Appendix C

Public Engagement Summary

ToolеDesignGroup

1801 Broadway, Suite 1204
Denver, CO 80202
720.204.4150
www.tooledesign.com

MEMORANDUM

Date:	July 11, 2017
To:	Kate Brady
Organization:	City of Colorado Springs
From:	Toole Design Group
Project:	2017 Colorado Springs Bike Master Plan
Re:	Summary of Public Engagement

Public and stakeholder engagement was a key element in creating the 2017 Colorado Springs Bike Master Plan (Bike Plan). Engagement was focused on the following groups:

1. *The Technical Advisory Committee (TAC)*: Representatives from the City, El Paso County, the Colorado Department of Transportation (CDOT), Pikes Peak Area Council of Governments (PPACG), and the Active Transportation Advisory Committee (ATAC).
2. *City Council, and other Advisory Boards:* Provide information to these already-existing groups.
3. *General Public:* Consists of three categories of people that we are trying to reach, the first two which are the focus of this Plan:
    - Colorado Springs residents who would like to ride bicycles more but currently do not ("Interested but Concerned")
    - Residents of all ages, races, incomes, and genders
    - Those already biking and engaged in bike culture

Since the Bike Plan began in June 2016, the project team has engaged these groups in a variety of ways, which are summarized in this memo.

VISIONING WORKSHOP

On June 23, 2016, a group of nearly 40 community members, stakeholders, TAC members, and bike advocates met to discuss their concerns and ideas for bicycling in Colorado Springs. The purpose of this visioning workshop was to introduce the project, to identify important issues related to bicycling in Colorado Springs, and to engage the community members around bicycling efforts. The visioning exercise included a small group exercise to discuss several prompts:

What three words best describe bicycling in Colorado Springs today?

Group 1: Recreation / disconnected / unsafe
Group 2: Disengaged / fractured / stressful
Group 3: Recreational / stressful / niche
Group 4: Tribal / disconnected / recreational
Group 5: Disconnected / recreational / tribal

What three words would you like to use to describe bicycling in Colorado Springs in the future?

Group 1: Safe / Inclusive / Cohesive
Group 2: Safe / Connected / Inclusive
Group 3: Safe / Integrated / Viable
Group 4: Accessible / Safe / Embraced
Group 5: Fun / Convenient / Coordinated

What's the most important outcome of this Bike Master Plan? (top ranked responses for all attendees)

1. Safe, connected network for all ages and abilities
2. Prioritized funding for bicycle improvements
3. Forward-looking plan to guide infrastructure and programs
4. Culture of bicycling and acceptance
5. Everyday people riding
6. Create excellent wayfinding system
7. Plan that is used and implemented

The responses show an interest in safety, connection, and inclusivity. The group was interested in developing a Plan to establish a true bicycle network, along with a greater culture of bicycling in the City. The feedback received at this visioning workshop was used to guide the development of the Bike Master Plan and specifically, to help create project goals and objectives.

LEGACY LOOP TRAILHEAD EXPO AND COMMUNITY RIDE

The project team spoke to approximately 40 community members at the Legacy Loop Trailhead Expo event on Saturday, July 30, 2016. This event was intended to inform and solicit feedback from the public regarding the development of the trailhead's landscaping and other aesthetics, while also providing information about related projects such as the Shooks Run, Interstate-25 Cimarron interchange trails/creek improvements, Centennial Boulevard Extension, the Greenway Fund, and the Bike Master Plan.

Legacy Loop Trailhead Expo

This event provided a forum to introduce the project, ask visioning questions, and hear about existing bicycling conditions. Beyond informal conversations about biking, participants were asked to add comments and origin/destination provided of existing facilities. Following the team's conversations with the public, riders were led on a guided Legacy Loop bike tour.

DEERFIELD HILLS NEIGHBORHOOD BLOCK PARTY

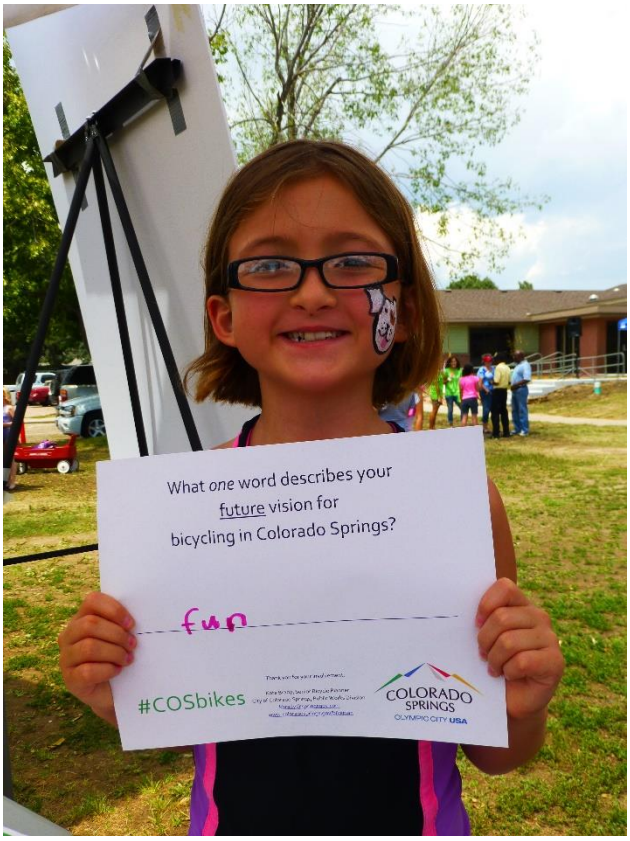
The project team spoke to over 30 people at the Deerfield Hills Neighborhood Block Party at the Deerfield Hills Community Center on Saturday, July 30, 2016. The Block Party was advertised as an event with *"free food, music, bounce houses, tours of our newly renovated facility, sprayground, and more!"*

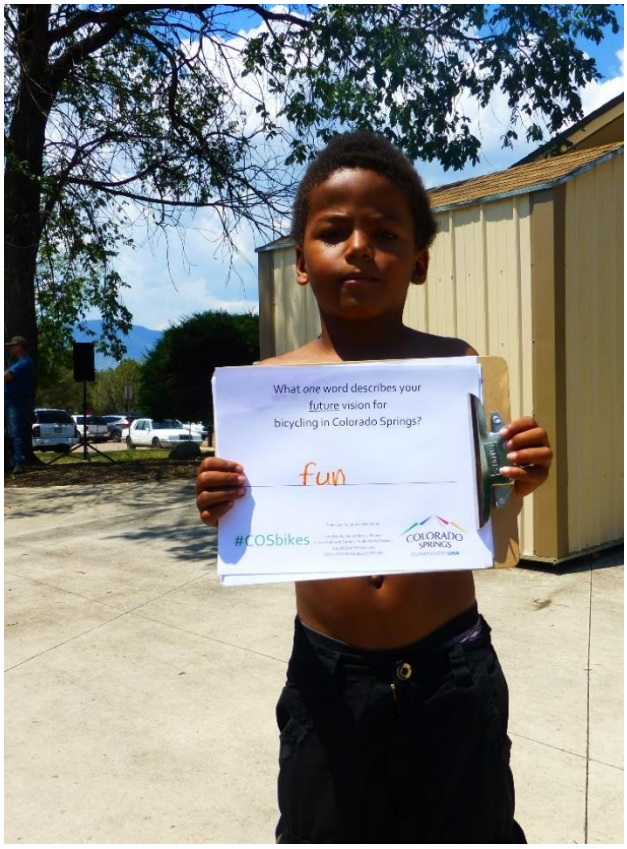
The project team hosted a booth to solicit input about existing biking conditions, and asked community members, "*What one word describes your future vision for bicycling in Colorado Springs?"* Most responses came from children who told stories about riding their bikes and explained what would help *them to ride more.* Their responses about the future vision for bicycling in Colorado Springs included themes of **fun, safety, happiness, exercise, and having more bike lanes**.

Deerfield Hills Neighborhood Block Party

Deerfield Hills Neighborhood Block Party

What one word describes your future vision for bicycling in Colorado Springs?



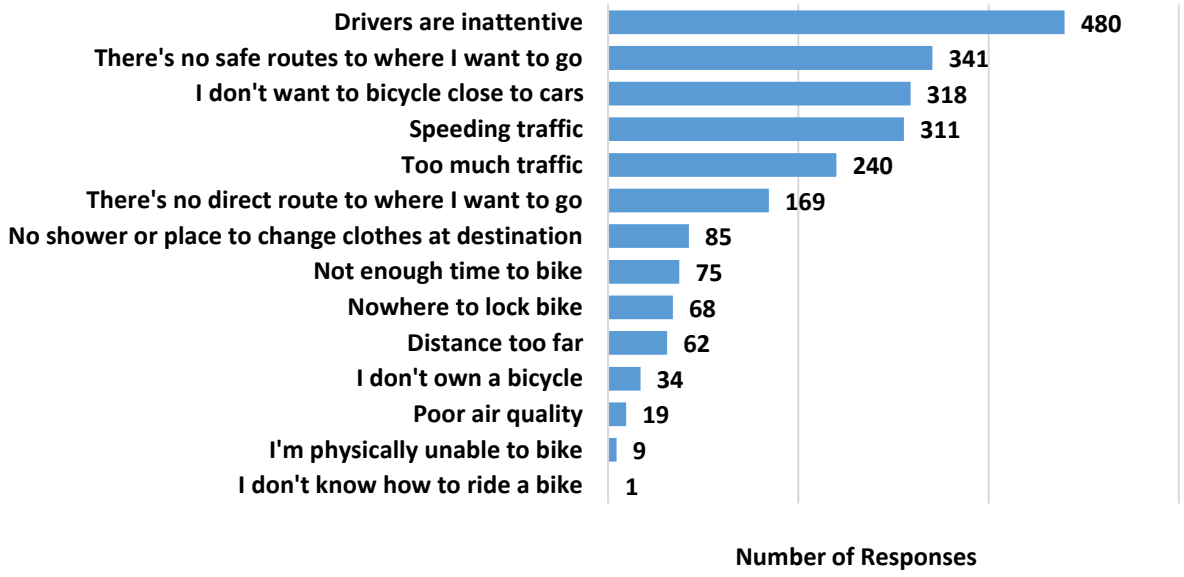


ONLINE SURVEY

An online survey targeting Colorado Springs residents was conducted between July 28 and October 23, 2016 to gain a better understanding of attitudes and preferences related to bicycling. Out of 813 total respondents, 409 people indicated they ride throughout the year. Similarly, almost half reported riding three or more days per week, including 11 percent who ride daily.

The survey results indicate that interactions with drivers, high traffic volume and speed, and lack of safe routes are among the strongest deterrents to bicycling. When asked why someone does not bicycle, driver inattention, high traffic speeds and volume, and lack of safe routes to destinations were among the most common responses. The full range of responses is shown in Figure 1.

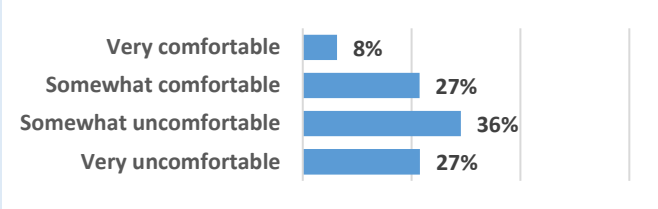
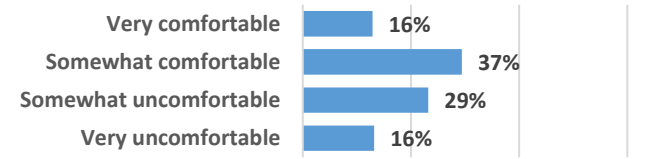
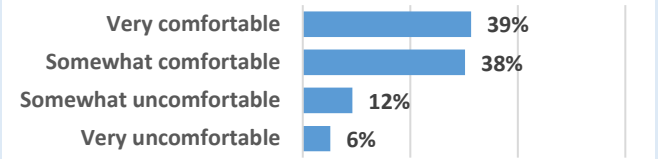
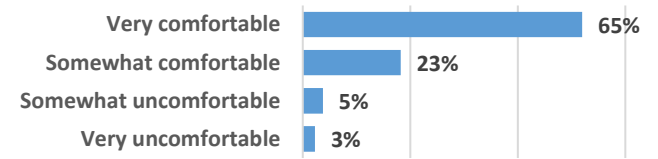
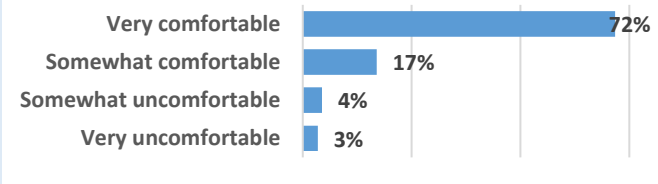
Figure 1. Summary of Responses to the Question: "Please indicate why you cannot or do not want to bicycle in Colorado Springs" [1]



Additional analysis of the survey data revealed strong preferences for the types of facilities where people would feel comfortable bicycling (Figure 2). Few respondents expressed they would feel very comfortable bicycling in shared lane markings or unseparated bike lanes (8 percent and 16 percent, respectively). By contrast, the majority would feel very comfortable in curb-protected and barrier-separated bike lanes (65 percent and 72 percent, respectively). Less than 10 percent of respondents indicated they would be uncomfortable in these types of facilities.

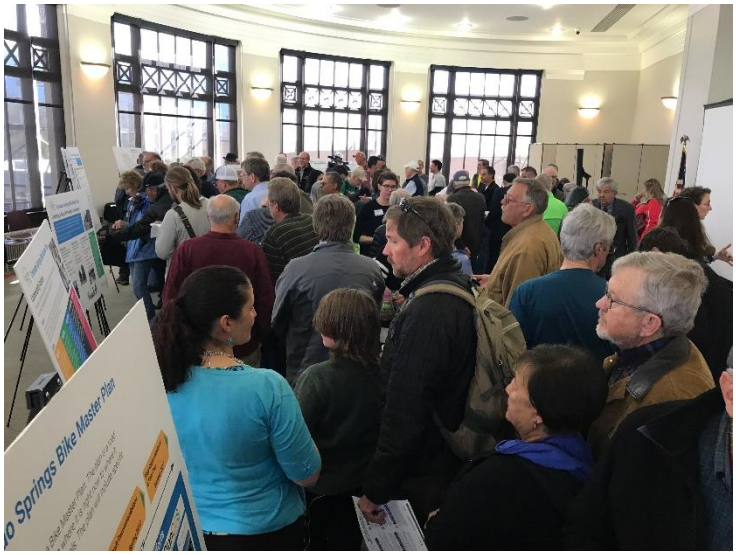
[1] Note that respondents could choose up to 3 answers.

Figure 2. Summary of Responses to the Question: "How Comfortable Would You Feel Biking Here?" for Various Facility Types.

Facility Type	Image Shown	Survey Responses
Shared Lane Marking		
Unseparated Bike Lane		
Neighborhood Street		
Curb-Protected Bike Lane		
Barrier-Separated Bike Lane		

OPEN HOUSE

A project open house was held at the Penrose Library from 5:00 to 7:00 PM on Wednesday, May 3, 2017. The open house was intended to introduce the project, present the vision and goals, gather feedback on potential recommendations, and present the vision network map and approach to the Plan's development. Project boards, a voting station, and network map station were staffed by project team members to answer questions and receive feedback from the public.



May 2017 Open House

Community organizations such as the Council of Organized Neighbors (CONO) and Bike Colorado Springs (BCS) were also present. **Over 240 community members participated in the open house.**

The open house was structured to *provide information* on:

- The project process and schedule,
- Community values, as established through the project vision and goals, and
- How to create a bicycle friendly community.

The project team *solicited feedback* on:

- People's self-identified rider types
- Preferred programs and policy changes
- The draft vision network
- Challenging crossings

Feedback from the public informed the development of the Plan

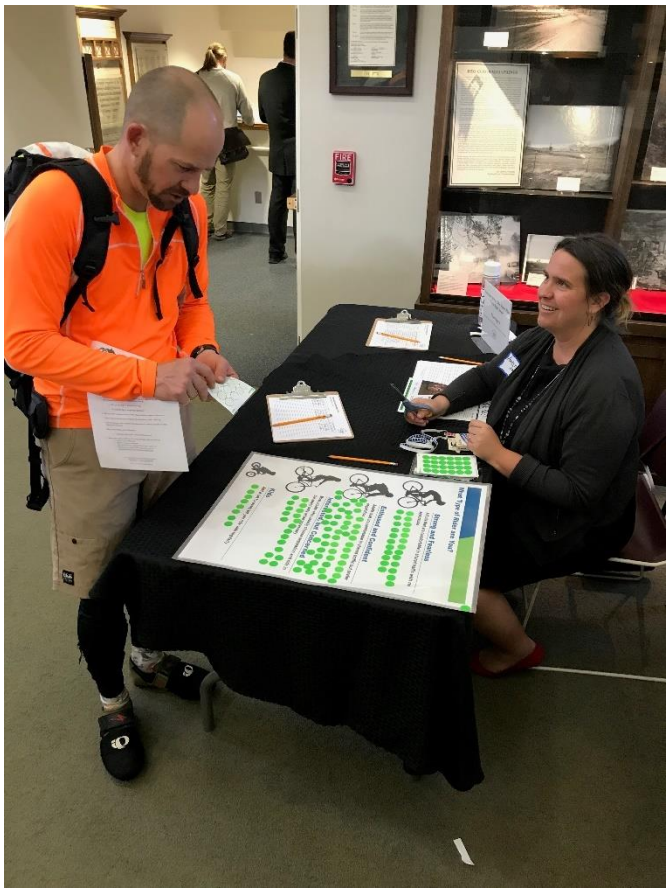
Over **130 comment forms** were submitted, giving the project team feedback about what potential recommendations could make bicycling safer, more integrated, more inclusive and accessible, and more popular in Colorado Springs. Of all comment cards submitted, over **90 percent** expressed **support** for **on-street bicycling**. The most prevalent themes from the public:

- A desire for a complete, connected network, especially to the city's trail network
- Wayfinding
- Ongoing maintenance of bike lanes and trails

- Bicycle and motorist education related to traffic laws and enforcement of those laws
- More separated bike lanes, especially off-street facilities
- A complete trail network such as Legacy Loop, Shooks Run, and Ring the Springs
- Improved trail access with better trailheads
- More secure bicycle parking facilities (especially at businesses)
- Improved bicycle signal detection
- Safe crossings of arterials, the interstate, and railroads.
- Continuous, open communication between the city staff and neighborhoods.

What Type of Rider Are You?

At the welcome table, attendees were asked to add a dot to a board indicating their level of comfort on a bike. Almost half of attendees self-identified as part of the enthused and confident riders (48 percent). Twenty-nine percent dentified as strong and fearless riders, and just 17 percent identified themselves as part of the interested but concerned.



An ATAC volunteer greets an open house attendee

Most attendees indicated they were more experienced and confident bicyclists, many also indicated regularly riding with children, highlighting the want and need for increased protection and separation from shared traffic.

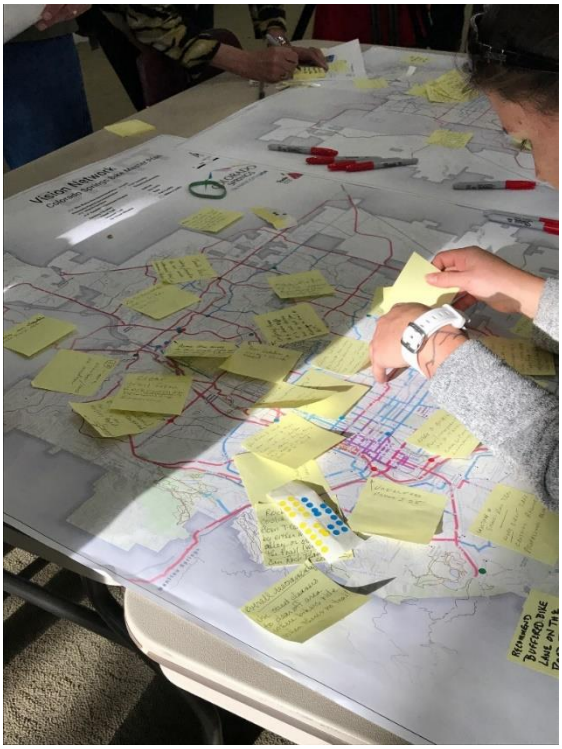
What's Most Important to You?

Participants were given six voting dots and were asked to select the six potential recommendations that would best improve bicycling in Colorado Springs. Recommendations were related to education, enforcement, and encouragement programs, as well as city processes and policies. Participants were encouraged to write comments and additional ideas on post-it notes to supplement the ideas provided by the project team. The following voting results (ranked) helped to inform the recommendations in the Bike Plan:

1. Improve bicycle wayfinding (101 votes)
2. Bicycle and motorist education (80 votes)
3. Create a policy for street reconfigurations (68 votes)
4. Identify geographic priorities, by neighborhood, for vision network implementation (60 votes)
5. Maintain clear data related to bicycle and street infrastructure and make it easily accessible (55 votes)

6. Increase in-school education for grades 5-8; continue to build other SRTS efforts 49 (55 votes)
7. Update the Engineering Criteria Manual (48 votes)
8. Consider bike and motor vehicle enforcement tools to recognize positive behaviors and enforce violations of both bicyclists and motorists (47 votes)

Vision Network

Attendees provided input on the vision network map and asked questions about its implementation. Their input indicated a strong desire for a complete trail network, better east-west connections between trails, and more comfortable crossings.

Vision network discussions