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 (review/discuss if called off consent)
    A. Public Works Dashboard
    Brian Risley
    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 Loeyev 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
*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

City Engineering General Fund

Bike Tax Fund (ANNUAL)

Available
Encumbered
Expended

*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

Bike Tax Fund (ANNUAL)

City Engineering General Fund

Available  Encumbered  Expended

*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.

<table>
<thead>
<tr>
<th></th>
<th>March, 2015</th>
<th>March, 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekday Service – Ridership</td>
<td>219,470</td>
<td>228,352</td>
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<tr>
<td>Saturday Service – Ridership</td>
<td>14,552</td>
<td>15,231</td>
</tr>
<tr>
<td>Sunday Service – Ridership</td>
<td>7,988</td>
<td>6,599</td>
</tr>
<tr>
<td>Revenue Service Hours</td>
<td>10,283</td>
<td>11,625</td>
</tr>
<tr>
<td>Boardings per Revenue Service Hour</td>
<td>23.5</td>
<td>21.5</td>
</tr>
</tbody>
</table>

Local Fixed-Route Ridership by Month
**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.

<table>
<thead>
<tr>
<th></th>
<th>March, 2015</th>
<th>March, 2016</th>
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<tbody>
<tr>
<td>Weekday Service – Ridership</td>
<td>13,846</td>
<td>14,035</td>
</tr>
<tr>
<td>Saturday Service – Ridership</td>
<td>320</td>
<td>368</td>
</tr>
<tr>
<td>Sunday Service – Ridership</td>
<td>146</td>
<td>186</td>
</tr>
<tr>
<td>Revenue Service Hours</td>
<td>6,816</td>
<td>5,892</td>
</tr>
<tr>
<td>Boardings per Revenue Service Hour</td>
<td>2.0</td>
<td>2.4</td>
</tr>
</tbody>
</table>

**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.

<table>
<thead>
<tr>
<th></th>
<th>March, 2015</th>
<th>March, 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekdays – One-Way Trips</td>
<td>5,519</td>
<td>4,841</td>
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<tr>
<td>Saturdays – One-Way Trips</td>
<td>132</td>
<td>96</td>
</tr>
<tr>
<td>Sundays – One-Way Trips</td>
<td>156</td>
<td>102</td>
</tr>
<tr>
<td>Revenue Service Hours</td>
<td>1,515</td>
<td>1,315</td>
</tr>
</tbody>
</table>
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 $619,382 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.
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 PasDeArjo 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

<table>
<thead>
<tr>
<th>Street Name</th>
<th>From Limits</th>
<th>To Limits</th>
<th>.length (M)</th>
<th>Publics Processed</th>
<th>CIP Design/</th>
<th>Shopping Plan</th>
<th>Year</th>
<th>Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>B Street</td>
<td>Mojave St to Chayenne Blvd</td>
<td>Chayenne Blvd to Sunset Blvd</td>
<td>1.3</td>
<td>No</td>
<td>Yes</td>
<td>2016</td>
<td>Chayenne Blvd L</td>
<td>2016</td>
</tr>
<tr>
<td>10th Street</td>
<td>King St to McCarran Rd</td>
<td>McCarran Rd to Sunset Blvd</td>
<td>4.2</td>
<td>No</td>
<td>Yes</td>
<td>2016</td>
<td>Sunset Blvd L</td>
<td>2016</td>
</tr>
<tr>
<td>10th Street</td>
<td>US 95 to Lower Long Lake Rd</td>
<td>Lower Long Lake Rd to Echo Rd</td>
<td>2.8</td>
<td>Yes</td>
<td>No</td>
<td>2016</td>
<td>Lower Long Lake Rd L</td>
<td>2016</td>
</tr>
<tr>
<td>Desert Ridge</td>
<td>Desert Ridge Rd to Arville St</td>
<td>Arville St to Chatahoue Rd</td>
<td>4.4</td>
<td>No</td>
<td>Yes</td>
<td>2016</td>
<td>Chatahoue Rd L</td>
<td>2016</td>
</tr>
<tr>
<td>Barons Park</td>
<td>Tule Blvd to Pasadero Ave</td>
<td>Pasadero Ave to Sunset Blvd</td>
<td>0.2</td>
<td>Yes</td>
<td>No</td>
<td>2015</td>
<td>Sunset Blvd L</td>
<td>2015</td>
</tr>
<tr>
<td>Del Mar Park</td>
<td>Del Mar N Rd to Planning Area</td>
<td>Planning Area to Sunset Blvd</td>
<td>5.1</td>
<td>No</td>
<td>Yes</td>
<td>2016</td>
<td>Sunset Blvd L</td>
<td>2016</td>
</tr>
<tr>
<td>Warm Springs</td>
<td>Warm Springs Blvd to Summerlin Pkwy</td>
<td>Summerlin Pkwy to Cheyenne Blvd</td>
<td>5.4</td>
<td>No</td>
<td>Yes</td>
<td>2015</td>
<td>Cheyenne Blvd L</td>
<td>2015</td>
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<tr>
<td>Water View</td>
<td>Nellis Ave to Arville Ave</td>
<td>Arville Ave to Cheyenne Blvd</td>
<td>0.5</td>
<td>No</td>
<td>Yes</td>
<td>2015</td>
<td>Cheyenne Blvd L</td>
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<tr>
<td>Waterstone Drive</td>
<td>Waterstone Dr to Desert Horse Drive</td>
<td>Desert Horse Dr to E Desert Horse Dr</td>
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<td>No</td>
<td>2012</td>
<td>Desert Horse Dr L</td>
<td>2012</td>
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<tr>
<td>Rainbow Rd</td>
<td>Desert Inn Rd to Rainbow Rd</td>
<td>Rainbow Rd to Cheyenne Blvd</td>
<td>0.3</td>
<td>No</td>
<td>Yes</td>
<td>2013</td>
<td>Cheyenne Blvd L</td>
<td>2013</td>
</tr>
<tr>
<td>Tropicana Ave</td>
<td>Tropicana Ave to Olympic Ave</td>
<td>Olympic Ave to Cheyenne Blvd</td>
<td>0.3</td>
<td>No</td>
<td>Yes</td>
<td>2014</td>
<td>Cheyenne Blvd L</td>
<td>2014</td>
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</tbody>
</table>

### 2017 Outlay One Projects

- Pipeline Ave
- Meadows Blvd
- Mesa Road
- Cheyenne Blvd

### Roadway Class Projects

- Carondelet St
- Chalmette Blvd
- Old Ranch Rd
- Sam Houston Pkwy
- Mesa Rd

### PRTA Grant Projects

- Pardee Rd
- Las Vegas Blvd
- Flame Rd

### Bike Program Capital Projects

- D. A. Brown Circle
- Thomas St
- Eastlake Ave
- Cheyenne Blvd

### Enhanced Trail Access and Crossing Projects

- Enhanced Trail Access/Crossings
- Ronda Ranch Trail
- Las Vegas Blvd
- Spring Valley Rd

<table>
<thead>
<tr>
<th>Street Name</th>
<th>From Limits</th>
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<th>Shopping Plan</th>
<th>Year</th>
<th>Conditions</th>
</tr>
</thead>
</table>

### Roadway Markings (Box/KL/CMS/Mile Line)/Installation

- Markings & ML
- Roadway Markings
- Centerline Markings

### Bike Program Capital Projects

- Applewood Rd
- Swan Rd
- Cholla Rd

### Enhanced Trail Access and Crossing Projects

- Enhanced Trail Access/Crossings
- Ronda Ranch Trail
- Las Vegas Blvd

### Bike Program Capital Projects

- Applewood Rd
- Swan Rd
- Cholla Rd

### Enhanced Trail Access and Crossing Projects

- Enhanced Trail Access/Crossings
- Ronda Ranch Trail
- Las Vegas Blvd
OLD NORTH END

A PEDESTRIAN AND BICYCLE

SAFETY PLAN

FOR

THE OLD NORTH END

IN COLORADO SPRINGS, COLORADO

This Plan Emphasizes

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

Pedestrian and Bicycle Safety Committee
Old North End Neighborhood
OLD NORTH END

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

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

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

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

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

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

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

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

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

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

Nothing nefarious led to this latest mishap.

The driver said she did not see the pedestrian.

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

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

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

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

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

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

THE GAZETTE
OLD NORTH END

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 eas: of Cascade Avenue and making parallel parking on one side of the streets to protect new bike lanes. That way the cars would drive slower, bicyclists would be protected and there would still be parking.
OLD NORTH END

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

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

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

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

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

AUTOMOBILE-PEDESTRIAN CONFLICT
AND AUTOMOBILE-BICYCLE CONFLICT
AT COLORADO COLLEGE AND
STEEL 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.

OLD NORTH END

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

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

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

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

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

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

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

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

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

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

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

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

There are four major north-south arterial streets running through the Old North End. They are, from west to east, N. Cascade Avenue, N. Nevada Avenue, N. Weber Street, and N. Wahsatch Avenue. Each of those arterial streets is comprised of two northbound and two southbound lanes. Thus there 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

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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

OLD NORTH END

- The space originally used for a second lane of traffic can be used for other purposes, such as left-turn lanes and right-turn lanes at busy intersections. This creates a pleasanter situation for motorists, as turning left or right from special "left turn" and "right turn" lanes is easier and safer than having to turn from a busy lane of moving traffic.

- With the second lane of traffic in each direction removed, there is additional space on the roadway for bicycle lanes.

- Pedestrian safety is enhanced because pedestrians and bicyclists only need to cross two lanes of active traffic (one northbound and one southbound) when crossing an arterial street. With two-lanes in each direction, pedestrians and bicyclists have to cross four lanes of traffic on an arterial street. This benefit most likely would have prevented the January 2016 accident at Colorado College in which a student was hit, dragged along the street pavement, and seriously injured on two-lanes-in-each-direction N. Cascade Avenue.

- Improving the walkability and the pedestrian atmosphere in the neighborhood. The traffic-calming effects of "One Lane from Two" listed above for automobiles and drivers also create an improved feeling of safety on the street for pedestrians. There is less traffic noise (fast accelerations, fast stops, horn honking, etc.) and, with one lane of traffic removed in each direction, the pedestrians are several feet farther away from the quieted vehicle traffic.

- Making the street a calmer place, combined with making it easier and safer for pedestrians and bicyclists to cross at intersections, makes the area more neighborly.

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

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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 O’d North End, peak hour traffic volumes (evening rush hour) at Fontanero Street are considerably lower than the capacity of one lane:

<table>
<thead>
<tr>
<th>STREET</th>
<th>PEAK HOUR VOLUME</th>
<th>ONE-LANE CAPACITY</th>
<th>EXCESS CAPACITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>N. Cascade Avenue</td>
<td>550</td>
<td>1050</td>
<td>500</td>
</tr>
<tr>
<td>N. Nevada Avenue</td>
<td>800</td>
<td>1250</td>
<td>450</td>
</tr>
<tr>
<td>N. Weber Street</td>
<td>350</td>
<td>1050</td>
<td>700</td>
</tr>
<tr>
<td>N. Wahsatch Avenue</td>
<td>350</td>
<td>1050</td>
<td>700⁶</td>
</tr>
</tbody>
</table>

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

⁶ “CC Transportation Plan,” p. 15.
OLD NORTH END

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

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

<table>
<thead>
<tr>
<th>STREET</th>
<th>PEAK HOUR VOLUME</th>
<th>ONE-LANE CAPACITY</th>
<th>EXCESS CAPACITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>N. Cascade Avenue</td>
<td>550</td>
<td>700</td>
<td>150</td>
</tr>
<tr>
<td>N. Nevada Avenue</td>
<td>900</td>
<td>890</td>
<td>-10</td>
</tr>
<tr>
<td>N. Weber Street</td>
<td>400</td>
<td>650</td>
<td>250</td>
</tr>
<tr>
<td>N. Wahsatch Avenue</td>
<td>550</td>
<td>650</td>
<td>100(^7)</td>
</tr>
</tbody>
</table>

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

\(^7\) "CC Transportation Plan," p. 15.
OLD NORTH END

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

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

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

CORRIDOR-WIDE ARTERIAL LEVELS OF SERVICE (LOS)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Peak Hour (afternoon rush) results were:

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

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

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

OLD NORTH END

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

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

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

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

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

10 “CC Transportation Plan,” p. 17.

PEDESTRIAN AND BICYCLE SAFETY PLAN
OLD NORTH END

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

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

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

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

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

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

13 “CC Transportation Plan,” p. 15.

PEDESTRIAN AND BICYCLE SAFETY PLAN
OLD NORTH END

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

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

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

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

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

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

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

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

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