traffic will come more crashes.

"Expansion of capacity in the name of safety doesn't work," he said. "I'd ask you to reject this proposal."

He also called on the city to invest as much as it could in creating an infrastructure of safe bike lanes. He noted that in Portland, Oregon, traffic congestion during peak hours went down after the city invested heavily into building safe bike lanes.

"The main lesson in biking is that it's a function of infrastructure," he said. "Places that invest in bicycling create the biking population."

OLD NORTH END

AUTOMOBILE-PEDESTRIAN CONFLICT AND AUTOMOBILE-BICYCLE CONFLICT AT COLORADO COLLEGE AND STEELE ELEMENTARY SCHOOL:

In early January of 2016, a woman student at Colorado College was struck by an automobile while crossing N. Cascade Avenue where it runs through the Colorado College campus. The automobile ran over her and dragged her along the pavement for a considerable distance. She was stuck so tightly under the automobile that emergency responders had to jack the automobile up and stabilize it with bricks in order for her to be removed, given First Aid, and sent to the hospital. Her injuries included a broken collar bone, a scraped liver, and multiple cuts and scratches. The event was, for both the driver and the pedestrian who was hit and dragged, a horrifying experience.

This pedestrian accident happened in the customary manner on a two-lanes-in-each direction street. One automobile in the first lane stopped for the young woman as she entered the well-marked crosswalk. A second automobile in the second lane did not stop and hit the young woman as she came past the first automobile. The driver of the second vehicle could not see the young woman in the crosswalk because the student was hidden behind the stopped vehicle.

This accident at Colorado College was not an isolated event. In recent years there have been 30 pedestrian-related accidents at crosswalks and intersections adjacent to or within the Colorado College campus. **Ten of those accidents involved walking pedestrians and 20 concerned bicycle and skateboard riders.**¹

Pedestrian-automobile accidents on two-lanes-in-each-direction streets have been a problem at Steele Elementary School over the years. In 1976 one student, the son of a court judge in Colorado Springs, was hit by an automobile at the corner of E. Del Norte Street and N. Nevada Avenue. He suffered a broken arm and additional minor injuries. As a result of that accident, a traffic signal with walk lights was installed by the City of Colorado Springs at that intersection.

¹ “Colorado College Transportation Plan,” Felsburg Holt & Ullevig #12-291-01, September 2013, p. 1. Hereafter “CC Transportation Plan.”

OLD NORTH END

Several years after that, a female student at Steele Elementary School was struck by a car at E. Fontanero Street and N. Nevada Avenue. The intersection had a traffic signal but no walk lights to protect pedestrians. She was dragged along the pavement before the automobile was able to stop. The Steele student suffered deep scrapes and bruises and had endured a terrifying experience for a young child. Shortly thereafter, walk lights were installed at that intersection.

THE OLD NORTH END: AN OVERSUPPLY OF NORTH-SOUTH ARTERIAL STREETS:

The Old North End is a “drive-through” neighborhood with an oversupply of North-South arterial streets. The eight North-South streets, listed from west to east, are Culebra, Alamo, Wood Avenue, N. Cascade Avenue, N. Tejon Street, N. Nevada Avenue, N. Weber Street, and N. Wahsatch Avenue. Four of those eight streets are arterial streets that pass traffic through the neighborhood. The arterial streets, again listed west to east, are N. Cascade Avenue, N. Nevada Avenue, N. Weber Street, and N. Wahsatch Avenue.

Three of the four arterial streets are adjacent to each other. They are, west to east, N. Nevada Avenue, N. Weber Street, and N. Wahsatch Avenue. The fourth arterial street, N. Cascade Avenue, is only two blocks west of N. Nevada Avenue with a residential street, N. Tejon Street, intervening.

A residential neighborhood with four of its eight North-South streets serving as arterial streets carrying through traffic has a definite interest in calming traffic, decreasing street noise, and increasing pedestrian safety at every opportunity.

TRAFFIC VOLUMES HAVE BEEN DECREASING ON N. CASCADE AVENUE AND N. NEVADA AVENUE THROUGH THE OLD NORTH END:

Rather than increasing or holding steady, traffic volumes on N. Cascade Avenue and N. Nevada Avenue have been decreasing in recent years. According to traffic counts provided by the City of Colorado Springs, Average Daily Traffic on Cascade Avenue north of Uintah Street dropped from 13,000 vehicles in 2005 to

OLD NORTH END

10,000 vehicles in 2012. That was a decrease in daily traffic of 3,000 vehicles or about 23 percent.

A decrease of 14 percent occurred on N. Nevada Avenue during the same time period. Average Daily Traffic on N. Nevada was 18,000 vehicles in 2005 and 15,500 vehicles in 2012, a decrease of 2,500 vehicles per day.

These significant declines in the numbers of vehicles using N. Cascade Avenue and N. Nevada Avenue through the Old North End are attributed to recent improvements on Interstate Highway 25 (I-25) during the study period (2005 to 2012). Improved travel times on I-25, which parallels N. Cascade and N. Nevada avenues, attracted drivers off of N. Cascade and N. Nevada avenues and on to the Interstate.²

The recent steady decline in vehicle traffic on Cascade and Nevada avenues through the Old North End offers the opportunity for major traffic calming and pedestrian safety efforts on those two streets.

REDUCING THE NUMBER OF TRAFFIC LANES THROUGH THE OLD NORTH END:

There are four major north-south arterial streets running through the Old North End. They are, from west to east, N. Cascade Avenue, N. Nevada Avenue, N. Weber Street, and N. Wahsatch Avenue. Each of those arterial streets is comprised of two northbound and two southbound lanes. There thus are a total of 16 traffic lanes (four per street on four streets) available to carry vehicle traffic through the Old North End neighborhood.

At the present time, these 16 lanes of traffic are badly underutilized. Altogether they see only about an average of 2,200 to 2,500 vehicles per lane per day. When this is compared to most other busy arterial streets in Colorado Springs, it is very low. Academy Boulevard for instance, handles 7,200 to 9,200 vehicles per lane per day, more than 3.5 times higher than the single lane utilization in the Old North End.³

² "CC Transportation Plan," p. 9.

³ "CC Transportation Plan," p. 9-10.

OLD NORTH END

It is quite clear that the vehicle lanes available on the four major arterial streets through the Old North End are operating way below capacity. This presents a unique opportunity to convert arterial streets that are presently two-lanes-in-each direction to one-lane-in-each-direction.

ONE LANE FROM TWO –THE “SAFETY-SIZE” ALTERNATIVE TO PROTECT PEDESTRIANS, BICYCLISTS, AND SCHOOL CHILDREN:

Reducing arterial streets from two lanes to one lane, also known as safety-sizing, provides many benefits to older city neighborhoods. This is particularly true in neighborhoods such as the Old North End which are in national register historic districts, are being actively preserved as desirable residential areas, and are inhabited by large numbers of married couples with children. Those benefits include:

- Lowering vehicle speeds and controlling speeding. A single lane of traffic tends to move at a steady speed, somewhere between the speed limit and five miles-per-hour above the speed limit. Speeders are no longer able to race around law-abiding drivers by using a second lane of traffic.
- Putting a stop to street racing, frequent lane changing, cars passing one another at high speed, and aggressive drivers manipulating to get ahead of all the other traffic. When all drivers must stay in a single lane, there is a tremendous calming effect. There is a reduction in horn honking, fast accelerations, and fast stops with squealing tires. The tension of cars coming up from behind drivers and passing them closely in the second lane is eliminated. Middle-aged and older drivers are particularly rewarded by these improvements.
- Reduced automobile accidents. Studies of the effects of “One Lane from Two” indicated that the number of automobile collisions went down by 10 to 65 percent.⁴

⁴ “CC Transportation Plan,” p. 14.

OLD NORTH END

- The space originally used for a second lane of traffic can be used for other purposes, such as left-turn lanes and right-turn lanes at busy intersections. This creates a pleasanter situation for motorists, as turning left or right from special “left turn” and “right turn” lanes is easier and safer than having to turn from a busy lane of moving traffic.
- With the second lane of traffic in each direction removed, there is additional space on the roadway for bicycle lanes.
- Pedestrian safety is enhanced because pedestrians and bicyclists only need to cross two lanes of active traffic (one northbound and one southbound) when crossing an arterial street. With two-lanes in each direction, pedestrians and bicyclists have to cross four lanes of traffic on an arterial street. This benefit most likely would have prevented the January 2016 accident at Colorado College in which a student was hit, dragged along the street pavement, and seriously injured on two-lanes-in-each-direction N. Cascade Avenue.
- Improving the walkability and the pedestrian atmosphere in the neighborhood. The traffic-calming effects of “One Lane from Two” listed above for automobiles and drivers also create an improved feeling of safety on the street for pedestrians. There is less traffic noise (fast accelerations, fast stops, horn honking, etc.) and, with one lane of traffic removed in each direction, the pedestrians are several feet farther away from the quieted vehicle traffic.
- Making the street a calmer place, combined with making it easier and safer for pedestrians and bicyclists to cross at intersections, makes the area more neighborly.

The City of Colorado Springs has long recognized the benefits of safety-sizing arterial streets running through residential neighborhoods. In addition, the City has stressed the importance of traffic loads being equally distributed on the major arterials going through a neighborhood. The Old North End Master Plan, adopted by the City Council in 1991, stated that there should be “equitable distribution of traffic flow among existing arterial streets in the neighborhood, so that no one street is excessively overloaded with non-local traffic.”⁵

⁵ Old North End Master Plan, City of Colorado Springs, 1991, p. 26, 2.A4, Rec. a.

OLD NORTH END

TRAFFIC VOLUMES COMPARED TO ONE-LANE CAPACITY IN THE OLD NORTH END:

On the four arterial streets that run north-south through the Old North End, peak hour traffic volumes (evening rush hour) at Fontanero Street are considerably lower than the capacity of one lane:

<u>STREET</u>	<u>PEAK HOUR VOLUME</u>	<u>ONE- LANE CAPACITY</u>	<u>EXCESS CAPACITY</u>
N. Cascade Avenue	550	1050	500
N. Nevada Avenue	800	1250	450
N. Weber Street	350	1050	700
N. Wahsatch Avenue	350	1050	700 ⁶

The major conclusion to be drawn from this data is that the Old North End has ample unused lane capacity to enable changing from two-lanes-in-each-direction to one-lane-in-each-direction on all four north-south streets, i.e., N. Cascade, N. Nevada, N. Weber, and N. Wahsatch. This project should go forward as a unit with all four streets being safety-sized at the same time.

⁶ "CC Transportation Plan," p. 15.

OLD NORTH END

TRAFFIC VOLUMES COMPARED TO ONE-LANE CAPACITY AT COLORADO COLLEGE:

Peak hour traffic volumes (evening rush hour) are somewhat higher at Uintah Street on the northern boundary of Colorado College, but the volumes are still within the capacity of one lane of traffic. The one exception is N. Nevada Avenue at E. Uintah Street, where the traffic volume is only slightly above the one-lane capacity:

<u>STREET</u>	<u>PEAK HOUR VOLUME</u>	<u>ONE- LANE CAPACITY</u>	<u>EXCESS CAPACITY</u>
N. Cascade Avenue	550	700	150
N. Nevada Avenue	900	890	-10
N. Weber Street	400	650	250
N. Wahsatch Avenue	550	650	100 ⁷

Although the situation is not as fortuitous as in the Old North End, there is sufficient one-lane capacity at Colorado College to merit safety-sizing the four north-south streets by dropping them from two-lanes-in-each-direction to one-lane-in-each-direction. Although N. Nevada Avenue at Colorado College is at or slightly over capacity, it should be kept in mind that traffic volumes on N. Nevada and N. Cascade avenues have been falling in recent years. There is also the likelihood that traffic calmed by one-lane-in-each-direction on N. Nevada Avenue at Colorado College will be diverted to I-25.

⁷ "CC Transportation Plan," p. 15.

OLD NORTH END

The need for safety-sizing at Colorado College is particularly great because of the large number of college students, along with other pedestrians and bicyclists, who cross N. Cascade and N. Nevada avenues at the college.

LEVELS OF SERVICE (LOS) ON ARTERIAL STREETS IN THE OLD NORTH END ARE ACCEPTABLE OR HIGHER

Another argument for safety-sizing arterial streets through the Old North End is that these streets, as corridor routes, already provide acceptable Levels of Service (LOS). A grade of D or higher is considered acceptable by the City of Colorado Springs:

CORRIDOR-WIDE ARTERIAL LEVELS OF SERVICE (LOS)

N. Cascade Avenue, A.M. Southbound, B
N. Cascade Avenue, A.M. Northbound, B
N. Cascade Avenue, P.M. Southbound, B
N. Cascade Avenue, P.M. Northbound, B

N. Nevada Avenue, A.M. Southbound, B
N. Nevada Avenue, A.M. Northbound, B
N. Nevada Avenue, P.M. Southbound, B
N. Nevada Avenue, P.M. Northbound, B

N. Weber Street, A.M. Southbound, B
N. Weber Street, A.M. Northbound, B
N. Weber Street, P.M. Southbound, B
N. Weber Street, P.M. Northbound, B

N. Wahsatch Avenue, A.M. Southbound, B
N. Wahsatch Avenue, A.M. Northbound, C
N. Wahsatch Avenue, P.M. Southbound, B
N. Wahsatch Avenue, P.M. Northbound, C

OLD NORTH END

Fontanero Street, A.M., Eastbound, C
Fontanero Street, A.M., Westbound, D
Fontanero Street, P.M., Eastbound, D
Fontanero Street, P.M., Westbound, D⁸

⁸ “CC Transportation Plan,” p.11.

OLD NORTH END

EFFECTS OF ONE-LANE TRAFFIC DURING NORTH NEVADA AVENUE RAILROAD BRIDGE REPAIRS:

In 2013 the City of Colorado Springs embarked on a major rebuilding of the N. Nevada Avenue bridge over the railroad tracks that formerly belonged to the Rock Island railroad. While the northbound lanes of the bridge were being rebuilt, northbound automobile traffic was cut down to one lane and diverted over to the southbound bridge. In order to make room for this diverted one lane of northbound traffic, southbound traffic across the bridge was reduced to one lane. Northbound cars used the second lane of the southbound bridge to cross the bridge, diverted back to the northbound lanes, and then continued their vehicle trip northward.

This process was reversed when the southbound lanes of the bridge were rebuilt.

For the duration of the bridge repairs, N. Nevada Avenue became a two-lane rather than a four-lane street for several blocks through the Old North End. This provided a perfect opportunity for Old North End residents to directly observe the immediate effects of safety-sizing N. Nevada Avenue, particularly during the morning and evening rush hours.

In terms of personal observation, making N. Nevada Avenue one-lane-in-each-direction during bridge repairs did not appreciably slow traffic or cause long traffic backups, even at rush hours. Many Old North End residents, including officers of the local homeowners' association, checked on the project at various times and saw no problems developing. Furthermore, no complaints were registered in local news media, either to the slowdown on N. Nevada Avenue or to the possibility that some N. Nevada Avenue traffic might have been diverted to N. Cascade Avenue.

It should be noted that the bridge repair detour was a much bigger obstacle to traffic than safety-sizing N. Nevada Avenue to one-lane-in-each-direction would be. Traffic in the direction being diverted had to slow down to 10-15 miles per hour, make a hard 90 degree turn, drive over to the other lane of traffic, make a hard 90 degree turn again, drive over the half of the bridge not being repaired, then slow down a second time to 10-15 miles per hour to make the two 90 degree turns required to get back to going in the right direction.

OLD NORTH END

In a simple single-lane situation, for the benefit of safety-sizing, traffic would move past without having to slow down or make any turns. Both the northbound and southbound lanes would be moving at a steady 35 miles per hour, the speed limit. In other words, safety-sizing N. Nevada Avenue to one-lane-in-each-direction would not be as much of a barrier to traffic as the bridge repair project was. It thus would not divert much traffic over to N. Cascade Avenue.

OLD NORTH END

TRAFFIC STATISTICS FOUND ONLY MINOR DIVERSIONS OF N. NEVADA AVENUE TRAFFIC TO N. CASCADE AVENUE DURING THE N. NEVADA AVENUE BRIDGE REPAIR PROJECT:

In order to determine the statistical effect of the lane closings on N. Nevada Avenue due to the bridge repair project, actual traffic counts were recorded. Both the period before the bridge project began and the period while the extra lanes had been closed, were measured. Two traffic periods were studied:

1. 12 hours; 6 A.M. to 6 P.M.
2. Peak Hour (afternoon rush).

The (12 hours; 6 A.M. to 6 P.M.) results were:

1. Daily (12 hours; 6 A.M. to 6 P.M.) total traffic volumes on both N. Nevada and N. Cascade avenues decreased by 4 percent when N. Nevada Avenue became one-lane-in-each-direction. Those figures suggested some of the N. Nevada Avenue traffic was diverted to parallel Interstate highway I-25.
2. Daily (12 hours; 6 A.M. to 6 P.M.) traffic volumes on N. Nevada Avenue decreased by 9 percent.
3. Daily (12 hours; 6 A.M. to 6 P.M.) traffic volumes on N. Cascade Avenue increased by 7 percent.

The Peak Hour (afternoon rush) results were:

1. Peak Hour (afternoon rush) volumes on both N. Nevada and N. Cascade avenues decreased by 8 percent (200 vehicles per hour) when N. Nevada Avenue became one-lane-in-each-direction. Those figures confirmed that some of the N. Nevada Avenue traffic was diverted to parallel Interstate highway I-25.
2. Peak Hour (afternoon rush) volumes on N. Nevada Avenue decreased 17 percent, which equates to 290 vehicles per hour (slightly less than five vehicles per minute).
3. Peak Hour (afternoon rush) volumes on N. Cascade Avenue increased by 13 percent, which equates to only 90 additional vehicles per hour or one additional vehicle every 40 seconds.

OLD NORTH END

4. There was no increase in traffic on Wood Avenue, which measured only 50 vehicles per hour during Peak Hour (afternoon rush). Wood Avenue parallels N. Cascade Avenue. This lack of increased traffic on Wood Avenue suggested there also was no increase in traffic on N. Corona Street, which parallels N. Wahsatch Avenue.⁹

Apparently the slight increase in traffic on N. Cascade Avenue during the N. Nevada Avenue bridge repairs - an additional vehicle every 40 seconds at Peak Hour (afternoon rush) – was undetectable. No complaints about it were received by the local homeowners' association.

⁹ “CC Transportation Plan,” p. 15-17.

OLD NORTH END

SAFETY-SIZING ALL FOUR ARTERIAL STREETS THROUGH THE OLD NORTH END WOULD REDUCE OVERALL TRAFFIC VOLUMES:

The N. Nevada Avenue bridge closing generated traffic data that led to the following conclusion: If all four major arterials through the Old North End – N. Cascade Avenue, N. Nevada Avenue, N. Weber Street, and N. Wahsatch Avenue – were safety-sized to one-lane-in-each-direction, overall traffic on all four streets would be diverted to I-25. Computer testing of this idea in a travel demand model revealed a 5 to 10 percent reduction in north-south traffic volumes through the Old North End if all four streets were safety-sized simultaneously.¹⁰

It is important to consider the likely nature of the automobile drivers who would be diverted from driving through the Old North End because of the safety-sizing of the major arterial streets. These would be drivers who like to change lanes frequently in order to drive at higher speeds and pass as many other cars on the street as possible. They would be more likely to accelerate their vehicles more rapidly and noisily, make quick stops with screeching brakes, and exceed the speed limit. In a residential area with great historical significance and a number of educational institutions such as the Old North End, diverting such drivers away from the neighborhood is a good idea.

TRAFFIC SIGNALS, NOT ROAD CAPACITY, LIMIT TRAFFIC MOVEMENT IN THE OLD NORTH END

Because Uintah Street is a major arterial running east-west in Colorado Springs, “green time” is limited for northbound traffic on N. Nevada Avenue where it crosses Uintah. “Green time” is the amount of time a traffic signal is green and permitting traffic to move in a particular direction on a particular street. It is mainly the shortened green time for N. Nevada Avenue at Uintah Street that limits northbound traffic moving through the Old North End on N. Nevada Avenue. It is limited green time and not inadequate lane capacity that creates the congestion.

¹⁰ “CC Transportation Plan,” p. 17.

OLD NORTH END

Motorists who drive in the Old North End are well aware that northbound traffic on N. Nevada Avenue comes in bunches. As the traffic signal at N. Nevada and E. Uintah Street turns green, a group of cars are permitted to move through the intersection and stay in a bunch as they move northbound on N. Nevada. After the bunch goes by, the street is empty until another bunch of cars is released by the next green signal. This phenomenon can be observed at traffic signal intersections throughout the Old North End, but it is most noticeable for northbound traffic on N. Nevada Avenue at East Uintah Street.

To repeat the main point: it is limited green time at traffic signal intersections and not lack of road capacity that creates traffic problems in the Old North End. This fact further justifies the proposal to cut the four major arterial streets running through the neighborhood from two-lanes-in-each-direction to one-lane-in-each-direction.¹¹

SAFETY-SIZING EAST-WEST STREETS IN THE OLD NORTH END:

Fontanero Street can be greatly improved by reducing from two-lanes-in-each-direction to one-lane-in-each-direction from Cascade Avenue to El Paso Street. This would permit the addition of bike lanes plus a center left turn lane. Over 80 percent of the westbound traffic on Fontanero Street makes a left turn at N. Wahsatch Avenue, N. Weber Street, or N. Nevada Avenue in order to head downtown.¹² Providing a left turn lane at those three intersections would be most beneficial for traffic safety in the Old North End.

The Peak Hour Volume on E. Fontanero Street at N. Nevada Avenue is 300 while the One Lane Capacity is 450, leaving an Excess Capacity in one lane of 150.¹³

In the same manner, E. Uintah Street from east of N. Wahsatch Avenue to the Shooks Run bridge should be safety-sized to one-lane-in-each-direction.

¹¹ “CC Transportation Plan,” p. 14.

¹² “CC Transportation Plan,” p. 24.

¹³ “CC Transportation Plan,” p. 15.

OLD NORTH END

SAFETY-SIZING STREETS TO ONE-LANE-IN-EACH-DIRECTION IS WIDESPREAD IN COLORADO SPRINGS:

Safety-sizing streets is already widely practiced in Colorado Springs. A good example is Cresta Road in the Skyway neighborhood where it runs past Cheyenne Mountain High School. Having one-lane-in-each-direction through this area greatly increases pedestrian safety for students at the high school.

A second example is Flying W Ranch Road from 30th Street to Centennial Boulevard. In this case one-lane-in-each direction provides safety benefits to students at Chipeta Elementary School and children going to play in nearby Chipeta Park.

The safety-sizing of Cresta Road and Flying W Ranch Road occurred in residential areas. In both cases strong neighborhood organizations supported these effective traffic calming measures.

A third example, and one with moderately heavy traffic, is E. Uintah Street from east of N. El Paso Street to Palmer Park Boulevard. Originally this was a three-lane street with two lanes eastbound and one lane westbound. A number of years ago the two eastbound lanes were reduced to one-eastbound lane. This permitted the widening of both the eastbound and the westbound lanes, giving motorists more room to drive comfortably and safely through the area.

Simple observation of this “Uintah Narrows,” as it is called, revealed the effectiveness of this form of traffic calming. There are no noticeable traffic backups, even at rush hour, and traffic moves smoothly in both directions with cars running generally at the speed limit. Crosswalk lengths were reduced from three traffic lanes to two traffic lanes for students crossing at Institute Street to get to Taylor Elementary School. This represented a significant increase in school pedestrian safety.

Perhaps the best example of safety-sizing an arterial street in Colorado Springs is Lake Avenue in the Broadmoor neighborhood. This was originally a four-lane street with two-lanes-in-each-direction. From just west of N. Nevada Avenue (at Strickler) to the Broadmoor Hotel, Lake Avenue was reduced to one-lane-in-each-direction. This permitted the addition of bike lanes as well as left-turn lanes and right-turn lanes. These traffic calming measures made Lake Avenue

OLD NORTH END

approaching the Broadmoor Hotel into one of the pleasantest – and safest – streets to drive in Colorado Springs.

In northeastern Colorado Springs, portions of two streets that are wide enough for two-lanes-in-each-direction but are lane-striped for one-lane-in-each direction are found on Flintridge Drive and Montebello Street.

Roberts, Tim

From: ONEN Treasurer <treasurer@oldnorthend.org>
Sent: Thursday, March 31, 2016 10:43 AM
To: Roberts, Tim
Cc: Krager, Kathleen; Brian Risley; president@oldnorthend.org; BobandRachel Sully
Subject: Re: Fwd: Nevada/Espanola Request

Hi Tim -

Thank you for reaching out to me. ONEN would like to be included in the agenda so we may ask CTAB to help address the missing infrastructure on Nevada Avenue in support of the relocated bus route. We understand that Nevada is on the list of streets to receive work with 2C funding, we will ask that CTAB help move Nevada up the list to have this work done as quickly as possible. As part of this work, we would like to request that further exploration is conducted into the bump outs and Nevada and Espanola. We don't envision painted crosswalks, but a shortening of length of street for pedestrians to cross and a slowing of traffic. The expanded school zone has made a huge improvement to pedestrian safety.

The Old North End Board unanimously approved this. Additionally, I would like to brief CTAB on an initial plan ONEN has released to the neighborhood and public about traffic calming for the entire neighborhood. This was unanimously approved by the Board and the committee is seeking stakeholder input to create a final plan. I believe that Pat Doyle and Bob Loevy have scheduled a meeting or have had a meeting with Kathleen about this. Details may be found at <http://us2.campaign-archive1.com/?u=173f0b965819c7cc7256377e9&id=0b48c57cd4&e=9d34849aee> and <http://oldnorthend.org/pedestrian-and-bicycle-safety-plan/> and <http://oldnorthend.org/wp-content/uploads/2016/03/OldNorthEndPedestrianSafetyPlan-4.pdf>.

Thank you -
Becky Fuller

On Wed, Mar 30, 2016 at 2:39 PM, Roberts, Tim <Troberts@springsgov.com> wrote:

Hello Becky,

At the March 1, 2016 Citizens Transportation Advisory Board meeting it was advised that you submit a formal request to the Board regarding the installation of pedestrian ramps across Nevada Avenue at its intersection with Espanola Street. The CTAB packet goes out this Friday and if I'm to include your request on the Agenda I'll need to have it by noon on Friday.

Thank you,

Tim Roberts

Senior Transportation Planner

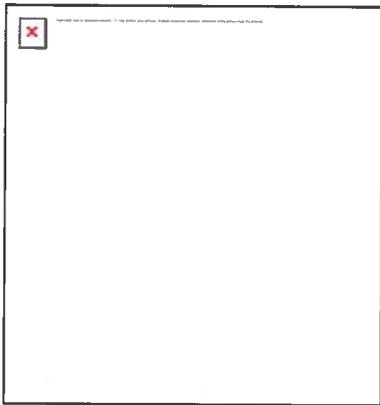
City of Colorado Springs-Traffic Engineering

troberts@springsgov.com

719/385-5908

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Bob Sullivan



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