

## Midland Corridor Public Meeting Q & A – April 6, 2022

- Diagonal parking proposed on Colorado Ave does not appear to be a safe option. What other parking options are there? Can we put in a parking garage or parallel parking?
  - Diagonal parking is not meant to be a safety feature; it is a way to provide more parking spaces than a parallel parking configuration. It should, however, have the benefit of slowing traffic down as through-traffic will have to pay more attention to the movement of parking and exiting cars. A representative from the City's Parking Enterprise has stated that a parking garage would be cost prohibitive.
- In certain sections of this study area, businesses are not required to provide as much off-street parking, so parking needs could flow over to the residential areas. How will these impacts be addressed?
  - Adding parking was a primary request identified through the corridor study. The cross section being considered for Old Colorado City would increase the number of on-street parking spaces on Colorado Avenue.
- Pikes Peak Ave. does not feel safe as a cyclist. Are there any safety improvements being incorporated to prioritize bicycles on Pikes Peak Ave.?
  - Methods of slowing traffic on bicycle routes like Pikes Peak Avenue or Cucharras Street could include bike/pedestrian-permeable medians, mini-roundabouts, and special signing and pavement markings.
- Cucharras St. is not a great route for cyclists because of the narrow road and all the parked cars. Will there be any changes to parking on Cucharras St. or other safety improvements to prioritize bicycles?
  - No changes to parking are proposed for Cucharras Street. The narrow road actually is ideal for cycling as the narrow roadway reduces travel speeds for cars. The same treatments mentioned for Pikes Peak Avenue could also be implemented on Cucharras Street if warranted.
- I like the bike boulevards on Pikes Peak Ave. and Cucharras St., as well as the Midland Trail. However, the Midland Trail has issues with homelessness and camping and is not perceived to be safe for bikes and pedestrians. How will this study address this challenge on the Midland Trail to make it safer for cyclists?
  - Engineering studies like this one are limited in what they can do to address a problem like homelessness. It is hoped that if/when the Midland Trail is made continuous and experiences higher usage that undesirable usage of the trail will decrease. The City has other initiatives in progress that are focused on reducing homelessness throughout the city, including on the Midland Trail.
- Does this study recommend adding bike lanes to Colorado Ave.?
  - This study does not propose to add bike lanes to Colorado Avenue west of Walnut Street; however, it is proposed that the bike lanes on Colorado Avenue that begin under I-25 and continue east would be striped west to connect to Walnut Street, which is a bike route. Public input received during the study reflected a stronger desire for increased parking which was applied to Colorado Avenue, with three other facilities (Midland Trail, Cucharras Street and Pikes Peak) being the focus for bicycle improvements.
- Is completing the Midland Trail between 21<sup>st</sup> to 25<sup>th</sup> a recommendation from this study?
  - Yes, although the trail along Fountain Creek may be long-term with an alternative provided along the Naegele Road alignment as a protected facility being an interim solution. The difference in costs in those two options is substantial.
- Are there plans for more painted pedestrian crossings?
  - This study did not identify specific locations for striped pedestrian crossings but as projects are developed options will be explored further. Cross sections presented in the public meeting that have fewer lanes to cross, and the potential for adding a raised pedestrian refuge, should make pedestrian crossings more pleasant and potentially safer.

- I thought this study was going to lead to a recommendation for the proposed changes in this study. What are the next steps? What kind of community buy in do we need to show?
  - The Westside Master Plan, underway by the City, will be taking the findings of this study and further evaluating them within the larger context of the West Side. More public involvement will also be part of the Westside Plan.
- If we remove lanes on Colorado Ave., what will prevent additional traffic from moving over to Cucharras St and Pikes Peak Ave?
  - The existing and future traffic volumes on Colorado Ave (between 29<sup>th</sup> and 8<sup>th</sup> streets) indicate that there is excess lane capacity on Colorado Ave and will be into the future; consequently, transitioning to the three-lane cross section to repurpose the extra space is not expected to significantly affect traffic operations. Three lanes should be adequate to carry the existing and future traffic volumes on Colorado Ave. without a need for alternate routes. Further, a variety of traffic calming devices are proposed to be implemented on both Pikes Peak Ave. and Cucharras St. to discourage cut-through traffic, while also making these streets more comfortable for cyclists.
- Does this study address speeding issues on Colorado Ave?
  - Yes, consideration of narrowing the roadway section would help deter speeding traffic.
- How long is the Westside Master Plan going to take and how much will it cost?
  - According to the City Project Manager for the study, the Westside Neighborhood Plan is already underway, and from this point forward the process will be roughly one year until completion. There is approximately \$230,000 in funding for the Plan.
- Will there be more bike parking with this study?
  - More parking for bikes near Colorado Avenue is a recommendation of this study, in conjunction with the additional sidewalk space proposed in the Old Colorado City segment.
- Why isn't the three-lane cross-section on Colorado Ave. being extended from Limit St. to Walnut St.?
  - There is a major travel pattern from US 24 to 8<sup>th</sup> Street/Limit Street to Colorado Avenue, that causes traffic volumes in this segment to be much higher than what it is on Colorado Avenue to the west, and higher than what the City would feel comfortable narrowing to three lanes.
- Will there be improvements to the bike and pedestrian crossing on Cucharras St. at 21<sup>st</sup> St.?
  - Improving the trail route between 21<sup>st</sup> and 25<sup>th</sup> streets is a recommendation from this study and will include the recommendation for a pedestrian/bike activated traffic signal at the Cucharras Street/21<sup>st</sup> Street intersection.
- Would parking continue to be allowed on 29th St. if it were a bike trail entrance from the Midland Trail onto Colorado Ave.?
  - Yes. No changes to parking are proposed for this portion of 29<sup>th</sup> St.
- Could you please clarify the comparison of Colorado Ave to the 2 pedestrian zones in Boulder & Ft Collins?
  - Boulder does not allow bicyclists to ride on the Pearl Street Mall; Fort Collins' Old Town is a dismount zone for bicyclists and does not provide bike lanes on College Avenue through that area. Similarly, the cross sections presented for Colorado Avenue through Old Colorado City as part of this public meeting would only allow dismounted bicyclists on the sidewalk and would not accommodate on-street bike lanes on Colorado Avenue. Cyclists could still ride in the Colorado Avenue driving lane as they may now and with a slower speed limit through Old Colorado City.
- Do bike boulevards still allow on-street parking?
  - Yes. A bike boulevard works well on streets with low traffic volume and speed; they are designed to give priority to bicycle travel. Overall, the street-space is shared between bicycles and vehicles, and parking is not impacted.

- Wouldn't it be safer for cyclists to have the three-lane cross section extended from Limit St. to Walnut St.?
  - Pikes Peak Ave., Cucharras St., and the Midland Trail are designated bikeways parallel to Colorado Ave. This study proposes these alternate routes to be used as bike routes instead of Colorado Avenue. The traffic volume on Colorado Avenue in this stretch will require the capacity of the wider five-lane section.
- Did you evaluate strategies to reduce Single-Occupancy Vehicle (SOV) traffic volumes by improving multi-modal access?
  - This study used future year traffic forecasts from the Pike Peak Area Council of Governments for the analysis. While many of the ideas in tonight's presentation will improve multimodal access it is unlikely that they would significantly change (meaning in the thousands of cars a day) the number of Single Occupant Vehicles expected to use Colorado Avenue in the future.
- How likely is the option of a continuous greenway along Fountain Creek? Is this City able to use eminent domain to secure the private property necessary for this option?
  - As mentioned above, the City would consider an alignment of the Midland Trail right along the creek; however, it would be very costly and as you mention, require the acquisition of private property.
- Regarding the choice to prioritize vehicle parking over dedicated bicycle travel lanes from Walnut to 31st, have you considered the potential reduction in car parking needs that may come with the bicycle improvements on Midland Trail/Pikes Peak Ave and improved transit? Alternatively, would you consider repurposing parking to a bike lane later if bike travel in the corridor increases along with the proposed improvements?
  - Forecast traffic volumes for this study's design year (2045) do not indicate that the mode share of bicyclists on Colorado Ave. would increase significantly enough to replace the need for more SOV parking. That being said, the City intends to further study the stretch between 8<sup>th</sup> Street and I-25 as there was not adequate participation from these residents and business owners to develop final recommendations.
- Why are the lanes all so wide? Current recommendations for traffic calming and reducing speeds in urban areas would call for 10ft lanes, rather than 12ft lanes, adequate for cars and also buses with the center lane.
  - Traffic lane widths have not been established and will be determined in final design.
- Are the newly installed scooters parked on the sidewalks throughout Old Colorado City on Colorado Ave. supposed to share the sidewalks with walking pedestrians?
  - The E-scooters in Colorado Springs and Old Colorado City have designated "No-ride zones." These include sidewalks in the high pedestrian areas of Downtown and Old Colorado City, streets over 35 mph, parks, and trails. E-scooters will stop working in designated no-ride zones. Scooter users are also required to park responsibly, leaving scooters upright and not obstructing walkways or traffic.
- There are a number of schools and the community center nearby the study area, and students may travel along or across Colorado Avenue. Were concerns about the safety of students walking and biking to school considered as a high priority, or was the study mainly focused on the parking for private businesses? Bicycle facilities that are okay for experienced adults are often not adequate for kids or newer riders.
  - The concepts in the study to improve safety for all users would apply to pedestrians and bicyclists of all ages.
- Will further improvements to Hwy 24 be part of future studies or considerations?
  - CDOT completed a thorough study of future improvements to US Highway 24 in 2012. That document was considered in the development of the Midland Corridor study.

- Speeding on Colorado Ave. is a concern. Will there be more police enforcement on Colorado Ave.?
  - Like the homelessness issue, engineering studies like this one are limited in what they can do to address speed enforcement. The concept of reducing the number of lanes to reduce speeds is the way this study has addressed the speeding problem through design. A member of the Police Department was on the stakeholder committee for this study and is aware of the speeding issue.
- It can be difficult bike to travel on a bike between the bike routes on Cucharras Street and Pikes Peak Avenue and the bike lanes on Colorado Avenue east of Walnut Street. Does this study make any recommendations to improve those movements, such as a traffic signal at Walnut Street and Pikes Peak Avenue?
  - Making additional improvements to both the Cucharras Street and Pikes Peak Avenue bicycle routes (and potential bicycle boulevards) is a recommendation of the study; however, specific treatments have not been determined. It is possible that they could include modifications to the bike route connections to Colorado Avenue east of Walnut. A traffic signal is not being proposed and is not warranted at the intersection of Walnut Street and Pikes Peak Avenue.
- It seems like the worst area on Colorado is between 23rd and 28th. There is heavy traffic and many pedestrians trying to cross and park. Plus the bulk of the business are on that stretch as well. Has there been any discussion of breaking up the corridor project into smaller sections so the worst areas could be tackled sooner? They could identify the most problematic areas and concentrate the effort on those sections first.
  - The project team agrees that this is a good suggestion and something that the City will be looking at as the study is completed.