

CITY OF COLORADO SPRINGS

**INTERMODAL
TRANSPORTATION**

PLAN

**CITY OF COLORADO SPRINGS
TRANSPORTATION / TRAFFIC ENGINEERING UNIT**

30 South Nevada Ave., Suite 404
Colorado Springs, Colorado 80901

**Effective: April 10, 2001
Ordinance No. 01-58**

City of Colorado Springs Strategic Plan Objective 2.5

Objective 2.5 - Develop a comprehensive approach to transportation planning.

- A. Develop a new comprehensive approach to transportation planning that facilitates meaningful decision-making in this area. This approach should examine the causes of transportation needs and problems, and consider a full range of methods to address those needs. Citizens will participate meaningfully in transportation planning decisions and assist with the task of balancing community-wide mobility needs with neighborhood protection objectives. Transportation planning must be viewed on a regional basis with partnerships with other jurisdictions playing an important role.
- B. Corridor master plans will be developed for key transportation corridors.
- C. Policies will be developed regarding the role of the transit system (and its level of subsidy); policies will also be developed regarding the use of parking system funds.



April 10, 2001

Dear Citizens:

I am pleased to present you with the City of Colorado Springs Intermodal Transportation Plan. This plan is part of a continuing effort to enhance the transportation system for the City and to develop a comprehensive approach to transportation planning.

Providing effective and efficient transportation to a growing community is a welcome challenge for both residents and staff. This plan represents an effort to plan for all modes of transportation and to clearly lay out our goals and priorities with respect to improving our transportation system. Emphasis is on minimizing the impact on our neighborhoods and on tempering our programs to meet financial expectations of our community.

This plan is in many ways a consensus document. It reflects the input of hundreds of citizens over the past several years and provides a common agreement among City agencies about where we are heading with our transportation programs and facilities. Citizen participation in the development of this plan has been extremely important and valuable. This participation was accomplished through thirteen public meetings and open houses, a community-wide transportation survey, and through many other discussions with citizens and community groups.

Planning our transportation system is an on-going challenge and this plan represents the beginning of a process, not the end. We look forward to your continued involvement and welcome your comments and suggestions.

Sincerely,



James W. Hauck
City Transportation / Traffic Engineer

CITY OF COLORADO SPRINGS INTERMODAL TRANSPORTATION PLAN

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EXECUTIVE SUMMARY

The City of Colorado Springs **Intermodal Transportation Plan (ITP)** is part of a continuing effort to enhance the transportation system for the City of Colorado Springs and to develop a comprehensive approach to transportation planning. The ITP is a compilation and update of existing facilities master plans - the Major Thoroughfare Plan, the Truck Route Plan, the Transit Plan, and the Bicycle Plan, and is a plan for travel demand management (TDM) programs and pedestrian facilities. By bringing these plans together under a common set of goals and objectives, and by integrating citizen involvement and land use implications, the ITP forms a new comprehensive foundation upon which City transportation agencies will function.

The purpose of the **Intermodal Transportation Plan (ITP)** is to guide policy and decision-making with respect to serving the city's existing and long-term future transportation needs and to carry out the Goals of the **City Comprehensive Plan** and **City Strategic Plan**.

Specifically, the plan is intended to:

- Identify the facilities, programs and policies to serve the long-term mobility transportation needs of the community,
- Guide capital investment decisions,
- Guide City transportation programs, including facilities planning and design, annual transportation management programs, and on-going operations and maintenance activities,
- Ensure a supportive relationship with other community objectives, such as public safety, livable neighborhoods, good air quality and a vibrant economy.

Planning Process

The **Intermodal Transportation Plan** was developed through a thirty-month planning process, from October 1996 to April 1999. It was recognized from the outset that this process needed to include extensive public involvement, a comprehensive approach to problem-solving, sound technical analysis, and coordination with other governmental agencies in the Pikes Peak Region.

The ITP was developed in concert with the **2020 Regional Transportation Plan** (PPACG 1998). This concurrency of efforts has provided the opportunity to examine City transportation issues in a regional context.

Review by City Council in June 1999 resulted in several modifications subsequent to that process and further refinements were made as part of the Comprehensive Plan Update.

Report Structure

The ITP is divided into several sections. Sections 1 through 3 contain an introduction to the plan, an exploration of key trends and public sentiment affecting transportation planning, and a statement of goals and objectives for the ITP. Sections 4 through 9 separately address each of five transportation modes - roadways, freight, transportation demand management, transit, bicycles, and pedestrians. Sections 10 and 11 discuss the implications of land use decisions on the transportation system and lay out the specifics of implementing the ITP.

ITP SECTIONS

Section 1:	Introduction
Section 2:	Key Trends & Public Sentiment
Section 3:	Goals and Objectives
Section 4:	Roadways
Section 5:	Travel Demand Management
Section 6:	Freight
Section 7:	Transit
Section 8:	Bicycle Facilities
Section 9:	Pedestrian Facilities
Section 10:	Land Use
Section 11:	Implementation

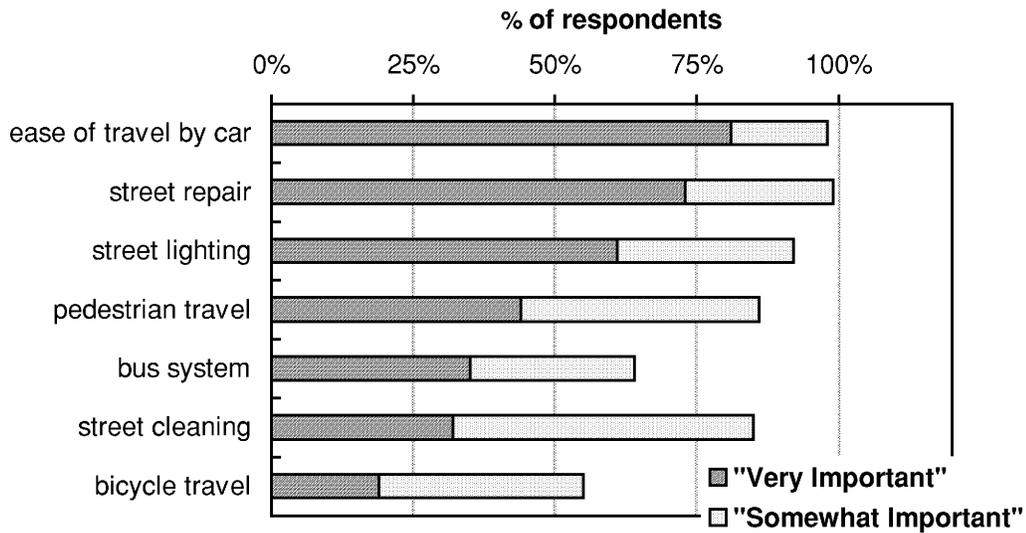
Section 2: Key Trends and Public Sentiment

Long-range planning of transportation facilities requires an understanding of the changes that our community is experiencing. Past trends in growth and travel behavior suggest that the need for transportation facilities will accelerate in the future. Indicators such as population and employment growth, shifts in concentrations of population and employment, changes in travel behavior, and increases in the amount of travel helps to focus planning efforts on the future needs of our community.

While growth in regional population increases demand for travel, changes in the travel behavior of households affects the need for transportation facilities as well. Nationally, households have been increasing demand for travel by traveling more often, by driving further to individual destinations, and by taking a larger percentage of trips in single-occupant vehicles (SOV). These national trends are borne out in surveys of local travel behavior.

Community attitudes on transportation issues and travel modes were collected through a 1996 scientific survey of Colorado Springs Metropolitan Area. Responses to the survey indicate the contributions that selected transportation factors make to quality of life in Colorado Springs.

**FIGURE 8:
"HOW IMPORTANT ARE THE FOLLOWING
TRANSPORTATION FACTORS TO THE OVERALL
QUALITY OF LIFE IN THE PIKES PEAK REGION?"**



Source: Pikes Peak Area Council of Governments and City of Colorado Springs, *Community Transportation Survey for the Colorado Springs Urbanized Area, 1996*

These trends portend many transportation challenges for the community. Future growth, an increasing dependence on the automobile, and constraints on expanding roadway capacity are expected to lead to unacceptable levels of congestion in much of the community. On the positive side, the community-wide survey suggests that many Colorado Springs residents are willing to use alternative transportation modes if they are convenient and “workable” for their trips. Thirty-two percent of residents say they would be “very willing” to use alternative modes for some trips.

The key challenge is translating this stated willingness to use alternative modes into actual changes in travel behavior. However, this analysis does not suggest that expanding roadway capacity is unnecessary. City and region-wide populations are expected to grow by 35 percent by the year 2020. New roads and wider roads will need to be built to serve the growing populace. But if current trends continue, increased automobile travel will outpace roadway expansion.

Given this understanding of current and emerging trends and the sentiment of our citizens, this plan recommends that the City continue to improve the arterial roadway network while improving the efficiency of the existing transportation system, and increasing the viability and use of alternative transportation modes. The intent is to develop an efficient, intermodal transportation program that provides choices to the traveling public and strives to enhance the mobility and livability of our community.

Section 3: Transportation Planning Goals

The **Intermodal Transportation Plan** retains the four-goal structure of the **1991 Comprehensive Plan**. These are: Mobility, Livability (formerly Environment), Intermodalism (formerly Alternate Modes), and Implementation. This section also lists objectives and strategies that further define the goals and focus efforts to meet them. The goals and objectives reflect the diverse values and expectations of citizens and may at times be contradictory with each other. When using them to guide decision-making, it is important that all relevant goals and objectives be considered in concert.

- **Mobility:** Plan, develop and maintain a safe and efficient transportation system to provide the community with adequate present and future mobility;
- **Livability:** Balance the mobility needs of the community with the overall community objective of creating a livable human and natural environment. Coordinate the interaction of transportation systems development with land use planning activities;
- **Intermodalism:** Encourage the use of transportation modes other than the single-occupant automobile in such a way as to allow all modes to be mutually supportive and to function together as one transportation system;
- **Implementation:** Implement and maintain the planned transportation system in a coordinated and cost-effective manner.

Section 4: Roadway Element

The **Roadway Element of the ITP** provides a long-range plan for development, operation, and maintenance of the City's roadway network. It identifies the role of roadway facilities, the efficiency of the roadway system, and the goals and objectives of the **Intermodal Transportation Plan** as they pertain to roadways. Needs, opportunities and constraints, and recommendations for improvements are discussed as well. This roadway element is an update of the **1984 Major Thoroughfare Plan** and supersedes those road classifications and alignment locations.

According to the **2020 Regional Transportation Plan**, an anticipated \$2.37 Billion is due to be invested toward the development of the regional transportation system by the Year 2020. Of the \$2.37 Billion, \$1.68 Billion is targeted specifically for roadway improvements. While many of these improvements will increase capacity, delay from traffic congestion in 2020 is still anticipated to be higher than the levels experienced today.

Mobility problems in Colorado Springs have been long standing and difficult to address due to geographic barriers, potential impacts on established neighborhoods, and insufficient funds for capital improvements to keep pace with demand. These obstacles are exacerbated by rapidly increasing travel by the community.

The ITP uses several mechanisms to guide capital improvements that address traffic congestion. First, the PPACG has developed and implemented a Congestion Management System (CMS) to address critically congested corridors or locations. Second, the Major Thoroughfare Plan has been updated to identify the future roadway system and street classification to meet the needs of our growing city. Finally, Intelligent Transportation Systems (ITS) applications will utilize technology in place of capital improvements to enhance traffic flow in a cost-effective manner.

To address these problems, the ITP recommends a combination of selected roadway improvements, improved efficiency of the existing roadway system, and measures to reduce neighborhood cut-through traffic. It is also recommended that roadway corridors be designed to accommodate buses, pedestrians and bicycles where needed to encourage these other modes of travel.

Recommendations include:

1. Update the **Major Thoroughfare Plan** to reflect the addition of adopted master plans and the reclassification of selected roadway segments.
2. Conduct an East-West Mobility Study to identify travel issues and recommend solutions in the area bounded by I-25, Woodmen Road, US 24/Martin Luther King Bypass (on the south), and Powers Boulevard;
3. Implement the Neighborhood Traffic Management Program to address issues surrounding cut-through traffic within neighborhoods.
4. Continue to update and develop the Traffic Operations Center to achieve state-of-the-art capabilities in monitoring traffic, managing incidents and coordinating traffic control devices.
5. Implement the projects and programs included in the region's Transportation Improvement Program (TIP) and Regional Transportation Plan.

(Additional Roadway recommendations are listed in Section 4 of the ITP)

Section 5: Freight Facilities

The Freight Element of the ITP recommends a truck route network that strives to balance the competing objectives of (1) efficient freight movement and (2) neighborhood protection. The truck route network protects roadways with inadequate pavement thickness from carrying heavy vehicle traffic and is intended to be compatible with, and mutually supportive of the other transportation modes.

The adequacy of the Truck Route Network is monitored on a regular basis by the City's Truck Route Committee. This committee is comprised of citizens appointed by City Council who represent the trucking industry, the land development community, and neighborhoods. The Truck Route Committee is charged with monitoring truck movement issues and recommending changes to the truck route network and other City truck regulations.

From April 1996 to December 1998, the Truck Route Committee considered a number of truck movement issues. These are:

- Gaps in the truck route network
- East-West truck travel limitations
- Neighborhood compatibility
- Changes associated with the widening and construction of roadways
- Compliance with truck movement regulations
- "Jake" brakes, and weight limit changes.

Freight Element recommendations are listed below. Specific changes are listed in Section 6 of the ITP:

1. Update the Truck Route Plan Map to incorporate the following changes.
 - Deletion of Vindicator Drive (Centennial Boulevard to S. Rockrimmon Boulevard).
 - Deletion of South Rockrimmon Boulevard (Vindicator Drive to I-25).
 - Deletion of Nevada Avenue (Fillmore Street to Uintah Street). Change will take effect when jurisdiction is changed from State to City control.
 - Addition of Woodmen Road (Powers Boulevard to Marksheffel Road).
2. Examine improvements to truck travel as part of the East-West Mobility Study.
3. Consider raising the gross vehicle limit that restricts vehicle movement as part of future deliberations of the City Truck Route Committee.
4. Pursue the construction of a new roadway segment to eliminate truck traffic through the Roswell Neighborhood.

Section 6: Travel Demand Management

Travel Demand Management (TDM) is defined as any action or set of actions aimed at reducing the impact of traffic by influencing people's travel behavior, be it away from the single occupant vehicle or avoiding driving during peak traffic hours. The Intermodal Transportation Plan (ITP) addresses mobility issues with various TDM applications in order to provide both short-term and long-term relief from traffic congestion.

Current TDM programs implemented by the City of Colorado Springs include the **Springs Transit** mass transit program and the **Ridefinders** carpool/vanpool matching program. Both are key in encouraging motorists to use alternative means of transportation to the single occupant automobile (i.e. carpools, vanpools, transit, bikes, walking, park-and-rides, and telecommuting) and are needed to help provide a well-balanced transportation system.

The benefits of implementing TDM strategies are two-fold. One is their relatively low cost when compared with the expansion and development of major roadways; and the second is the minimization of impacts on existing neighborhoods. TDM techniques may be applied citywide or focused on specific sub-areas or corridors depending on the action and desired effect. The following are the community-wide TDM actions recommended for implementation in the ITP:

1. Develop park-and-rides with express routes to major employment and shopping centers.
2. Increase transit ridership and reduce headways by implementing a multiple hub transit system.
3. Support the Garden of the Gods Transportation Management Association and other programs which encourage flexible work schedules.
4. Increase vehicle occupancy rates by supporting programs such as Ridefinders which match drivers with commuters having similar origins and destinations.

Section 7: Transit Element

It is the goal of the ITP to provide mobility for all sectors of our community. Transit serves the travel needs of Colorado Springs residents who cannot drive a car and those who are unable to afford a car. Transit also provides an alternative means of travel for other area residents. The City of Colorado Springs serves as the general public transit provider for the urban area. Fixed route and paratransit services are provided, along with rideshare and vanpool services. The services in Colorado Springs are provided by the City, but intergovernmental agreements with El Paso County and the cities of Manitou Springs and Fountain are in place to assist with funding for the services within each of these jurisdictions.

Transit recommendations include:

1. Support efforts to establish a regional transit system that improves transit service and provides a more equitable funding mechanism.
2. Improve or discontinue fixed-route service routes which do not meet acceptable productivity standards.
3. Improve on-time performance and quality of services of the fixed route system.
4. Support the expansion of Ridefinder programs and encourage new programs such as employee bus passes and the Guaranteed Ride Home.
5. Develop design policies for transit access in newly developing areas of the City.

Section 8: Bicycle Element

The bicycle has long been a traditional form of transportation in Colorado Springs and the growth in the city population has seen a corresponding growth in bicycle use. The City's dry climate, clean air, relatively flat topography and pleasant scenery makes bicycle use viable for many purposes. The bicycle provides an important mobility option for youth, seniors, and those without access to motor vehicles.

Recommendations include:

1. Re-evaluate existing bikeways for safety hazards and maintenance deficiencies. Remove or improve bikeways that do not meet adopted standards.
2. Address physical barriers to bicycle travel by making selected improvements to the system, providing bicycle/pedestrian facilities on bridges, installing bicycle-activated traffic controls at key intersections, and completing crucial trail links.
3. Construct bikeway facilities to neighborhoods south of Sand Creek to afford access to the new Youth Sports Complex.
4. Develop and install a wayfinding system of signs and markings to better guide cyclists using the bikeway system.
5. Educate motorists and cyclists about the rules of the road and increase enforcement of regulations affecting both cyclists and motorists.
6. Encourage a higher rate of bicycle commuting through the use of incentive and promotion programs aimed at employers, the provision of bicycle racks on buses, and an increase in the availability of secure bicycle parking at employment centers.

(Additional Bicycle recommendations are listed in Section 8 of the ITP)

Section 9: Pedestrian Element

It is the goal of the ITP to allow the safe and direct movement by foot and wheelchair within our city and to provide safe and direct pedestrian access to schools, recreation facilities, and public facilities.

Implementation of the pedestrian element is a long-term commitment to improving pedestrian mobility and access in Colorado Springs. Pedestrian facilities will be constructed as part of new development. In addition, a reassessment should be made on how best to complete gaps in the pedestrian system and to improve facilities in areas of high need.

Recommendations for the Pedestrian Element include the funding and development of a pedestrian access and mobility study that will examine our current situation with regards to pedestrian mobility and make recommendations on specific facilities improvements. The study will develop methods by which we can improve pedestrian mobility within neighborhoods, improve mobility within commercial centers, and ways to improve access between the two.

Another identified need is the review of funding mechanisms. While neighborhoods will continue to fund sidewalk improvements through local improvement districts, other funding sources may facilitate completion of the sidewalk network.

Recommendations include:

1. Include improvements to pedestrian facilities as part of all City transportation improvements (roadways, bridges, etc).
2. Enforce current City code requirements for property owners to adequately maintain sidewalks along their property.
3. Develop design policies for pedestrian circulation and access in developing areas of the city.
4. Fund a **Pedestrian Mobility and Access Study** to assess the current pedestrian network and identify strategies to improve it.
5. Review sidewalk standards regarding width and timing of their installation.
6. Re-examine funding structure for pedestrian facilities.
7. Improve coordination of multi-use trail crossings of roadways.

Section 10: Land Use

The Intermodal Transportation Plan (ITP) is primarily a transportation plan. Its focus is on planning and building a transportation system that serves the diverse needs of our community. However, the amount of demand placed on the transportation system is overwhelmingly determined by the type, location, and intensity of land use. As construction of new roadways becomes more difficult and protection of our existing facilities becomes more important, it becomes necessary to examine ways of channeling land use into patterns that can minimize adverse impacts on the transportation system.

The key land use characteristics of Colorado Springs which impact transportation planning activities include the decentralization of employment areas, the prevalence of low-density housing, the separation of land use types, and commercial building set-backs. Collectively, these land use characteristics tend to discourage the use of transportation modes other than the automobile.

Recommendations for the Land Use chapter focus primarily on the need for transportation to play a greater role in land use decisions. Transportation staff needs to have a greater involvement with the Comprehensive Plan activities and Planning staff needs to consider transportation in their recommendations for future development patterns.

Recommendations include:

1. Continue to examine the impacts of land development on the transportation system.
2. Develop design review policies that increase accommodation of transit use, bicycling, and pedestrian use in future developments and encourages their use throughout the city.
3. Through the development review process, ensure a positive relationship between the major street network and adjacent land uses.
4. Review parking policies to increase support of transportation objectives.

Section 11: Implementation

Implementation of the **Intermodal Transportation Plan (ITP)** requires effective communication, diligent involvement by citizens, and effective utilization of resources to construct, maintain, and operate an effective transportation system. Responsibility for implementation is shared by the City Administration, elected officials, private developers, and citizens.

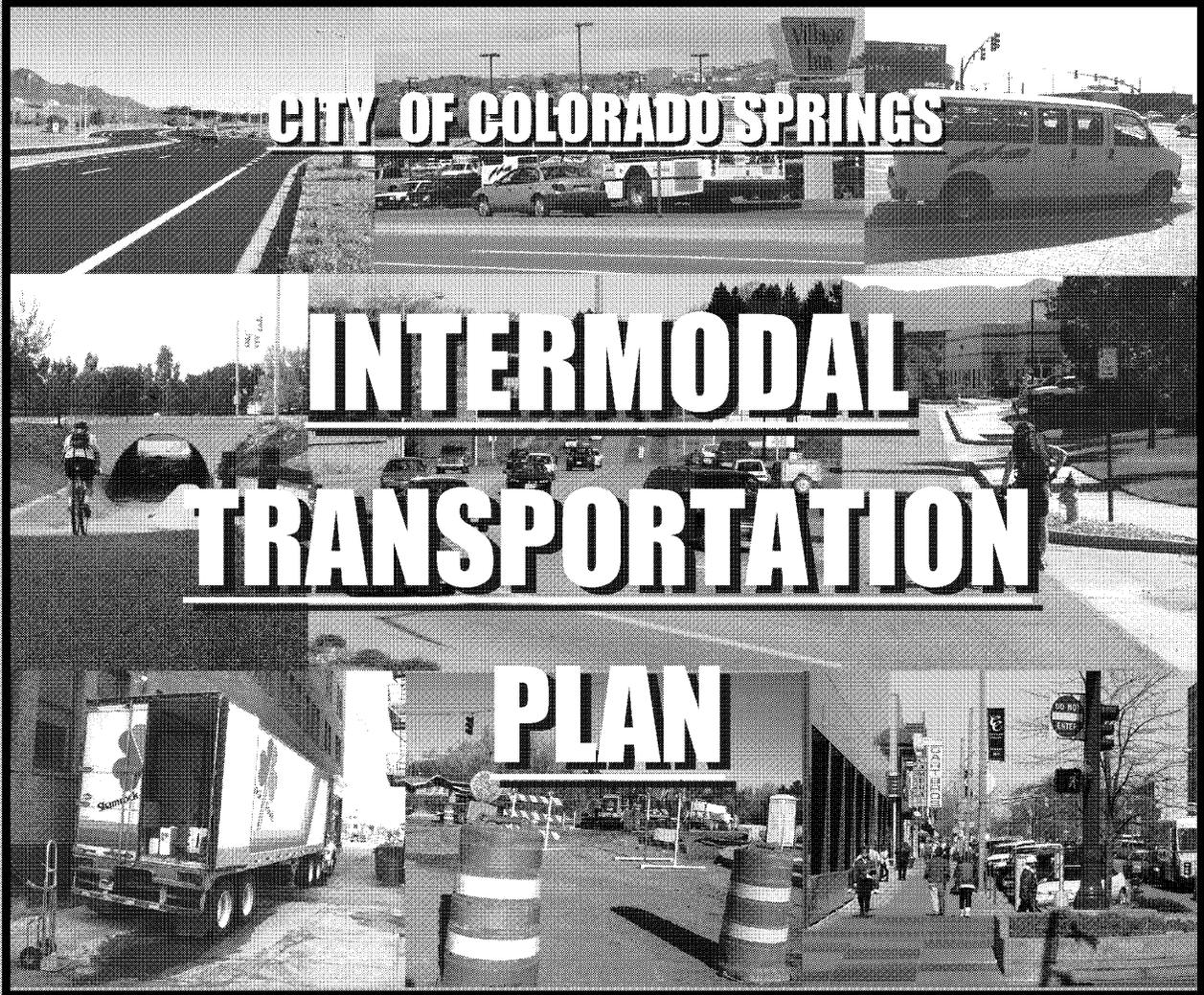
Recommendations include:

1. Continue to require advance right-of-way reservation, corridor preservation and dedication for transportation facilities through the land development process and other means.
2. Incorporate the recommendations of this plan into City Code and other City policies, as appropriate.
3. Ensure distribution and availability of the ITP to citizen organizations, community groups, neighborhood organizations and general public.
4. Support efforts to establish funding agreements for a regional transit system.
5. Investigate user-pay systems that recognize local and city-wide benefits of transportation improvements, including impact-fees, local improvement districts, and other private financing methods.
6. Continue to pursue funding sources to address deficiencies in the transportation system that cannot be corrected through development-related construction or user pay principles.
7. Prioritize and fund transportation improvement projects through the Transportation Improvement Program (TIP) administered by PPACG and the citizen-driven Springs Community Improvement Program (SCIP).
8. Coordinate the prioritization and design of transportation facility improvements with Police and Fire to maintain or enhance emergency response times.
9. Design new and re-constructed transportation facilities in accordance with City Public Street Standards and with the objectives and policies of the Comprehensive Plan.

Summation

Colorado Springs faces a tremendous challenge in striving to meet our future transportation needs. Projected growth, our dependence on the automobile and constraints on expanding roadway capacity are expected to lead to unacceptable levels of congestion in much of the community. There are no easy answers and there is no one solution to this problem.

The Intermodal Transportation Plan recommends a multi-faceted approach to serving the travel needs of the community. In addition to improving the arterial roadway network, the ITP recommends improving the efficiency of the existing transportation system and enhancing the viability and use of alternative transportation modes. The intent is to develop an efficient, intermodal transportation program that provides choices to the traveling public and strives to enhance the mobility and livability of our community.



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**INTERMODAL
TRANSPORTATION**

PLAN

**CITY OF COLORADO SPRINGS
TRANSPORTATION / TRAFFIC ENGINEERING UNIT**

30 South Nevada Ave., Suite 404
Colorado Springs, Colorado 80901

**Effective: April 10, 2001
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- A. Develop a new comprehensive approach to transportation planning that facilitates meaningful decision-making in this area. This approach should examine the causes of transportation needs and problems, and consider a full range of methods to address those needs. Citizens will participate meaningfully in transportation planning decisions and assist with the task of balancing community-wide mobility needs with neighborhood protection objectives. Transportation planning must be viewed on a regional basis with partnerships with other jurisdictions playing an important role.
- B. Corridor master plans will be developed for key transportation corridors.
- C. Policies will be developed regarding the role of the transit system (and its level of subsidy); policies will also be developed regarding the use of parking system funds.

CITY ATTY'S OFFICE
CODE CHANGE REVIEW
ATTY INIT MAA
DATE 3/29/81
COORDINATOR
DATE _____/_____/_____

ORDINANCE NO. 01-58

AN ORDINANCE ADOPTING THE CITY OF COLORADO
SPRINGS 2001 INTERMODAL TRANSPORTATION PLAN

WHEREAS, the City's 1984 Major Thoroughfare Plan, Bicycle Plan and Truck Route Plan have been extensively reviewed and revised by staff and the public over the course of several years; and

WHEREAS, transportation issues in the City have expanded over the years to include pedestrian and transit concerns; and

WHEREAS, a comprehensive City-wide master plan incorporating major thoroughfares, bicycle facilities and pedestrian, truck route and transit plans would best serve the planning needs of the City; and

WHEREAS, staff has endeavored to incorporate Council-suggested changes, public input and technical analyses of these various plans and other related planning documents in a manner which blends with, supports and implements the City's 2001 Comprehensive Plan; and

WHEREAS, it is the intention of City Council that the 2001 Intermodal Transportation Plan be used to guide policy and decision-making to serve the City's existing and long-term transportation needs and to carry out the objectives, policies and strategies of the 2001 Comprehensive Plan and the City's Strategic Plan; and

WHEREAS, C.R.S. § 31-23-213 provides that the territorial jurisdiction of the City Council over the subdivision of land includes all land located within the legal boundaries of the municipality, and may provide for the proper arrangement of streets in relation to other existing or planned streets, for adequate and convenient open spaces for traffic, utilities, access of fire fighting apparatus and for the avoidance of congestion of population; and

WHEREAS, C.R.S. § 31-23-212 provides that when the City Council has adopted a major street plan for the territory within its subdivision control and has filed a certified copy of the plan in the office of the El Paso County Clerk and Recorder, no plat of a subdivision of land within the territory shall be filed or recorded until it has been approved by the City Council and the approval noted in writing on the plat by the Mayor; and

WHEREAS, in accord with C.R.S. § 31-23-208, a public hearing on the proposed Intermodal Transportation Plan has been scheduled for April 10, 2001, and notice of the time and place of the public hearing will be given once by publication in a newspaper of general circulation in the municipality, and in the official newspaper of El Paso County; and

WHEREAS, adoption of the 2001 Intermodal Transportation Plan by a two-thirds vote of the entire membership of the City Council, as required in C.R.S. § 31-23-208, is necessary to facilitate good planning for the metropolitan area and is essential to the health, safety and welfare of the citizens of Colorado Springs.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF COLORADO SPRINGS:

Section 1. That the 2001 Intermodal Transportation Plan is hereby adopted and shall be considered an official planning document for the City. All land use applications filed with the City after the adoption of this ordinance and which require compliance with the City's Intermodal Transportation Plan shall be subject to the provisions of the 2001 Intermodal Transportation Plan.

Section 2. That a certified copy of the 2001 Intermodal Transportation Plan shall be filed in the office of the El Paso County Clerk and Recorder, and that no plat of a subdivision of land within the City shall be filed or recorded until it has been approved by the City Council of the City of Colorado Springs.

Section 3. This ordinance shall be in full force and effect from and after its passage and publication as provided by the Charter.

Section 4. Council deems it appropriate that this ordinance be published by title and summary prepared by the City Clerk and that this ordinance shall be available for inspection and acquisition in the Office of the City Clerk.

Introduced, read, passed on first reading and ordered published this 27th day of March, 2001.


Mayor

ATTEST:

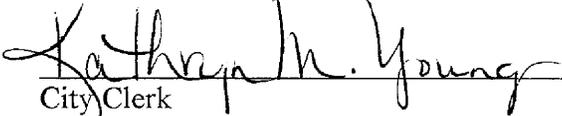

City Clerk

TABLE OF CONTENTS

Introduction	1
1.1 Purpose of the ITP	1
1.2 Relationship to Other Plans	2
1.3 Planning Process	3
Key Trends & Public Sentiment.....	7
2.1 Key Trends.....	7
2.2 Travel Behavior.....	13
2.3 Public Sentiment	18
2.4 Implications of Trends and Sentiment for Transportation Planning	25
Goals & Objectives	29
A. Mobility Goal.....	30
B. Livability Goal	32
C. Intermodalism Goal.....	33
D. Implementation Goal	34
The Roadway Element.....	35
4.1 Role of Roadway Facilities.....	35
4.2 Existing Conditions	36
4.3 Roadway Element Goals and Objectives	41
4.4 Future Needs, Opportunities and Constraints.....	42
4.5 Recommendations.....	51
The Freight Element.....	57
5.1 Role of Freight Facilities.....	57
5.2 Existing Conditions	57
5.3 Freight Goals and Objectives.....	58
5.4 Future Needs, Opportunities, and Constraints.....	58
5.5 Recommendations.....	61
Travel Demand Management	67
6.1 Role of Travel Demand Management	67
6.2 Existing Conditions	67
6.3 TDM Goals and Objectives	68
6.4 Future Needs, Opportunities, and Constraints.....	70
6.5 Recommendations.....	70
The Transit Element	71
7.1 Role of Transit	71
7.2 Existing Conditions	71
7.3 Goal of Transit Element	73
7.4 Future Needs, Opportunities, and Constraints.....	73
7.5 Recommendations.....	75

The Bicycle Element	79
8.1 Role of Bicycles.....	79
8.2 Existing Conditions.....	79
8.3 Goal of Bicycle Element	81
8.4 Future Needs, Opportunities, and Constraints.....	83
8.5 Recommendations.....	86
The Pedestrian Element	89
9.1 Role of Pedestrian Facilities.....	89
9.2 Existing Conditions.....	90
9.3 Goal of Pedestrian Element	91
9.4 Future Needs, Opportunities, and Constraints.....	92
9.5 Recommendations.....	93
Land Use	95
10.1 Role of Land Use.....	95
10.2 Existing Conditions.....	96
10.3 Land Use Goals and Objectives.....	97
10.4 Future Needs, Opportunities, and Constraints.....	97
10.5 Recommendations.....	98
Implementation	99
11.1 Role of Implementation	99
11.2 Existing Conditions.....	99
11.3 Implementation Goals and Objectives	101
11.4 Future Needs, Opportunities, and Constraints.....	101
11.5 Recommendations.....	103

TABLES

Table 1: Public Meetings For Transportation Plan.....	6
Table 2: Key Trends & Public Sentiment.....	7
Table 3: Average Household Trips per day for Pikes Peak Region.....	13
Table 4: Trips By Mode of Travel.....	16
Table 5: Colorado Springs Mode Split For Work Trips: 1970-1990	17
Table 6: Intermodal Transportation Plan Goals	29
Table 7: Characteristics of Roadway Classifications	36
Table 8: Colorado Springs Roadway Network, 1999	37
Table 9: ITP Objectives for Roadway Element	41
Table 11: ITP Objectives for the Freight Element.....	59
Table 12: Roadways Constructed as Truck Routes	62
Table 13: Roadways To Be Constructed as Truck Routes.....	62
Table 14: Deletions from the Truck Route Network.....	63
Table 15: ITP Objectives for TDM.....	69
Table 16: Transit Services in Colorado Springs	72
Table 17: ITP Objectives for the Transit Element	74
Table 18: Amount of Existing and Planned Bikeway Facilities	81
Table 19: ITP Objectives for the Bicycle Element	82
Table 20: Major Bicycle Destinations.....	84
Table 21: Design Standards for Bikeway Facilities.....	85
Table 22: Pedestrian Ramp Construction.....	91
Table 23: ITP Objectives for the Pedestrian Element.....	92
Table 24: ITP Objectives for the Land Use Element.....	98
Table 25: ITP Objectives for Implementation.....	101

FIGURES

Figure 1: City of Colorado Springs Strategic Plan Objective 2.5	2
Figure 2: Requirements for ITP Planning Process	3
Figure 3: Intermodal Transportation Plan Planning Area	4
Figure 4: Population Growth Forecasts, 1980 – 2020.....	8
Figure 5: Growth in Population, Travel and Lane-Miles of Roadway:	14
Figure 6: Hourly Travel Demand for the Pikes Peak Region.....	15
Figure 7: Trip Purpose for Pikes Peak Region	16
Figure 8: Importance of Transportation Factors to Quality of Life.....	19
Figure 9: Transportation Issues.....	20
Figure 10: Importance of Trails and Bicycle Routes.....	23
Figure 11: Funding Preferences.....	24
Figure 12: Willingness to Support Transportation Improvements.....	25
Figure 13: Level of Service (LOS) Descriptions.....	38
Figure 14: Northwest Sub-Area	50
Figure 15: Ridefinders Call Activity, 1990 - 1999.....	68

MAPS

Maps 1 & 2: Density of Population and Employment	9
Maps 3 & 4: Change in Population and Change in Employment	11
Map 5: Intersections with Highest Accident Rates.....	21
Map 6: 2000 Level-Of-Service	39
Map 7: 2020 Level-Of-Service - No Roadway Improvements.....	45
Map 8: 2020 Level-Of-Service - With Roadway Improvements	47
Map 9: Major Thoroughfare Plan	55
Map 10: Truck Route Plan	65
Map 11: Transit Plan	77
Map 12: Bicycle Facilities Plan	87

GLOSSARY OF TERMS

- AASHTO - American Association of State Highway Officials**
- ADA - Americans with Disabilities Act**
- CMAQ - Congestion Mitigation and Air Quality (refers to federal funding program for air quality)**
- HOV - High Occupancy Vehicle**
- ITP - Intermodal Transportation Plan**
- ITS - Intelligent Transportation System**
- MTP - Major Thoroughfare Plan**
- PPACG - Pikes Peak Area Council of Governments**
- PMS - Pavement Management System**
- SCIP - Springs Community Improvement Program**
- SOV - Single Occupant Vehicle**
- TDM - Transportation Demand Management**
- TIP - Transportation Improvements Program**
- TMA - Transportation Management Association**
- VMS - Variable Message Signs**

SECTION 1: INTRODUCTION

The **City of Colorado Springs Intermodal Transportation Plan (ITP)** is part of a continuing effort to enhance the transportation system for the City of Colorado Springs and to develop a comprehensive approach to transportation planning. The ITP is a compilation and update of existing facilities master plans - the Major Thoroughfare Plan, the Truck Route Plan, the Transit Plan, and the Bicycle Plan, and is a plan for travel demand management (TDM) programs and pedestrian facilities. By bringing these plans together under a common set of goals and objectives, and by integrating citizen involvement and land use implications, the ITP forms a new comprehensive foundation upon which City transportation agencies will function.

The ITP is divided into several sections. Sections 1 through 3 contain an introduction to the plan, an exploration of key trends and public sentiment affecting transportation planning and a statement of goals and objectives for the ITP. Sections 4 through 9 separately address each of five transportation modes - roadways, freight, transportation demand management, transit, bicycles, and pedestrians. Sections 10 and 11 discuss the implications of land use decisions on the transportation system and the specifics of implementing the ITP.

The ITP includes a series of maps that illustrate points made in the text and specify the classification and use of roadways, trails, and other transportation facilities in the city. These maps are found throughout the document.

This section introduces the ITP, explains the purpose of the plan, explains its relationship to other City and Regional Plans, describes the planning process, and lays out the parameters by which the plan was developed.

1.1 PURPOSE OF THE ITP

The purpose of the **Intermodal Transportation Plan (ITP)** is to guide policy and decision-making with respect to serving the city's existing and long-term future transportation needs and to carry out the goals of the **City Comprehensive Plan** and **City Strategic Plan**. Specifically, the plan is intended to:

- Identify the facilities, programs and policies to serve the long-term transportation needs of the community.
- Guide capital investment decisions.
- Guide City transportation programs, including facilities planning and design, annual transportation management programs, and on-going operations and maintenance activities.
- Ensure a supportive relationship with other community objectives, such as public safety, livable neighborhoods, good air quality and a vibrant economy.

1.2 RELATIONSHIP TO OTHER PLANS

CITY STRATEGIC PLAN

The formation of the ITP is in response to **City Strategic Plan** Objective 2.5 that directs staff to develop a "comprehensive approach to transportation planning." This comprehensive approach includes compiling several of the until-now separate transportation plans and placing them under the umbrella of Comprehensive Plan policies.

This objective calls for the ITP to do three things:

- 1) facilitate meaningful decision-making,
- 2) examine the causes of transportation needs and problems,
- 3) consider a full range of methods to address those needs.

CITY COMPREHENSIVE PLAN

The ITP is a functional component of the City's **Comprehensive Plan** and its goals should match those contained in the Comprehensive Plan. The 1991 Comprehensive Plan has four transportation goals. While the ITP goals and objectives are based on those in the 1991 plan, they have been modified according to the direction set by the Comprehensive Plan update, due to be completed in the Spring 2001.

**FIGURE 1:
CITY OF COLORADO SPRINGS
STRATEGIC PLAN OBJECTIVE 2.5**

Objective 2.5 - Develop a comprehensive approach to transportation planning.

- A. Develop a new comprehensive approach to transportation planning that facilitates meaningful decision-making in this area. This approach should examine the causes of transportation needs and problems, and consider a full range of methods to address those needs. Citizens will participate meaningfully in transportation planning decisions and assist with the task of balancing community-wide mobility needs with neighborhood protection objectives. Transportation planning must be viewed on a regional basis with partnerships with other jurisdictions playing an important role.
- B. Corridor master plans will be developed for key transportation corridors.
- C. Policies will be developed regarding the role of the transit system (and its level of subsidy); policies will also be developed regarding the use of parking system funds.

2020 REGIONAL TRANSPORTATION PLAN

The ITP recognizes the importance of placing the planning of transportation systems in a regional context. Development of the ITP was done in concert with development of the **2020 Regional Transportation Plan** and many of the projects and priorities of that plan are duplicated herein. The Regional Transportation Plan sets regional priorities for both Federal and State funding of transportation facilities and programs.

ITP AS A MASTER PLAN

While the ITP is a policy plan, it also functions as a *Facilities Master Plan* that specifies the placement and function of City transportation facilities and programs. At present, these facilities and programs are planned to best meet the expected demand given expected land use patterns. If these land-use patterns and land-use placement change, the transportation plan could also be changed to meet the new levels of demand for transportation facilities. This ability to meet demand is tempered by several factors - the financial expense of transportation improvements and concerns about the impacts transportation improvements could have on neighborhoods.

1.3 PLANNING PROCESS

The **Intermodal Transportation Plan** was developed through a thirty-month planning process, from October 1996 to April 1999. It was recognized from the outset that this process needed to include extensive public involvement, a comprehensive approach to problem-solving, sound technical analysis, and coordination with other governmental agencies in the Pikes Peak Region.

Review by City Council in June 1999 resulted in several modifications subsequent to that process and further refinements were made as part of the Comprehensive Plan Update.

**FIGURE 2:
REQUIREMENTS FOR ITP PLANNING PROCESS**

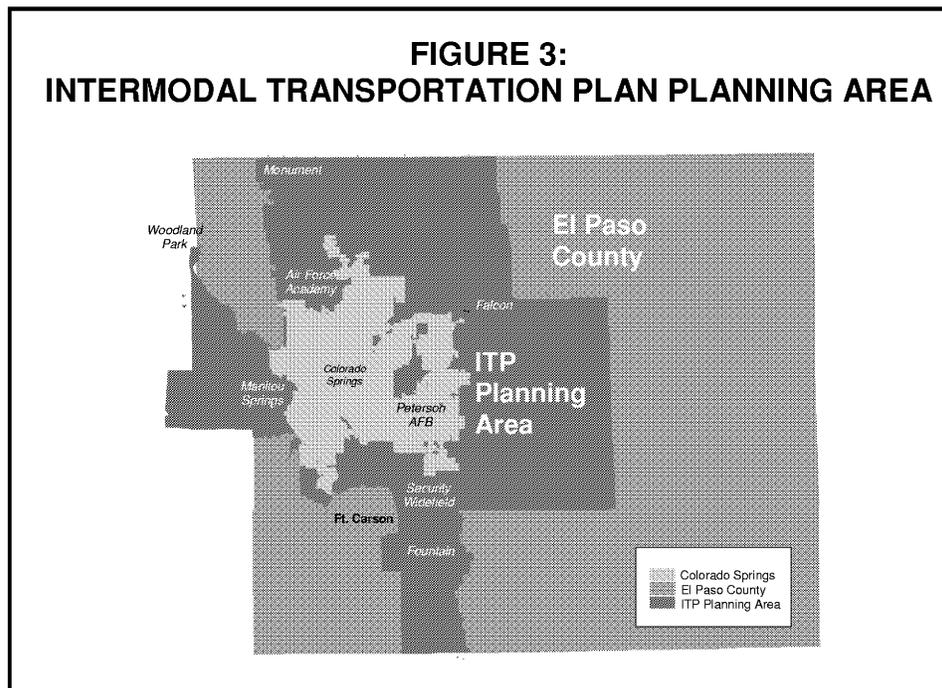
- **Extensive Public Involvement**
- **Comprehensive Approach to Problem-solving**
- **Sound Technical Analysis**
- **Regional Coordination with Governmental Agencies**

The ITP was developed in concert with the **2020 Regional Transportation Plan** (PPACG 1998). This concurrency of efforts has provided the opportunity to examine City transportation issues in a regional context. Since the City's "travelshed" extends well beyond its corporate boundaries it is important to consider the regional influences on travel demands and to address transportation issues from a broader perspective. This regional

influence necessitates a transportation system that is coordinated with the overall regional system and that is mutually supportive of each other.

PLANNING AREA

The formal planning area for the ITP is limited to the City of Colorado Springs, beyond which the City has limited control over infrastructure development and delivery of transportation services. However, as the City is both a partner in the region and a jurisdiction that is impacted by transportation and land use decisions outside of the city limits, this plan considers the area lying outside this formal planning area. Figure 2 shows the boundaries of the ITP Planning area in relation to El Paso County and the City of Colorado Springs.



TECHNICAL ANALYSIS

Planning for our community's future transportation needs requires an understanding of what those needs will be. Population growth, changing demographics and travel behavior are all factors that influence future traffic patterns and demand. Technical analysis of past, current, and future demand for travel allows the City to proactively plan our future programs and facilities.

Transportation demand models were used for much of this work and were based on small-area growth projections developed with input from the Socioeconomic Advisory Committee (SAC) of PPACG, and were approved by the SAC and the Urban Area Policy Committee of PPACG.

PUBLIC INVOLVEMENT

The intent of the public involvement program is to seek the involvement of all interested parties and stakeholders and obtain their participation throughout all steps of the planning process. Development of the ITP included citizen involvement with:

- Defining community values in relation to transportation and quality of life;
- Identifying current and future transportation needs and opportunities;
- Developing options for addressing transportation needs and problems;
- Evaluating options and development of Plan recommendations.

The public involvement program for the ITP has been run concurrently with the Pikes Peak Area **2020 Regional Transportation Plan**. Combining the Regional and City process enables citizens to apply their concerns and issues to both bodies at the same time and presents a “seamless” participation process to citizens seeking involvement in area transportation decisions. The first step in the planning process was the development of a joint **Public Involvement Plan** that identifies the methods by which citizens can engage the transportation planning process and to ensure early, on-going, and meaningful participation.

PUBLIC OUTREACH

Public process efforts focus on reaching out to those in the community who do not typically attend public meetings. This outreach was implemented through a community-wide scientific transportation survey, presentations to service clubs and other community groups, a project booth at the 1997 Spring Spree, and radio talk show appearances. Citizen input also included the on-going involvement of the Community Advisory Committee of the Pikes Peak Area Council of Governments. Specific public involvement activities include the following:

- A community-wide scientific transportation survey of citizens to identify transportation issues and to gauge public sentiment on ways to address those issues. (January - December 1996).
- Early notification of interested parties and stakeholders from a mailing list of over 1,600 citizens and community groups.
- Project newsletters notifying the public of opportunities for input and project updates.
- Paid newspaper advertisements of public meetings and open houses.
- Thirteen public meetings and open houses to obtain direct citizen participation.
- A project information and input booth at Spring Spree in June 1997.
- Over 20 presentations to service clubs and other interested community groups to inform citizens of transportation trends, problems, potential solutions and ways for them to be involved in the planning process.

TABLE 1: PUBLIC MEETINGS FOR TRANSPORTATION PLAN

Thirteen Joint City ITP/2020 Regional Transportation Plan (RTP) meetings were held between October 1996 and August 1998. All meetings included an open house and “formal” session. Three additional 2020 RTP public meetings were held in Woodland Park and Monument. Following are the dates and locations of the public meetings held for the development of the ITP.

Joint ITP/2020 RTP

10-08-96	Horace Mann Middle School
10-17-96	Golf Acres Senior Center (Afternoon)
10-24-96	Timberview Middle School
10-29-96	Venetucci Elementary School
12-12-96	Wasson High School
03-11-97	Holmes Middle School
03-18-97	Holmes Middle School
07-15-97	City Council Chambers (Afternoon)
07-17-97	Sabin Middle School
05-05-98	City Council Chambers (Afternoon)
05-05-98	City Council Chambers (Evening)
08-18-98	City Council Chambers (Afternoon)
08-18-99	City Council Chambers (Evening)

2020 RTP (Held outside Colorado Springs)

10-15-96	Woodland Park
04-28-98	Monument
04-30-98	Woodland Park

Population Forecasts Public Open House and Meeting

07-25-96	PPACG (Evening)
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Truck Route Committee Meetings

04-10-96	City Council Chambers
05-29-96	City Council Chambers
06-26-96	City Council Chambers
07-31-96	City Council Chambers
08-28-96	City Council Chambers
10-30-96	City Council Chambers
12-12-96	City Council Chambers
06-17-97	City Council Chambers
09-17-97	Bates Elementary School (Evening)
12-09-97	City Council Chambers (Evening)

Centennial Boulevard Extension Meetings

05-12-98	Mesa Springs Neighborhood Annual Meeting
08-06-98	Beidleman Environmental Center Board of Directors
09-23-98	Centennial Blvd. Public Open House and Meeting
10-01-98	Beidleman Environmental Center Board of Directors
10-14-98	Centennial Blvd. Public Open House and Meeting

SECTION 2: KEY TRENDS & PUBLIC SENTIMENT

This section identifies key growth and transportation trends and summarizes public sentiment on transportation issues. Knowledge of these trends and public sentiment helps to clarify our understanding of current transportation issues and to anticipate the issues of tomorrow. The implications of these trends and sentiment for planning our transportation system are assessed at the end of this section.

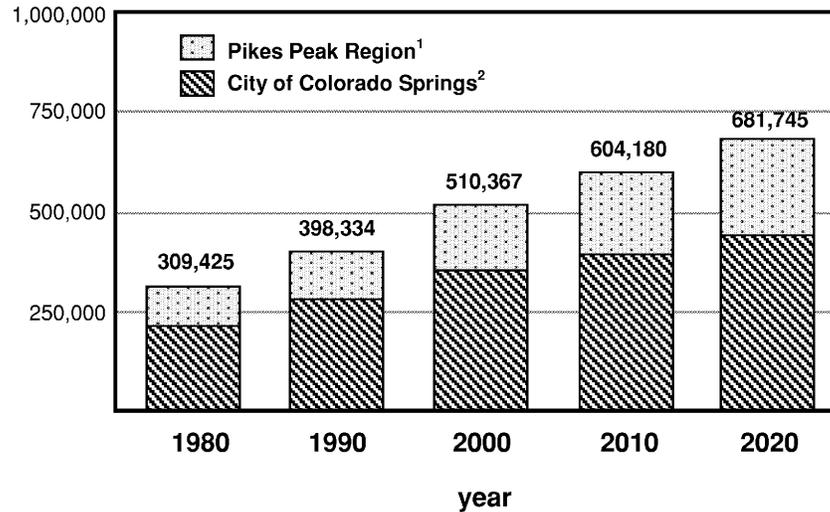
TABLE 2: KEY TRENDS & PUBLIC SENTIMENT	
<u>Key Trends</u>	<u>Public Sentiment</u>
<ul style="list-style-type: none"> • Growth • <u>Travel Behavior:</u> Amount of Travel Time of Travel Trip Purpose Travel Mode • Safety 	<ul style="list-style-type: none"> • Quality of Life • Current and emerging Transportation problems • Willingness to use alternative modes • Funding Transportation Improvements

2.1 KEY TRENDS

Long-range planning of transportation facilities requires an understanding of the changes that our community is experiencing. Past trends in growth and travel behavior suggest that the need for transportation facilities will accelerate in the future. Indicators such as population and employment growth, shifts in concentrations of population and employment, changes in travel behavior, and increases in the amount of travel helps to focus planning efforts on the future needs of our community.

GROWTH

The population of Colorado Springs and the Pikes Peak Region is expected to continue to grow at more-or-less its current rate of 1.5 percent per year. Figure 3 shows current growth projections for the City and the Region, indicating an overall increase from a 1998 regional population of 488,000 to a regional population of 682,000 by the year 2020. Similar growth rates for the City of Colorado Springs will increase population from 341,000 in 1998 to 441,000 in 2020. These projections represent a 30 percent increase over the 1998 population.

FIGURE 4: POPULATION GROWTH FORECASTS, 1980 – 2020

- (1) Transportation planning area of the Pikes Peak Region
 (2) City share of regional population declines from 70% in 2000 to 65% in 2020.

Source: 1980 and 1990 figures are from the U.S. Census; 2000-2020 figures are from *PPACG, Socioeconomic Zonal Forecasts, 2000 - 2025*, (2000).

While the impacts of population growth on the City's transportation system are apparent, the nature and location of that growth can affect the methods and strategies used to meet increased demand. More people means increased demand for transportation services and infrastructure. As the population increases, the location of population centers and commercial activity can change. Increased development of business centers in one area of town or housing communities in another can impact decisions over the type and location of transportation improvements.

Map 1 on the following page shows the density of population and employment for Colorado Springs in 2000. Dark areas, denoting relatively high density appear throughout the downtown corridor; near the intersection of North Nevada and Fillmore Street; along Platte Avenue between Union and Academy; and along Union Boulevard north of Academy Boulevard.

Map 2 shows projected density of population and employment in the year 2020. Many parts of the City demonstrate increased density - more residents or employees in the same amount of space. Relatively higher densities of 18 persons or more per acre can be seen along South Nevada, South Academy up to Constitution, along North Nevada, and Downtown. Development throughout the City is expected to increase densities of housing and employment especially in Briargate, Rockrimmon, the Garden of the Gods Corridor and throughout the Central City. Map 3 and Map 4 demonstrate these changes and show change in population and change in employment for different areas of the City.

**MAPS 1 & 2: DENSITY OF POPULATION AND EMPLOYMENT,
1995 AND 2020**

**MAPS 3 & 4: CHANGE IN POPULATION 1995 - 2020 AND
CHANGE IN EMPLOYMENT, 1995- 2020**

2.2 TRAVEL BEHAVIOR

While growth in regional population increases demand for travel, changes in the travel behavior of households affects the need for transportation facilities as well. Nationally, households have been increasing demand for travel by traveling more often, driving further to individual destinations, and taking a larger percentage of trips in single-occupant vehicles (SOV). These national trends are borne out in surveys of local travel behavior.

Travel characteristics of the Colorado Springs community were recorded through a travel survey conducted in 1992 by Barton-Aschman for the Pikes Peak Area Council of Governments. This survey recorded information on weekday travel for 1,690 households within the Pikes Peak Region. The results of the survey provide valuable information on the average number of trips taken per household, the timing of trips, trip purpose, and the mode used for travel. These results are statistically applicable to the entire population and have been weighted for household income, household size, and automobile availability.¹

AMOUNT OF TRAVEL

On average each household within the Pikes Peak Region generates approximately ten trips every weekday. Approximately six of these trips are by vehicle and begin or end at the home; three of these trips are by vehicle and are not home-based. Approximately one of these trips is taken on foot, by bicycle, or by bus.

TABLE 3: AVERAGE HOUSEHOLD TRIPS PER DAY FOR PIKES PEAK REGION

	Vehicle Trips per day	Non-Vehicle Trips per day	% of All Trips
Home-based work trips	1.8	-	21.5 %
Home-based other	4.5	0.6	50.0 %
Non Home-based trips	2.6	0.2	28.5 %
Total Trips	8.9	0.8	

1992 Pikes Peak Region Travel Survey, Barton-Aschman, PPACG.

These numbers are averages, yet they provide an easily understood snapshot of our community’s travel behavior. The numbers can be used by City agencies to estimate the number of vehicle trips produced in a residential area. For example an area of 100 households is expected to produce 630 trips

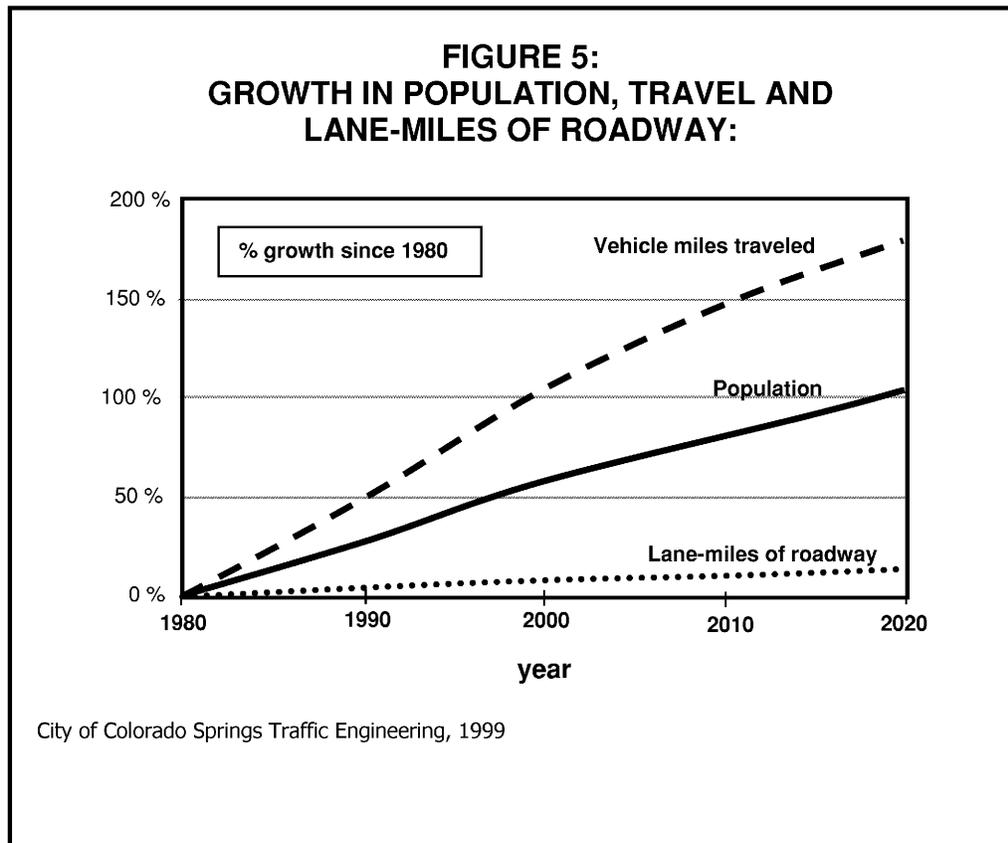
¹ A full analysis of the survey and details of the survey results are available from the City Transportation Planning. The travel survey measures travel by household vehicles only, trips by commercial truck are not included.

per day by vehicle (610-650 trips given confidence interval of +/- 3.5 percent).

As is the case in most cities across the nation, the amount of travel region-wide is increasing at a rate faster than population – and much faster than miles of roadway in the community. Region-wide travel (as measured by total vehicle miles of travel) is increasing at this faster rate because of a number of factors, including:

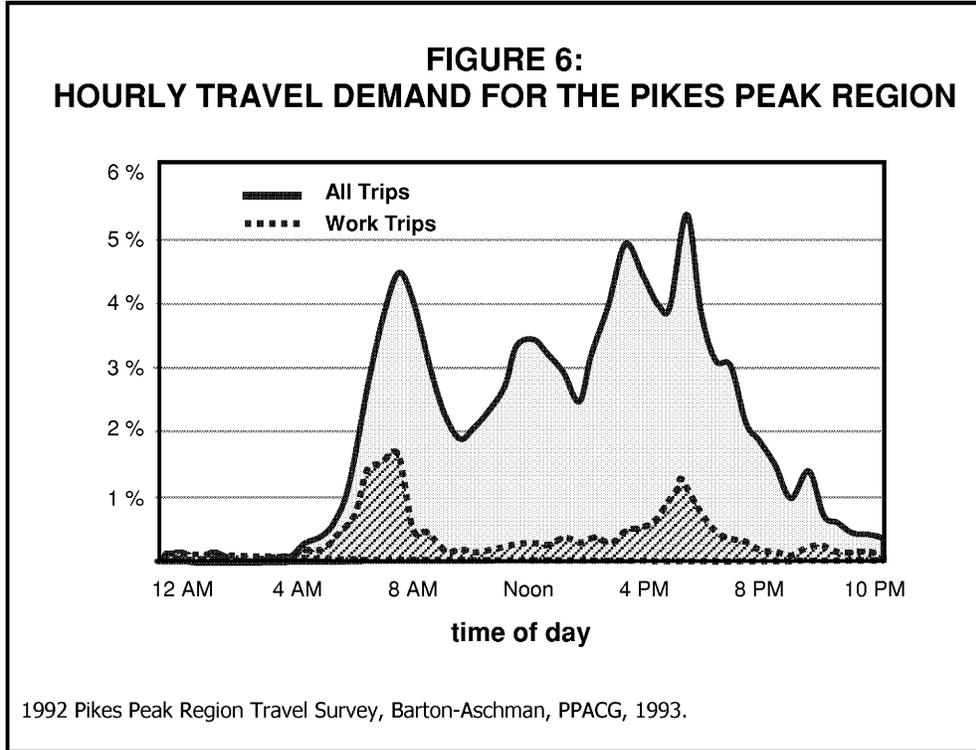
- Longer trip lengths as the geographic size of the community grows.
- A higher percentage of the population is of driving age.
- An increase in the number of workers per household.
- Decline in the use of alternatives to the single-occupant automobile.

Figure 5 illustrates the difference in the growth rates of vehicle-miles of travel, population and lane-miles of roadways. The difference between demand (vehicle-miles of travel) and supply (lane-miles of roadways) results in increased traffic congestion.



TIME OF TRAVEL

While the amount of travel affects congestion, the time-of-day that we travel impacts our roadways as well. Figure 6 shows the amount of travel by time of day, based upon the 1992 survey information.

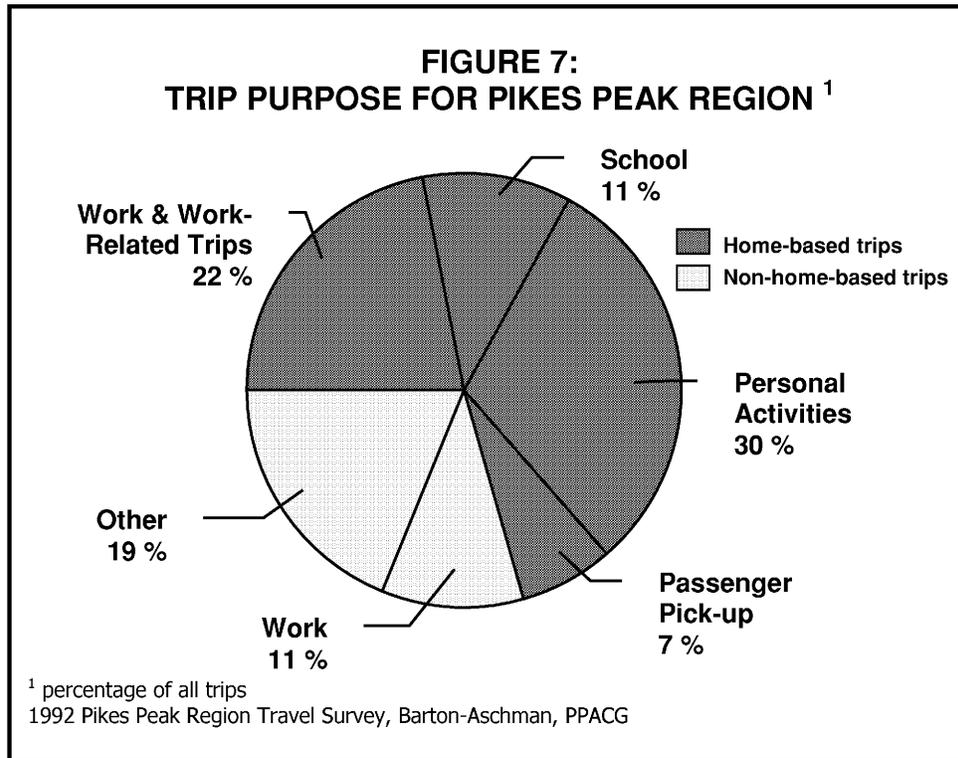


Temporal travel patterns for Colorado Springs match those elsewhere in the United States. Three peaks in travel demand occur in the hours of 7:30 am to 9:00 am; Noontime; and 4:30 pm to 7:00 pm. Of the three peak travel times the highest demand occurs in the afternoon. This is largely a factor of converging trip purposes. Work commutes, shopping, personal travel, and entertainment trips are all occurring simultaneously.

TRIP PURPOSE

People travel for many reasons. Travel to-and-from work, to school, to shopping centers, and for entertainment all use our transportation system for one-reason or another. Knowing why people are traveling allows the City to provide a system and services that satisfy particular needs.

Figure 7 shows the portions of trips used for six categories of activities, both home-based and non-home-based. Home-based trips comprise 71 percent of the trips made in the region with 21 percent being trips between work and home. Thirty percent of the trips are taken for personal non-work reasons. These include shopping trips, social/recreational trips, personal trips, and trips to eat-out.



TRAVEL MODE

Sixty-three percent of travel done by residents of Colorado Springs is by Single-Occupant Vehicle (SOV). SOV travel accounts for 87 percent of all trips to-and-from work. Carpooling is the second most used mode of travel with almost 25 percent of all trips and ten percent of work trips done in an automobile with more than one passenger. Other alternate modes (walking, public transportation, and bicycling) account for less than 12 percent of all trips and less than 3 percent of work trips. Motorcycles account for 0.2 percent of both work trips and all trips. These mode split numbers are presented in Table 4.

TABLE 4: TRIPS BY MODE OF TRAVEL

	Work Trips	All Trips
Single Occupant Vehicle (SOV)	87.2 %	63.5 %
Carpool	10.0 %	24.7 %
Walk	1.3 %	7.0 %
Public Transportation¹	0.6 %	3.6 %
Bicycle	0.7 %	1.0 %
Motorcycle	0.2 %	0.2 %

1992 Pikes Peak Region Travel Survey, Barton-Aschman, PPACG.

1. Springs Transit Bus, School Bus , and "Other Public Transportation" are combined.

The use of SOV for commuting is increasing. SOV was used by approximately 70 percent of commuters in 1970. By 1980 this percentage remained the same with approximately 71 percent of households reporting SOV as the main source of transportation to work. In 1990 this number increased to 80 percent of households. Increases in SOV use came from apparent reductions in use of carpooling, public transportation and walking, although inherent error within the Census numbers makes a precise analysis difficult. Table 5 shows the Mode Split for work trips based on US Census data.²

While use of alternate modes is low, it does appear that they are used by a fairly wide variety of the population. A 1996 survey conducted by the Clean Air Campaign indicates that twenty-five percent of the community has ridden the public bus system in the last six months.

**TABLE 5: COLORADO SPRINGS
MODE SPLIT FOR WORK TRIPS: 1970-1990**

	1970	1980	1990
SOV	70.8 %	71.4 %	80.5 %
Carpool	19.4 %	21.8 %	13.3 %
Public Transit	1.8 %	4.0 %	1.3 %
Walk	5.2 %	1.7 %	3.3 %
Bicycle	NA	0.2 %	0.5 %
Other	2.6 %	0.4 %	1.5 %

U.S. Census of Population and Housing 1970, 1980, 1990.

SAFETY

Accident statistics provide information on the safety of the city’s transportation system. Map 5 identifies the street intersections with high accident rates compared to other intersections within the city. Accident rates are calculated over a 4-year period and include the entire roadway network - including local streets, collector streets, and arterials. The purpose of these calculations is to identify locations that experience accident rates higher than expected, given their classification and conditions. This information is used to prioritize locations for physical or operational safety improvements.

These calculations differ from the one-year ratings developed by the Colorado Springs Police Department. However, the two safety calculations are often used together.

² Mode split numbers from the US Census are based on the mode used by the household at the time the census is taken. Percentages will often differ from studies recording mode-split by trip. For example, the Barton-Achman data used for Table 5 measures the percentage of trips taken by each mode as opposed to Census information that records percentage of households taking a certain mode in a particular moment in time.

2.3 PUBLIC SENTIMENT

Citizen input on transportation concerns and potential options was sought throughout the development of the Intermodal Transportation Plan. Input was obtained through a community-wide transportation survey, through comments recorded at public meetings, and through comment cards submitted by attendees of community meetings and events, including the 1997 SpringSpree.

Community attitudes on transportation issues and travel modes were collected through a scientific survey of Colorado Springs Metropolitan Area residents conducted by the City in 1996.³ Responses to the survey indicate the contribution of transportation factors to quality of life. They identify current and emerging traffic problems; indicate the willingness of residents to use alternate transportation modes; and indicate the willingness to fund transportation improvements. Specific findings of the survey are discussed below.

QUALITY OF LIFE

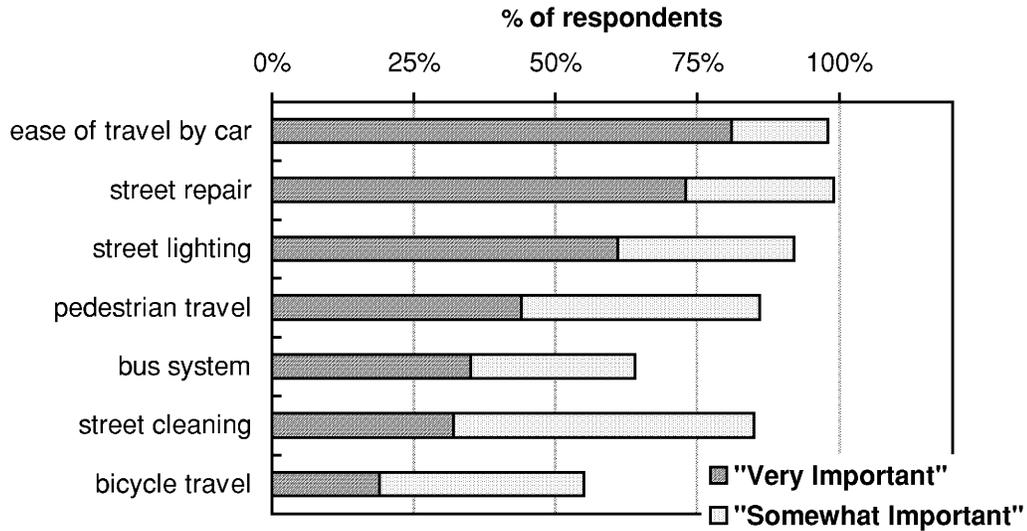
When citizens are asked about the importance of seven individual transportation factors pertaining to quality of life, they place a high emphasis on street repair, ease of travel by car, and street lighting. Of the items listed, street cleaning and ease of pedestrian travel are lower in importance. The bus system and ease of travel by bicycle were the lowest in priority for citizens, although over half of the respondents consider these issues as either "very important" or "somewhat important."

Analysis of the community survey reveals that the level of importance assigned to these quality of life issues depends largely on the age and household income of the respondent. Travel by car is slightly more important to those between the ages of thirty-five to sixty-four and appears substantially more important to those in households with higher incomes. Conversely, those with lower incomes and of older age gave substantially greater importance to bus systems and pedestrian travel.

Seventy-three percent of respondents with household income below \$15,000 rated "ease of travel by car" as "very important," compared to 89 percent of households with incomes above \$100,000 and 81 percent of the population as a whole. Fifty-nine percent of those with household incomes below \$15,000 consider the bus system as "very important", compared with 20 percent of households with income more than \$60,000 and 35 percent of all surveyed.

³ The 1996 Transportation Survey is of residents throughout the Metropolitan Planning Area. The survey has a sample size of 804 households and a 95% confidence interval of +/- 4 percent. Approximately 88.5 percent of those surveyed live within the City of Colorado Springs.

**FIGURE 8:
"HOW IMPORTANT ARE THE FOLLOWING
TRANSPORTATION FACTORS TO THE OVERALL QUALITY
OF LIFE IN THE PIKES PEAK REGION?"**



Source: Pikes Peak Area Council of Governments and City of Colorado Springs, Community Transportation Survey for the Colorado Springs Urbanized Area, 1996

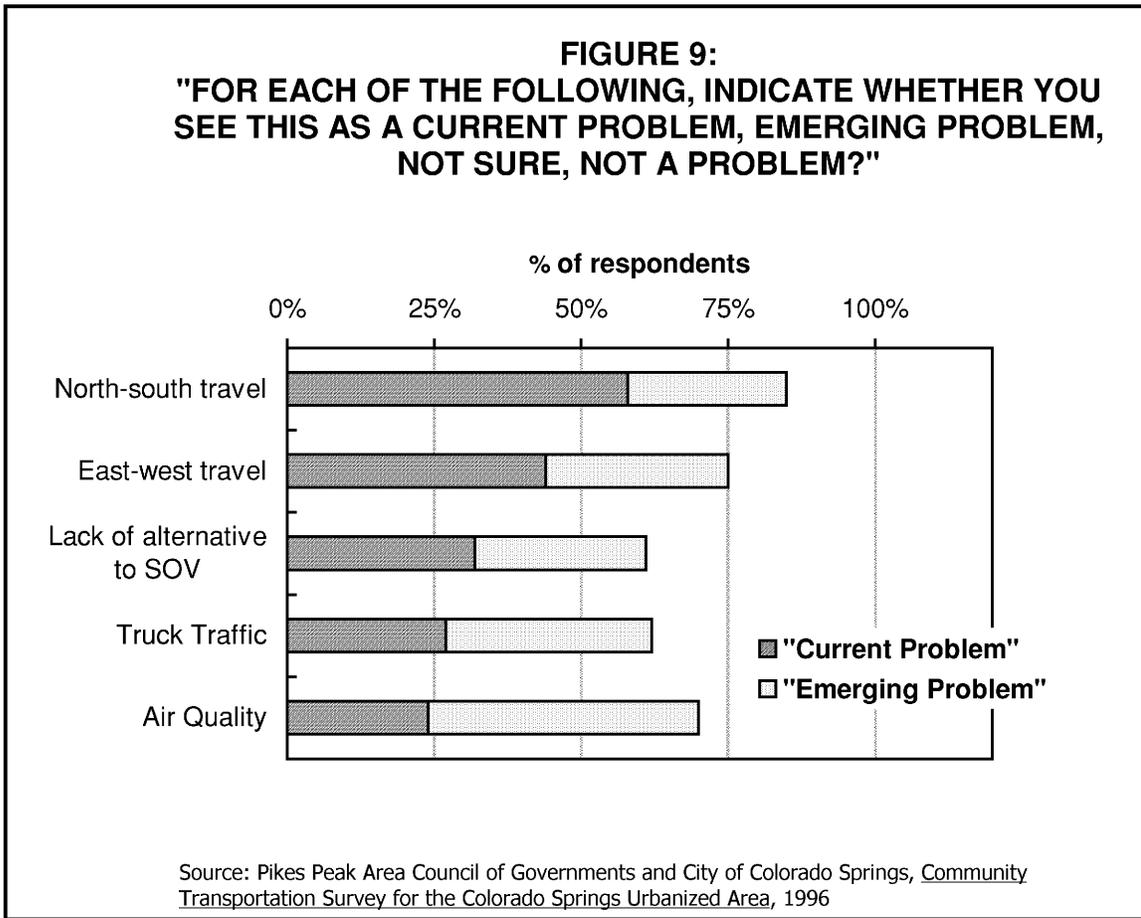
CURRENT AND EMERGING TRAFFIC PROBLEMS

Participants perceive more traffic congestion during the evening hours than during the morning commute. Almost all (94%) said that traffic during the evening commute was “heavily congested” or “somewhat congested” while 87 percent perceive the morning commute as “heavily congested” or “somewhat congested.”

Both the north-south (and south-north) travel and the east-west (and west-east) travel are considered the two top current problems. Air quality is perceived as an emerging problem by almost half the survey respondents. The five traffic problems which respondents were asked to rate are shown in figure 8 based on the combined percentages of “current problem” and “emerging problem.”

WILLINGNESS TO USE ALTERNATE MODES

The use of alternate modes is a combination of availability and demand. Surveys of the community seek to measure the demand for alternate modes should they be more convenient and more available than they are today. These survey results indicate that about 75 percent of the community would be willing to use alternate modes once a week if that mode was convenient and available to them. Close to half indicated that they or someone else in their household would be “very likely” or “somewhat likely” to use a bus for



some of their transportation needs if a bus were readily available and convenient for the potential rider to use.

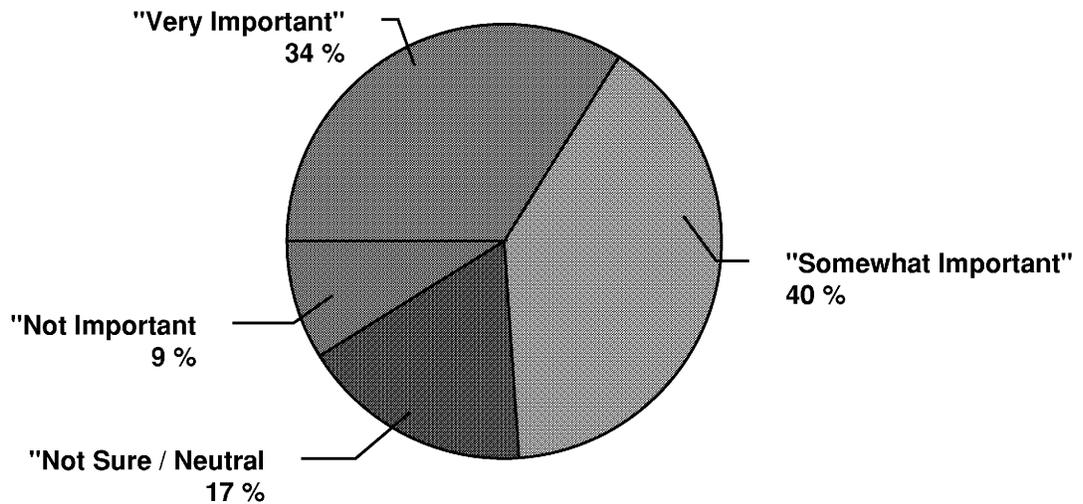
Preferences for choice of alternate modes seems to lean towards Carpooling and Bus Service over non-motorized transportation. When asked to select the two alternate modes of transportation they preferred, over half mentioned a carpool (57%) and half mentioned bus service (50%). One fourth (23%) said they preferred a vanpool and slightly over one-sixth indicated they preferred walking or bicycle. Many persons who gave carpool or vanpool as their first choice selected the other option as their second choice.

MAP 5: INTERSECTIONS WITH HIGHEST ACCIDENT RATES

IMPORTANCE OF WALKING AND BIKEWAYS

When asked to indicate the importance of walking and bike trails as well as on-street bicycle routes, 74 percent of the participants said that the development of such trails or routes is “very important” or “somewhat important.” Nine percent stated that the trails or routes are “not important.”

**FIGURE 10:
"WHAT LEVEL OF IMPORTANCE SHOULD BE
PLACED ON A SYSTEM TO LINK TRAILS AND BICYCLE
ROUTES?"**

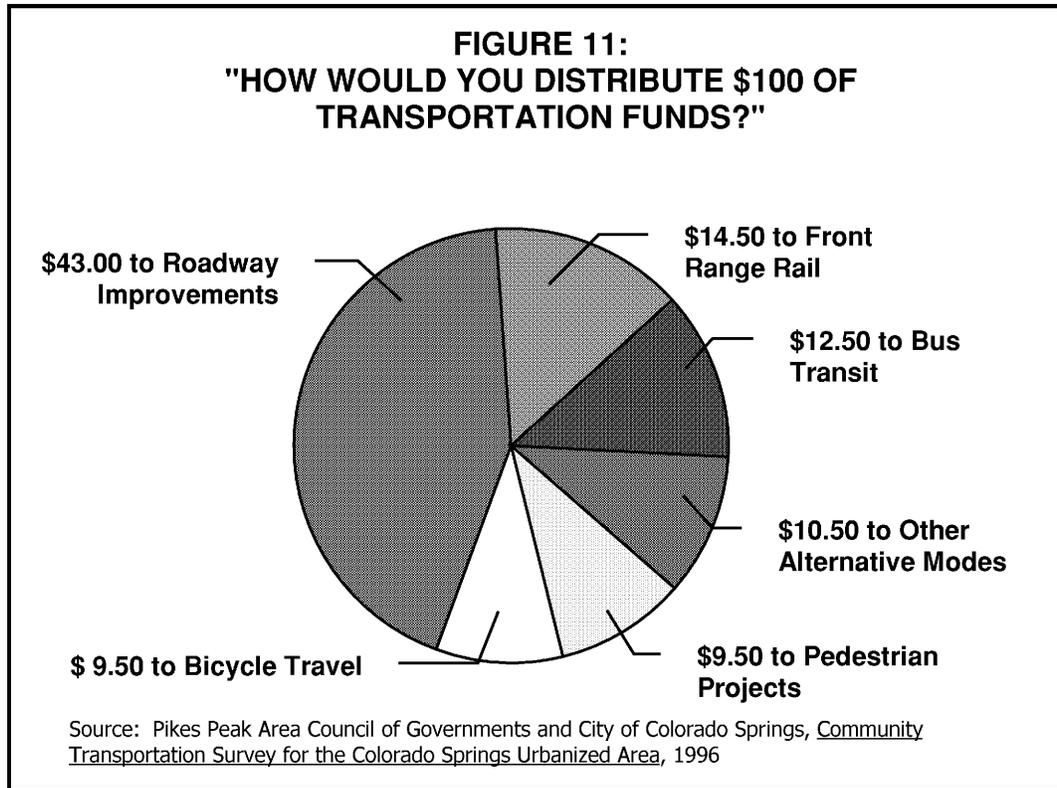


Source: Pikes Peak Area Council of Governments and City of Colorado Springs, Community Transportation Survey for the Colorado Springs Urbanized Area, 1996

USE OF TRANSPORTATION FUNDS

When asked to distribute \$100 worth of transportation funds among several transportation improvements, citizens of Colorado Springs would make the following choices.

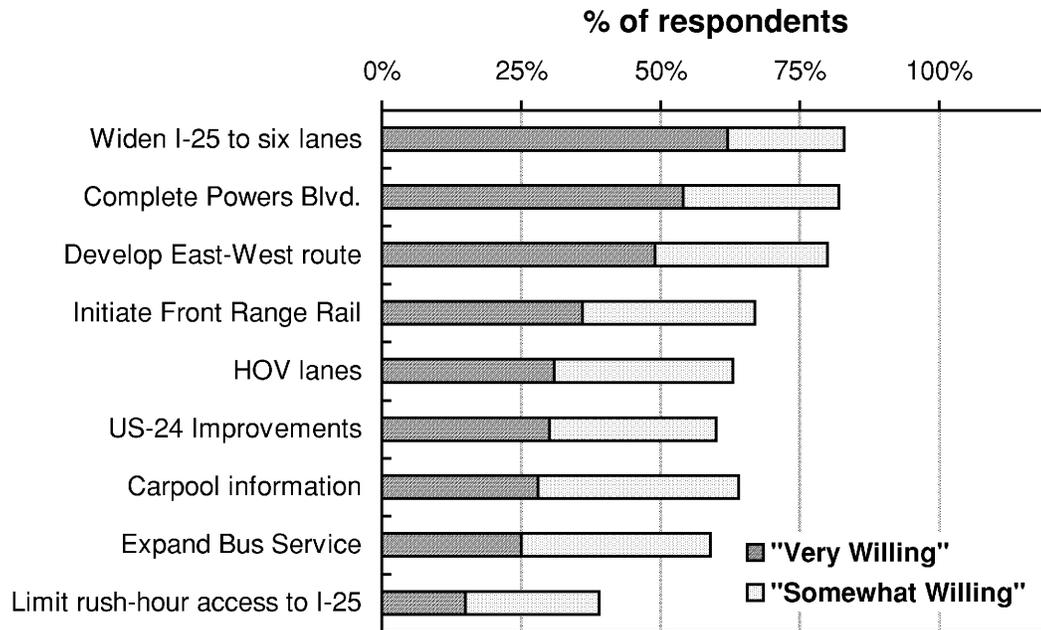
Ninety-five percent of respondents to this question allocated some amount of money to roadway improvements. Seventy-four percent allocated some money to Bus Transit. Seventy-two percent allocated money towards pedestrian improvements. Seventy-one percent allocated money towards establishing Front Range Passenger Rail. Seventy percent allocated money towards bicycle facilities. And sixty-seven percent allocated money to support facilities for alternate transportation.



SUPPORTING IMPROVEMENTS WITH EXISTING TAX DOLLARS

When citizens are asked to indicate their willingness to support nine transportation improvements using existing tax dollars, more than three-fourths indicate they would be “very willing” or “somewhat willing” to support the widening of Interstate-25, the completion of Powers Boulevard, or develop a new major East/West transportation route. Two-thirds indicate a willingness to support front-range passenger rail service, the provision of carpool information, and/or the provision of high occupancy vehicle lanes. More than half replied that they would be willing to support the improvement of US Highway 24 west of Colorado Springs and/or an expansion of the bus system.

**FIGURE 12:
"HOW WILLING TO SUPPORT, WITH EXISTING TAX DOLLARS, THE
FOLLOWING TRANSPORTATION IMPROVEMENTS?"**



Source: Pikes Peak Area Council of Governments and City of Colorado Springs, Community Transportation Survey for the Colorado Springs Urbanized Area, 1996

2.4 IMPLICATIONS OF TRENDS AND SENTIMENT FOR TRANSPORTATION PLANNING

What do these trends and assessment of public sentiment mean for transportation planning? Following are some of the key community characteristics with implications for transportation planning.

DOMINANCE OF THE AUTOMOBILE

The automobile continues to be the travel mode of choice for most trips and the use of alternative modes is declining in share. In 1992, over 88 percent of all trips were by car. Of all work trips, 97 percent are by car – with 87 percent of work trips being made by the single-occupant automobile. This compares to 71 percent of all work trips being made by the single-occupant automobile in 1970.

DECENTRALIZATION OF EMPLOYMENT AREAS

During the 1980's and 1990's there has been a national trend where major employers have located or re-located outside the traditional central business

districts. In Colorado Springs, major employment centers have formed along Garden of the Gods Road, North Nevada Avenue, East Fountain Boulevard, several locations along Academy Boulevard, and at the Briargate Business Campus. While these outlying locations can be closer to workers' homes, work trips are increasingly more difficult to serve with public transit and carpooling. Additionally, noon-time congestion has increased as going-out for lunch more often requires an automobile trip.

CONTINUED PREVALENCE OF SINGLE FAMILY HOUSES

Colorado Springs and the Pikes Peak Region will continue to experience relatively rapid growth. Our population is projected to grow by roughly 35 percent by the year 2020. Single family houses continue to be the preference of consumers, with most of the new homes being constructed at outlying areas of the City and outside the City. This has resulted, and will continue to result, in a relatively low density urban development pattern that encourages automobile travel and discourages the use of alternative travel modes.

AUTOMOBILE TRAVEL INCREASING FASTER THAN POPULATION AND ROADWAY CAPACITY

As illustrated by Figure 4 (page 16) the amount of automobile travel is increasing in the region at a faster rate than population – and a much faster rate than roadway capacity. With travel demand quickly outstripping roadway supply, traffic congestion will continue to worsen citywide, with many areas sure to experience severe congestion. As noted, this trend is tied to a number of factors including the lengthening of trips (as the City expands geographically), demographic shifts, and the fact that we are an increasingly mobile society. These are difficult trends to counter.

ASSESSMENT

These trends portend many transportation challenges for the community. Future growth, an increasing dependence on the automobile, and constraints on expanding roadway capacity are expected to lead to unacceptable levels of congestion in much of the community. On the positive side, the community-wide survey suggests that many Colorado Springs residents are willing to use alternative transportation modes if they are convenient and “workable” for their trips. Thirty-two percent of residents say they would be “very willing” to use alternative modes for some trips.

The key challenge is translating this stated willingness to use alternative modes into actual changes in travel behavior. Realistically, there are three conditions for alternative modes to make a meaningful difference in traffic congestion.

- 1) Alternative mode systems (e.g. bus, bikeways, carpool program) must be convenient to use and go where people want to go.

2) Urban form and development design must facilitate alternative mode use. This may require increased residential and employment densities in many areas, and land use types need to be more interspersed to bring activities in closer proximity to each other.

3) Citizens must be willing to leave their cars at home when they travel.

This analysis does not suggest that expanding roadway capacity is unnecessary. City and region-wide populations are expected to grow by 35 percent by the year 2020. New roads and wider roads will need to be built to serve the growing populace. But if current trends continue, increased automobile travel will outpace roadway expansion. Given this understanding of current and emerging trends and the sentiment of our citizens, this plan recommends that the City continue to improve the arterial roadway network while improving the efficiency of the existing transportation system, and while increasing the viability and use of alternative transportation modes. The intent is to develop an efficient, intermodal transportation program that provides choices to the traveling public and strives to enhance the mobility and livability of our community.

SECTION 3: GOALS & OBJECTIVES

This section contains the specific goals and objectives for the **City Intermodal Transportation Plan**. The foundation for these items is the **1991 City Comprehensive Plan** and subsequent **2000 Comprehensive Plan** update. Each goal and objective has been modified based on public input received during the development of the Transportation Plan and on the policy changes of the 2000 Comprehensive Plan update.

The **Intermodal Transportation Plan** retains the four-goal structure of the **1991 Comprehensive Plan**. These are: Mobility, Livability (formerly Environment), Intermodalism (formerly Alternate Modes), and Implementation. Each goal is listed, followed by a set of objectives which further define the goal and focus efforts to meet it. Each objective is further refined by strategies which detail the methods by which the objectives will be carried out.

These goals and objectives reflect the diverse expectations of citizens and may at times be contradictory with each other. When using these objectives to guide decision-making, it is important to consider all relevant goals and objectives in concert. No one goal or objective should be viewed in isolation from the others. In cases where an issue seems to involve conflicting desires, several goals and objectives may have to be cited and weighed against each other in order to make the decisions which best carry out the intent of the plan.

TABLE 6: INTERMODAL TRANSPORTATION PLAN GOALS

- A: Mobility** - Plan, develop and maintain a safe and efficient transportation system to provide the community with adequate present and future mobility.
- B: Livability** - Balance the mobility needs of the community with the overall community objective of creating a livable human and natural environment. Coordinate the interaction of transportation systems development with land use planning activities.
- C: Intermodalism** - Encourage the use of transportation modes other than the single-occupant automobile in such a way as to allow all modes to be mutually supportive and to function together as one transportation system.
- D: Implementation** - Implement and maintain the planned transportation system in a coordinated and cost-effective manner.

A. MOBILITY GOAL

Plan, develop and maintain a safe and efficient transportation system to provide the community with adequate present and future mobility.

Objectives

- A-1** Provide for the safe and efficient movement of people, goods, and services.
- A-1.1 Maintain the Major Thoroughfare Plan that includes the hierarchy of streets for the City.
 - A-1.2 Protect pedestrian safety and provide mobility, particularly in high pedestrian use areas such as schools, residential neighborhoods, parks, and other community gathering places.
 - A-1.3 Implement and maintain a Truck Route Plan coordinated with the private sector and neighborhood representatives.
 - A-1.4 Provide a network of facilities to allow for the safe conveyance of bicycle traffic to all sections of the city.
 - A-1.5 Provide a convenient, cost-effective public transit system to serve the mobility needs of all segments of the population to and from major regional destinations.
 - A-1.6 Design transportation facilities to comply with accepted design and safety standards.
 - A-1.7 Examine the feasibility of developing presently unavailable alternative modes such as Front Range passenger rail and intra-regional light rail.
- A-2** Protect and enhance the service level of the transportation system.
- A-2.1 Strive to maintain a level of service “D” or better on the roadway system.
 - A-2.2 Monitor the level of service of the arterial roadway system to identify priority corridors for improvement.
 - A-2.3 Promote methods to enhance capacity of the arterial system on identified priority corridors.
- A-3** Preserve mobility for emergency response vehicles and maintain emergency access to people and property.
- A-3.1 Incorporate emergency response goals into long-range transportation planning and current projects.
 - A-3.2 Work with public safety agencies to ensure adequate consideration of emergency response needs.
- A-4** Encourage, promote and facilitate proactive citizen participation to determine the long-term mobility needs of our community.
- A-4.1 Develop and standardize procedures for gathering input on transportation projects from citizens and residents.

- A-4.2 Assist in efforts to facilitate dialogue between City agencies and neighborhood organizations.
- A-5** Consider the transportation needs of all residents and visitors, including those with limited mobility options.
 - A-5.1 Maximize compliance of transportation facilities to ADA requirements.
 - A-5.2 Continue to support the Paratransit program.
 - A-5.3 Continue to support the fixed-route Springs Transit system to provide mobility for those without access to personal transportation.
- A-6** Preserve, maintain and enhance the existing transportation system and increase efficiency of the existing system by emphasizing transportation system management techniques.
 - A-6.1 Identify roadways where access management is needed to improve traffic flow by limiting curb and median cuts to limit/control access.
 - A-6.2 Identify, develop, and implement travel demand management strategies to reduce demand on the existing transportation system.
 - A-6.3 Continue implementation of the Pavement Management System.
 - A-6.4 Continue the development of incident detection and management techniques for all major transportation corridors.
 - A-6.5 Utilize emerging technology to provide roadway users with real-time information on congestion conditions and routing options.
- A-7** Identify facilities, corridors, mode transfer points, and rights-of-way needed to meet long-term mobility needs.
 - A-7.1 Base the existing and planned roadway system upon a functional hierarchy of street classifications. Decisions concerning speed, delay, and access control should be consistent with this hierarchy.
 - A-7.2 Identify and address impediments to system-wide mobility.
 - A-7.3 Identify roadway intersections where grade separations are needed to reduce intersection delay by improving the flow of traffic for through lanes.
 - A-7.4 Identify roadway “bottlenecks” where additional travel lanes are needed to provide long-term congestion relief.
 - A-7.5 Discourage direct access to residential lots from arterial streets.
 - A-7.6 Identify major activity centers that can function as mode transfer points.
 - A-7.7 Develop and promote mode transfer points, such as park-and-ride lots, to enhance the use of alternative modes of transportation and to assist the development of an intermodal transportation system.

B. LIVABILITY GOAL

Balance the mobility needs of the community with the overall community objective of creating a livable human and natural environment. Coordinate the interaction of transportation systems development with land use planning activities.

Objectives

- B-1** Design and maintain transportation facilities to be compatible with adjacent land uses.
 - B-1.1 Ensure appropriate interaction between arterials and uses deemed compatible with them.
 - B-1.2 Buffer arterials from uses deemed incompatible.
 - B-1.3 Include landscaping in transportation projects to enhance the overall visual appearance of the facility.

- B-2** Plan, develop and implement a transportation system that enhances the livability of our residential neighborhoods.
 - B-2.1 Protect residential neighborhood integrity by minimizing through traffic within neighborhoods.
 - B-2.2 Apply traffic calming measures where appropriate.
 - B-2.3 Construct or widen major streets through established neighborhoods only after other measures have been considered.

- B-3** Plan, develop and implement a transportation system that protects and enhances air and water quality, protects and enhances scenic routes and vistas, and minimizes noise impacts on residential areas.
 - B-3.1 Ensure that the transportation system complies with federal standards for air quality and wetlands protection.
 - B-3.2 Ensure that transportation system improvements comply with accepted noise standards in residential areas. Monitor the noise impacts of the existing transportation system. Identify strategies to mitigate excessive noise conditions.

- B-4** Encourage land use decisions that facilitate implementation of the planned transportation system.
 - B-4.1 Encourage development patterns that reduce the rate of growth in region-wide vehicle miles traveled.
 - B-4.2 Integrate planning for alternative transportation modes into the City's development review process.

- B-5** Manage both on-street and off-street parking to support access and transportation objectives.

C. INTERMODALISM GOAL

Encourage the use of transportation modes other than the single-occupant automobile in such a way as to allow all modes to be mutually supportive and to function together as one transportation system.

Objectives

- C-1** Develop programs and infrastructure to encourage the use of high occupancy vehicles (HOVs), such as buses, vans and carpools.
 - C-1.1 Implement the recommendations of the Regional Park & Ride Facilities Plan.
 - C-1.2 Consider the use of HOV facilities along I-25 and other major transportation corridors.
 - C-1.3 Continue support of the Ridefinders program.
- C-2** Enhance opportunities for pedestrian access and movement by developing, promoting, and maintaining pedestrian networks and environments.
 - C-2.1 Include improvements to pedestrian facilities as part of City transportation improvement projects (roadways, bridges, etc.).
 - C-2.2 Review City sidewalk design standards to ensure continued compliance with requirements of the American's with Disabilities Act and to better serve pedestrian needs.
 - C-2.3 Identify gaps and deficiencies in the City's existing pedestrian network and develop strategies to rectify them.
- C-3** Promote and encourage bicycling as a mode of transportation not restricted to recreation.
 - C-3.1 Implement the recommendations of the City Bicycle Plan with regard to physical system improvements, encouragement, education and enforcement.
- C-4** Manage demand placed on the roadway system in terms of need, timing, and mode.
 - C-4.1 Work with major employers (especially in congested areas) to accommodate and promote alternative transportation modes, flexible work hours, and other travel demand management techniques.
- C-5** Consider the costs and benefits of each transportation mode when considering mobility improvement alternatives.
- C-6** Coordinate and integrate the planning and development of transportation system facilities to meet the needs of users of various transportation modes including highways, public transit, bikeways, pedestrian facilities, railroads, and airports.
 - C-6.1 Review and update "Intermodal" design standards for lane widths, parking strips, sidewalks, and bicycle lanes to guide construction, maintenance, and redevelopment of transportation facilities.

- C-6.2 Identify areas of conflict and of compatibility between modes. (i.e. bicycles and transit, automobiles and airports). Pursue strategies to reduce or eliminate conflicts and to foster intermodal compatibility.

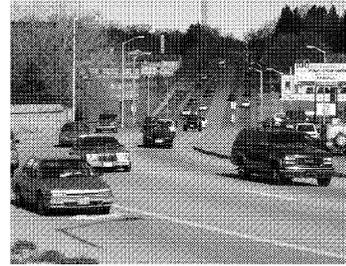
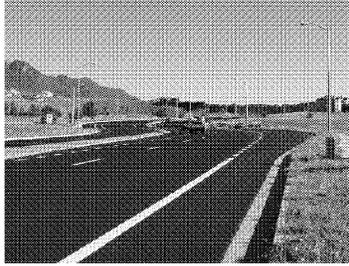
D. IMPLEMENTATION GOAL

Implement and maintain the planned transportation system in a coordinated and cost-effective manner.

Objectives

- D-1** Require advance right-of-way reservation, corridor preservation and dedication for transportation facilities through the local government land development process and other means.
- D-2** Base funding for transportation system improvements as much as possible on a user-pay system which recognizes both the local and City-wide benefits of major facilities. Support public transit as an essential service with public funding as well as by user fees.
- D-2.1 Consider public-private partnerships for the construction of transportation infrastructure.
- D-2.2 Consider public-private financing for the construction of additional parking spaces in parking-exempt zones.
- D-3** Ensure that new development implements approved transportation plans and provides the transportation improvements needed to accommodate that development.
- D-4** Pursue funding sources to address deficiencies in the transportation system that cannot be corrected through development-related construction or user pay principles.
- D-5** Address traffic demand, preservation of neighborhood character, impacts to traffic operations, protection of historic and natural resources, utility and storm water needs, the conservation of energy, and maintenance costs when considering improvements to transportation facilities.
- D-6** Protect existing capital investment and maximize the efficient use of the existing roadway system by giving maintenance and operational improvements a high priority.
- D-6.1 Develop service level standards for the operation and maintenance of public works infrastructure, including streets, bridges, pedestrian ways, bicycle facilities and intersections.
- D-6.2 Adequately fund maintenance of the existing and future transportation systems to meet desired service levels, and coordinate with utility construction and maintenance schedules.

SECTION 4: THE ROADWAY ELEMENT



This section provides a long-range plan for development, operation, and maintenance of the City's roadway network. It identifies the role of roadway facilities, the efficiency of the roadway system, and the goals and objectives of the **Intermodal Transportation Plan** as they pertain to roadways. Needs, opportunities and constraints, and recommendations for improvements are discussed as well. This roadway element is an update of the **1984 Major Thoroughfare Plan** and supersedes those road classifications and alignment locations.

4.1 ROLE OF ROADWAY FACILITIES

Roadways are the mobility lifelines for the City of Colorado Springs. They accommodate all modes of transportation (automobiles, buses, bicycles, pedestrians and trucks). Roadways allow access by emergency services and are essential to the movement of people and goods throughout the community. The city's roadway network is the primary means by which most citizens get to work, to school, and to shopping centers and otherwise engage in a multitude of community activities.

The City's roadway network is comprised of a series of local streets, collectors, arterials, expressways and freeways. The function of an individual roadway facility depends largely on its designation. The City of Colorado Springs uses a street classification system to distinguish between those roadways that are meant to carry citywide traffic and those built to accommodate local traffic only. Table 7 outlines the design and functional characteristics of the seven roadway types. Ideally, each type of street has a design that accommodates its use and the network of arterial streets is adequate to handle the demand for citywide travel.

THE MAJOR THOROUGHFARE PLAN

The **Major Thoroughfare Plan (MTP)** sets forth the future major roadway network of the community and provides the legal basis (in conjunction with the City's Subdivision Ordinance) for street right-of-way dedication requirements assessed on new development. The MTP currently utilizes a hierarchical street classification system to provide efficient and effective routes from one's origin to destination (see Map 9 at end of section). These streets serve as high-capacity roadways and provide direct links between different areas of the city.

TABLE 7: CHARACTERISTICS OF ROADWAY CLASSIFICATIONS

	Trip Length (miles)	Posted Speed (mph)	Pavement Width (feet)	# of Lanes (#)	Average Daily Trips (ADT)
Freeway	> 5 miles	55-65	72 – 96	6-8	80,000
Expressway	> 5 miles	45-55	72	4-6	75,000
Principal Arterial	1-2 miles	35-45	83 – 120	4-6	15,000 – 50,000
Minor Arterial	> 1 mile	30-35	60 – 72	4-5	10,000 – 25,000
Major Collector	1 mile	25-30	44	2-4	3,500 – 10,000
Minor Collector	1 mile	25-30	36	2-3	1,500 – 3,500
Local Street	< 1 mile	25	34	2	200 – 1,500

City of Colorado Springs Subdivision Policy Manual, 1995 & Transportation /Traffic Engineering Unit, 1999

4.2 EXISTING CONDITIONS

Because the arterial network carries traffic citywide, ninety percent of all automobile travel occurs on these streets even though they comprise only 21 percent of the city roadway system. The city currently has about 1,200 miles of collector and local roadways that serve shorter trips and provide access to the arterial street network. Table 8 shows the total mileage and percentage of each type of roadway.

The issue of traffic congestion on our major roadway network continues to be of primary concern to citizens, according to feedback from public meetings, the Community Transportation Survey, the regional Community Advisory Committee, citizen phone calls and staff assessments. Alleviating this congestion, particularly within certain sub-areas and corridors, is a primary focus of this section.

TRAFFIC CONGESTION

Today, motorists are experiencing significant travel delays during peak traffic hours along Interstate 25 and on many of the city's principal arterial streets. Map 6 illustrates current peak hour traffic flow conditions throughout the roadway network. Figure 13 (page 38) describes the system used to measure traffic flow levels.

Traffic congestion can be addressed through transportation supply, travel demand management, and land use measures. Supply improvements include the widening of existing roadways, the addition of new roadways, and increases to lane capacity by installing HOV lanes or dedicated busways. Travel Demand Management techniques (TDM) are measures that reduce demand for roadway capacity either by changing the time of day motorists are on the road or by shifting their travel to other modes.

TABLE 8: COLORADO SPRINGS ROADWAY NETWORK, 1999

Roadway Type	State Miles of Roadway	City Miles of Roadway	% of total
Interstate Highway	13	-	1 %
Expressway	18	9	2 %
Principal Arterial	35	113	10 %
Minor Arterial	-	127	8 %
Collector/Local	-	1,212	79 %
Total	66	1,461	100 %

Colorado Springs Transportation /Traffic Engineering & FIMS Linear Street Segments, 1999

As congestion along arterials increase, some motorists have discovered ways of bypassing the congested arterials by using collector and local streets to get from one arterial to another or as a shortcut to their destination. The use of neighborhood streets by “cut-through” traffic has serious implications for neighborhood cohesion and livability. Increased vehicle speeds and daily traffic volumes along these streets create hazards for the residents, increase noise levels and create barriers to neighborhood interaction.

MAINTENANCE AND OPERATIONS

Maintenance of the existing and proposed roadway system is also needed to retain mobility. In order to keep roads open and operating at design levels, a **Pavement Management System (PMS)** has been implemented by the City of Colorado Springs. The PMS manages and monitors the surface conditions of roadways and prioritizes those roadways which need resurfacing. The City Streets Unit typically plans for resurfacing ten percent of the City’s roadway system every year.

As of 1999, the City maintains 39 pieces of snow removal equipment that cover 34 priority routes. Principal arterials, streets leading to hospitals, schools, major places of employment, and key collector streets are cleared of snow first. Once storm conditions ease and the priority routes are opened, crews clear non-priority roadways. The City maintains 18 street sweepers for street cleaning. Major arterials are given priority with a goal of sweeping each segment twice a month. Other streets are swept twice a year.

Bridge maintenance is another element in maintaining mobility as bridge closures can disrupt traffic patterns and roadway connectivity. Currently there are 162 qualifying bridges on the Colorado Springs roadway system eligible for state bridge improvement funds. The Colorado Department of Transportation, assigns each bridge a sufficiency rating (from zero to one hundred) based on its condition. This rating is used when competing for statewide bridge replacement funds.

FIGURE 13: LEVEL OF SERVICE (LOS) DESCRIPTIONS

Level of Service (LOS) is a measurement that serves as an indicator of peak-hour congestion on an individual segment of roadway. LOS is based on the capacity of the roadway and the projected demand placed upon it. This ratio is ranked A through F.

The following descriptions give an idea of what traffic conditions could be like on a road at a certain LOS.

- LOS A – Free flow condition.** Low traffic volumes and no delay. Peak-hour volume is less than 30 percent of roadway capacity.
- LOS B – Free flow condition.** Additional cars on road but progress is not impeded. Peak-hour volume is 31-50 percent of roadway capacity.
- LOS C – Stable flow condition.** Speed and maneuverability are affected as vehicles begin to impede traffic flow. Peak-hour volume is 51-70 percent of roadway capacity.
- LOS D – Unstable flow condition.** Speed is reduced and turning movements are impacted by increased traffic volumes. Peak-hour volume is 71-85 percent of roadway capacity.
- LOS E - Restrictive flow condition.** Roadway cannot operate as designed. Traffic is stop-and-go during peak hour and synchronization of traffic signals becomes ineffective. Peak-hour volume is 86-100 percent of roadway capacity.
- LOS F – Forced flow condition.** Significant amounts of traffic causes "grid-lock" conditions. Clearance of intersections becomes problematic resulting in operational breakdown of traffic signals and roadway. Peak-hour traffic volume exceeds roadway capacity.

City of Colorado Springs Transportation / Traffic Engineering Unit, 1999

MAP 6: 2000 LEVEL-OF-SERVICE

4.3 ROADWAY ELEMENT GOALS AND OBJECTIVES

The Intermodal Transportation Plan is intended to plan for a safe and efficient transportation system to provide the community with adequate present and future mobility. The roadway system is multi-modal in nature, accommodating automobiles, trucks, buses, bikes, carpools, and pedestrians. For this reason, the goal of the Intermodal Transportation Plan (ITP) is to develop a well-balanced and connected roadway system supportive of all modes of transportation. Table 9 lists the specific ITP objectives that are relevant to development of the roadway system.

TABLE 9: ITP OBJECTIVES FOR ROADWAY ELEMENT

MOBILITY OBJECTIVES	
A-1	Provide for the safe and efficient movement of people, goods, and services.
A-2	Protect and enhance the service level of the transportation system.
A-3	Preserve mobility for emergency response vehicles and maintain emergency access to people and property.
A-4	Encourage, promote and facilitate proactive citizen participation to determine the long-term mobility needs of our community.
A-5	Consider the transportation needs of all residents and visitors, including those with limited mobility options.
A-6	Preserve, maintain and enhance the existing transportation system and increase efficiency of the existing system by emphasizing transportation system management techniques.
A-7	Identify facilities, corridors, mode transfer points, and rights-of-way needed to meet long-term mobility needs.
LIVABILITY OBJECTIVES	
B-1	Design and maintain transportation facilities to be compatible with adjacent land uses.
B-2	Plan, develop and implement a transportation system that enhances the livability of our residential neighborhoods.
B-3	Plan, develop and implement a transportation system that protects and enhances air and water quality, protects and enhances scenic routes and vistas, and minimizes noise impacts on residential areas.
B-4	Encourage land use decisions that facilitate implementation of the planned transportation system.

INTERMODALISM OBJECTIVES

- C-1** Develop programs and infrastructure to encourage the use of high occupancy vehicles (HOVs), such as buses, vans and carpools.
- C-5** Consider the costs and benefits of each transportation mode when considering mobility improvement alternatives.
- C-6** Coordinate and integrate the planning and development of transportation system facilities to meet the needs of users of various transportation modes including highways, public transit, bikeways, pedestrian facilities, railroads, and airports.

IMPLEMENTATION OBJECTIVES

- D-1** Require advance right-of-way reservation, corridor preservation and dedication for transportation facilities through the local government land development process and other means.
- D-2** Base funding for transportation system improvements as much as possible on a user-pay system which recognizes both the local and City-wide benefits of major facilities. Support public transit as an essential service with public funding as well as by user fees.
- D-3** New development should implement approved transportation plans and provide the transportation improvements needed to accommodate that development.
- D-4** Pursue funding sources to address deficiencies in the transportation system that cannot be corrected through development-related construction or user pay principles.
- D-5** Consider the traffic impacts of new development on existing neighborhoods and infrastructure when prioritizing major transportation improvements.
- D-6** Maintain transportation facilities to protect the community's investment in capital infrastructure.

4.4 FUTURE NEEDS, OPPORTUNITIES AND CONSTRAINTS

According to the PPACG approved **2020 Regional Transportation Plan** (see page 3), an anticipated \$2.37 Billion is due to be invested toward the development of the regional transportation system by the Year 2020. Of the \$2.37 Billion, \$1.68 Billion is targeted specifically for roadway improvements. Methods to increase roadway capacity (described in Table 10) are proposed in the 2020 plan for several locations throughout the region. Map 7 shows congestion levels in 2020 as the regional population reaches the forecast 682,000 assuming no transportation improvements. Map 8 shows the

forecast 2020 congestion levels with the completion of roadway improvements. Improved facilities include Interstate 25, Powers Boulevard, Austin Bluffs Parkway, Woodmen Road, and other major arteries and intersections. While these improvements will increase capacity of the system, delay from traffic congestion in 2020 is still anticipated to be higher than the levels experienced today.

Mobility problems in Colorado Springs have been long standing and difficult to address due to geographic barriers, potential impacts on established neighborhoods, and insufficient funds for capital improvements to keep pace with demand. These obstacles are exacerbated by rapidly increasing travel by the community.

The ITP uses several mechanisms to guide capital improvements that address traffic congestion. First, the PPACG has developed and implemented a Congestion Management System (CMS) to address critically congested corridors or locations. Second, the Major Thoroughfare Plan has been updated to identify the future roadway system and street classification to meet the needs of our growing city. Finally, Intelligent Transportation Systems (ITS) applications will utilize technology in place of capital improvements to enhance traffic flow in a cost-effective manner.

Roadway construction can have immediate impacts on reducing traffic congestion by either adding capacity to a roadway or by providing connectivity to the roadway system. Roadway capacity may be increased in numerous ways and varies significantly in costs and impacts. There are two approaches to increase roadway capacity: 1) construct additional travel lanes, or 2) implement corridor system improvements. Table 10 identifies various means available to add capacity to roadways.

Table 10: Means to Add Roadway Capacity

- Limit curb cuts along Principal and Minor Arterials;
- Control access through the use of medians;
- Optimize traffic signal progression along transportation corridors;
- Convert at-grade intersection to grade-separated interchanges;
- Implement ITS applications (Traffic Surveillance, VMS, Vehicle Navigation Systems);
- Improve intersection geometry;
- Realign and/or connect transportation corridors.

City of Colorado Springs, Transportation /Traffic Engineering Unit, 1999

MAP 7: 2020 LEVEL-OF-SERVICE – NO ROADWAY IMPROVEMENTS

MAP 8: 2020 LEVEL-OF-SERVICE – BASELINE ROADWAY IMPROVEMENTS

EAST/WEST MOBILITY

Traffic congestion on the east-west transportation corridors is an ever increasing and intensifying problem. Model analyses conducted during the development of the **2020 Regional Transportation Plan** show this trend continuing, as many of the urban arterials between I-25 and Powers will operate below the City's level of service standard by the Year 2020. This may be the result of multiple factors such as the disconnection of east/west arterials within the city, limited opportunities for roadway system expansion, land development patterns, a preponderance of single occupant vehicles, limited use of transit, and few Travel Demand Management (TDM) opportunities.

For these reasons, the City has embarked on a study to evaluate and improve east-west travel and connectivity between Interstate 25 and US 24. The study will analyze various east-west corridors and assess their benefits and detriments with regard to mobility, neighborhood impacts, environmental impacts and other considerations important to the community. The study will be coordinated with the on-going **City Comprehensive Plan** update to review the effects of development on east-west travel patterns. The proposed study area is bounded by I-25 on the west, Woodmen Road on the north, Martin Luther King Jr./US 24 Bypass on the south, and US 24 on the east.

ROADWAY AESTHETICS

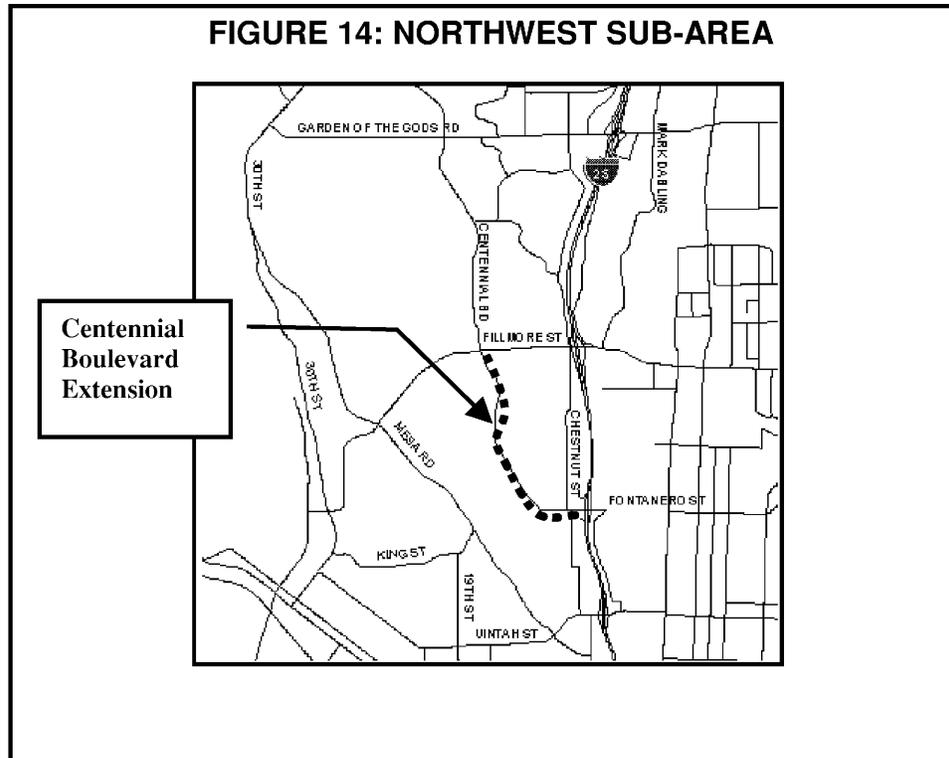
While many of the City's major roadways are constructed in a manner that is both functionally efficient and aesthetically appealing, there are areas where the appearance of the City's roadways could be improved. Requests for roadway medians, additional landscaping and general aesthetic improvements occur with every City and State construction project and from neighborhoods where these facilities are lacking. The City currently does not have a way to prioritize these requests, assess the level of citywide benefit, finance improvements, or work out maintenance issues.

Developing a plan and procedure for assessing existing roadway enhancements, resolving maintenance issues, and prioritizing roadway enhancement needs will allow the City to begin making enhancement improvements to existing major roadways.

GROWTH IN THE NORTHWEST SUB-AREA

As population and employment in the northwest area of the city continues to increase, demand for travel between the Garden of the Gods Road Corridor and Downtown increases as well. Travel forecasts show serious long-term congestion along portions of I-25, Centennial Boulevard, Fillmore Road, and Garden of the Gods Road.

Past Thoroughfare Plans include the continuation of Centennial Boulevard as a Principal Arterial south to the Fontanero/I-25 Interchange. These plans also



include Mesa Road as a minor arterial, which can allow up to five traffic lanes. Concern over impacts to adjoining neighborhoods have led to a more definitive set of recommendations for Mesa Road, Fillmore Street, and Centennial Boulevard (see Figure 14).

INTELLIGENT TRANSPORTATION SYSTEMS

Efforts to implement Intelligent Transportation Systems (ITS) in Colorado Springs have had some success. The City began its incident management program in 1994. The first phase of the incident management program involves monitoring traffic along the Interstate 25 corridor for traffic accidents and road hazards to initiate quick response of emergency vehicles. The City is currently working with the Colorado Department of Transportation to install Variable Message Signs (VMS) to warn drivers of hazardous conditions and to redirect traffic in case of emergencies.

Signalization coordination and timing may also be improved through ITS applications. Other ITS applications are planned for the City such as vehicle navigation systems to monitor streets for plowing and sanding, street sweeper coverage, and tracking buses for delays. Because costs and impacts of ITS applications range significantly, these recommendations must be analyzed to determine the effectiveness of each for short-term and long-term benefits.

4.5 RECOMMENDATIONS

To address problems of congestion and neighborhood impacts, the ITP recommends a combination of selected roadway improvements, improved efficiency of the existing roadway system, and measures to reduce neighborhood cut-through traffic.

It is believed that implementing the following recommendations will lead to significant improvements in mobility, air quality, and a more efficient roadway system. These actions are recognized as having merit for community-wide congestion mitigation and will assist decision-makers in determining which projects to focus on when implementing projects to relieve traffic congestion and to improve mobility.

Specific Roadway recommendations include:

1. Update the Major Thoroughfare Plan to reflect the addition of adopted master plans and the reclassification of selected roadway segments.
Reclassifications and realignments include:
 - Reclassification of Powers Boulevard (I-25 to I-25) from expressway to freeway.
 - Reclassification of Nevada Avenue (Uintah Street to Fillmore Street) from principal arterial to minor arterial.
 - Reclassification of 31st Street between US24 and 8th Street from principal arterial to minor arterial.
 - Reclassification of Costilla Street (Nevada Avenue to Hancock Avenue) from principal arterial to minor arterial.
 - Reclassification of Las Vegas Street (Nevada Avenue to Highway 85) from major collector to minor arterial.
 - Reclassification of Tejon Street between Cimarron Street and Cache La Poudre Street from principal arterial to minor arterial.
 - Reclassification of Centennial Boulevard between Fillmore Street and I-25 from principal arterial to minor arterial.
2. Conduct an **East-West Mobility Study** to identify travel issues and recommend solutions for east-west travel in the area bounded by I-25, Woodmen Road, US 24/Martin Luther King Bypass (on the south), and Powers Boulevard;
3. Implement the **Neighborhood Traffic Management Program** to address issues surrounding cut-through traffic within neighborhoods;
4. Continue to identify and prioritize roadway improvements that are needed to meet the goals of the ITP;
5. Continue to update and develop the Traffic Operations Center to achieve state of the art capabilities in monitoring traffic, managing incidents and coordinating traffic control devices;

6. Implement the projects and programs included in the region's **Transportation Improvement Program (TIP) and Regional Transportation Plan;**
7. Continue to coordinate with surrounding governmental entities to address major transportation corridors on the outskirts of the city, including the area east of Powers Boulevard. Review adequacy of current alignment and function of the Banning Lewis Parkway (limited access freeway) and determine if an alternative alignment is required;
8. Review and update design standards for the arterial roadway system to ensure compliance with AASHTO design standards and accommodation of bicycle and pedestrian requirements;
9. Prioritize transportation corridors and sub-areas that require comprehensive analysis for improvements;
10. Limit access and curb cuts along major arterials to reduce conflicts of turning movements and to improve traffic flow;
11. Develop access standards to discourage direct vehicle access from major arterials to residential neighborhoods through the development review process;
12. Pursue grade separations for high-volume, congested intersections;
13. Encourage and support I-25 corridor improvements and push for improving ramp design to increase safety;
14. Encourage and support the development of Powers Boulevard as an alternate route to I-25, particularly to reduce peak hour congestion and for incident management;
15. Conduct a study to determine the realignment, classification, and design of Drennan Road to improve access to the Colorado Springs Municipal Airport from I-25;
16. Continue to enhance and implement the City's Pavement Management System;
17. Design street improvements to be compatible with neighborhoods and develop Corridor Plans for those areas where neighborhood/roadway conflicts may exist;
18. Conduct a **Major Roadway Enhancement Study** to identify and prioritize aesthetic enhancement needs citywide such as landscaped medians and expanded parkways for major roadways;
19. Implement the Centennial corridor Northwest Sub-area improvements as identified.

RECOMMENDATIONS FOR NORTHWEST SUB-AREA

1. Widen Fillmore Street to six lanes between Centennial Boulevard and I-25;
2. Explore transit system improvements (and other “alternative” transportation improvements) that would serve travel needs in the northwest area of the City;
3. Pursue employer-based travel demand management programs in the northwest area of the City;
4. Protect the option to widen Mesa Road to arterial street standards (between 30th Street and Uintah Street).
5. Protect the option to construct Centennial Boulevard as a minor arterial (between Fillmore Street and I-25).

MESA ROAD IMPROVEMENTS

- Reserve sufficient right-of-way to accommodate a minor arterial, with bicycle and pedestrian provisions, from 30th Street to Uintah Street.
- If Mesa Road eventually needs to be widened, design measures need to be included to:
 1. Minimize noise impacts on the adjacent neighborhood;
 2. Avoid storm water run-off into the adjacent neighborhood;
 3. Achieve visual compatibility with adjacent land areas and retain their aesthetic qualities over time;
 4. Contain landscaping which enhances the visual appearance of the facility;
 5. Other ideas to mitigate neighborhood impacts should continue to be considered through a public process.

CENTENNIAL BOULEVARD EXTENSION

- Reserve sufficient right-of-way to accommodate a minor arterial, with bicycle and pedestrian provisions, from Fillmore Street to I-25.
- Construct segments of Centennial Boulevard extension as development occurs along the right-of-way.
- Present a design to City Council for input and approval. Design should include the following measures:
 1. Minimize noise impacts on the Mesa Springs neighborhood and on Sondermann Park;
 2. Avoid storm water run-off into Mesa Springs neighborhood and into Sondermann Park;
 3. Achieve visual compatibility with adjacent land areas and retain their aesthetic qualities over time;
 4. Contain landscaping which enhances the visual appearance of the facility;

MAP 9: MAJOR THOROUGHFARE PLAN, 2000

SECTION 5: THE FREIGHT ELEMENT



Community-wide mobility includes the safe and efficient movement of people and goods. The Freight Element of the ITP discusses the role of freight facilities in our transportation system. It explains the existing truck route system, explores opportunities and constraints of providing freight routes, and makes recommendations for freight facilities.

This section is an update of the **1986 Truck Route Map** and supersedes previous plans.

5.1 ROLE OF FREIGHT FACILITIES

The movement of freight is important to the economic vitality and quality of life of the community. From an economic perspective, the import of raw materials and export of finished products fuel the manufacturing sector of the area's economy. Most consumer goods, such as food, furniture, automobiles and appliances are brought into the community and distributed by truck. Truly, the efficient movement of goods is critical to the economy and lifestyle enjoyed by our residents.

Trucks can also negatively impact the transportation system and livability of the community. The weight and bulk of trucks can degrade street pavement conditions, create safety concerns (because of longer stopping distances), and impede traffic flow (due to slower acceleration). Trucks are viewed as being incompatible with residential neighborhood character because of noise and visual impacts. For these reasons, truck movement is restricted to certain roadways within the City.

This section of the ITP recommends a truck route network that strives to balance the often competing objectives of (1) efficient freight movement and (2) neighborhood protection. The truck route network protects roadways with inadequate pavement thickness from carrying heavy vehicle traffic and is intended to be compatible with, and mutually supportive of, the other transportation modes.

5.2 EXISTING CONDITIONS

The **City of Colorado Springs City Code** calls for truck traffic within the city to be restricted to certain major streets designated as truck routes (Chapter 22 - Article 21). All trucks over a certain weight rating must use these routes when traveling, except when necessary to access specific pick-up or delivery points.

The current truck route network provides reasonably direct routes between points of origin and destination in most areas of the city. There are, however, several significant gaps in the network that require circuitous travel. These gaps are due in some cases to topographic constraints and the absence of arterial streets. In other areas truck routes are excluded because of neighborhood concerns.

Compliance with truck route regulations is relatively good, but is not at the level desired by many in the community. Because of limitations on Police Department resources, the enforcement program relies heavily on self-enforcement by the trucking industry. While these efforts are fairly effective, trucks do travel at times on non-designated roadways or with excessively heavy loads. Violations are often reported to the Police Department and City Traffic Engineering Unit and are continually monitored to guide the enforcement program.

5.3 FREIGHT GOALS AND OBJECTIVES

Several of the ITP Goals and Objectives pertain to the movement of goods throughout the community. In addition, the City Code provides some guidance on balancing community objectives when selecting roadways to be included in the City's truck route network. The criteria listed by The City Code are:

1. Economical and efficient movement of truck traffic;
2. Preservation of neighborhood values and characteristics; and
3. Environmental protection against noise and air pollution.

The Goals and Objectives of the ITP address the need to provide for freight movement while protecting the livability of the community. They stress the importance of citizen participation in transportation decisions, the importance of coordinating truck movement with other transportation modes, and the need to incorporate freight movement provisions into developing areas.

5.4 FUTURE NEEDS, OPPORTUNITIES, AND CONSTRAINTS

The currently adopted truck route network includes existing truck routes and routes to be added when an area is developed or annexed to the City. Most of the routes needed in developing areas are identified in order to serve the future truck movement in these areas.

The City's Truck Route Committee monitors the adequacy of the Truck Route Network on a regular basis. This committee is comprised of citizens appointed by City Council who represent the trucking industry, the land development community, and neighborhoods. The Truck Route Committee is charged with monitoring truck movement issues and recommending changes to the truck route network and other City truck regulations. From April 1996 to December 1998, the Truck Route Committee considered a number of truck movement issues, the primary of which is explained below.

TABLE 11: ITP OBJECTIVES FOR THE FREIGHT ELEMENT

MOBILITY OBJECTIVES	
A-1	Provide for the safe and efficient movement of people, goods, and services.
A-4	Encourage, promote and facilitate proactive citizen participation to determine the long-term mobility needs of our community.
A-5	Preserve, maintain and enhance the existing transportation system and increase efficiency of the existing system by emphasizing transportation system management techniques.
A-7	Identify facilities, corridors, mode transfer points, and rights-of-way needed to meet long-term mobility needs.
LIVABILITY OBJECTIVES	
B-1	Design and maintain transportation facilities to be compatible with adjacent land uses.
B-2	Plan, develop and implement a transportation system that enhances the livability of our residential neighborhoods.
B-3	Plan, develop and implement a transportation system that protects and enhances air and water quality, protects and enhances scenic routes and vistas, and minimizes noise impacts on residential areas.
INTERMODALISM OBJECTIVES	
C-6	Coordinate and integrate the planning and development of transportation system facilities to meet the needs of users of various transportation modes.
IMPLEMENTATION OBJECTIVES	
D-2	Base funding for transportation system improvements as much as possible on a user-pay system which recognizes both the local and City-wide benefits of major facilities. Support public transit as an essential service with public funding as well as by user fees.

ISSUE 1: GAPS IN THE TRUCK ROUTE NETWORK

The Committee considered new routes in two areas where there are significant gaps in the truck route network. There is a 3.5 mile gap for east-west truck travel between Galley Road and Barnes Road (east of Academy Boulevard and west of Powers Boulevard). There is a 4.0 mile gap for east-west truck travel between Fillmore Street and Woodmen Road (east of I-25 and west of Union Boulevard/Academy Boulevard).

ISSUE 2: EAST-WEST TRUCK TRAVEL LIMITATIONS

There are no direct east-west truck routes between Woodmen Road and the Martin Luther King Jr./ US 24 Bypass that connect I-25 to Powers Boulevard. This is due, in part, to the limited number of arterial streets providing direct east-west travel in this area.

ISSUE 3: NEIGHBORHOOD COMPATIBILITY

Adverse impacts on neighborhoods are a consideration with respect to both existing routes and to potential routes that are added to close gaps in the truck route network. The Truck Route Committee considered several requests from neighborhood groups to remove existing routes. They are Costilla Street (between Wahsatch Avenue and Hancock Avenue), Nevada Avenue (between Fillmore Street and the downtown), and Vindicator Drive and South Rockrimmon Boulevard (between Centennial Boulevard and Mark Dabbling Boulevard). Another issue addressed by the Committee is truck traffic within the Roswell neighborhood – where no route is available to circumvent local neighborhood streets. Neighborhood compatibility is also a concern when considering new routes to close the two network gaps identified above.

ISSUE 4: CHANGES ASSOCIATED WITH THE WIDENING AND CONSTRUCTION OF ROADWAYS

The widening of existing roadways and construction of new roadways can provide opportunities to revise the truck route network to improve the efficiency of truck movements or improve compatibility with neighborhood environments.

ISSUE 5: COMPLIANCE WITH TRUCK MOVEMENT REGULATIONS

Regulations that restrict truck movement and noise levels lose their effectiveness if not enforced or complied with. The Committee has examined the current system of enforcement - a combination of self-enforcement by the trucking industry and City enforcement by the Colorado Springs Police Department - to see if it results in good compliance with truck route regulations.

ISSUE 6: “JAKE” (JACOB) BRAKES

“Jake” brakes use engine power to slow or stop a truck. While improving truck safety by bolstering a truck’s stopping capability, these brakes can be noisier than non-engine braking systems. Prohibition of Jake brakes was enacted in 1969 and repealed in 1988 due to concerns over vehicle safety. The Committee considered once again prohibiting use of Jake brakes.

ISSUE 7: WEIGHT LIMIT CHANGE

Currently, all vehicles with a gross vehicle weight rating (GVWR) of 10,000 pounds or greater must use designated truck routes when traveling across the City. Among the vehicles restricted by this threshold are pick-up trucks with four wheels on the rear axle (“duelies”) and many recreational vehicles (RV’s). The issue is whether these types of vehicles adversely affect neighborhoods and the roadway system to the extent that warrants restrictions on their movement.

5.5 RECOMMENDATIONS

The efficient movement of goods is critical to the City’s economy and lifestyle enjoyed by our residents. But truck travel can also have negative effects on the transportation system and livability of the community. Therefore, the management of truck movement must strive to balance these often-competing objectives.

The recommendations of this section reflect the input of the trucking industry, neighborhood residents, the development community, and the Truck Route Committee that represents those groups. This input is superseded by specific direction from City Council in the case of truck routes on Nevada Avenue and on University Parkway.

1. Examine improvements to truck travel as part of the East-West Mobility Study. Consider additions as recommended by the Truck Route Committee.
2. Pursue the construction of a new roadway segment to eliminate truck traffic through the Roswell neighborhood.
3. Pursue the widening of Galley Road to four lanes between Powers Boulevard and Babcock Road to better facilitate truck travel and overall traffic flow.
4. Review and update the hazardous waste transport route network through the City. Improve the marking of designated routes.
5. Ensure the adequate enforcement of truck movement regulations and the City Noise Ordinance within the City.
6. Consider raising the gross vehicle limit that restricts vehicle movement as part of future deliberations of the City Truck Route Committee. The current limit of 10,000 pounds restricts the movement of some vehicles that may not adversely affect neighborhoods or the transportation system.
7. Continue to allow the use of “Jake” brakes within the City. However, the noise level generated by their use should be regulated by enforcing the City’s Noise Ordinance and by enforcing existing State Jake Brake regulations.
8. Add Research Parkway (State Highway 83 to Powers Boulevard) as a temporary route until Briargate Parkway is extended to Powers Boulevard.

9. Remove Briargate Parkway (State Highway 83 to its current eastern terminus) on a temporary basis until Briargate Parkway is extended to Powers Boulevard.
10. Change Truck Route designations according to Tables 12-14.

TABLE 12: ROADWAYS CONSTRUCTED AS TRUCK ROUTES⁴

Roadway	Section
Union Boulevard	<ul style="list-style-type: none"> • Fountain Boulevard to the Hancock Expressway • Woodmen Road to Research Parkway
Woodmen Road	<ul style="list-style-type: none"> • Academy Boulevard to Lexington Drive
MLK Jr. Bypass	<ul style="list-style-type: none"> • I-25 to Circle Drive
Astrozon Drive	<ul style="list-style-type: none"> • Drennan Road to Academy Boulevard
Bradley Road	<ul style="list-style-type: none"> • Hancock Expressway to Academy Boulevard
Powers Boulevard	<ul style="list-style-type: none"> • Fountain Boulevard to Bradley Road • Templeton Gap Road to Woodmen Road
Marksheffel Road	<ul style="list-style-type: none"> • US 24 to Fontaine Boulevard
US 24	<ul style="list-style-type: none"> • through the Banning-Lewis Ranch property
State Highway 94	<ul style="list-style-type: none"> • through the Banning-Lewis property
Barnes Road	<ul style="list-style-type: none"> • Powers Boulevard to Marksheffel Road

TABLE 13: ROADWAYS TO BE CONSTRUCTED AS TRUCK ROUTES⁵

Roadway	Section
All roadways designated as truck routes in the approved Banning-Lewis Ranch Master Plan	
Woodmen Road	<ul style="list-style-type: none"> • Powers Boulevard to Marksheffel Road
Hancock Expressway	<ul style="list-style-type: none"> • Chelton Road to Powers Boulevard
Chelton Road	<ul style="list-style-type: none"> • Hancock Expressway to Drennan Road

⁴ These routes were included on the previous Truck Route Network as “truck routes to be designated when constructed or annexed,” or were approved as part of development master plans – but not yet built. They are now constructed roadways within the City’s boundaries.

⁵ These roadways are to be included in the Network as “designated truck routes when constructed or annexed.”

TABLE 14: DELETIONS FROM THE TRUCK ROUTE NETWORK

Roadway	Section
Drennan Road	• Powers Boulevard to Marksheffel Road
Vindicator Drive	• Centennial Boulevard to South Rockrimmon Boulevard
South Rockrimmon Boulevard	• Vindicator Drive to Interstate 25
University Parkway	• Academy Boulevard to Nevada Avenue
Nevada Avenue	• Fillmore Street to Uintah Street

MAP 10: TRUCK ROUTE PLAN

SECTION 6: TRAVEL DEMAND MANAGEMENT



This section focuses on techniques and programs that reduce demand for travel. The cost of programs that reduce demand is often less than programs that add capacity. The City is committed to reducing demand for travel through the development of alternate modes, the support of programs that provide incentives for using transportation facilities during off-peak hours, and the improvement of access to work, shopping, and residential uses.

6.1 ROLE OF TRAVEL DEMAND MANAGEMENT

Travel Demand Management (TDM) is defined as any action or set of actions aimed at reducing the impact of travel by influencing people's travel behavior, be it away from the single occupant vehicle or avoiding driving during peak traffic hours. The **Intermodal Transportation Plan (ITP)** encourages various TDM applications to address mobility issues in order to provide both short-term and long-term relief from traffic congestion.

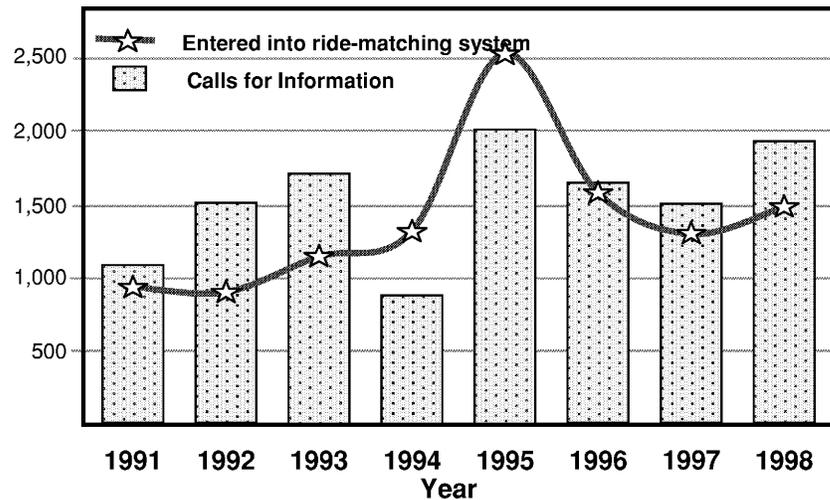
Typically there are two approaches in reducing traffic congestion: 1) to decrease the traffic volumes of urban roadways, in particular during peak traffic hours; and 2) to increase the capacity of roadways. The focus of this section is the implementation of TDM strategies to reduce peak-hour travel demand.

6.2 EXISTING CONDITIONS

Current TDM programs implemented by the City of Colorado Springs include the **Springs Transit** mass transit program and the **Ridefinders** carpool/vanpool matching program. Both are key in encouraging motorists to use alternative means of transportation (i.e. carpools, vanpools, transit, bikes, walking, park-and-rides, and telecommuting) to the single occupant automobile and are needed to help provide a well-balanced transportation system. Long-range and short-range plans for Springs Transit can be found in the Transit element of the ITP.

The Ridefinders program provides carpool matching services and vanpool services. Ridefinders has been providing carpool matching services since 1979. The program promotes ridesharing by educating employers, media advertising, community activities, and promotional events. Approximately 4,000 calls are received annually.

**FIGURE 15:
RIDEFINDERS CALL ACTIVITY, 1990 - 1999**



Source: Ridefinders, 1999

Ridefinders maintains a database of approximately 2,000 carpool clients who are matched with others traveling similar routes. Ridefinders has taken a lead in establishing a single point of contact for alternative transportation information. This includes the use of the telephone number 385-RIDE, and updating the web-page to provide information about all alternative transportation services. Ridefinders also runs a user-fee-funded vanpool program consisting of nine vans to take commuters to work places outside the Colorado Springs area.

TRANSPORTATION MANAGEMENT ASSOCIATIONS (TMAS)

Another TDM initiative is the **Garden of the Gods Transportation Management Association (TMA)** which the City supports through staff assistance. The Garden of the Gods TMA focus is on improving mobility along the Garden of the Gods corridor through employer based programs. These programs may include employer sponsored flexible work hours or telecommuting initiatives. Additional TMAs in other areas of the city may be needed to improve other priority corridors.

6.3 TDM GOALS AND OBJECTIVES

One of the outcomes of the ITP is to encourage the use of transportation modes other than the single-occupant automobile in such a way as to allow all modes to be mutually supportive and to function together as one transportation system. Through TDM actions, the establishment of a seamless transportation system coordinating various transportation alternatives to enhance mobility may be achieved. TDM goals are listed in Table 11.

TABLE 15: ITP OBJECTIVES FOR TDM

MOBILITY OBJECTIVES	
A-2	Protect and enhance the service level of the transportation system.
A-4	Encourage, promote and facilitate proactive citizen participation to determine the long-term mobility needs of our community.
A-6	Preserve, maintain and enhance the existing transportation system and increase efficiency of the existing system by emphasizing transportation system management techniques.
LIVABILITY OBJECTIVES	
B-3	Plan, develop and implement a transportation system that protects and enhances air and water quality, protects and enhances scenic routes and vistas, and minimizes noise impacts on residential areas.
B-4	Encourage land use decisions that facilitate implementation of the planned transportation system.
B-5	Manage both on-street and off-street parking to support access and transportation objectives.
INTERMODALISM OBJECTIVES	
C-1	Develop programs and infrastructure to encourage the use of high occupancy vehicles (HOVs), such as buses, vans and carpools.
C-4	Manage demand placed on the roadway system in terms of need, timing, and mode.
C-5	Consider the costs and benefits of each transportation mode when considering mobility improvement alternatives.
IMPLEMENTATION OBJECTIVES	
D-3	New development should implement approved transportation plans and provide the transportation improvements needed to accommodate that development.
D-5	Consider the traffic impacts of new development on existing neighborhoods and infrastructure when prioritizing major transportation improvements.
D-6	Maintain transportation facilities to protect the community’s investment in capital infrastructure.

6.4 FUTURE NEEDS, OPPORTUNITIES, AND CONSTRAINTS

As mentioned in the Roadway Element of this plan, motorists in Colorado Springs are experiencing significant delays during peak traffic hours. Using TDM strategies to improve mobility and reduce unacceptable delays is a cost-effective approach to increase the lifespan of the transportation system. Colorado Springs has a number of major employers and major employment centers that are ideal to implement TDM strategies. TDM strategies are most effective where employment centers and corridors are in place such as along the Garden of the Gods Road, the Briargate Business Campus, Fort Carson and Downtown.

TDM strategies are used to decrease traffic volumes of urban roadways, with focus on reducing volumes during peak traffic hours. Examples of TDM actions include encouraging motorists to use alternative means of transportation (i.e. carpools, vanpools, transit, bikes, walking, park-and-rides), encouraging employers to implement staggered work hours, compressed work weeks, or telecommuting programs where employees work at home or at a satellite or regional office. However, education, cooperation, and compliance is needed for TDM strategies to be effective.

6.5 RECOMMENDATIONS

Benefits of implementing TDM strategies are two-fold. One is their relatively low cost when compared with the expansion and development of major roadways; and the second is the minimization of impacts on existing neighborhoods. TDM techniques may be applied citywide or focused on specific sub-areas or corridors depending on the action and desired effect. Following are the community-wide TDM actions recommended for implementation in the ITP:

1. Develop park-and-rides with express routes to major employment and shopping centers;
2. Support the development of TMAs and their efforts to implement TDM strategies where congestion is a problem;
3. Manage parking supply to encourage modes other than the single occupant vehicle;
4. Increase vehicle occupancy rates by supporting programs such as Ridefinders which matches drivers with commuters of similar origins and destinations;
5. Support formation of TMAs in employment centers and employment corridors where congestion is a problem.

SECTION 7: THE TRANSIT ELEMENT



This section provides an overview of the Transit Plans for the City of Colorado Springs. It discusses the role that transit plays in our community, the transit system as it exists today, the opportunities and constraints in the foreseeable future, and a set of recommendations.

The Transit Element of the ITP was developed from a series of plans produced by the City Transit Section. These plans are available from Public Works under the title, **Transit Planning Documents** (1998).

7.1 ROLE OF TRANSIT

Long-term projections of growth in population and employment along with projections of travel mode indicate that transit has a high potential to provide mobility and to ease the impacts of traffic congestion in the Colorado Springs region. However, development of an effective transit system takes time and other resources. To move from a transit system that primarily serves a social service function to one that is a viable part of a community's transportation network is something that must be accomplished step-by-step. The transit system serving Colorado Springs will need consistent improvements to become a viable means of transportation for the community.

The development and maintenance of transit service for the Colorado Springs community is a coordinated effort between the City, other municipalities, the Pikes Peak Area Council of Governments (PPACG), private sector service providers, and community organizations. The primary document to guide any service improvements is the **2020 Long-Range Transit Plan** that provides a recommended set of service improvements to serve the region through 2020.

Long-range plans addressing Transit include the PPACG **2020 Regional Transportation Plan**, the City's **Transit Development Plan**, **Transit Marketing Plan**, and the **Transit Coordination Plan**. This section of the Intermodal Transportation Plan is based on these plans and integrates the information and recommendations they contain.

7.2 EXISTING CONDITIONS

Since the 1960's, the transit system in Colorado Springs has primarily served the transit dependent-people who cannot drive a car or people who are unable to afford a car. In 1973, the City took over responsibility for municipal bus service from a private firm that was no longer able to operate the system

profitably. The system serves about three-fourths of the City land-area, with services concentrated in the older developed areas. Transit service is also provided to Fountain, Security, Widefield, and Manitou Springs. Since 1980, transit services have been stagnant, with essentially no increase in the level of service. In this same period, the population increased by 51 percent within the City, and there is additional growth in outlying communities in the region. Travel patterns have changed significantly in response to new development. With no measurable increase in transit service and few to the routing patterns, the quality of service for the transit system has declined steadily. Changes are needed to the transit system to provide direct service to many of the destinations people want to travel to today.

The City of Colorado Springs and a variety of human service agencies provide public transportation services in Colorado Springs and the surrounding area. The City of Colorado Springs serves as the general public transit provider for the urban area. Fixed route and paratransit services are provided, along with rideshare information and vanpool services. The City provides the services in Colorado Springs, but intergovernmental agreements with El Paso County and the cities of Manitou Springs and Fountain are in place to assist with funding for the services within each of these jurisdictions.

TABLE 16: TRANSIT SERVICES IN COLORADO SPRINGS

Springs Transit	Operates the fixed route bus system providing service within Colorado Springs, Manitou Springs Fountain. and some unincorporated areas of El Paso County.
Springs Mobility	Coordinates demand response service to those with mobility needs which prevent use of the fixed-route system.
Ridefinders	Carpool matching, vanpooling, schoolpooling, and information on bicycle commuting, telecommuting, and transit use.

RIDEFINDERS

Ridefinders provides information on the transit system to residents who call their hotline. Although Ridefinders is part of the City’s Transit Unit, their activities are comprised largely of travel demand programs. See the TDM section of this document for more information on Ridefinders.

FIXED-ROUTE TRANSIT

Springs Transit provides fixed-route service throughout the City and to the outlying communities of Manitou Springs, Fountain, and areas of the unincorporated El Paso County. Altogether, 83 percent of 133,000 hours of

fixed-route service is within City limits. Transit provides a critical link between these outlying communities and downtown Colorado Springs, where the hub-based transit center is located. Springs Transit began offering night service (6 pm to 10 pm) in 1999.

Funding for the Transit system is derived from several sources. Twenty-seven percent of operating revenue comes from fare box returns and advertising receipts from bus benches, stops, and bus billboards. The City pays for 55 percent of operating expenses out of its general fund. Six percent comes from the City of Fountain, the City of Manitou Springs, and El Paso County, and the remaining is funded through Federal Transit Grants.

7.3 GOAL OF TRANSIT ELEMENT

It is the goal of the ITP to provide mobility to all sectors of our community. Transit services the travel needs of Colorado Springs residents who cannot drive a car and those who are unable to afford a car. Transit also provides an alternative means of travel for other area residents.

Several of the Intermodal Transportation Plan Goals and Objectives are relevant to the Transit Element. Specifically, mobility objective # 1 calls for the City to provide a convenient, cost-effective public transit system to serve the mobility needs of all segments of the population to and from major regional destinations.

7.4 FUTURE NEEDS, OPPORTUNITIES, AND CONSTRAINTS

The 1998 **Transit Development Plan** evaluates existing transit service based upon on-board surveys, telephone surveys, peer analysis, and a financial analysis. The conclusions of these analyses are as follows:

- The transit system has not grown with the population or changed to reflect the changing travel and development patterns. Less fixed route service is provided in the Colorado Springs urban area than in peer communities.
- The fixed route service has been neglected and this is reflected in a low level of service. Transit is generally viewed as a service for those who have no other mobility options.
- Fixed route transit service is operated in a cost effective manner, with relatively low costs per hour and relatively high numbers of passengers carried per hour.
- The transit riders by and large are transit dependent, having no other means to travel. A large number have no auto available or only one auto in the household. A high number of transit riders are youths under the age of 16.

TABLE 17: ITP OBJECTIVES FOR THE TRANSIT ELEMENT

	MOBILITY OBJECTIVES
A-1	Provide for the safe and efficient movement of people, goods, and services.
A-4	Encourage, promote and facilitate proactive citizen participation to determine the long-term mobility needs of our community.
A-5	Consider the transportation needs of all residents and visitors, including those with limited mobility options.
	LIVABILITY OBJECTIVES
B-4	Encourage land use decisions that facilitate implementation of the planned transportation system.
	INTERMODALISM OBJECTIVES
C-1	Develop programs and infrastructure to encourage the use of high occupancy vehicles (HOVs), such as buses, vans and carpools.
C-3	Promote and encourage bicycling as a mode of transportation not restricted to recreation.
C-4	Manage demand placed on the roadway system in terms of need, timing, and mode.
C-5	Consider the costs and benefits of each transportation mode when considering mobility improvement alternatives.
C-6	Coordinate and integrate the planning and development of transportation system facilities to meet the needs of users of various transportation modes including highways, public transit, bikeways, pedestrian facilities, railroads, and airports.
	IMPLEMENTATION OBJECTIVES
D-2	Base funding for transportation system improvements as much as possible on a user-pay system which recognizes both the local and City-wide benefits of major facilities. Support public transit as an essential service with public funding as well as by user fees.
D-3	New development should implement approved transportation plans and provide the transportation improvements needed to accommodate that development.
D-4	Pursue funding sources to address deficiencies in the transportation system that cannot be corrected through development-related construction or user pay principles.
D-5	Consider the traffic impacts of new development on existing neighborhoods and infrastructure when prioritizing major transportation improvements.
D-6	Maintain transportation facilities to protect the community's investment in capital infrastructure.

- A greater portion of transit trips are home-based work trips (38.7%) than for the population at large, where only 21.1% of the trips are home-based work trips. Transit is critical for those individuals who do rely on it. It appears that a significant number of specialized transportation trips are also for work or school, with the greatest demand occurring during peak hours.
- Specialized services are undergoing changes that will emphasize increased coordination among providers. This will result in better and more cost effective service to the community.
- A relatively high portion of work trips (13.7%) is taken in carpools, especially in those areas where transit service is not available or effective. A relatively low portion of work trips (1.1%) is taken by transit.

REGIONAL TRANSIT SYSTEM

Growing discontent with the lack of transit service to outlying areas of the Pikes Peak region and a feeling that alternative funding mechanisms for transit service could be explored has led a group of citizens to organize and promote the creation of a regional transit system. The formation of such a system could provide opportunities both for City residents who would benefit from expanded transit service and to employers who wish to draw employees from other parts of the region. Finally, the City could benefit from this program by increasing service through a more equitable funding mechanism.

INTERMODAL CONNECTIONS (BIKES ON BUSES)

The ability to carry bicycles on buses has long been identified as a way to both increase bus use and to remove a significant obstacle to using bicycles as a means of transportation. Springs Transit has been working to install bicycle racks on its buses and to ensure that racks are on new busses that they purchase. As of December 1998, 25 percent of the transit fleet has racks installed. By December 2000, bike racks have been installed on the entire sixty-bus fleet.

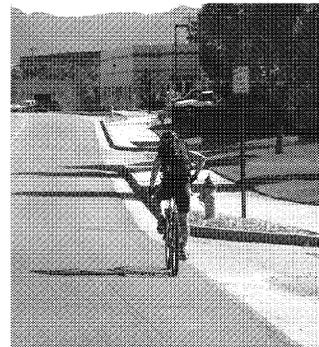
7.5 RECOMMENDATIONS

1. Improve or discontinue fixed-route service routes that do not meet acceptable productivity standards.
2. Improve on-time performance and quality of services of the fixed route system.
3. Support the expansion of carpool programs and encourage new programs such as EcoPass and the Guaranteed Ride Home.
4. Support efforts to establish a regional transit system that improves transit service and provides a more equitable funding mechanism.
5. Develop design policies for transit access in newly developing areas of the city.

6. Develop alternative systems to improve transit service. Include examination of logistical and financial benefits and limitations of both short-term and long-term solutions.
7. Examine feasibility of increasing multi-modal access to the transit system. Include a variety of transit modes within the study.

MAP 11: TRANSIT PLAN

SECTION 8: THE BICYCLE ELEMENT



The bicycle program for the City of Colorado Springs is guided by the **Colorado Springs Bicycle Plan**, the latest edition of which is due for publication in 2001. The **Bicycle Plan** is the outcome of a public development process, completed in 1996, which identified high-priority projects and focused on physical improvements, education, encouragement, and enforcement.

This element of the ITP provides an overview of the **Bicycle Plan** with a focus on the development of bicycle facilities. Major issues affecting bicycle use in the City are discussed along with a series of recommendations on development of bicycle facilities.

8.1 ROLE OF BICYCLES

The bicycle has long been a traditional form of transportation in Colorado Springs and the growth in the city population has seen a corresponding growth in bicycle use. The bicycle is used by thousands of Colorado Springs residents to get to work or school, and for recreation. The City's dry climate, clean air, relatively flat topography and pleasant scenery make bicycle use viable for many purposes.

The bicycle provides an important mobility option for youth, seniors, and those without access to motor vehicles. In addition, the ability to use bicycles as an alternative form of transportation benefits the entire community by helping to limit the increase in traffic congestion and reduce air pollution.

The City of Colorado Springs is dedicated to enabling its residents to have transportation choices by constructing and maintaining a system of bikeways. Bicycling will continue to serve recreational users and will grow in importance for utilitarian trips. In particular, the bicycle will assume a greater role in shorter distance work trips (within five miles) and will be increasingly used to access bus service.

8.2 EXISTING CONDITIONS

The City of Colorado Springs provides a wide extent of bicycle facilities that connect many of the major destinations across the city. An extensive network of multi-use trails is being planned and constructed along the City's major drainageways. Many of the obstacles to bicycle travel have been identified

and are being rectified through redevelopment and improvements to roadways. Bicycle lanes and routes are being improved and refined as the city grows and the needs of its population change.

ROUTES, LANES & PATHS

The City's bikeway system consists of three types of bicycle facilities: bicycle paths, bicycle lanes, and bicycle routes. While many bicyclists have a stated preference for one type of facility over another, there seems to be little agreement over these preferences. For this reason the City is committed to providing a combination of paths, lanes, and routes.

Sidewalks are not considered bicycle facilities. However, their use is permitted in the City except in designated pedestrian areas of Old Colorado City and Downtown Colorado Springs.

Off-street bicycle paths include separated pathways along major arterials and portions of the multi-use trail system. While these facilities provide the safety of a separated facility, intersections with roadways and the multiple crossing of driveways and entrances provide potential for conflict with motor vehicles and increase the likelihood of accidents. Also, the presence of pedestrians and equestrians on trails increases the likelihood of conflicts with cyclists.

On-street striped bicycle lanes provide the cyclists with their own travel lane. The dedicated lane decreases the chance of one mode being slowed by the other and provides a clear sense of travel way for the bicyclist. Bikelanes do, however, restrict the cyclist to a relatively narrow section of the roadway and channel them to the far right of through traffic posing a potential hazard for turning movements of both cyclists and motor vehicles.

On-street bicycle routes are designated street segments designed for a shared travel lane between bicycles and other vehicles. Many commuting cyclists prefer on-street non-striped routes where room is provided on the outside travel lane for both cyclist and motor vehicles, but the cyclist is not restricted to one part of the roadway or another. In addition, striped lanes have a tendency to collect debris, as they are not "swept" by motor vehicles. While less of a problem on local streets, the volume and speed of motor vehicle traffic on larger road segments could dissuade this type of rider from traveling by bicycle.

Table 18 shows the progress being made on construction and designation of bikeways within the City. As of 1999, the City has a total of 315 miles of facilities for bicycles. The majority of these facilities are the 205 miles of bicycle routes that will eventually increase to 250 miles, primarily through the construction of new roads on the outlying areas of the city. Further development of bicycle facilities should increase total mileage of on-street bicycle lanes from 10 miles to 65 miles and off-street bicycle paths from 100 miles to 220 miles.

**TABLE 18:
AMOUNT OF EXISTING AND PLANNED
BIKEWAY FACILITIES**

Bikeway Type	Description	1998 Existing	Total Miles Planned
Bicycle Paths (type III)	Dedicated off-street path for bicycles or a multi-use trail.	100 miles	220 miles
Bicycle Lanes (type II)	Striped on-street bikeway. Bicycles are given a dedicated lane alongside traffic lanes.	10 miles	65 miles
Bicycle Routes (type I)	Street segments designated for bicycle use. Travel lanes are shared with other vehicles.	205 miles	250 miles
Total:		315 miles	535 miles

source: Colorado Springs Bicycle Facilities Plan, 1999

PRIMARY CORRIDORS

Primary corridors are combinations of routes that can be used to travel relatively directly across the City. These corridors are intended to serve bicycle commuters and other cyclists who desire to travel longer distances along a continuous route, or a series of continuous routes. Primary Corridors receive top funding priority in the bikeway improvements and maintenance program.

SYSTEM GAPS AND BARRIERS

Construction of the existing bikeway system was accomplished by utilizing routes and pathways that were readily available. Several significant barriers remain. The I-25/ railroad line/ Monument Creek corridor presents a significant barrier to travel between the Westside and Downtown. South Fountain Creek prevents residents in the South East section of town from accessing the South side of the Creek that includes the site of the new Youth Sports Complex. North-South crossings of Cottonwood Creek are narrow and lack bicycle facilities. As a major commercial and employment corridor Academy Boulevard presents both a barrier and a destination for bicycle traffic.

8.3 GOAL OF BICYCLE ELEMENT

The need for bicycle planning in Colorado Springs is reflected in the 1991 Comprehensive Plan policy to "promote and encourage bicycling as a means of transportation not restricted to recreation." Other related Transportation Plan objectives include improving mobility for bicyclists, enhancing

TABLE 19: ITP OBJECTIVES FOR THE BICYCLE ELEMENT

MOBILITY OBJECTIVES	
A-1	Provide for the safe and efficient movement of people, goods, and services.
A-4	Encourage, promote and facilitate proactive citizen participation to determine the long-term mobility needs of our community.
A-7	Identify facilities, corridors, mode transfer points, and rights-of-way needed to meet long-term mobility needs.
LIVABILITY OBJECTIVES	
B-1	Design and maintain transportation facilities to be compatible with adjacent land uses.
B-2	Plan, develop and implement a transportation system that enhances the livability of our residential neighborhoods.
INTERMODALISM OBJECTIVES	
C-3	Promote and encourage bicycling as a mode of transportation not restricted to recreation.
C-5	Consider the costs and benefits of each transportation mode when considering mobility improvement alternatives.
C-6	Coordinate and integrate the planning and development of transportation system facilities to meet the needs of users of various transportation modes including highways, public transit, bikeways, pedestrian facilities, railroads, and airports.
IMPLEMENTATION OBJECTIVES	
D-1	Require advance right-of-way reservation, corridor preservation and dedication for transportation facilities through the local government land development process and other means.
D-2	Base funding for transportation system improvements as much as possible on a user-pay system which recognizes both the local and City-wide benefits of major facilities. Support public transit as an essential service with public funding as well as by user fees.
D-3	New development should implement approved transportation plans and provide the transportation improvements needed to accommodate that development.
D-4	Pursue funding sources to address deficiencies in the transportation system that cannot be corrected through development-related construction or user pay principles.
D-6	Maintain transportation facilities to protect the community's investment in capital infrastructure.

neighborhood livability, and identifying and reserving adequate right-of-way to serve the future facility needs of the community.

8.4 FUTURE NEEDS, OPPORTUNITIES, AND CONSTRAINTS

Development of a comprehensive bicycle plan requires the involvement of the bicycle community, input from future bicyclists, and interest from non-bicyclists. The 1996 Update was developed with the assistance of hundreds of citizens interested in cycling, as well as a Steering Committee composed of private and public sector representatives, cycling enthusiasts and other interested citizens. An extensive public process was used to gather suggestions and pinpoint problem areas and continues to be used today. The issues and ideas that surfaced from this process are detailed below.

The major areas of public concern related to bicycling in Colorado Springs identified during the development of the report were:

- The lack of continuous routes to major destinations
- The existence of major physical barriers to east-west travel (I-25 and Academy Boulevard)
- Conflicts with motor vehicles
- The need for additional trails and the completion of crucial trail links
- The need to promote bicycling as a beneficial, legitimate form of alternative transportation

MAJOR DESTINATIONS

Major destinations that are identified by the Bicycle plan include: recreational facilities, employment centers, educational institutions, government and civic services, and intermodal transfer points. These locations are listed in Table 20.

EAST-WEST MOBILITY

While the Pikes Peak Greenway and the Sand Creek Trail provide excellent North-South bicycle facilities, there is a lack of East-West corridors to handle bicycle traffic. Completion of the Rock Island Trail, along with the improvement of street crossings along the existing trail, will provide East-West mobility in the central part of the City. In the northern section, Dublin Boulevard will provide a good on-street link.

Two of the major obstacles to east-west bicycle travel, I-25 and Academy Boulevard, must be dealt with gradually. As I-25 is improved, there will be an opportunity to provide for bicycle and pedestrian access over or under the highway in some areas. Crossings of Academy along the Primary Corridors will be improved using pedestrian buttons for traffic signals or bicycle sensitive loop detectors.

TABLE 20: MAJOR BICYCLE DESTINATIONS

- | | |
|---|---|
| <ul style="list-style-type: none"> • Recreational Facilities <ul style="list-style-type: none"> - City Parks - Youth Sports Complex - Mark Dabbling Skate Park - Senior Centers • Educational Institutions <ul style="list-style-type: none"> - Colleges and Universities - Elementary and Middle Schools - Air Force Academy • Intermodal Transfer Points <ul style="list-style-type: none"> - Major transit facilities - Colorado Springs Airport | <ul style="list-style-type: none"> • Employment Centers <ul style="list-style-type: none"> - Downtown - Garden of the Gods Corridor - Citadel and Chapel Hills Mall - Colorado Springs Airport • Government & Civic locations <ul style="list-style-type: none"> - Libraries - Post Offices - Government service locations |
|---|---|

source: Colorado Springs Bicycle Plan, 1999

BICYCLES AND TRANSIT

The ability to carry bicycles while using transit greatly enhances the usability of bicycles for non-recreational travel. Springs Transit is currently accommodating this need (see Transit Element).

SIGNAGE

A consistent system of bicycle wayfinding signs that identify clear routes from origin to destination should be developed and implemented for use in well-defined travel ways. In addition, a sign system for off-street paths that integrates a variety of information such as maps, distances, etiquette and regulations should be developed and implemented. In the interim, bike routes that need additional or different signs should be identified, and the gaps remedied. The possibility of adding signs directed at motorists should be investigated. Some bikeways are on State roads, which have restrictions on signs. The route segments where it would be most beneficial to have such signs should be identified.

MAINTENANCE

Public comment indicates several shortcomings in bikeway maintenance. For instance, during lengthy construction projects, accommodations for bicycle access are seldom made. Broken glass and debris tend to accumulate near curbs where cyclists ride, resulting in flat tires and accidents. Certain streets become mud-covered after rain, making the riding surface hazardous, while others are prone to icy conditions. Painted lanes delineating bike routes wear off over time and are no longer usable without proper upkeep. Public comment has also revealed dissatisfaction with the level of maintenance on

some trails. Suggestions have been made to increase maintenance, as well as to get more community groups involved in clean-up.

Consistent upkeep and maintenance of bikeways should be a top priority. On-street routes need to be regularly swept of debris. Bike lane lines should be repainted at least as regularly as those on the rest of the street. Weather-related obstacles such as ice and mud cannot be eliminated, but can be minimized through good design practices. Bikeway segments that regularly have these problems should be identified and corrected when and where it is possible. It is recommended that all paths that are part of the bicycle system be paved.

PARKING

The **1996 Bicycle Plan** reveals a clear need for more and better bicycle parking facilities, particularly downtown and at other locations easily accessible by bicycle. The **1992 Downtown Action Plan** also recognizes this need and recommends the designation of both long and short term bicycle parking in the Downtown Pedestrian Districts; the establishment of bicycle parking systems at the civic anchors, and at intersections along Tejon Street; and the designation of new or upgraded bicycle parking in garages for bicycle commuters.

DESIGN STANDARDS

The City of Colorado Springs currently subscribes to the American Association of State Highway Officials (AASHTO) guidelines for bikeway design. In general, AASHTO calls for on-street routes only when there is at least a 14 foot wide outside traffic lane, so cyclists and motorists can share without either having to swerve out of the lane. An additional guideline for bike routes is that they carry relatively low volumes of motorized vehicles.

TABLE 21: DESIGN STANDARDS FOR BIKEWAY FACILITIES

Facility	AASHTO Design Guidelines
Bicycle Route	14-foot outside travel lane, wide shoulder, or ability to share lane (local residential streets).
Bicycle Lane	5-foot minimum from face of curb and 3-foot minimum from edge of pavement.
Bicycle Path	10-foot width with two-foot clear on either side of trail.

American Association of State Highway and Transportation Officials (AASHTO), 1999

All future bikeways will adhere to AASHTO guidelines, and every opportunity will be taken to upgrade deficient routes, lanes and paths. The public input has gone a long way toward identifying problem areas that need improvement, and additional areas will likely turn up through a comprehensive investigation. While improvements will be made as the

opportunities arise through reconstruction, any sub-standard route that presents an immediate and unacceptable hazard to cyclists should be addressed immediately.

8.5 RECOMMENDATIONS

Recommendations for the Bicycle Element follow those contained in the **Colorado Springs Bicycle Plan**. These recommendations address not only improvement to the system of bicycle paths, routes, and lanes, but programs for safety education, encouraging more people to bicycle, and enforcement of regulations affecting cyclists.

These recommendations include:

1. Re-evaluate existing bikeways for safety hazards and maintenance deficiencies. Remove or improve bikeways that do not meet adopted standards.
2. Ensure that on-street bikeways are wide enough to reduce conflicts between cyclists and motorists.
3. Address physical barriers to bicycle travel by making selected improvements to the system, providing bicycle/pedestrian facilities on bridges, installing bicycle-activated traffic controls at key intersections, and the completing crucial trail links.
4. Construct bikeway facilities in neighborhoods south of Sand Creek to afford access to the new Youth Sports Complex.
5. Develop and install a system of signs and markings to better guide cyclists using the bikeway system.
6. Educate motorists and cyclists about rules of the road and increase enforcement of regulations affecting both cyclists and motorists.
7. Examine on-street facilities to identify street segments requiring striped and non-striped bikeways.
8. Consider designating the Hancock Expressway as a striped on-street bikeway from Drennan Road to Patty Jewett Golf Facility.
9. Encourage a higher rate of bicycle commuting through the use of incentive and promotion programs aimed at employers, the provision of bicycle racks on buses, and an increase in the availability of secure bicycle parking at employment centers.
10. Ensure that improvements to roadways and intersections along designated Bikeways accommodate and are designed for bicycles.

MAP 12: BICYCLE FACILITIES PLAN

SECTION 9: THE PEDESTRIAN ELEMENT



Because of the demands of vehicular traffic in congested urban areas, it is often extremely difficult to make adequate provisions for pedestrians. Yet this must be done, because pedestrians are the lifeblood of our urban areas, especially in the downtown and other retail areas. In general, the most successful shopping sections are those that provide the most comfort and pleasure for pedestrians. Pedestrian facilities include sidewalks, crosswalks, traffic control features, special walkways found on some portions of freeway right-of-way, and curb cuts (depressions) and ramps for the older walkers and persons with mobility impairments. They are also parts of bus stops or other loading areas, grade separations, and the stairs or escalators related to these facilities.

- American Association of State Highway and Transportation Officials, 1994

9.1 ROLE OF PEDESTRIAN FACILITIES

The pedestrian mode is often referred to as the base mode of transportation systems. It is both the oldest mode of mobility and one that we still use in almost every trip we take. The system of sidewalks, crosswalks, and pedestrian facilities such as benches, lights, and railings takes us from our car to our house, from the street to our building, from the bus to our work, and from one place to another. The pedestrian network also provides children access to both school and recreational facilities.

Most pedestrian travel will occur within neighborhoods and other activity areas, such as the Colorado Springs downtown and other central business districts of the region, schools, and parks. Pedestrian trips are generally relatively short (within one-half mile). Pedestrian access to bus service, neighborhood activities, and within regional activity centers will have growing importance.

Improvements to pedestrian facilities become especially important within an inter-modal framework. If we are to use a variety of modes to travel, then the transfer between those modes must be attractive, safe, and direct. Improving approaches to our transit stops, providing adequate sidewalks on our bridges and arterials, encouraging the use of street trees and furniture to improve the pedestrian experience, and providing direct access by foot to major destinations within the city will help increase mobility, improve livability, enhance inter-modalism, and provide comprehensive implementation of the transportation system.

9.2 EXISTING CONDITIONS

Colorado Springs is fortunate to have a high degree of walkability in some areas. A series of multi-use trails extends throughout the city and provides a multitude of recreational opportunities. The City's two Pedestrian Districts allow visitors to Downtown and to Old Colorado City pedestrian access to shops and businesses. Older neighborhoods are equipped with sidewalks separated from the street by parking strips and augmented by treed medians. In these areas of the city, pedestrian travel is made possible by the attention paid to the pedestrian in design and planning of those areas.

Other parts of the City are less conducive to travel by foot. Commercial districts outside of the pedestrian zones are dominated by parking facilities where the lack of sidewalks makes travel between businesses difficult. Many of the neighborhoods that have been annexed into the city lack sidewalks or have significant sections of sidewalks missing.

The installation of adequate sidewalks in residential and commercial developments is required by City Subdivision Ordinance at the time of construction. In instances where the installation is not possible or when the City Engineer determines that the sidewalk would not be of benefit to the public, financial assurances are required for later construction. Sidewalks are not required in industrial zones except next to major streets.

Many parts of Colorado Springs were constructed without sidewalks and later annexed into the city. Sidewalks may be constructed in these areas through the formation of a Local Improvement District (LID) that assesses the cost of sidewalk construction to the adjoining property. In areas within three blocks of elementary and middle schools, LIDs may be imposed by City Council to ensure adequate pedestrian safety.

Maintenance and upkeep of sidewalks are the responsibility of the owner of the property adjoining the sidewalk. This responsibility includes removal of snow and debris, clearing of vegetation and other impediments, and the repair of any damage to the sidewalk.

Crosswalks are installed by the City where pedestrian facilities cross major streets and are maintained on an ongoing basis, with priority going to crossings close to elementary schools and middle schools. Recent improvements to cross-walks have used thermo-plastic material to improve durability and visibility of crossings.

The City currently does not have a system to identify gaps in the sidewalk network. Nor does it have a funding source apart from LIDs to complete gaps in the system.

SIDEWALK ACCESS

The City of Colorado Springs is committed to making our sidewalk system accessible to all citizens regardless of their mobility needs. A City Council

Resolution passed in July 1987 stated that "It is the ultimate goal of the City of Colorado Springs to make all public rights of way barrier free for its handicapped citizens." The resolution also states, "The interim goal of the City of Colorado Springs is to construct pedestrian ramps at strategic locations where the greatest need or potential benefit is demonstrated."

City policy requires new subdivisions to have sidewalks that provide adequate and reasonable access for the safe and convenient movement of physically handicapped persons. Public improvement projects are also required to install pedestrian curb ramps at all intersections and curbed driveways. Furthermore, the City has established a capital improvements program to retrofit existing sidewalks which lack curb ramps.

TABLE 22: PEDESTRIAN RAMP CONSTRUCTION

City Streets Department	Constructs sidewalk ramps as part of all new intersection improvement projects.
City Engineering	Constructs over 200 sidewalk ramps per year in existing curbs on a priority basis as part of the Pedestrian Ramp Program.
City Transit	Installs sidewalk ramps adjoining transit stops as part of the Bus Shelter renovation project.
Private Developers	Constructs sidewalk ramps in all new developments.

9.3 GOAL OF PEDESTRIAN ELEMENT

It is the goal of the ITP to allow the safe and direct movement by foot and wheelchair within our city and to provide safe and direct pedestrian access to schools, recreation facilities, and public facilities. Neighborhoods should be maintained so that circulation within them is possible by foot and by other pedestrian devices. Commercial centers should be maintained so that individuals without vehicles are able to access the services, amenities, and employment that the centers provide.

ITP GOALS AND OBJECTIVES

Several of the Intermodal Transportation Plan Goals and Objectives are relevant to the pedestrian element. Mobility Objective #1 calls for pedestrian safety and installation of facilities that augment that safety. Mobility Objective #3 calls for the City to comply with ADA requirements and to give those with limited mobility options equal access to employment and recreation. Livability objective # 4 calls for the city’s decisions on land use and development to consider the needs of pedestrians in the design and orientation of site plans.

TABLE 23: ITP OBJECTIVES FOR THE PEDESTRIAN ELEMENT

MOBILITY OBJECTIVES	
A-1	Provide for the safe and efficient movement of people, goods, and services.
A-4	Encourage, promote and facilitate proactive citizen participation to determine the long-term mobility needs of our community.
A-5	Consider the mobility needs of all residents and visitors, including those with limited mobility options.
LIVABILITY OBJECTIVES	
B-4	Encourage land use decisions that facilitate implementation of the planned transportation system.
INTERMODALISM OBJECTIVES	
C-2	Enhance opportunities for pedestrian access and movement by developing, promoting, and maintaining pedestrian networks and environments.
C-5	Consider the costs and benefits of each transportation mode when considering mobility improvement alternatives.
C-6	Coordinate and integrate the planning and development of transportation system facilities to meet the needs of users of various transportation modes including highways, public transit, bikeways, pedestrian facilities, railroads, and airports.
IMPLEMENTATION OBJECTIVES	
D-3	New development should implement approved transportation plans and provide the transportation improvements needed to accommodate that development.
D-4	Pursue funding sources to address deficiencies in the transportation system that cannot be corrected through development-related construction or user pay principles.
D-6	Maintain transportation facilities to protect the community's investment in capital infrastructure.

9.4 FUTURE NEEDS, OPPORTUNITIES, AND CONSTRAINTS

While there has been little done to classify the specific pedestrian facility needs of Colorado Springs citizens, it is possible to make some general assumptions of needs, given the similarity between the needs of our community and the needs of other communities. These needs can be broken

down into three categories: the need to get into and out of our neighborhoods by foot, the need to protect the safety of our school children, and the need to provide facilities for all our citizens. Each of these issues is explored below.

NEED 1: NEIGHBORHOOD ACCESS

The use of the pedestrian system as a means of transportation relies primarily on access to the things people want. In particular, access between residential neighborhoods and the services these residents use is important. In other words, providing pedestrian connections between residential neighborhoods and adjoining commercial activity centers allows residents to access those services by pedestrian means.

NEED 2: SCHOOL SAFETY

As a primary user group of pedestrian facilities, school children deserve specific attention when designing and designating pedestrian facilities. Focusing facility improvements around elementary and middle schools benefits an identifiable section of the community which is particularly vulnerable and which lacks personal motorized transportation.

NEED 3: PROVISION OF PEDESTRIAN FACILITIES

Sidewalks are the "roadways for pedestrians." Much as vehicles rely on roads to move quickly and efficiently about the city, the ability to move efficiently by foot and other pedestrian means is influenced by the presence, dimensions and condition of our sidewalks. Therefore, sidewalks can be deficient in two ways. First is their width, second is gaps in the system.

The City needs to build upon its current programs to identify pedestrian ramp issues and review standards for sidewalks widths, ADA compliance, and adjoining land use. This process should consist of three phases: assessment, measurement, and implementation.

NEED 4: FUNDING PEDESTRIAN IMPROVEMENTS

Past efforts to establish LIDs for improvements to sidewalks have met with limited success. The cost of sidewalk installation is often viewed as prohibitive for homeowners and significant resistance can occur.

9.5 RECOMMENDATIONS

Implementation of the pedestrian element is a long-term commitment to improving pedestrian mobility and access in Colorado Springs. Pedestrian facilities will be constructed as part of new development. In addition, a reassessment should be made on how best to complete gaps in the pedestrian system and to improve facilities in areas of high need.

Recommendations for the Pedestrian Element include the funding and development of a pedestrian access and mobility study that will examine our

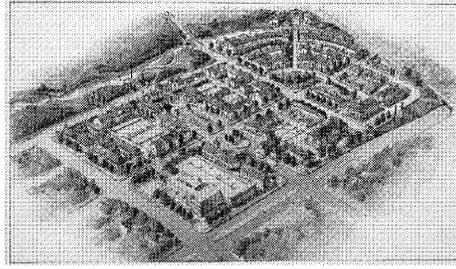
current situation with regards to pedestrian mobility and make recommendations on specific facilities improvements. This pedestrian study should develop methods by which we can improve pedestrian mobility within neighborhoods, improve mobility within commercial centers, and ways to improve access between the two.

Another identified need is the review of funding mechanisms. While neighborhoods will continue to fund sidewalk improvements through local improvement districts, other funding sources may facilitate completion of the sidewalk network.

Specific recommendations include:

1. Include improvements to pedestrian facilities as part of all City transportation improvements (roadways, bridges, etc).
2. Enforce current City code requirements for property owners to adequately maintain sidewalks along their property.
3. Fund a **Pedestrian Mobility and Access Study** to assess the current pedestrian network and identify strategies to improve it.
4. Develop design policies for pedestrian circulation and access in developing areas of the city.
5. Review sidewalk standards regarding width and timing of their installation.
6. Re-examine funding structure for pedestrian facilities.
7. Improve coordination of multi-use trail crossings of roadways.

SECTION 10: LAND USE



The **Intermodal Transportation Plan (ITP)** is primarily a transportation plan. Its focus is on planning and building a transportation system that serves the diverse needs of our community. Expanding current facilities, taking measures to increase the efficiency of existing facilities and managing travel demand, will help develop a transportation system that meets the travel needs of our community.

However, the type, location, and intensity of land use overwhelmingly determine the amount of demand placed on the transportation system. As construction of new roadways becomes more difficult and protection of our existing facilities becomes more important, it becomes necessary to examine ways of channeling land use into patterns that can minimize adverse impacts on the transportation system.

This section focuses on the impact that land use patterns and development designs have on travel demand. To that end, this plan primarily looks to the **Land Use Element** of the **City Comprehensive Plan** update for guidance.

10.1 ROLE OF LAND USE

As citizens, we travel in order to engage in daily community activities such as work, shopping, school and recreation. The distance between these activities determines, in part, the amount of travel necessary to engage in these activities. Urban form and the geographic layout of our city influences travel behavior. The amount of travel we do, the length of trips, number of trips, travel mode and speed are all influenced by land use patterns and the design of development.

Colorado Springs has taken steps to ensure that our transportation system is adequately designed for the land uses that it serves. As our community grows, however, this situation is difficult to maintain. As our population continues to grow, it may become necessary to modify our land use priorities to ensure an effective and efficient transportation system.

By planning and developing our land uses in concert with transportation infrastructure and services, we can do more for less.

There is a strong interrelationship between land use and transportation. Urban form and land use layout determine, to a large degree, the amount of travel and travel patterns within the city. Dispersed urban form increases the need to travel and the need for transportation facilities. Compact urban form increases

the concentration of travel, yet allows each of us to do more while traveling less. A mixed-use layout that integrates a combination of land use types can also reduce the amount of automobile travel and can reduce the need for an expanded roadway system.

The design of urban development also has transportation implications. Many building layouts and site designs are difficult to serve with transit or access by bicycle or by walking. When the automobile is the only viable mode of travel to a particular site, the provision of alternative mode facilities becomes less effective.

10.2 EXISTING CONDITIONS

The land use patterns for Colorado Springs are similar to other cities in the Western United States. A relatively compact downtown surrounded by medium density housing ensures easy access between the workplace, shopping and residential areas. Development outside this area that was built since the 1950's is less dense, with greater separation among land use types.

The key land use characteristics of Colorado Springs that impact transportation planning activities include the decentralization of employment areas, the prevalence of low-density housing, the separation of land use types, and commercial building set-backs. Collectively, these land use characteristics tend to increase automobile use.

DECENTRALIZATION OF EMPLOYMENT AREAS

Throughout the 1980's and 1990's major employers nationwide have located or re-located outside the traditional central business districts. In Colorado Springs, major employment centers have formed along Garden of the Gods Road, on North Nevada Avenue, on East Fountain Boulevard, along several locations along Academy Boulevard, and at the Briargate Business Campus.

While commercial and retail land-use in outlying locations can be closer to workers' homes, travel between these dispersed centers can lead to longer trips and higher VMT than with more traditional centralized employment patterns. In addition, work trips become increasingly difficult to serve with public transit and carpooling and noon-time congestion increases as lunch breaks more often require an automobile trip.

SEPARATION OF LAND USE TYPES

As with most other communities across the County, the land use Master Plans and zoning policies for Colorado Springs focus on the separation of land uses. The general planning practice has been to separate, through distance or buffers, residential areas from commercial, office and industrial areas. This separation of uses tends to lengthen travel between homes and businesses and dependence on the automobile is in direct relation to distance between everyday activities.

PREVALENCE OF LOW-DENSITY SINGLE FAMILY HOUSES

Single family houses continue to be the preference for many home-buyers in our community. This type of housing has dominated recent residential construction in the outer areas of the City. Many of these areas are also characterized by a curvilinear street pattern.

While this style of residential development meets consumer demand and provides what many consider a desirable living environment, it is very difficult to access and serve with public transit and other alternative transportation modes. Consequently, these areas are heavily dependent upon the automobile for most trips, whether to work, shop or recreation destinations.

SITE DESIGN AND LAYOUT

Current site design for commercial development is characterized by large building set-backs⁶ and parking-dominated streetscapes. This design serves travel by automobile well, but tends to make travel by transit, bicycle and pedestrian difficult if not impossible.

10.3 LAND USE GOALS AND OBJECTIVES

The Goals and Objectives of the ITP address the impacts of land use decisions on the transportation system. Livability objectives of encouraging land use decisions that help manage demand on the transportation system, and maintaining parking regulations that help meet the goals of the transportation plan will augment these efforts.

10.4 FUTURE NEEDS, OPPORTUNITIES, AND CONSTRAINTS

The City population is expected to grow by 35 percent over the next twenty years. There is an opportunity to re-shape our urban form and alter the way neighborhoods, office buildings and shopping centers are built to reduce the need for new and expanded transportation facilities.

The City Comprehensive Plan update, now underway, is examining the relationship between land use and transportation. As part of its focus, the Comprehensive Planning effort is assessing how alternative development patterns and community design affect the need for City infrastructure, including transportation facilities.

⁶ A "set-back" is the distance from the sidewalk (front of a property) to the building face.

TABLE 24: ITP OBJECTIVES FOR THE LAND USE ELEMENT

LIVABILITY OBJECTIVES	
B-4	Encourage land use decisions that facilitate implementation of the planned transportation system.
	B-4.1 Encourage development patterns that reduce the rate of growth in region-wide vehicle miles traveled.
	B-4.2 Integrate planning for alternative transportation modes into the City's development review process.
B-5	Manage both on-street and off-street parking to support access and transportation objectives.
INTERMODALISM OBJECTIVES	
C-2	Enhance opportunities for pedestrian access and movement by developing, promoting, and maintaining pedestrian networks and environments.
IMPLEMENTATION OBJECTIVES	
D-3	Ensure that new development implements approved transportation plans and provides the transportation improvements needed to accommodate that development.
D-5	Consider the traffic impacts of new development on existing neighborhoods and infrastructure when prioritizing major transportation improvements.

10.5 RECOMMENDATIONS

Recommendations for the Land Use chapter focus primarily on the need for transportation to play a greater role in land use decisions.

Specific land use recommendations include:

1. Continue to examine the impacts of land use on the transportation system.
2. Revise development-review policies to increase accommodation of transit, bicycles, and pedestrians in new development.
3. Through the development review process, ensure a positive relationship between the major street network and adjacent land uses.
4. Review parking policies to increase support of transportation objectives.

SECTION 11: IMPLEMENTATION



Implementation of the **Intermodal Transportation Plan (ITP)** requires effective communication, diligent involvement by citizens, and effective utilization of resources to construct, maintain, and operate an effective transportation system. The City Administration, elected officials, private developers, and citizens share responsibility for implementation. This section explains existing funding situation, lays out implementation goals, highlights pertinent implementation issues, and makes recommendations for implementation of this plan.

11.1 ROLE OF IMPLEMENTATION

As it is with all plans, the value of the ITP is derived from the ability to carry out the policies and actions it contains. Implementation includes the construction of facilities, the carrying-out of policies and programs, and maintenance of ongoing staff activities and work programs. These tasks are achieved through the following mechanisms.

- continued cooperation and communication between City agencies, regional organizations, community groups, and the general public,
- diligent notification and involvement of individual citizens and citizen groups to create an informed and supportive constituency for transportation programs,
- continued utilization of existing funding sources and exploration of new funding to maximize cost-effectiveness and ensure a fair share of cost burden.

The effective implementation of the policies contained in this report will maximize the benefit received from the transportation system while minimizing the financial and social costs to our community.

11.2 EXISTING CONDITIONS

Implementation of the transportation system includes: planning programs and facilities, assessing the benefits and costs of these activities, and constructing the facilities or implementing programs. Currently, private land developers, business associations, non-profit grant-based organizations, and City agencies carry out these activities. Transportation activities and improvements are funded by these groups as well as by State and Federal transportation agencies and users of facilities.

NEW FACILITY CONSTRUCTION

Private land developers who construct roads to serve their developments build the majority of new roadways in the City. These roads are subsequently dedicated to public ownership and are maintained by the City Streets Unit. Bikeways and sidewalks within new developments are also constructed by land developers and are subsequently maintained by the City.

New transportation facilities in existing areas of the city must rely on other funding sources for their construction. Federal transportation funds are available for road construction and improvements to transit facilities. A portion of these funds is available for transportation "enhancements" - bicycle facilities, pedestrian needs, and aesthetic improvements to the transportation system. Periodic replacement of city bridge structures is financed through State grants that are dedicated towards that purpose.

Federal and state transportation grants allow the city to leverage local funding so that each dollar of local investment is matched with four dollars of augmentative funding. Local funding is derived from a variety of sources including general funds, sales tax revenue, special tax revenue, and local improvement districts. The Trails, Open Space, and Parks (TOPS) sales tax funds off-street bicycle and pedestrian paths. The City bicycle tax funds both on-street and off-street bicycle improvements. Local improvement districts pay for the construction of new sidewalks in areas where they are needed.

DEMAND MANAGEMENT PROGRAM FUNDING

Certain federal funds are dedicated towards addressing Congestion Mitigation and Air Quality (CMAQ) issues. These grants fund several important travel demand management programs including the Ridefinders Program, the Clean Air Campaign, and many aspects of the City's Traffic Operations Center with no contributions from local sources.

TRANSIT FUNDING

The City's public transit system is funded through a combination of federal grants from the Federal Transit Authority (46%), user fees and contract revenue (17%), and contributions from the City's General Fund (37%). While federal funds provide for capital improvements to the system, operations and maintenance of the system is funded through fares, advertising revenue, and through local funding sources.

OPERATIONS AND MAINTENANCE FUNDING

Operations and maintenance of transportation facilities is funded through both the Public Works and Parks and Recreation units. City staff maintains median strips, plow and sweep City streets, and overlay and repair pavement surfacing. Transit operations and curb and gutter maintenance are contracted out to private operators and are overseen by City staff.

11.3 IMPLEMENTATION GOALS AND OBJECTIVES

Implementation is one of four Intermodal Transportation Plan Goals. This goal has six objectives that guide the implementation of the ITP and ensure that the ideas and policies contained in this plan are carried out in an agreed fashion. These objectives are focused on cost-effectiveness and equity of cost burden. Cost-effective implementation includes advance preservation and dedication of planned right-of-way corridors; coordination of improvements so that areas of the city are not repeatedly under construction and the assessment of costs upon those who benefit from them.

TABLE 25: ITP OBJECTIVES FOR IMPLEMENTATION

IMPLEMENTATION OBJECTIVES	
D-1	Require advance right-of-way reservation, corridor preservation and dedication for transportation facilities through the local government land development process and other means.
D-2	Base funding for transportation system improvements as much as possible on a user-pay system which recognizes both the local and City-wide benefits of major facilities. Support public transit as an essential service with public funding as well as by user fees.
D-3	Ensure that new development implements approved transportation plans and provides the transportation improvements needed to accommodate that development.
D-4	Pursue funding sources to address deficiencies in the transportation system that cannot be corrected through development-related construction or user pay principles.
D-5	Consider the traffic impacts of new development on existing neighborhoods and infrastructure when prioritizing major transportation improvements.
D-6	Maintain transportation facilities to protect the community's investment in capital infrastructure.

11.4 FUTURE NEEDS, OPPORTUNITIES, AND CONSTRAINTS

As the City of Colorado Springs continues to grow, the transportation system grows with it. Construction of new transportation facilities has largely kept pace with immediate demand. However, budgets for maintaining these new facilities and for handling the growth of traffic on existing facilities has not kept up. As a result, transportation agencies are looking at ways to increase efficiency of the existing system, to maximize the effectiveness of local transportation investments, and to involve citizens in prioritizing the community's transportation needs.

INCREASE OPERATIONAL EFFICIENCY

Coordination among agencies within Public Works allows cost-effective and resource-efficient implementation of the action items contained in this document. Streets, Engineering, Transit, and Traffic Engineering will continue to work together to coordinate their activities and ensure that each construction, maintenance and education project combine resources to complete as many objectives as possible.

Coordination with City agencies and City Enterprises outside of Public Works entails education and distribution of the completed and approved plan and the establishment of procedures to ensure that programs follow the items contained in the ITP. Coordination with other agencies includes Planning, Public Safety, Public Communications, Parks and Recreation, Neighborhood Services, Parking Services, the Colorado Springs Airport and Colorado Springs Utilities.

Coordination with Regional agencies, surrounding jurisdictions, and community organizations, involves the wide distribution and ready availability of all aspects of the Intermodal Transportation Plan, as well as active participation and outreach from Traffic Engineering into these areas.

MAXIMIZE COST-EFFECTIVENESS

The cost-effectiveness of investments in transportation depends on the effective prioritization of projects and the leveraging of local funds to get the largest return on the dollar. Non-monetary costs and benefits are important to consider as well.

Local funds for transportation planning, construction, operations, and maintenance are allocated through the City's annual budgeting process. These funds are often leveraged by federal and state grants. The capital improvement projects funded solely by the City are prioritized and funded through the citizen-driven **Springs Community Improvement Program (SCIP)**. Springs Transit operations are funded through the City's general fund and through rider fares.

Prioritization of the **Intermodal Transportation Plan** action items and recommendations needs to be accomplished with both citizen involvement and a comprehensive understanding of funding criteria.

INFORM AND INVOLVE CITIZENS

Citizens should continue to be actively involved in setting priorities for transportation projects. A good example of this is the SCIP Program that enabled citizen committees to prioritize improvement projects. Another example of this involvement is the Community Advisory Committee that advises elected officials from throughout the region on the use of federal and state transportation funds.

11.5 RECOMMENDATIONS

1. Continue to require advance right-of-way reservation, corridor preservation and dedication for transportation facilities through the land development process and other means.
2. Incorporate the recommendations of this plan into City Code and other City policies, as appropriate.
3. Ensure distribution and availability of the ITP to citizen organizations, community groups, neighborhood organizations and general public.
4. Support efforts to establish funding agreements for a regional transit system.
5. Investigate user-pay systems that recognize local and city-wide benefits of transportation improvements, including impact-fees, local improvement districts, and other private financing methods.
6. Continue to pursue funding sources to address deficiencies in the transportation system that cannot be corrected through development-related construction or user pay principles.
7. Prioritize and fund transportation improvement projects through the **Transportation Improvement Program (TIP)** administered by PPACG and the citizen-driven **Springs Community Improvement Program (SCIP)**.
8. Coordinate the prioritization and design of transportation facility improvements with Police and Fire to maintain or enhance emergency response times.
9. Design new and re-constructed transportation facilities in accordance with **City Public Street Standards** and with the objectives and policies of **The Comprehensive Plan**.

City of Colorado Springs

INTERMODAL TRANSPORTATION PLAN

APPENDICES

A: Timeline for public review and approval

B: Transportation issues from Public Review Draft

C: Summary of Public Comments



**APPENDIX A:
City of Colorado Springs
Intermodal Transportation Plan
TIMELINE FOR PUBLIC REVIEW
AND APPROVAL**

Friday, April 9	ITP Review Draft in Public Libraries and copies sent to Community Organizations. Report posted on City Webpage (www.colorado-springs.com/trafficeng/itp.htm)
Tuesday, May 4	ITP Public Meeting. City Council Chambers, 1:00 PM and 6:00 PM.
Monday, May 17	ITP Public Meeting. City Council Chambers, 6:00 PM
Thursday, June 3	Staff presentation to City Planning Commission for approval
Tuesday, June 22	Staff Presentation to Colorado Springs City Council

City of Colorado Springs Intermodal Transportation Plan PUBLIC COMMENT FORM

Comments on the Intermodal Transportation Plan can be mailed, faxed or phoned to Traffic Engineering.

Send to: ITP Comments City of Colorado Springs, Traffic Engineering PO Box 1575, MC 450 Colorado Springs, CO 80901-1575	OR FAX: 719 578-6255 OR CALL: Comment Line: 719 385-5477
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Comments:

use back of sheet if necessary

Please include your name and residential address, and phone number if a response is requested or if you would like more information on any aspect of the Transportation Plan.

Name:

Address:

Daytime Phone:

Please send me information on the following:

Roadway Plan

Truck Route Plan

Transit Planning

Bicycle Plan

Pedestrian Plan

Neighborhood Traffic

**INTERMODAL
TRANSPORTATION PLAN
APPENDIX B:
TRANSPORTATION ISSUES
FROM CITIZEN REVIEW**

May 1999

Intermodal Transportation Plan 1999 Revision

MAJOR ISSUES BASED ON PUBLIC COMMENT, INNER-CITY CORRESPONDENCE, AND QUESTIONS FROM COUNCIL

Development of the Intermodal Transportation Plan includes a large amount of public comment and feedback from City staff, concerned citizens, and City Council. The following pages contain further explanation of several issues that continue to receive substantial amount of attention.

Major Issues from ITP Public Review

- 1. North Nevada / Woodmen Interchange**
- 2. Weight Classifications for trucks**
- 3. Pedestrian Planning**
- 4. East/West Mobility: Trucks and Street Classifications**
- 5. Front Range Rail**
- 6. Powers Boulevard and the Eastern Bypass**
- 7. Availability and Review of Traffic Studies**
- 8. Other Comments**

1. NORTH NEVADA / WOODMEN INTERCHANGE

Citizen feedback from the ITP includes a request to coordinate the redesign of the Woodmen Road / I-25 Interchange with the reconstruction of Nevada Avenue / Rockrimmon interchange. It is suggested that Nevada northbound traffic could merge from left onto I-25 to avoid conflict with traffic exiting onto Woodmen Road. This redesign would include a way to merge in Dublin Boulevard traffic as well.

The redesign and construction of both the Woodmen / I-25 Interchange and the North Nevada Interchange are handled by the Colorado Department of Transportation (CDOT). Both projects include opportunity for public comment and participation, and comments from the ITP will be forwarded to them.

Status

The redesign of the Woodmen Interchange is almost complete and CDOT will soon be contracting for the North Nevada/Rockrimmon interchange design in which various alternatives will be considered. Following is a summary of the I-25/Woodmen Road Interchange sent to the City by PRACO, the consultant selected by CDOT for the public process in the design of the interchange:

" The improved diamond design alternative offers enhanced safety characteristics, reduced levels of traffic delay and is found to be the most economical choice. The improved diamond significantly increases through laneage on Woodmen Road, increases storage for left turns and eliminates one of the existing traffic lights (at Vincent).

CDOT explored numerous interchange alternatives for I-25 and Woodmen Road, including the improved diamond described above with a directional ramp serving westbound to southbound traffic. While the fly-over concept is popular with the public, the improvement in the level of service it provides (compared to the improved diamond) is minimal and does not warrant the additional cost (approximately \$10 million) to build it.

The improved diamond alternative works effectively with all safety and design elements along the I-25 Corridor."

2. WEIGHT CLASSIFICATIONS FOR TRUCKS

Citizen review of the ITP revealed concern over Recommendation # 6 in the Freight Element,

“Consider raising the gross vehicle limit that restricts vehicle movement. The current limit of 10,000 pounds restricts the movement of some vehicles that may not adversely affect neighborhoods or the transportation system.”

Those who spoke on this issue are concerned that raising the vehicle weight limit will increase truck traffic within neighborhoods, and adversely affect those neighborhoods.

City staff recommends a rewording of the recommendation to clarify its intent. The revised recommendation reads:

“Consider raising the gross vehicle limit that restricts vehicle movement as part of future deliberations of the City Truck Route Committee. The current limit of 10,000 pounds restricts the movement of some vehicles that may not adversely affect neighborhoods or the transportation system.”

City staff is not recommending a change to the vehicle weight limit as part of the proposed Intermodal Transportation Plan (ITP). Rather, staff believes that additional information should be gathered and presented on the type of trucks and other vehicles that would be deregulated should the weight restriction be changed. An informed discussion with citizens and trucking interests could then take place as part of future Truck Route Committee meetings. Any future recommendation to change the weight restriction would be an amendment to the ITP and City Code and would require approval by City Council.

3. PEDESTRIAN PLANNING

Public comment on the pedestrian section of the ITP includes requests for the city to complete gaps in the sidewalk system and to give increased priority to pedestrian facilities when constructing roadway projects. Many indicate that the Pedestrian Element of the April Draft of the ITP is not strong enough to accomplish these requests.

In response to the comments received from the public, staff is augmenting the Pedestrian Element to include the recommendation to conduct a Pedestrian Access and Mobility Study. This study will assess the status of current pedestrian network and identify strategies to improve it.

The need for this study stems from a lack of information on pedestrian facilities compared to other modes. The Intermodal Transportation Plan is largely a compilation of existing plans and studies for roadways, truck routes, transit, and bicycles. While the need for pedestrian facilities is included in individual Master Plans and is addressed in individual City Programs, there has not been a comprehensive assessment of existing pedestrian facilities, identified needs, and associated costs.

The Pedestrian Study will examine our current situation with regards to pedestrian mobility and make recommendations on specific facilities improvements. This Pedestrian study should develop methods by which we can improve pedestrian mobility within neighborhoods, improve mobility within commercial centers, and ways to improve access between the two.

Revised Recommendations of the Pedestrian Element

1. Include improvements to pedestrian facilities as part of all City transportation improvements (roadways, bridges, etc.).
2. Develop design policies for pedestrian circulation and access in developing areas of the city.
3. Fund a *Pedestrian Mobility and Access Study* to assess the current pedestrian network and identify strategies to improve it.
4. Review sidewalk standards regarding width and timing of their installation.
5. Re-examine funding structure for pedestrian facilities.
6. Improve coordination of multi-use trail crossings of roadways.

4. EAST/WEST MOBILITY: TRUCKS AND STREET CLASSIFICATION FOR UNIVERSITY PARKWAY, AUSTIN BLUFFS, AND CONSTITUTION

Comments received during the review of the ITP include concerns over the impacts of improvements to East/West mobility for freight and passenger transportation. Specific concerns include:

- The planned extension of University Parkway as a principal arterial.
- The designation of the University Parkway extension as a truck route.
- Potential future expansion of Constitution Avenue.
- Potential future use of the Rock Island Railroad corridor for roadway use.
- The Truck Route Committee's recommendation that Austin Bluffs Parkway (between Nevada Avenue and Union Boulevard) be designated as a truck route.
- The current designation of Uintah Street (between I-25 and Nevada Avenue) as a truck route.

East-West Mobility Study

All of the above concerns pertain to east-west roadways within the study boundaries of the upcoming East-West Mobility Study. This study, to be conducted over the next 18 months, will address east-west mobility needs and east-west truck travel in the area east of I-25, and between Woodmen Road and the US 24/Martin Luther King Bypass. The intent of the Study is to assess existing and future travel needs in the area and consider all options for meeting those needs. The Study will include extensive public involvement.

It is City staff's recommendation that no changes be made to planned east-west street classifications or truck route designations within the East-West Mobility Study area as part of the proposed Intermodal Transportation Plan. Any potential changes to the street network or truck route designations will be considered by the Study.

University Parkway Extension

An engineering analysis has been conducted for the University Parkway extension to investigate whether the extension is feasible, given legal restrictions imposed by restrictive covenants placed on some land parcels owned by CU-Springs. This analysis determined that a number of routes are possible. The analysis did not recommend any particular alignment or assess the desirability of the routes – based on neighborhood impacts, environmental impacts, cost and other factors. Those concerns are to be addressed by the East-West Mobility Study.

5. FRONT RANGE RAIL

The provision of rail service between Colorado Springs and Denver has long been a stated preference of our community. A 1996 survey of the region ranked the initiation of front range rail relatively high with over 50 percent of respondents stating they would be willing or somewhat willing to support the service with existing tax dollars and indicated they would be willing to spend fourteen dollars out of every one-hundred to support the service.

Passenger rail service along the Colorado Front Range has been the topic of several studies conducted over the past seven years. The first is an AMTRAK study that considered passenger rail from El Paso, Texas to Cheyenne, Wyoming. The second is a statewide passenger rail study conducted by the Colorado Department of Transportation (CDOT). The City of Colorado Springs paid for a share of the AMTRAK study and supported the other studies through staff involvement.

The most recent study of front range rail is the "South Front Range Corridor Assessment Study" completed in April 1998. This study is part of Phase I of an Environmental Assessment to consider and evaluate options for improving travel and reducing congestion along the I-25 corridor from Denver to Pueblo. The study considers ten alternatives for the corridor including: adding lanes to I-25; adding toll lanes or carpool lanes to I-25; adding new road or bypass; commuter rail service on existing track; commuter rail service on new track; building an electrified railroad (light rail); and no action.

The South Front Range Corridor Assessment Study determines that passenger rail service is not among the three "most feasible" alternatives for further examination during Phase II of the I-25 Corridor Environmental Assessment. This assessment is based largely on the relatively low number of passengers using the service and the relatively high cost of building the service compared to other alternatives. The Assessment Study calculates rail ridership to be 2,006 passengers per day on commuter rail with new track and 400 passengers per day using existing tracks or interregional light rail. Ridership is based primarily on travel time - estimated to be 110 minutes on new track, 125 minutes on light rail and 140 minutes on existing freight tracks.

The estimated cost of providing commuter rail service on new track between Colorado Springs and Denver includes \$559 million for construction and \$6.3 million per year in operation and maintenance, according to the 1998 study. Providing service on existing track has a lower cost and interregional light rail has a higher cost.

The provision of transportation services between Denver and Colorado Springs is largely the jurisdiction of the Colorado Department of Transportation and the regional transportation agencies (PPACG and DRCOG). However, City staff continue to monitor developments in this area. While rail service is not deemed feasible at this time, changes to land use, area demographics and level of local transit service could raise ridership on an inter-regional rail service and increase the feasibility of that improvement.

6. POWERS BLVD AND THE EASTERN BYPASS

Community concern over the development of Powers Boulevard and the need for an eastern bypass is reflected in the comments received about the ITP. These include a concern over the need to manage development along Powers Boulevard to protect traffic flow; questions about how and where Powers Boulevard will relieve congestion; concern over the number of stoplights on Powers Blvd. and lack of land-use control. Comments were heard about the need for an Eastern Bypass to carry traffic East of the City before it is too late and problems with U-turns from one-mile spacing requirements along arterials.

Powers Boulevard is built as a Limited Access Roadway that allows no direct access to adjoining development. Access to developments is restricted to intersecting streets with full movement intersections no closer than 600 feet from Powers Boulevard. Intersections along Powers Blvd have been planned and located to be grade-separated in the future to allow Powers to serve as a viable alternative to I-25.

Although Powers will not remove much of the existing through traffic from I-25, it will provide an alternative route for the residents of Colorado Springs from Academy or I-25. Once Powers is connected from I-25 south to I-25 north, it will provide an incident management route should traffic need to be rerouted from the Interstate.

Land development along Powers is typical of what is usually experienced along high capacity/high volume roadways. Most of the land along Powers Boulevard Corridor is master planned and the City has been successful in implementing what has been zoned. City Planning is currently revisiting the City's Comprehensive Plan to determine if the City needs to change development patterns, and if so, in what way.

7. AVAILABILITY AND REVIEW OF TRAFFIC STUDIES

Several of the comments received in the ITP review refer to traffic impact studies conducted during the development review process. These comments questioned the integrity of data included in these studies and stated the need for citizen assurance that the facts presented are accurate. The need for these studies to be available to the public and have better oversight by City staff was mentioned as well.

Traffic impact studies follow the requirements outlined in the Subdivision Policy Manual and Public Works Design Manual approved by City Council in 1990. Specific traffic study requirements will vary depending on the site location and type, however, all traffic studies shall contain, as a minimum, the following information as required in the Public Works Design Manual:

1. Trip Generation
2. Site Plan
3. Existing and Projected Traffic Volumes
4. Critical Lane Capacity Analysis
5. Traffic Signal Progression
6. Level of Service
7. Trip Generation Rates
8. Traffic Counts
9. Design Hours Volume

All studies are reviewed by the City Traffic Engineer before acceptance. Revisions to the study are provided as required by the City Traffic Engineer. The need to require revisions is based on the completeness of the traffic study with the proposed access and development plan. Traffic studies are public information and are open for public review once they are reviewed by the City Traffic Engineer.

8. OTHER COMMENTS

Many of the comments received in the ITP review process do not fit into any of the seven categories above, yet do reflect important issues to consider. A review of these comments and a response from staff is included below.

The use of chip seal on residential minor arterial streets is irritating and causes too much noise. Choice of paving material should consider adjacent land use as well as classification.

The type of resurfacing material used on City streets depends on a number of factors including the condition of the roadway and cost. Cost has become an increasingly important factor as the City attempts to maintain the standard of resurfacing 10% of the street system each year. City street mileage is increasing every year, as is the cost per lane mile that private contractors charge for resurfacing.

Chip seal is less expensive than other paving materials and assists in skid resistance during the winter months. On South Carefree Circle the chip seal starts east of Oro Blanco Drive where the steeper grade starts. Any additional noise caused by the application of a chip seal mellows two or three weeks after its application.

The City is compelled to use more bituminous surface treatments to extend the life of roadways that do not have structural deficiencies. While the City's goal is to treat 10 % of the street system each year, because of growth and increased costs, only 7 % was treated last year (1998).

Different types of development, such as neo-traditional design, reduce the demand for arterials. What efforts are being made by Transportation to look at this?

The revision to the City Comprehensive Plan, now underway, is examining the relationship between alternative development patterns and the impact on City infrastructure (including roadways). The Transportation/Traffic Engineering Unit is participating in this examination.

Jake Brakes are being used in the City. They should not be used because they are noisy.

The Truck Route Committee has discussed this issue at length. The use of Jake Brakes was prohibited in 1969, but the ordinance was repealed in 1988. The Truck Route Committee recommends that Jake Brakes continue to be allowed, but that their noise level be regulated through the enforcement of the City's Noise Ordinance. City staff agree with the Truck Route Committee's recommendation.

**The City needs better enforcement in limiting trucks to designated truck routes.
Need more enforcement and punishment for violators.**

The desire for increased enforcement has been brought to the attention of the City Police Department. Unfortunately, a higher level of enforcement would require diverting Police Department resources away from other public safety activities.

The Mesa Springs Neighborhood Association continues to oppose the Centennial Boulevard extension.

The position of the Mesa Springs Neighborhood is duly noted and will be forwarded to the City Planning Commission and City Council.

Request that 30th Street and 31st Street be re-designated from arterial classifications to collector classifications.

30th Street and 31st Street have been designated as arterial streets since at least 1972. As a general planning rule, arterial streets are required every ½ to 1 mile apart to serve the needs of the area and of the community. Arterial streets are needed in these current locations to serve travel needs on the west side of the community.

Staff has determined that excess capacity does not exist on other nearby arterials and no substitute routes are available to satisfy the travel needs of the area.

**INTERMODAL
TRANSPORTATION PLAN
APPENDIX C:
PUBLIC COMMENTS**

September 1999

Intermodal Transportation Plan 1999 Revision

QUESTIONS AND COMMENTS FROM PUBLIC MEETING - 5/4/99

Transportation Planning staff held two public meetings on May 4, 1999 to receive public comment concerning the Proposed Draft of the Intermodal Transportation Plan. Comments received in those meetings are repeated below, along with comments submitted by fax, email, and mail.

Feedback from citizens consisted of questions, such as how the plan was developed and what the future process will be; comments, such as inconsistencies within the report or opinions on aspects of the transportation system; and requests, such as the de-designation of a truck route or the elimination of a roadway from the Major Thoroughfare Plan. The majority of feedback we received was of the later (request) category.

Comments, requests, and questions are separated in the following pages by topic. Written feedback is quoted verbatim and are indicated in italics. Lengthy comments and formal letters from community groups are attached in their entirety.

Topics range from general concern over roadway design, support for alternative modes, need for broader scope and increased communication with public. The majority of concerns focus on the truck routes, specifically Austin Bluffs Parkway, Centennial Boulevard Extension, University Parkway, and the NorthEnd neighborhood. This focus is largely due to a concerted turn-out by these constituents at the public meetings and in turning in comments.

Topics are as follows:

Topic 1: Roadway Design

Topic 2: Truck Routes

Topic 3: East / West Mobility

Topic 4: Eastern By-pass

Topic 5: Alternative modes

Topic 6: Communication with Public

Topic 7: Operations and Maintenance

Topic 8: Additional scope

TOPIC 1: ROADWAY DESIGN

1. The redesign of the North Nevada Interchange and Woodmen Road Interchange should be combined and/or coordinated. Perhaps Nevada northbound traffic could merge from left onto I-25 to avoid conflict with traffic exiting onto Woodmen Road. This re-design should include a way to merge in Dublin Boulevard traffic as well.
2. The City should use the roadway classifications used by the Federal Government. That classification system is based on many factors including adjoining land-use. This system could be applied to North Nevada Avenue especially.
3. Please change the designation of 30th and 31st streets from Arterial to collector. Designation will qualify these streets to receive SCIP funds from the City's Neighborhood Traffic Calming Program that just passed.
4. Many of the roadway classifications outside the City limits do not agree with the El Paso County classifications.
5. *When did 19th Street become a Minor Arterial north of Uintah?*
6. *Quit putting down thin pavement. There is a need for a decent base and preparation prior to paving!*

TOPIC 2: TRUCK ROUTES

7. Jake Brakes are being used in the City. They should not be (noisy).
8. Weight limits for truck classification should be reconsidered.
9. The goals of the Truck Route Committee conflict with the goal of neighborhood preservation. Truck Route Committee needs to be changed.
10. Changes to weight classification will benefit trucking industry at the sacrifice of residential neighborhoods. Increases above 10,000lbs will include 6-wheelers and beer trucks. Regulation of truck traffic should apply to COMMERCIAL TRUCKS over 10,000 lbs.
11. *Any changes to existing truck weight limitation should read "No commercial trucks over 10,000 GVWR." We must keep neighborhoods safe. This should be backed up with more enforcement and punishment for violators. Commercial trucks must be encouraged to use designated truck routes only. At present there are constant violations with very little, if any, enforcement. The increase of noise and pollution is incredible over the last 5 years and it must stop now!*
12. *I am very much in favor of keeping our residential streets free of trucks and oversized Commercial vehicles. I feel we have problems enough with regular family type vehicles, anything larger would create conditions unfavorable to our neighborhood and our schools and children. I would hope that careful consideration be given to all regulations prior to any changes. God knows we have enough problems as is now.*

13. Please protect our kids – no trucks by school zones.

Trucks on Palmer Park

Note: Traffic Engineering has received numerous comments about Palmer Park becoming a truck route. The street is not currently a designated truck route, nor does the ITP contain any recommendations to make it a truck route.

14. Commercial trucks are traveling along Palmer Park (not a designated truck route). Please encourage commercial trucks to use designated truck routes.

15. It has been brought to our attention that commercial trucks are traveling along Palmer Park. We are opposed to this because we have small children crossing this road to go to school and some small wildlife coming from the powers field. please encourage commercial trucks to use designated truck routes.

16. I feel that the traffic on Palmer Park, as well as some other residential areas is heavy enough. We do not need the additional burden of commercial truck traffic. Any changes in truck weight limitations should exclude commercial trucks.

17. Our street, Palmer Park is already too busy as it is. In case City Traffic Engineering forgets, this is a residential area, we have our elementary school right on the street where our kids attend. I do not see how that proposal will benefit our area and market value. Our taxes will be increased and our road would just deteriorate. Also, if this proposal passes, it would take us more that 1-3 minutes to turn into our garages. I am strongly opposed to that proposal.

Trucks on University Parkway

18. Remove truck route crossing of Houck Estate (University Parkway). This plan is not possible due to restrictions on taking of State land. It interrupts open space and duplicates existing East/West facilities (Woodmen Rd).

19. It would be a shame to ruin the University with a truck route.

20. Having a truck route near the Christian School on Eagle Rock near University Parkway would be a problem with noise and safety.

21. Please remove University Parkway from the ITP maps and as a Truck Route. We need to preserve open space and beautiful natural areas. Stop trying to acquire UCCS lands that have deed restrictions to prevent a major thoroughfare. I recognize we need East-West routes and (that we) have a great transportation bottlenecks, but there is little beautiful land left in town. Consider Constitution as an E/W Corridor.

Trucks on Austin Bluffs

22. The Austin Bluffs truck route should have extra lane for trucks on Austin Bluffs hill if the road is to remain a truck route.

23. The designation of Austin Bluffs as a truck route needs to consider the existence of old mines beneath that route.

24. Trucks on Austin Bluffs Parkway (Nevada to Union) is a bad idea and is dangerous.
25. Cragmoor Village opposes the Austin Bluffs Truck Route.
26. South Face HOA, Discovery HOA, and Comstock HOA all strongly favor removing Vindicator and South Rockrimmon as a truck route (approve of staff recommendation).
27. Noise is issue with UCCS and trucks.
28. When Austin Bluffs Parkway was built, and neighbors consented to its construction. It was agreed that it would not be a truck route. What happened?
29. *It is a dangerous idea to allow trucks on Austin Bluffs Parkway.*
30. *I object to Austin Bluffs Parkway being used as a truck route for the following reasons: 1. Traffic Count - Austin Bluffs is already past maximum vehicle numbers at rush hour. 2. Grade - the hills are too steep for trucks. 3. Noise - there are 3 schools in direct contact with this relatively short piece of road. 4. Safety - in inclement weather or with faulty brakes both the grade and the school play ground on ABP may cause serious accidents. 5. Trails - there are 3 Trails Coalition trails crossing or parallel to ABP. 6. Air Pollution - diesel engines cause the pollution when accelerating (grade) or idling" quote from East /West Mobility Study (summary report).*
31. *No trucks on Austin Bluffs. I live closer to the Parkway and the noise is bad enough as it is. What's going to happen when you start letting trucks on there? Too many children will be at risk. Three schools are along Austin Bluffs. Trucks can use Fillmore. It is flat and commercial.*
32. *Being a native of Colo Spgs, I voted to make Austin Bluffs a PARKWAY, no trucks allowed. We were promised that if we let this street happen it would remain a Parkway. I really would not appreciate you people going back on your word and letting big trucks on the Parkway. The noise factor would go up, not to mention the condition of the roads after 6 months.*
33. *Turning Austin Bluffs into a truck route is a very bad idea for the following reasons: The streets are already crowded enough, we don't need to add huge trucks to the congestion. Trucks are much more dangerous. In icy conditions it could be trouble for the schools they will pass. I enjoy Austin Bluffs as it is.*
34. Too many children will be at risk. There are 3 schools along Austin Bluffs.
35. Austin Bluffs hills are too steep for trucks, icy conditions on the hill will make it very dangerous.

Trucks in the Northend

36. Uintah Ave should be de-designated as a truck route (I-25 to Nevada).
37. How are classifications of streets changed? Specifically interested in declassifying North Nevada as a Truck Route.
38. *Uintah Street between I-25 and Nevada Avenue needs to be retained as a truck route.*

Trucks on Centennial Boulevard

39. *Since Rockrimmon was intended as a temporary truck route while Centennial was under construction, I don't understand the issue approving the route back to Centennial. Rockrimmon is not a safe truck route. The curves and grade make it dangerous, particularly during wet/icy weather. Centennial has little grade, is fairly straight, and often is a shorter distance for trucks from the gravel pit.*
40. *The removal of Vindicator & South Rockrimmon from the truck route map is a good recommendation. When Vindicator was constructed, it was made a temporary truck route until Centennial was widened. That is now a fact and so it is time to remove the trucks from S. Rockrimmon. That is a dangerous route with a tight turn from Vindicator, curves and hills.*
41. *The Discovery Homeowner Assoc. is in full support of the ITP recommendation to delete S. Rockrimmon and Vindicator from the Truck Route. The homeowners in the overall Rockrimmon area were told some years ago that this was a temporary truck route until Centennial Blvd. was completed. (from President of HOA).*

TOPIC 3: EAST / WEST MOBILITY

42. Why did you keep some lines on map and remove others? (in relation to E-W mobility Study).
43. Mesa Springs Neighborhood continues to oppose the Centennial Blvd. Extension.
44. East/West Mobility Study needs to have meaningful public input "from the get-go." Needs to have a Citizen Advisory Committee appointed by Council.
45. E/W Citizen Advisory Committee should not be Council Appointed, as Council tends to appoint people who are not sympathetic to neighborhoods.
46. How the Citizen Advisory Committee is appointed is important.

E/W Mobility: University Parkway

47. Montebello Extension doesn't make sense now that no connection is planned to I-25.
48. Public needs clarification on what exactly the E/W Mobility study will consider. Especially in regards to University Parkway.
49. Neighborhood needs definitive answers for Constitution Ave. What will be in the EW Mobility Study.
50. Feels threatened that University Parkway has a name. Does not think naming non-existing streets is a good idea.
51. University Parkway will not solve any problems therefore should be eliminated from Study.
52. Studying University Parkway as a road is a waste of consultant dollars.

53. *University Parkway should be removed from the map because it is not (connected) to Nevada.*
54. *It is past time for the "road" you are calling University Expressway to be removed from your maps. Certainly it must be removed before the East-West Mobility study is done. That road cannot be built across land owned by the State (CU the Springs). Continuing the hope that it can would be a waste of the consultant's and participating citizens' time and energy.*

*CU Springs is a great asset to Colorado Springs, and the land given to it by Dr. Trembley and Mrs. Heller is a great asset to CU. Pressuring CU to violate the trust it received with those deeds is unconscionable. The entire city benefits from having that land kept inviolate. Building another fragment of truck route *or any road) across it would benefit very few people, create a horrible nuisance for the Eagle Rock neighborhood, and severely damage CU's campus here.*

55. *Recommend removal of the proposed truck arterial (University Parkway) from all ITP maps. The road is infeasible since the University of Colorado at Colorado Springs owns the old Trembley and Heller estates. The University is committed to maintain the property for educational purposes. The City has no right to condemn State-owned property.*
56. *The proposed road from Academy via the Houck Estate to Nevada Avenue is short sighted for a number of reasons. Our elected officials must not succumb to a quick decision with long-term consequences, but they must think about the incredible legacy they can leave by keeping open space in the middle of a city (akin to a "Central Park: in New York City). A beltway is needed, or at least an east-west bypass using existing pathways. This proposed street will not accomplish the task. Secondly, an environmental impact statement would show that coyotes, deer, birds of prey, and a host of other "critters" one can observe in this area would be dramatically impacted. Third, the traffic at the junctions of Academy and Nevada will only worsen. Fourth, the proposed roadway would violate the intent of the will where land was deeded to the University of Colorado at Colorado Springs for expressed purposes - not a road! Finally, people who have recently built expensive homes in the Eagle Rock development will have their quality of life and home values negatively impacted by road noise and traffic. This is inherently unfair to that neighborhood.*

E/W Mobility: Constitution Ave.

57. Rock Island ROW is not supposed to be used for a roadway. It should be a trail only.
58. There should be a greater emphasis on Constitution Avenue as an East-West route, based on public opinion and analysis.
59. In keeping with the spirit of the ITP. City needs to remember the importance of Trails. Especially the Rock Island Trail.
60. Because it is 90 percent residential, the Constitution corridor should be eliminated from the East/West mobility study and needs traffic calming.
61. *Suggest Constitution be examined in depth as a candidate for East-West route from I-25 to US Route 24!*

TOPIC 4: EASTERN BY-PASS

62. City needs to manage development along Powers Blvd to protect traffic flow.
63. Plan should include detail on how and where Powers Blvd will relieve congestion.
64. City is too late on Powers Blvd. There are already too many stoplights and too many stores.
65. How is land-use controlled along Powers Blvd?
66. City needs to plan for an Eastern Bypass to carry traffic East of the City before it is too late.
67. One-mile spacing of arterial intersections causes problem with U-turns.
68. City needs to ensure good access to Municipal Airport. Promotion of Airport must include improved access.
69. Are federal funds available to increase capacity of I-25 or construct a by-pass?

TOPIC 5: ALTERNATIVE MODES

70. Roadway design should address the interaction of pedestrians and vehicles (not just the need for facilities).
71. Need to accommodate pedestrians on all streets.
72. Plan should include accommodations for rapid transit, North and South.
73. Denver is currently building a commuter rail system. Colorado Springs needs to be ready to take advantage of light rail. Need to anticipate light rail and provide space for it now.
74. Disappointed in lack of planning for local light rail service.
75. Citizen thinks Transit and TDM measures are critical. Need to look at putting money into Transit and TDM programs instead of Roadway expansion.
76. Does the City coordinate with other groups in developing its bicycle system plan?
77. Bicycle facilities along South Rockrimmon need to be reconsidered. Too much traffic for bicyclists.
78. Pedestrian Element should include information on Traffic Calming and School Safety.
79. *It is very important to keep public transportation. There are many like me who have no other transportation other than walking. The older I get the more difficult (walking) is. RTD sounds like a great deal. On a personal note I am very disappointed more people weren't in attendance (at the public meeting). We all travel one way or another.*
80. *Can we develop a requirement that new development in new growth areas pay for mass transit to be made available to-and-through those new growth areas?*

81. *Please be more proactive more than reactive in designing transportation options. Plan overall routes, desired air quality, etc., first instead of in reaction to developers.*

Include planning for light rail at this stage - put it into plan (and) into the mix as part of intermodal thinking, even if it's a "wish-list" aspect at the moment due to funding. Light rail could combine beautifully with bicycle mode for commuters, for example. Plan for high-speed, large numbers of travelers option as a visionary proactive component.

82. *Street marking of Homestead trail as it crosses Oro Blanco Drive and Inspiration Drive (has deteriorated to the point of being dangerous). The crossing at Inspiration Drive has only one street sign posted. Proper marking may save someone's life.*

83. *Why isn't the sidewalk system complete? Owners should be required to install sidewalks! Owners of vacant land should have to install them, too. There aren't even sidewalks on many parts of Academy - looks terrible and is a safety issue. There are rules about having sidewalks - enforce them!*

84. *Install all the missing sidewalk segments throughout the city, and do it now, whether property owners have built or not - Change Ordinance!*

TOPIC 6: COMMUNICATION WITH PUBLIC

85. Traffic impact studies done by developers should be available to public.

86. The integrity of data in traffic impact studies done by developers is not always accurate. Citizens need assurance that the facts presented are accurate. City needs to have better control and oversee of data.

87. Citizen requests to traffic are often not addressed.

88. The success of the (ITP public) meeting will depend on the City's response from the public. Representation by neighborhoods must be formed seeking volunteers to serve and offer input.

TOPIC 7: OPERATIONS AND MAINTENANCE

89. Some minor arterials are residential. Using chip-seal on these is irritating and causes too much noise. Choice of paving material should consider adjacent land use as well as classification.

90. Pavement overlays are too thin.

TOPIC 8: ADDITIONAL SCOPE

91. Citizen supports "proactive" planning of ROW and alignment. Different modes of development, such as neo-traditional land-use, reduce demand for arterials. What efforts are being made by Transportation to look at this?

92. Neighborhood impacts (Livability) should be the primary concern when considering transportation. This should be the "driving principle" behind city activities.
93. Livability Goal B2.3 was changed. Used to say "Prohibit new arterials through neighborhood." Now it is too weak.
94. What input does the Police Department have on Transportation Planning and on the ITP? Input from CSPD is needed to see how to slow traffic down.
95. This plan lacks innovation! Needs to consider longer-time frame. There is too much reaction to development rather than fore-thinking of how we want the transportation system to look.
96. Need to incorporate recommendations of the new Comprehensive Plan, when that is completed.
97. Wording of document is too vague. Too much use of "may", "should", "could", etc. Need to use words that are more definite such as "will" and "must".
98. Plan is disappointment. Not enough information on what other communities are doing. No background information on the subsidization of automobiles or the amount of land taken up by facilities for automobile use. Issue of induced demand for travel is not addressed. Need a statement that we cannot continue past practices and expect the situation to improve.
99. City Staff should be more proactive in providing information on the benefits of bus transit, vehicle ownership numbers in El Paso County, and the amount of travel by automobile.
100. ITP was well done. Interesting reading!

EMAILED COMMENTS

Thank you for the info on the Intermodal Transportation Plan. I am sorry I could not make it to your meeting yesterday. I am 44 years old and have lived in the Springs for 20 years. I have over 28,000 miles of bicycling under my belt in this city. I have observed the energy crisis, a major war over oil, global warming, a dingy looking Pikes Peak due to smog, acid rain destroying fishing, grid-lock on our streets and worse-than-ever obesity in the U.S. over the last 25 years. I am absolutely amazed at the blindness of our city planners over this period. Twenty some years ago they should have begun building bike paths off the street all over this city. You can't tell me it costs too much. They build sidewalks almost everywhere that are rarely used. If they had made those bike paths instead of sidewalks, they would get far more usage. Can you imagine the reputation this city would have now, had they been building bike paths along all major and semi-major thoroughfares for the past 20-25 years? People would be calling Colorado Springs the most progressive city in America. We have a climate that is very amenable to biking. It is a very safe, healthy, economical, efficient, pollution-free and Persian-Gulf-peace-promoting way to get around. I surmise that the main argument against bike paths among city planners is that nobody rides bikes in this town. I contend that the major reason that nobody rides bikes is that they don't feel they have safe pavement on which to ride. Your basic Catch-22. Bicycles are heavily used in other countries. Why not here?

Your efforts in trying to plan and promote biking are great, but they are about twenty years too late. It is far easier and cheaper to build bike paths at the time when the streets are built than to try to retrofit bike paths to existing streets.

The "Bikeway System Plan" map you sent is confusing to me. Is this the proposed network of bike paths or what we already have? You show Off Street Paths both where they already exist and where they don't currently exist. For example, on Constitution between Fontanero and Academy you show a red line where we already have a very good bike path. But on Constitution between Academy and Powers you show a red line where no bike path exists.

I am also perplexed that you show nothing along Academy Blvd except the path in the median from Constitution to Maizeland. This is a main artery. At a minimum we should have bike paths along all main arteries! You show nothing along Circle, Galley, Platte, Palmer Park, Powers and most of Union. I emphasize bike paths over bike lanes because painting a white stripe down a street and designating it for bikes will not promote biking very much since it won't make people feel that much safer. The ideal is a bike path off the street to really give potential bikers a feeling of safety.

I have said these things in letters to the city several times over the years, but they don't seem to get it. They continue to build brand-new major streets without bike paths! When will we figure out that there are a multitude of problems that can be mitigated and substantial benefits to be gained by the commuter, if we enable two-wheeled human-powered transportation?

Comments to Colorado Springs Intermodal Transportation Plan

1. Section 2.2, page 3, Figure 6: A more detailed explanation of the purposes found in the pie chart should be included in this section. For example, what's the difference between "Work and Work-Related (22%)" and "Work (11%)". Most of us don't have access to the 1992 Pikes Peak Region Travel Survey. Additionally, the purpose listed as "Other" should be further explained, since it makes up nearly 20% of the total.
2. ITP Goals and Objectives, Intermodalism Goal, para C-1.3: "Promoting" the Ridefinders program would be a more active approach than just supporting it. Personally, I really didn't know this program existed, and I've been living in Colorado Springs for nearly 6 years.
3. Section 4.2, page 1, Maintenance, Operations and signalization, 1st para: "The City Streets Department typically plans for resurfacing 10 percent of the City's roadway system every year". Will 10% be sufficient enough in the future, as more streets are added?
4. Section 6.5, Recommendations: Is there any plans to address the possibility of certain types of trucks restricted to travel during off-peak hours?
5. Section 7.2, Existing Conditions: The choice between public transportation and private conveyance is really one of cost effectiveness and convenience. If I buy a car, I know that in order to rationalize the cost of operating and maintaining it, plus insurance costs, I need to use it. Why would I want to use public transportation? If I'm spending \$.75 every time I get in the bus, knowing that my car is sitting in the garage, it is not cost effective. I'm spending more money just using the bus, for example. The other issue is of convenience. Public transportation may get me to the job site, but it may take a long time to get there, or return home. Additionally, other "mandatory trips", such as shopping, requires a car in most cases just to take care of packages. Bottom line: America still has a love affair with the automobile.
6. Section 9.4, 2nd para from the end, last line: "Therefore, sidewalks can be deficient in two ways: First is their width, second is gaps in the system." I believe that there is a third way that they can be deficient--deterioration. Many concrete sidewalks and adjacent curbs constructed years ago are falling, and require repair.



AIKEN AUDUBON SOCIETY

COLORADO SPRINGS, COLORADO

May 1, 1999

ITF Comments
City of Colorado Springs Traffic Engineering
P.O. Box 1575, MC450
Colorado Springs, Colorado 80901-1575

Dear City Folks:

The Audubon Society is extremely concerned about the proposed extension of Centennial Boulevard south to Fontanero Street. Even as a four-lane arterial, Centennial would come perilously close to -- or even impinge directly on -- Sondermann Park, a nationally accredited Urban Wildlife Refuge. This park and the associated Beidleman Nature Center are extremely important assets to the community at large as well as the local neighborhood. Many many thousands of people (including 12,000 children who participate in its programs annually) use this area for learning and as a refuge from urban living.

When local citizens are so concerned about quality of life, it seems a terrible shame and waste to undercut the achievements our local governments have already made in setting aside natural areas.

Increasing noise and other pollution so near (or on!) parkland degrades the quality of the natural experience to the point that its use by people is far less satisfying. Then there are the effects on wildlife itself, which could be considerable. Many species in the park move beyond its borders and depend on ground transportation. These could be very affected by such a road.

Why would the city take a peaceful refuge from urban stress and turn it into something much less? And why would we imperil a park and wildlife? For an extension of a road such a short distance as to seem almost incomprehensible? It would be far better for the city to dedicate the land it already owns north of Sondermann as parkland. Both people and wildlife would benefit far more from such a dedication.

The Board of the Aiken Audubon Society asks you to reconsider this Centennial plan -- and to be very careful that the left hand of the city does not undercut what the right hand has already so admirably achieved.

Sincerely,

Sandra McNew
Conservation Chair

PUBLIC WORKS

RECEIVED
MAY 13 1999

RECEIVED



Mr. Craig Hewitt, Transportation Planning Manager
City of Colorado Springs
30 S. Nevada, Suite 404
P. O. Box 575, Mail Code 440
Colorado Springs, CO 80901-1575

FAX 719-578-6255

Dear Mr. Hewitt:

Subject: 30th and 31st Streets – Street Designation Change Request

Please change the designation of 30th and 31st Streets from 'arterial' designation to 'collector' designation.

Designation change will qualify these two streets to receive SCIP funds from the City's Neighborhood Traffic Calming Program that just passed.

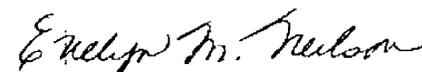
The traffic, speed, noise and pollution have increased tremendously over the past ten years and our neighborhood is being used as a shortcut to Woodland Park from I-25 and Garden of the Gods Road.

A better design could facilitate carrying the same amount of traffic at a slower, quieter, less congested manner through our neighborhood. Because of the turn onto 31st Street, going south from Fontanero, the traffic is very heavy from Fontanero to Colorado Avenue. It is very desirable to buffer the traffic noise and improve the appearance of the 31st Street 'ditch' (Camp Creek) between these streets.

Also, because this is a creek, we may get assistance from the Army Corp of Engineers.

Your consideration to this change is greatly appreciated.

Sincerely,


Evelyn M. Neilson

Southface Community Association
Georgeann Duberstein, President



May 6, 1999

ITP Comments
City of Colorado Springs, Traffic Engineering
PO Box 1575, MC 450
Attn: Craig R. Blewitt, AICP
Colorado Springs, CO 80901-1575

re: Public Comment - ITP

Dear Mr. Blewitt:

On behalf of our community association, I commend you and your staff for your exceptional effort in producing this fine ITP document and your community-friendly presentation on 4 May.

In particular, we strongly support your recommendation for deleting from the truck route network South Rockrimmon Boulevard and Vindicator Drive and returning it to Centennial Boulevard.

Among our reasons are the following:

1. Centennial Boulevard was always on the master plan as a truck route. Vindicator and S. Rockrimmon were only to be used temporarily until the widening of Centennial was completed. The widening project has been completed since September 1998.
2. Both South Rockrimmon and Vindicator are winding roads with significant grades, while Centennial is level and straight. Therefore, trucks can more easily and safely negotiate Centennial.
3. The City has acknowledged a serious traffic problem at the intersections of S. Rockrimmon and Delmonico, and S. Rockrimmon and Mark Dabling. Removing the trucks will help reduce the congestion.

4. The left turn from S. Rockrimmon onto Vindicator is greater than 90 degrees. More often than not, cars that are waiting to make a left from Vindicator onto N. Rockrimmon must back up to allow the large trucks heading to the quarry to make their left turn. As a result, at that corner there is often significant congestion and danger to lighter vehicles, cyclists and pedestrians.

5. Eagleview Middle School is located on Vindicator between S. Rockrimmon and Centennial. Although there is a pedestrian-activated light for the students to cross, there are no warning lights and no reduced speed school zone. Therefore, there is no incentive for trucks to slow as they pass the school, creating a greater safety hazard on Vindicator than Centennial. There is also a blind curve just west of the school obscuring any vision of the school, further increasing the hazard. Trucks, as well as most vehicular traffic on Vindicator, usually significantly exceed the speed limit. When coming East around that corner, it is very difficult for them to stop in the short distance to the school crossing. There have been a number of instances where children have been narrowly missed by trucks. We are fortunate there have been no deaths.

6. School District 11 made the decision to build Trail Blazer Elementary School on Centennial knowing that Centennial was designated a truck route. Yellow flashing warning lights, a 20 mile per hour school zone, several traffic lights, and extended visibility are available to protect students as they cross Centennial.

7. Many of the children attending Trailblazer Elementary School can get there without travelling on or crossing Centennial. Conversely, for the most part, children attending Eagleview Middle School must either travel on or cross Vindicator.

8. Bike paths are designated along both sides of Vindicator. Particularly, people riding their bikes to work (and there are quite a few) must be concerned about the huge trucks that travel fast and close to the bikers.

9. The entrance to Ute Valley Park is along Vindicator. It is a lovely natural open space used extensively all year round. No provision is available for crossing Vindicator to enter the park. Therefore, truck

traffic increases the danger of crossing.

10. Both Vindicator and South Rockrimmon are two lane, undivided roadways; whereas, Centennial is a multi-lane divided highway with frequent additional turning lanes. It more easily accommodates truck traffic and lessens the opportunity for accidents, especially headon collisions.

11. The Southface and Eagle's Nest subdivisions can only exit onto Vindicator. Many of the homes, apartments, businesses and commercial enterprises adjacent to South Rockrimmon can only exit onto it. Most of the homes in Mountain Shadows can use Flying W Ranch and 30th Street to exit instead of Centennial. Often, they will also use Vindicator and South Rockrimmon. Many of the Subdivisions on the East side of Centennial also have the option of exiting further away through Pinon Valley Road.

We trust this recommendation will carry through to implementation by the City Council and look forward to its rapid implementation.

Once again we thank you for your good efforts. Please contact me if you have questions, or we can be of service.

Sincerely,



Georgeann Duberstein
President

David G. MacPherson

May 5, 1999

ITP Comments
City of Colorado Springs, Traffic
Engineering
PO Box 1575, MC 450
Colorado Springs, CO 80901-1575

Jane Johnson, Secretary and Agent, Eagle
Rock Neighborhood, Inc., 1165 Eagle
Rock Rd. Colorado Springs, CO 80918

RE: City of Colorado Springs
Intermodal Transportation Plan
Public Comment: Objection to
Nevada-Academy Truck Arterial
thru UCCS, Open Space and Hauck
Estate (old proposed and rejected
"Montebello extension")

Good morning:

Thank you for your call for comments on the Intermodal Transportation Plan (ITP). This amplifies public objections to the ITP proposed truck arterial, Nevada-Academy, through the valley south of Pulpit Rock and Woodmen Road and north of Austin Bluffs Parkway at a public meeting on May 4, 1999.

For President and Secretary, EAGLE ROCK NEIGHBORHOD, Inc., this comment is submitted for action.

COMMENT: Recommend removal of the proposed truck arterial, Nevada-Academy through the valley south of Pulpit Rock and Woodmen Road and north of Austin Bluffs Parkway from all ITP maps.

REASONS: -The road is infeasible since the University of Colorado at Colorado Springs owns the old Trembley and Heller estates. The University is committed to maintain the property for educational purposes. The City has no right to condemn State-owned property.

-Infeasible since part of the proposed route is committed for open space.

-Objectionable since it is too close to Woodmen Road and Austin Bluffs and violates previous City policy of having major arterials no closer than two miles apart. This is a rehashing of the "Montebello extension" proposal which was rejected for similar reasons.

-Informally naming the proposed arterial at meetings presupposes approval and is objectionable.

Sincerely yours,



Dave MacPherson

CC: Larry Yonker, President Eagle Rock Neighborhood, Inc., 1124 Eagle Rock Rd,
Colorado Springs, CO 80918
Councilman Jim Null, City Council, 30 S Nevada Ave., Colorado Springs CO, 80903
Linda Bunell Shade, Chancellor, UC at Colorado Springs, 1420 Austin Bluffs Parkway, PO
Box 7150, Colorado Springs, Colorado 80933-7150

May 6, 1999

Mr. Craig Blewitt
City of Colorado Springs, Traffic Engineering
Post Office Box 1575, MC 450
Colorado Springs, CO 80901-1575

Re: ITP Comments

Thank you, Craig...

... for the very open, informative meeting regarding CSITP
May 4, 1999.

We live in the Pulpit Rock area where the proposed east-west "principal arterial" would connect with University Parkway through UCCS land. As you know, the land was deeded to UCCS with deed restrictions that prohibit use of this land for a thoroughfare. Therefore, this option should not even be considered in the transportation plan.

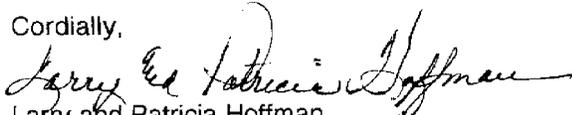
Obviously, we do not want a major thoroughfare in the valley behind our home. Also, this plan would send dead-end traffic to an already congested area...North Nevada Avenue.. where does it go from there?

We feel there is already sufficient east-west thoroughfares in this part of the city. Fillmore/Union Blvd., Garden of The Gods/Austin Bluffs Parkway, Woodmen Road, Briargate Parkway, all of which exit off of noisy, air polluted I-25. Believe us, there are some days we can't open our windows because of the pollution in our area.

We all know that Constitution Avenue is the most logical east-west "principal arterial" route. But that has been opposed, unfortunately, through the years with political pressure.

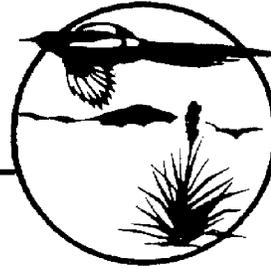
Have you considered extending Dublin Blvd. to exit off I-25 to reduce the congestion at I-25 Woodmen exit?

We realize there is not any easy solution for the ITP.
Thank you for allowing us to voice our comments.

Cordially,

Larry and Patricia Hoffman



Friends of Beidleman Environmental Center



740 W. Caramillo • Colorado Springs, CO • 80907

January 6, 1999

Mr. James Mullen, City Manager
City of Colorado Springs
30 S. Nevada Ave.
Colorado Springs, Colorado 80901

Dear Mr. Mullen:

We, as Friends of the Beidleman Environmental Center Board of Directors, wish to thank the City for providing information, excellent customer service and the opportunity to be part of the review process of the proposed Centennial Blvd. extension. Mr. Craig Blewitt of Transportation Planning has kept our Board informed of the process and progress of this proposal. We thank him for keeping us up to date on the Master Plan.

We understand the need for additional roadway corridors within our growing city but also recognize the need for areas like Beidleman Environmental Center and Sonderrmann Park.

"The mission of the Beidleman Environmental Center is to foster an understanding of environmental principles so participants can appreciate how our individual human actions affect our environment." We wish to maintain the integrity of these values for all who enjoy this unique place.

It has been suggested that we make this correspondence so the "Friends" (our volunteer organization) will be kept notified of any additional progress and information on the Centennial Blvd. extension proposal.

It has been a very positive experience learning and being part of the decision process of this issue. We appreciate the City's continued interaction.

Sincerely,


Joanie Callahan, President

Cc: Craig Blewitt, Transportation Planning Manager
Paul Butcher, Parks and Recreation Group Support Manager

ITP Comments
City of Colorado Springs
Traffic Engineering

Gentleman:

First of all I would like to express my thanks and gratitude to you all for putting together this plan. I firmly believe that it is a step in the right direction for a proactive approach to our city's traffic problems. I am however bothered by the fact that it was necessary do to the neglect of our leadership in keeping up with the needs of our growth. I have been an active member of the Rockrimmon Traffic Committee for over four years and have always been disappointed with city in acting upon the concerns of its citizens. There has always been someone available to listen to our concerns, but the outcomes have never been very favorable. Always a battle!

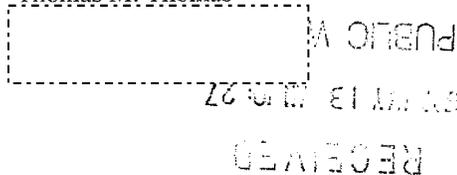
I have lived here for nearly fifteen years and I am still astounded at the power of the developers in this town and our city's willingness to give in to those powers. It appears on paper (in this ITP) that you have made a change of heart. The printed words have me feeling optimistic because it does contain vision and leadership. History has me feeling VERY skeptical. Will you stand by your convictions against the politics of the Council and the Boards? Will you fight against the wealth of the developers? I sure hope so, this plan has you wearing a much bigger hat than you are used to.

My concerns are minimal for now.

- 1.) How are the projections for growth in the NW quadrant determined?
- 2.) When can we expect our first forum on the changes for Rockrimmon and Delmonico now that it has a rating of an E-F LOS? Soon?
- 3.) Have you considered the construction of a new interchange at Rockrimmon and Markdabbling to be built before tearing up Woodman again so soon?
- 4.) Bus service on N Centennial and Rockrimmon? Are there surveys of willing users? The bus service is terrible in the areas that use it, how can such a poor utilization of funds be justified?
- 5.) Currently the vacant land on S Rockrimmon falls under the jurisdiction of a master plan approved in 1984 (I believe) which is functionally obsolescent. How can you plan traffic growth from such an old and outdated plan?
- 6.) Bicycle trails and lanes are a plus. I think it is good transportation and recreation as long as it is safe for the riders and not a liability for the drivers. They need to be out of traffic lanes.
- 7.) I believe that it is a wise investment to encourage and make practical other means of transportation rather than SODrivers.
- 8.) Finally after all of these years of promises, Rockrimmon will be off the truck route. I will believe it when I see it. Too many hollow promises.

Overall a good plan. I will try to remain optimistic. |:-)

Thomas M. Thomas



MON 18:17 FAX 7194750226

TRANSIT MIX CONCRI

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TRANSIT MIX CONCRETE CO

P.O. BOX 1030 • 444 EAST COSTILLA
COLORADO SPRINGS, COLORADO 80901

PHONE 719-475-0700
FAX 719-475-0226

DATE: April 13, 1999
TO: The Mayor and all City Council members.
SUBJECT: The April 13, 1999 Council meeting ... agenda Item # 10 ... Transfer of Powers Blvd. for Academy Blvd. and Nevada Ave.
FROM: C.C. Herskind

Dear Mayor and Council Members:

During hearings this morning on the above referenced agenda item you will hear testimony from citizens representing the North End Neighborhood group to immediately act on the transfer. If it passes, you will be asked to consider "traffic calming" measures which include closing North Nevada Ave. as a truck route.

As you evaluate the testimony, I ask you to think about the following :

- 1) Nevada Ave. has been a truck route since it was constructed.
- 2) We recently commissioned a traffic study of North Nevada that showed over 17,000 vehicles per day of which only 658 , or 3.6%, were classified as large trucks. The City also did a traffic study for this area with similar results.
- 3) I-25 will not be completed for a number of years. Closing Nevada as a truck route would significantly inconvenience many commercial businesses in our city.
- 4) If Nevada is closed between Platte and Fillmore, trucks would be diverted East on Fillmore, South on Union and West on either Platte or Pikes Peak. Has anyone asked the residents and businesses on these streets whether they think the North Nevada residents should be able to convince the City Council to divert trucks through their neighborhoods?
- 5) In the past there have been traffic jams and hazardous spills on I-25 that have forced all vehicles to alternate North and South routes. Closing North Nevada as a truck route would additionally hinder traffic flows during these I-25 disruptions.
- 6) Forcing large vehicles to travel additional distances will burn more fuel therefore increasing air pollution.

In conclusion, I trust in making your these decisions you will consider the rights of all affected residents and commercial businesses.

Respectively,



C.C. Herskind

President

TRANSIT MIX CONCRETE CO.

UPPER SHOOKS RUN/PATTY JEWETT NEIGHBORHOOD ASSOCIATION

Owen Cramer, Board Member

I TP Comments

City of Colorado Springs, Traffic Engineering

PO Box 1575, MC 450

Colorado Springs, CO 80901-1575

fax 578-6255

To Craig Blewitt and the Project Team:

I have general and specific comments:

- I. In general, the ITP is directed toward the right ends and is organized as it should be. Its tone is too cautious about the possibilities for change, and too deferential to particular, automobile-centered interests and aspects of public sentiment.

And it lacks an adequate conceptual understanding of the structure of transportation in Colorado Springs. This city has two very different transportation universes contained within it—an old center, well planned in the late 19th century as a pedestrian and streetcar city with gridded streets, and a new periphery of “sprawl suburbs”, planned as individual unrelated tracts with curved and cul-de-sac streets and elements of a hierarchy of collectors and arterials. In addition to the overall congestion caused by growth and the automobile-dependency of the newer development and public sentiment, the City has a severe problem, not identified in the ITP, of the articulation of the sprawl-and-arterial system with the urban grid system. The ITP will fail if it continues to ignore this distinction and attempts to impose suburban traffic on the center by arbitrary designations of unsuitable grid streets as arterials or higher.

- II. In particular:

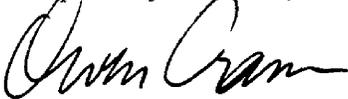
- In the Trends and Sentiment section, you need to be explicit about the meaning. Not everyone will understand Figure 4 (p. 16 of the draft) as showing a trend in vehicle miles traveled that **cannot continue**. Some will believe that that figure justifies emergency measures to build new roadway at the expense of other essential goods. Some reference must be made to the well-established notion of Induced Traffic: “If you build it, they will come”.
- In Goals and Objectives you are basically right on target. However, under the Mobility Goal, p. 33, A-1.1 needs to be revised to reflect the fact that the hierarchy of streets applies very differently in the sprawl areas from the way it applies—or fails to apply—in the old gridded center.

And, under B: Livability Goal on p. 35, Goal B-2 needs strengthening at two places:
B-2.2 “Apply traffic calming measures where appropriate” needs to add “including on streets designated as arterials”.

B-2.3 “Construct or widen major streets through established neighborhoods only after other measures have been considered.” That “considered” must be replaced by something stronger: I suggest “adequately considered at the City Council level and rejected after an extensive public process”. You might as well change the goal: this type of action will prove increasingly impossible in the future anyhow, but the burden should not always be on the neighborhoods to show that the functionaries have failed to protect them adequately.

- In the Roadway Element section, the intro. to the Major Thoroughfare Plan, p. 50, needs revision to reflect the above-mentioned distinction between sprawl suburbs and older planned grid.
- And the section of Recommended Actions for Centennial Corridor contained on p. 56 seems to be a selective attempt to punish Mesa Springs for not being as political as Constitution/Rock Island or the older San Miguel Neighborhood. It would be better to admit that all older neighborhoods are invited to compete with the sprawl suburbs and the ill-planned employment corridors to see whether any of them must take the brunt of some last burst of highway building, or to agree together that traffic will be allowed to flow through older neighborhoods, but only on terms acceptable to those neighborhoods. If you have a section on Centennial, you ought to include sections on Constitution/Rock Island and Uintah/San Miguel.
- In the Transit Element section, add reference to the Colorado Avenue trolley proposal, which has some institutional existence and should prove to be an entertaining as well as perhaps efficient mode of transportation. Reference to the light-rail developments in Denver would also be in order: a similar public in some respects to ours has in Denver discovered the benefits of light rail in getting to Rockies games and in commuting to work in SW Denver, which indicates that rail commuting may not be as far away as we had thought here.

Respectfully submitted,



Owen Cramer

cc: USR/PJNA Board
 Kalah Fuller, San Miguel Neighborhood
 Paul Weeks, Mesa Springs Community Association

