

Colorado Springs Bike Master Plan

Frequently Asked Questions (FAQs)

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Why is the City planning for bicycling?

The Bike Master Plan envisions a healthy and vibrant Colorado Springs where bicycling is one of many transportation options for a large portion of the population. The Plan also envisions a well-connected and well-maintained network of bikeways that offers a safe, convenient, and fun bicycling experience for getting around, getting in shape, or getting away. To make that vision a reality, the City is working with community members and technical experts to create a Plan that builds upon the great things we already have—our trails, our culture of recreational biking, and our great neighborhood—to create a low stress bicycle network that can accommodate the wide range of riders who want and need to bicycle for transportation and recreation. Through this open and collaborative process, the City is creating a roadmap and action list for us to create a more connected and vibrant city.

What will the Bike Master Plan include? What will it not include?

The Bike Master Plan document will include specific actions for the City to take to improve bicycling. These will fall into three primary categories: Programs, Policies, and Bicycle Network. The Plan will include a citywide bicycle network map (the Vision Network), identifying where bike facilities are most needed. Though the Plan will *not* include specific recommendations for bicycle facility types on a block-by-block basis, it will include technical decision-making guidance so that those details can be determined later, once projects are ready to be built.

We have a great trail network. Why do we need on-street bike facilities?

Despite the extensive trail system already developed in Colorado Springs and plans for its expansion, the greatest opportunity for developing a connected network of comfortable bicycle facilities is by supplementing it with on-street facilities such as bike boulevards, bike lanes, and separated bike lanes. Trails are typically costly and complex to build, whereas on-street facilities can be less expensive and can have fewer impacts, depending on the context. The combination of these types of facilities can ensure that Colorado Springs residents can seamlessly bike to recreation, work, and other destinations.

Why should the City spend taxpayer money on bike lanes when there are other needs?

Providing citizens with the facilities that they require to get where they need to go safely is a core function of local government. This applies to all citizens, regardless of their chosen mode of transportation. Additionally, investing in bicycling infrastructure is a good public investment. For each dollar invested in bicycling, the Pikes Peak Region can expect \$1.80 to \$2.70 in direct economic benefits to the community. Today, roughly 2.5 million car trips are made each day in the Pikes Peak Region. Converting even a small fraction of those to bike trips would alleviate some wear and tear on our streets, thereby reducing the need for costly repairs.

How will my neighborhood be impacted?

The Bike Master Plan will identify opportunities to increase neighborhood accessibility and livability through the development of a connected, comfortable bicycle network. A potential recommendation of the Plan is to conduct a survey of neighborhoods to gauge interest and support for implementation, results that will help the City prioritize areas to invest in first. Neighborhoods leaders in your community can be liaisons for communicating with the City about new bicycle projects, safety concerns, and implementation processes.