



**MEETING AGENDA
CITIZENS' TRANSPORTATION ADVISORY BOARD**

Meeting Date: Tuesday, May 3, 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 – April 5, 2016 Meeting Minutes
Action: Recommendation 📄 | Brian Risley |
| IV. Consent Items (<u>review/discuss if called off consent</u>) | 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 |
| 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)

April 5, 2016

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

I. CALL TO ORDER/ESTABLISH QUORUM: Meeting was called to order at 2:35 p.m.

Members Present: Brian Risley, Jim Egbert, Tony Gioia, Rick Hoover, Kyle Blakely, June Waller

Staff Present: Kathleen Krager, Transportation Engineer; Kelli Patrick, Public Works; Brian Vitulli, City Transit

Others Present: Jennifer Valentine, PPACG; Marlie Egbert, Stephen Marsh, Richard Sullivan, Bruce Doyle, Robert Loevy, Pat Doyle, Sarah Harris, Susan Davies, Becky Fuller

II. CITIZEN COMMENT: None

III. APPROVAL OF MINUTES:

- **Mr. Hoover motions to approve the minutes of the March 1 2016 meeting as amended via email from Mr. Egbert, Mr. Gioia seconds; motion passes unanimously.**

IV. CONSENT ITEMS

A. Public Works Dashboard

- Mr. Hoover mentioned funds that are nearly expended although it is only April.
- Kathleen Krager explained some are under contract and the funds are committed, or the contract is pending.

B. Transit Report

- Mr. Gioia asked about the recommendation to City Council.
- Brian Vitulli from Transit advised it will be presented to City Council at Work Session on April 25th.
- Brian Vitulli further advised that it is not Council's position to direct Staff, however they may support the Resolution from the Board.

C. PPRTA CAC Monthly Report

- Mr. Egbert advised the report shows one month's actual, and at that pace will exceed the 2016 budget .
- He further advised the annual report to citizens and it will come before CAC this month.
- He also described an issue ongoing between the City of Fountain and PPRTA regarding the Walmart that was annexed into Fountain. There is a lawsuit and a proposed law to change legislation regarding property that is annexed into an entity that does not participate in PPRTA. PPRTA Board is opposing this proposed law.
- There is also an issue regarding a change of a PPRTA policy regarding funds being used to pay salaries for any governmental entity. This came about due to some utility work that CSU performed. The change to Board policy being recommended is to approve payment for this, as this is no different than paying for work performed by another utility company. Kathleen Krager stated the proposed change would state PPRTA funds can pay for no salaries.

- There was discussion regarding the potential results if the proposed legislative bill is passed, and the issues passage of the change to PPRTA policy would create.

D. ATAC Report

- Kyle Blakely advised items from ATAC are on this agenda.
- Kate Brady, the new Bicycle Planner was introduced at the last meeting.

E. Airport Advisory Commission Report

- Rick Hoover asks that all do their part and fly COS.
- There was discussion regarding Virgin Airlines and Alaska airlines possibly coming to Colorado Springs.

V. NEW BUSINESS

A. 2015-2016 Bike Program Priority Project List

- Kathleen Krager asked that this item be postponed to next month due to Tim Roberts and Kate Brady not being able to attend today's meeting.
- The Board requested copies of the list with larger print be sent, as it is hard to read.
- There was discussion regarding road diets on Voyager Parkway.

B. Pedestrian and Bicycle Safety Plan

- Kathleen Krager advised there are three parts to this item.
 - There is a recommendation from the ONEN.
 - There is a request from Becky Fuller.
 - There is a recommendation from City staff regarding Old North End.
- Bob Loevy presented the Old North End Neighborhood Pedestrian and Bicycle Safety Plan from the Pedestrian and Bicycle Safety Committee.
- The Safety Committee thinks the previous detours when the bridge on Nevada was rebuilt show statistics are there to justify the plan.
- They would like all four streets to be treated equally.
- The Safety Committee has not talked to Colorado College about this plan.
- Kathleen Krager advised City staff would like to present the Board with their plan, but is not asking for a recommendation at this time.
- City Staff began looking at this about 6 months prior to the auto-ped accident on Cascade.
- Staff met with Colorado College to look at the problem and came up with two recommendations.
- On Nevada south of Uintah there is too much traffic to road diet. Multiple lanes should have a signalized crosswalk. Colorado College has agreed to pay to remove the existing crosswalks and create a signalized crosswalk, adding landscaping etc. to "herd" pedestrian traffic through this signalized crosswalk.
- On Cascade traffic is low enough for a two lane street. Cascade could be road dieted to two lanes from Jackson, and add striping for bike lanes.
- Colorado College has agreed to reduce the 4 crossings to 2 and the flashing lights would be removed.
- This would be done only with striping.
- There was discussion regarding the growth rate, the public process and testing the dieting for a year.
- Kathleen Krager stated she prefers to road diet Cascade for a year for testing.

- Further discussion ensued with comments from ONEN residents who do not agree with this plan. Some would prefer all four roads be done at the same time. Others prefer the testing be done on Weber.
- Rick Hoover and Jim Egbert suggest a robust public process that will include the whole area, up to and including public input from residents who do not live in the area.
- Rick Hoover also suggested Transit be a part of the conversation, and projecting it out to 2017.
- Public process might not be able to be done by 2016.

Mr. Egbert motions to table this with Kathleen bringing this back to the Board, Mr. Gioia seconds; motion passes unanimously.

- Becky Fuller addressed the Board regarding infrastructure needs on Nevada and Espanola.
- Kathleen Krager advised while Nevada is four lanes, staff does not recommend crossing anywhere other than signalized crosswalks, and does not recommend any ADA ramps across Nevada except at signalized intersections.
- If Nevada becomes 2 lanes, staff may look at additional crosswalks.
- As a City we should not do anything that further encourages crossing where it's not safe, as that leaves the City in a position of liability.
- When it comes down to a purely safety issue, Kathleen has to take professional responsibility for decisions.
- Brian Risley suggested since the previous item was tabled, this also should be tabled and brought back to the Board with the previous item.

C. Imagine Downtown Master Plan Update

- Sarah Harris updated the Board on the Imagine Downtown Master Plan.
- This process started last summer.
- A lot of emphasis is on mobility.
- Focuses on public transportation.
- Identifies gateways.
- Recommendation was made to convert Kiowa and Bijou to two-way streets.
- Creative planning for Pikes Peak Ave.
- Comments on the plan are needed by tomorrow morning.

VI. OLD BUSINESS

None

VII. STAFF AND BOARD MEMBERS COMMUNICATIONS:

None

VIII. NEXT MEETING SCHEDULE AND TOPICS

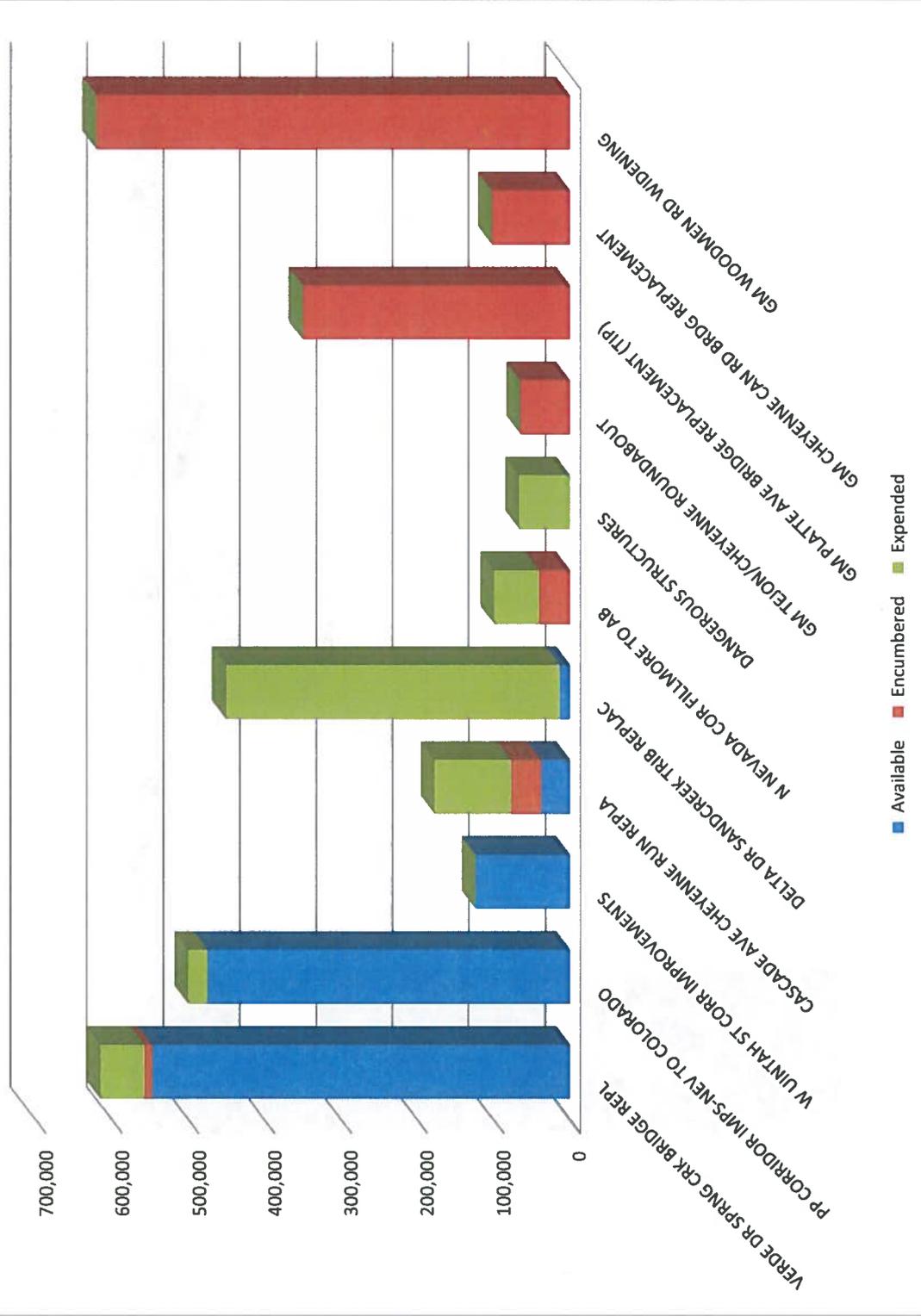
- The 2015-2016 Bike Program Priority Project List and the Pedestrian and Bicycle Safety Plan will be brought back to the Board next month.
- The next meeting is scheduled for May 3rd.

IX. ADJOURNMENT

- Meeting was adjourned at 4:55 p.m.

CONSENT ITEMS

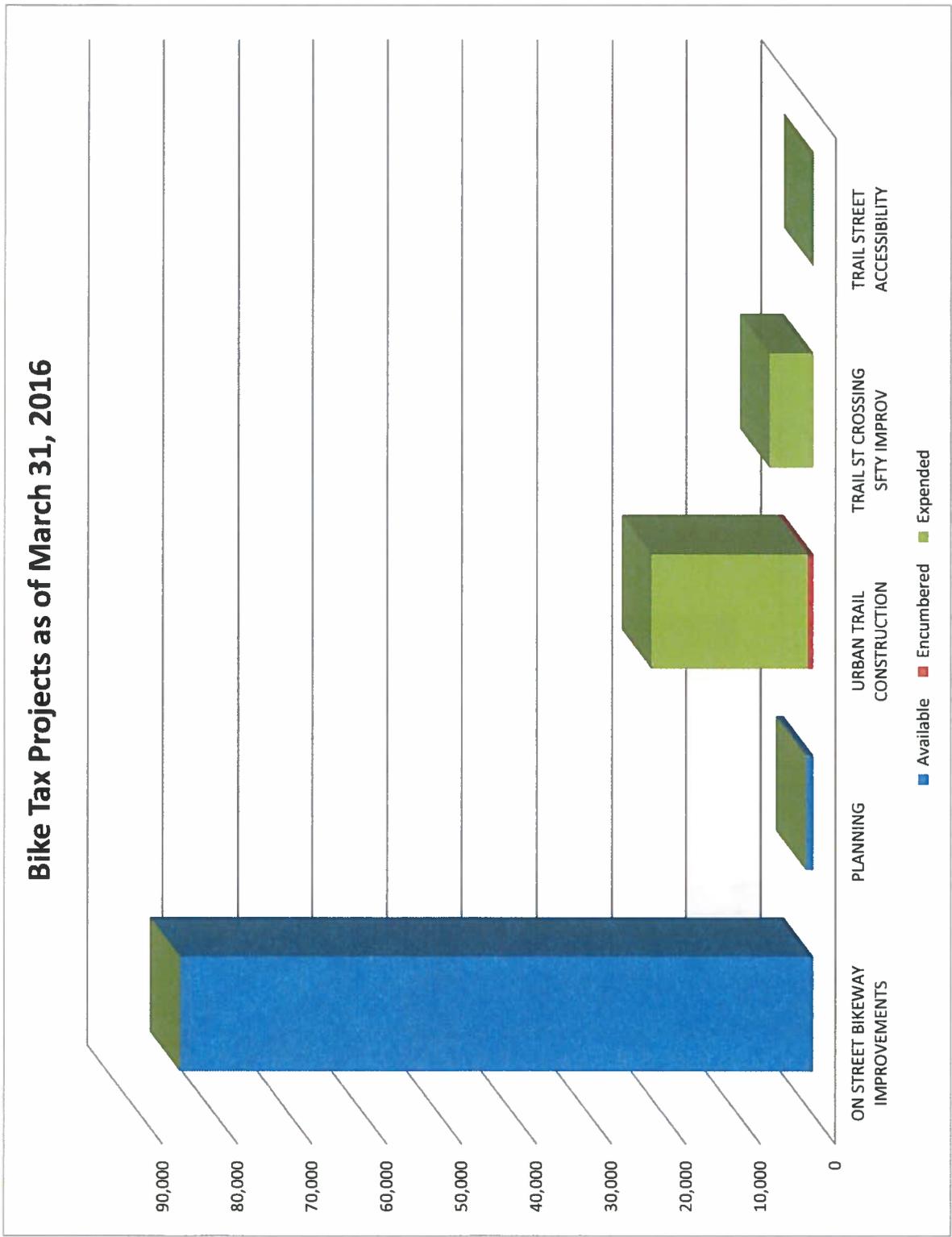
City Engineering Projects as of March 31, 2016



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

GM - Indicates pending Grant Match commitment.

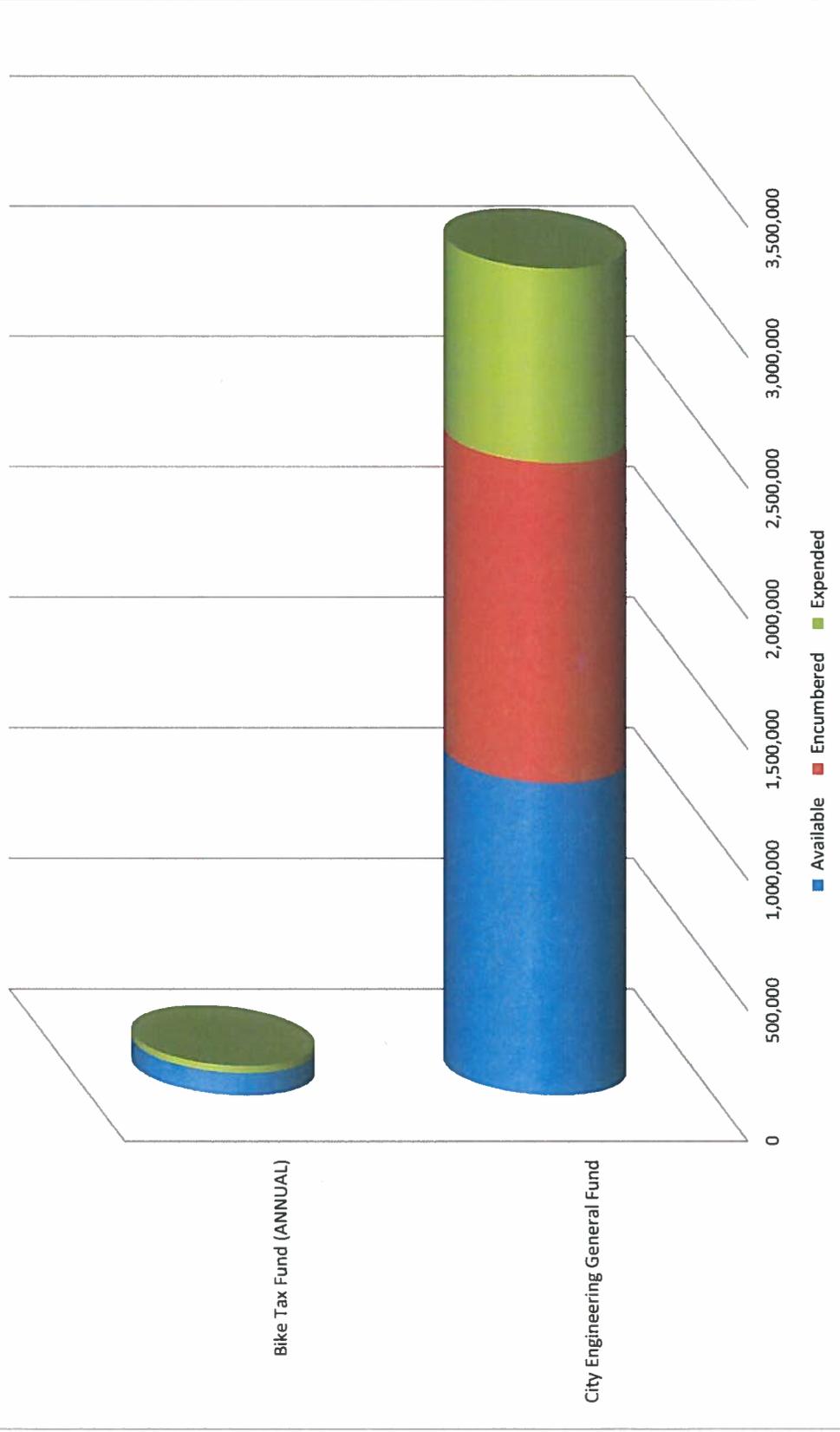
Bike Tax Projects as of March 31, 2016



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

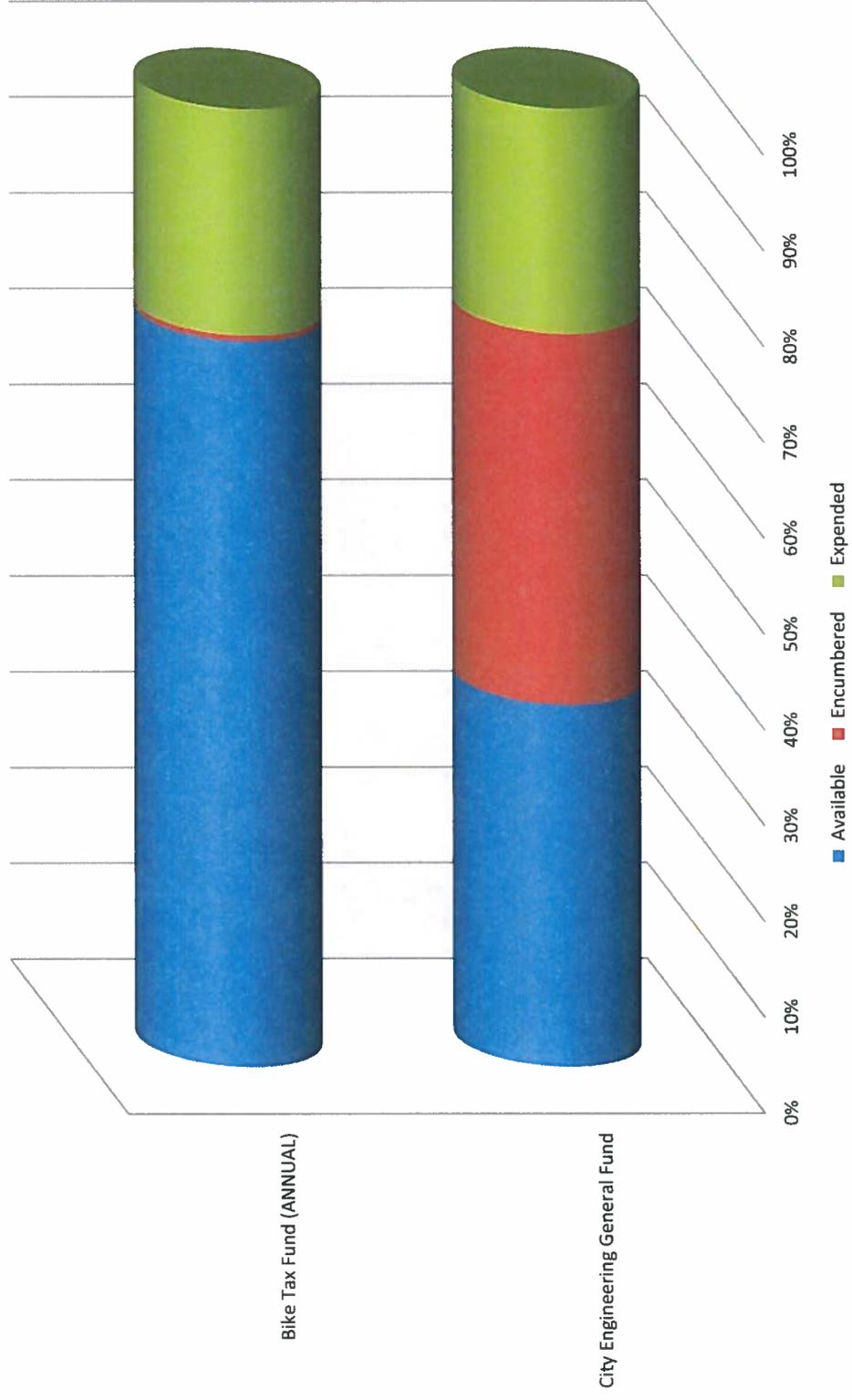
GM - Indicates pending Grant Match commitment.

Fund Status as of March 31, 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 March 31, 2016



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



DATE: April 20, 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

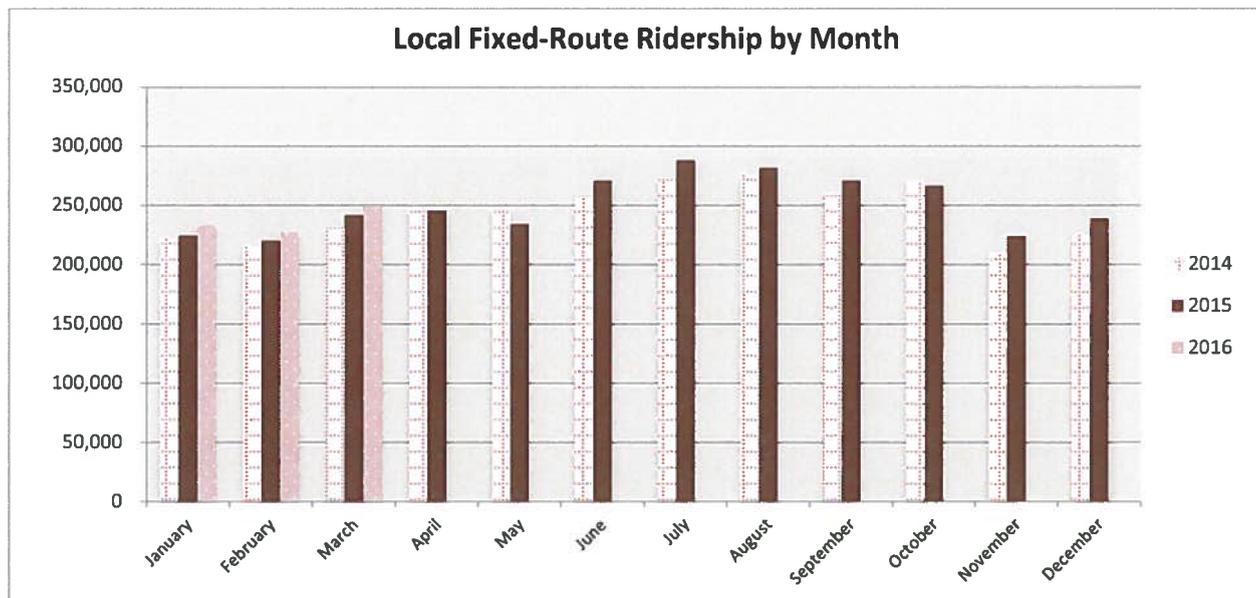
Ridership figures have not been FTA audited.

I. SERVICES

Local Routes

Mountain Metropolitan Transit (MMT) local routes provided 250,182 one-way trips during March of 2016. Service ran 31 out of the 31 days in March (23 weekdays, 4 Saturdays, and 4 Sundays). Ridership in 2016 shows an increase of 3.38% as compared to the same month in 2015, which had one less weekday and one additional Sunday day (22 weekdays, 4 Saturdays, and 5 Sundays). Total ridership for March, 2015 was 242,010. The boardings-per-revenue-service-hour rate for March, 2016 is lower than in 2015, which is most likely due to the increase in revenue service hours.

	March, 2015	March, 2016
Weekday Service – Ridership	219,470	228,352
Saturday Service – Ridership	14,552	15,231
Sunday Service – Ridership	7,988	6,599
Revenue Service Hours	10,283	11,625
Boardings per Revenue Service Hour	23.5	21.5



ADA Service

MMT’s “Metro Mobility” (A.D.A.) service transported 14,589 passengers in March, 2016 which was a 1.94% increase compared to ridership from the same month in 2015. As with fixed-route, there were 31 service days (23 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.

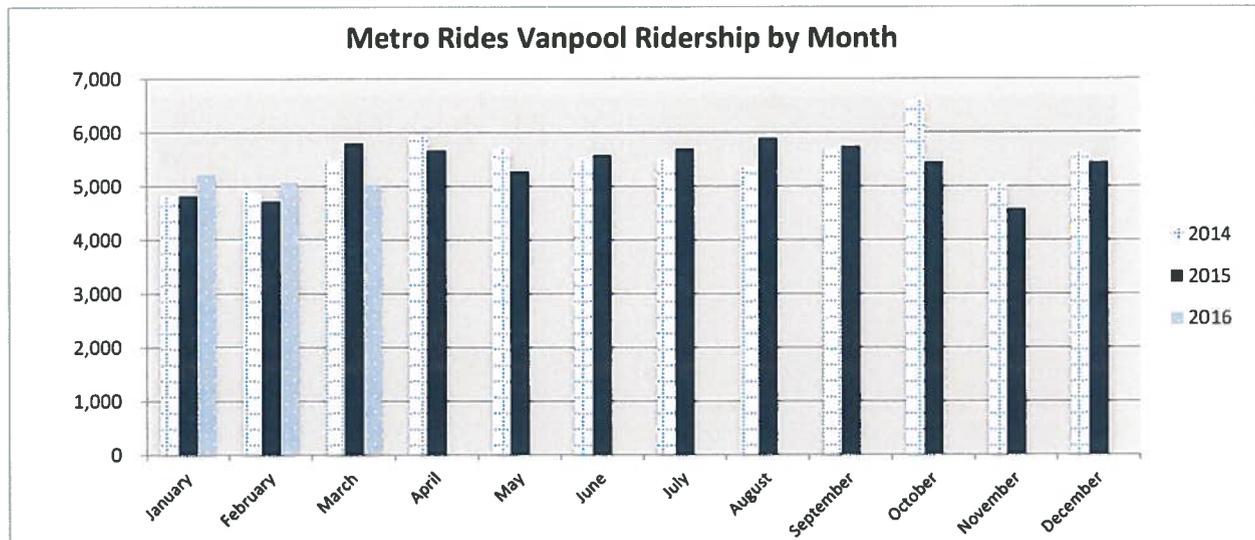
	March, 2015	March, 2016
Weekday Service – Ridership	13,846	14,035
Saturday Service – Ridership	320	368
Sunday Service – Ridership	146	186
Revenue Service Hours	6,816	5,892
Boardings per Revenue Service Hour	2.0	2.4



Vanpools

The Metro Rides Vanpool program had 29 vanpool vans operating during March and 206 total invoiced participants. There were 5,039 one-way trips reported, which was a 13.23% decrease over the ridership in March, 2015.

	March, 2015	March, 2016
Weekdays – One-Way Trips	5,519	4,841
Saturdays – One-Way Trips	132	96
Sundays – One-Way Trips	156	102
Revenue Service Hours	1,515	1,315



II. PROJECTS

Spring 2016 Service Changes:

Spring 2016 service changes were implemented on Sunday, 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.

Downtown Transit Station Relocation Study:

The Downtown Transit Station Relocation Study kickoff meeting was held on March 10. Two days of stakeholder focus group meetings were also held in late March and early April; and the Technical Advisory Group (TAG) convened for its first meeting on April 21st. The first Stakeholder Working Advisory Group (SWAG) meeting is scheduled for May 19.

The study is expected to be complete by August/September 2016 with a preferred new Downtown Transit Station site identified.

Memorandum

To: Tim Roberts
CC: Brian Risley, Rick Sonnenburg
From: Jim Egbert
Date: 4/28/2016
Subject: April 2016 PPRTA CAC & Board Meetings



The February 2016 PPRTA Sales and Use Tax revenue was \$6,493,129 which is \$639,382 more than the \$5,853,747 budget amount. The year-to-date 2016 PPRTA Sales and Use Tax revenue was \$13,117,428 which is \$993,330 more than the \$12,124,098 budget amount.

With the C-2 money, the City is accelerating the repaving of streets. Whenever under-roadway stormwater facilities in need of repair or replacement are discovered and the work qualifies for PPRTA maintenance funding, Corey Farkas requested authority to use one or more of 5 existing contracts without waiting for prior PPRTA CAC/Board review and approval. The CAC recommended approval, and the Board concurred, for using this authority with \$100,000 task order limits.

Mike Chaves obtained a positive CAC recommendation and Board approval to use \$249,821.92 in PPRTA II Maintenance money to partially fund \$1,125,641.84 cost of the Evans Ave Bridge Replacement. Without these funds, the City would have lost the grant(s) to do this work.

Kathleen Krager obtained a positive CAC recommendation and Board approval for a \$381,756 design contract for the pedestrian bridge from the future Olympic Museum to America the Beautiful Park. This money is from the PPRTA II Pikes Peak Greenway Corridor Improvements Capital Project.

The PPRTA CAC made a positive recommendation, which the Board approved, to amend policy #3 to allow member governments to use PPRTA Capital and or Maintenance money to pay for Colorado Springs Utilities employees to perform utility relocation work in conjunction with a PPRTA Capital or Maintenance project.

Both the CAC and Board reviewed and made modifications to the draft 2016 Annual PPRTA Report.



TRAFFIC ENGINEERING

Date: April 28, 2016
To: Citizens Transportation Advisory Board
From: Kate Brady, Senior Bicycle Planner
Subject: 4/19/2016 Active Transportation Advisory Committee Meeting Report

The Committee discussed moving the City's possible use of protected and buffered bicycle lanes to a workshop to discuss further the purpose of such facilities, design and maintenance constraints, upcoming projects, and evaluation.

Dr. Bob Loevy presented the Old North End Neighborhood Bike and Pedestrian Plan and asked for the Committee's support. Ms. Kathleen Krager described the improvements that the City and Colorado College have proposed for Cascade Avenue. Mr. Tim Roberts clarified that while the City is in support of the entire plan in the Old North End, staff has proposed a phased approach that they feel would be more politically successful. Discussion included the challenges of Nevada Avenue, left turn lanes, traffic counts and diversion, and the tight schedule of the City striping crews. ATAC recommended unanimously that CTAB support the ONEN plan for concurrent right-sizing of six streets including such extensions as the City deems appropriate.

Ms. Maureen PasDeArujo described the City's plan to right-size Research Parkway. Discussion included the crash history of the corridor, intersection designs, possible speed changes, and the efficacy of such a project in changing bicycling mode share.

Ms. Kate Brady updated the Committee on the Bike Master Plan; Toole Design Group has begun work and will have a staff kick-off on Friday, April 22.

Ms. Kate Brady told the Committee that the application for the League of American Bicyclists' Bicycle Friendly Communities program has been simplified quite a bit and is due in August. She will be reaching out to the Committee members for their help on the application.

Mr. Jim Ramsey suggested that the Committee support the Downtown Master Plan update. The Committee recommended unanimously that CTAB support the plan update and include the second ten priority corridors that ATAC prepared for the non-motorized plan.

Ms. Kate Brady updated the Committee on the East Pikes Peak project, that the timeline is unknown, and that the design process is temporarily on hold as a result.

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	Yes	Moved	Midland Tr
Aeroplaza Dr	Fountain Blvd	Astrazon Blvd	0.6	No	No	2016	Astrazon Blvd B.L.
Barnes Road	Tutt Blvd	Peterson Road	1.2	Yes	Yes	2016	Tutt Blvd B.L.
Del Monica Dr	Rockrimmon Dr (N)	Rockrimmon Dr (S)	1.1	Yes	Yes	Moved	Rockrimmon Tr
Mark Dabbling Blvd	Filmore 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 Monica Drive	0.6	No	No	2016	None
Rockrimmon Dr	Del Monica Drive	Allegheny	0.3	No	Yes	2016	Rockrimmon Trail
Venetucci Blvd	Cheyenne Meadows	Lake Avenue	0.7	No	Yes	2016	Cheyenne Meadows B.L.; Cheyenne Mt 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	Utah	Colorado	1.3	Yes-2016	Yes	2016	Utah St B.L.; Cache la Poudre B.L.; Willamette B.L.
Cascade Ave	Filmore St	Utah Street	2.4	Yes-2016	Yes	2016	T-Gap Tr.; Polk St Bike Blvd; Utah B.L.
Chapel Hills Dr	Old Ranch Road	Explorer Drive	2.5	Yes	Yes	2017	Lexington Drive B.L.; Skyline Tr.; Briargate Pkwy Tr.; Research Pkwy Tr.
Voyager Parkway	Middle Creek Parkway	Research Parkway	4.0	Yes	Yes	2017	La Forest Tr.; Interquest Shoulders; Existing Voyager Shoulder
Kelly Johnson Rd	Academy Blvd (N)	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.; Astrazon B.L.
Chelton Rd	ML/US 24	Airport Rd	0.7	Yes-Complete	Yes	2017	Alipon 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	Stetson 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	No	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	1.1	Completed	Yes	2015	21st St B.L.
Hancock Avenue	Bijou Street	Leon Young/US 24 Bypass	2.1	Yes	Complete	2015	Bijou B.L.; Costilla St B.L.; Prospect Lake Contra Flow; Las Animas B.L.
Utah	19th	I 25	2.0	No	Complete	2015	Existing Utah 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	Filmore Street	1.1	Yes	Underway	2015/2016	T-Gap Tr.
Centennial Blvd Extension	Filmore Street	I 25	1.5	Yes	Yes	2015/2016	Existing Centennial B.L.; Mesa Springs Tr.; Filmore St B.L.
Las Vegas/Hancock Connection	Las Vegas St	Hancock Ave	1.3	Yes	Yes	2015/2016	None
Pikes Peak Greenway	Various Locations	US 24	7	Yes	Yes	2015/2016	Various
West Colorado Ave	31st St	Circle Drive	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/SLM/Bike Lane) Installation							
Aeroplaza Dr	Werimer St	Fountain Blvd	0.8	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	7	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	Montebello 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.; Austing 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	Parkview Blvd	0.2	No	No	2016	Parkview B.L.
Jet Wing Dr	Jet Wing Cir	Weniamont Cir	0.5	Yes	Yes	2016	Astrazon B.L.
Lower-Gold-Camp	26th Street	26th Street	0.0	No	No	2016	26th St B.L.
North Carefree Circle	Oro Blanco	Van Telygen 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
Remona Street	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 Telygen Drive	Rebecca Lane	American Drive	0.7	Yes-Spring 2016	Yes	2016	None
Wawa Street	Wahsatch	Shooks Run	0.3	No	No	2016	Shooks Run Tr.
Bijou 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.
Zeppelin 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 Mt. 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 Connection	Sand Creek Trail	Astrazon Blvd	2.3	No	Yes	2015	Sand Creek Tr.; Astrazon B.L.
Astrazon St	Academy Blvd	Jetwing St	0.1	No	Yes	2015	Existing Astrazon B.L.
Arvada 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
Chapel Hills Drive/Bikeway-Trail	Explosion Dr	Jamboree Drive	0.0	No	Yes	2016	Dropped
Colorado Ave	31st St	31st St	0.1	Yes	Yes	2016	30th Route; 31st B.L.; Foothills Trail
American Drive	Van Telygen Drive	Austin Bluffs Pkwy	0.3	Yes-Spring 2016	Yes	2016	Austin Bluffs PKWY B.L.
Fountain Blvd	Mallard	Circle Drive	0.4	Yes	No	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	Filmore Street	Utah Street	1.8	Yes	Yes	2018	Filmore St. B.L.; Utah St. B.L.; Mesa Valley Tr.; Palmer Mesa Tr.; Existing Mesa Rd. B.L.
Mesa Springs Trail	America Furnace Warehouse	Sinton Trail	0.7	No	Yes	2017	Existing Mesa Springs Tr.; Filmore St. B.L.; Sinton Tr.
Mark Dabbling 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 Trail	0.7	Yes	Yes	2016	T-Gap Tr.
21st Street	Broadway Street	Lower Gold Camp Rd	0.6	Yes	Yes	2016	Existing 21st 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	0
Emerald Loop Crossings	San Miguel	0	0.0	No	Yes	2016	0
Rock Island Trail	Wooten Rd	0	0.0	0	0	2016	0
Templeton Gap Trail	Alpine Dr	0	0.0	0	0	2016	0
Enhanced 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**

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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.

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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."

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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.”

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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

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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.

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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.

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- 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.

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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.

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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.

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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

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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.

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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.

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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.

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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.

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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.

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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.

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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.

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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

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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.

**OLD NORTH END NEIGHBORHOOD
AND
COLORADO SPRINGS CITY TRAFFIC ENGINEERING
COMPROMISE
PEDESTRIAN AND BICYCLE SAFETY PLAN**

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 Avenue, through the Colorado College campus and the Old North End, to Jackson Street.**
- 2. N. Nevada Avenue from Uintah Street, through the Old North End, to the Rock Island railroad bridge (Lilac Street).**
- 3. N. Weber Street from Willamette Avenue, along the border of the Colorado College campus and through the Old North End, to Lilac Street.**
- 4. N. Wahsatch Avenue from Willamette Avenue, in the vicinity of the Colorado College campus and through 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 N. Wahsatch Avenue to the Shooks Run bridge, which is where the already-existing one-lane-in-each-direction section of E. Uintah Street begins.**



NORTH END STREETS RIGHT-SIZING PROJECT

PROPOSED IMPLEMENTATION SCHEDULE

The Implementation Schedule will be initiated in two stages over the next 12-14 months. Staff will provide a report to City Council one year after the completion of Stage Two. City staff intends to implement Stage 1 during the summer of 2016 to ensure installation prior to school commencing for both Colorado College and District 11 fall sessions.

First Stage (Summer 2016):

- **Re-stripe Weber Street to one lane in each direction from Jackson Street to Willamette Street. Install bike lanes and reduce the posted speed limit to 30 mph from Fontanero Street to Uintah Street. [City staff plans on extending the lane reduction to Rio Grande Street]**
- **Re-stripe Fontanero Street to one lane in each direction from El Paso Street to Cascade Avenue. Install bike lanes and reduce the posted speed limit to 30 mph.**
- **Re-stripe Cascade Avenue to one lane in each direction from Jackson Street to Willamette Street. Reduce the number of Colorado College crosswalks from 4 to 2 and remove the flashing beacons. Install median treatment which will force students to cross at the pedestrian crossings. Install bike lanes and reduce the posted speed limit to 30 mph.**

Second Stage (Summer 2017)

- **Re-stripe Nevada Avenue to one lane in each direction from San Miguel Street to the Rock Island Bridge. City staff will conduct a public process to determine best use of the repurposed travel lanes during Stage 1.**
- **Re-stripe Wahsatch Avenue to one lane in each direction from Jackson Street to Willamette Street. Install bike lanes and improve the Shooks Run Trail crossing across Wahsatch Avenue. [City staff plans on extending the lane reduction to Cimarron Street]**
- **Analyze and develop Uintah Street plans for safety and operational improvements along the corridor from El Paso Street to I-25.**

Staff has collected baseline data to determine existing conditions for all north/south roadways between I-25 and the Shooks Run Trail. Additional data will be collected at key milestones after the implementation of each stage to analyze the impacts the roadway system changes have had on these roadways.

Staff has also collected baseline data to determine existing conditions for Fontanero Street, Uintah Street, San Miguel Street and Beacon Street. Additional data will be collected at key milestones after the implementation of each stage to analyze the impacts the roadway system changes have had on these roadways.

A year after the implementation of Stage 2 staff will provide a report to City Council presenting any changes in the travel patterns, accident patterns, benefits, detriments and overall public response to the Plan. In accordance with the “Compromise” the re-striping of these roadways should be accomplished only through the repainting of lane striping on the streets until the test period is complete and the understanding that the changes will remain. No on-street parking spaces should be removed near major institutions.

The Old North End Neighborhood (ONEN) and City of Colorado Springs Compromise is consistent with Section 2 of the ONEN Master Plan. The Master Plan contains a goal to ”Reduce the impacts of traffic on the neighborhood and enhance the pedestrian nature of the neighborhood”. The compromise takes a major step in accomplishing this goal.

Also noted in the plan is the recommendation to “Maintain an equitable distribution of traffic flow among existing arterial streets in the neighborhood, so that no one street is excessively overloaded with non-local traffic”. The complete implementation of the Compromise is necessary to meet the recommendations of the Master Plan. Similarly, if the plan does result in unequitable distribution of traffic flow among the arterial streets, the restriping of the roadways will be reverted back to pre-implementation conditions at a relatively low cost.

