

# COS Bikes!

*Unlocking the City's Potential*

## 2018 Colorado Springs Bike Master Plan

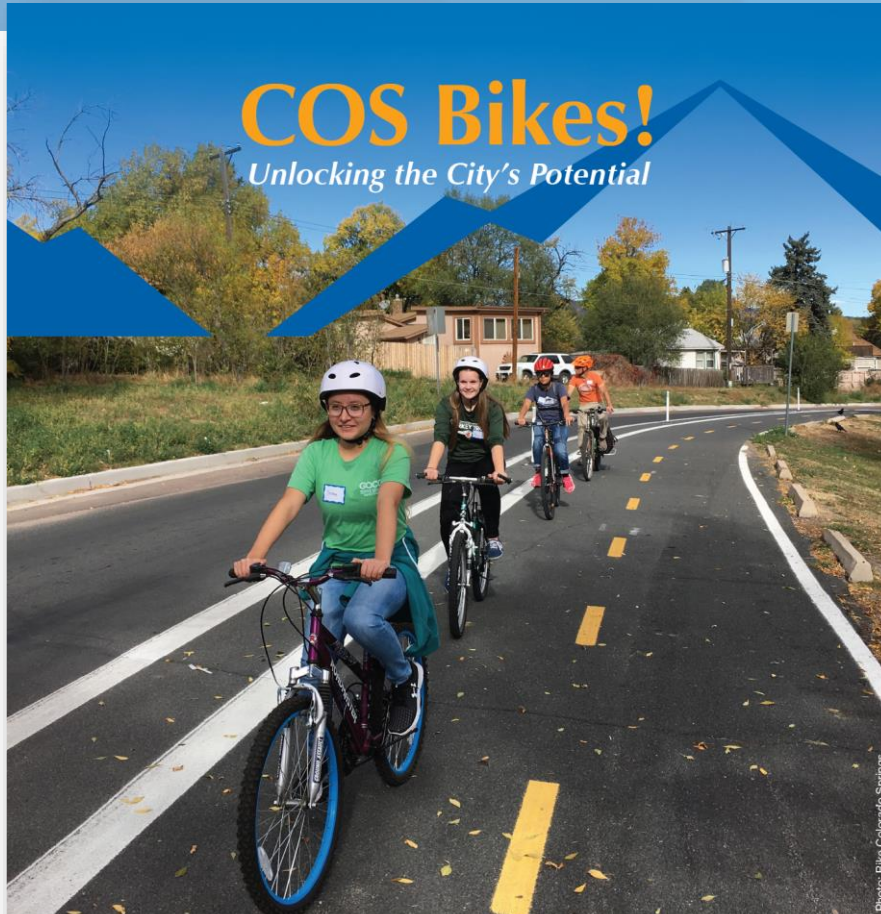
Presentation to City Council

March 26, 2018



**Toole**DesignGroup

# Final Draft Plan



## 2017 Colorado Springs Bike Master Plan

Draft November 2017

### Unanimous recommendations:

- ATAC: approval to CTAB, with comments
- CTAB: approval to City Council, with comments
- Parks Board: approval to City Council
- City Planning Commission: approval to City Council

# Why Now?



- 2001 Intermodal Transportation Plan with 1996 Bike Plan far outdated regarding bicycle infrastructure

# Why now?



## Recent Momentum and Successes:

- Automated bike share system planned for 2018
- Updates to other city and regional plans
  - Comp Plan Infill Chapter
  - Experience Downtown Master Plan
  - Park System Master Plan
  - PPACG Regional Nonmotorized Plan

# PlanCOS Connection



## Strong Connections Top Selections (of 777 responses):

- Improve Bicycle infrastructure and facilities in existing neighborhoods



# Chapter 1: Introduction



# Why plan for bikes?



- Bike facilities attract and retain a vibrant workforce
- More people on bikes is safer for everyone
- People like and need options for how to get around
- Bicycling improves the quality of life
- Bicycling helps people become and stay healthy
- A core function of government is to provide transportation options for all modes of travel

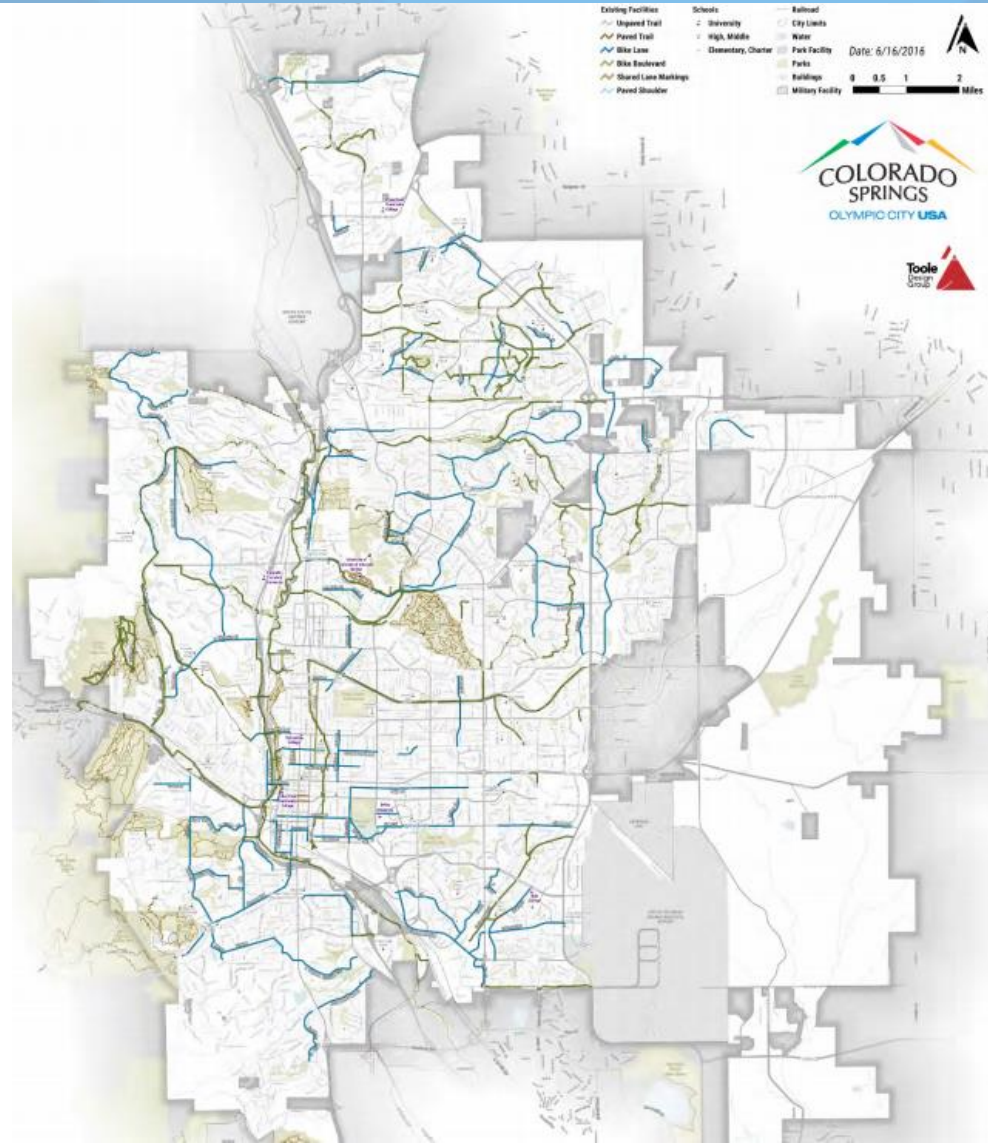
# Bike Plan Vision



The Bike Master Plan envisions a **healthy** and **vibrant** Colorado Springs where bicycling is one of many transportation options for a large portion of the population, and where a **well-connected** and **well-maintained** network of urban trails, singletrack, and on-street infrastructure offers a bicycling experience for present and future generations that is **safe, convenient,** and **fun** for getting around, getting in shape, or getting away.



# Existing Bicycle Facilities



- |                            |                       |                     |
|----------------------------|-----------------------|---------------------|
| <b>Existing Facilities</b> | <b>Schools</b>        | <b>Railroad</b>     |
| — Paved Trail              | — University          | — City Limits       |
| — Paved Trail              | — High, Middle        | — Water             |
| — Bike Lane                | — Elementary, Charter | — Park Facility     |
| — Bike Enclosed            |                       | — Parks             |
| — Shared Lane Markings     |                       | — Buildings         |
| — Paved Shoulder           |                       | — Military Facility |
- Date: 6/16/2016
- 0 0.5 1 2 Miles



# Who are we planning for?



Thousands of Colorado Springs residents want a more bike friendly city and might bike regularly if they felt safe.



**Low Stress  
Tolerance**

Not Interested or  
Able  
(37%)

Interested but  
Concerned  
(51%)

Enthusied and  
Confident  
(5%)

Strong and  
Fearless  
(7%)

**High  
Stress  
Tolerance**

Dill & MacNeil, 2015)

# What needs to be done?



- Promote a stronger bicycle identity
- Build a better on-street bike network
- Design more bike friendly streets

2838



# How we developed the plan



- Information Gathering and Visioning
  - Visioning workshop
  - Online survey
  - Community events
- Initial Recommendations
  - Public open house
- Internal stakeholder coordination

COS Bikes! Goals  
Safety, viability, integration,  
accessibility, ridership



# Public Process



## Summer 2016:

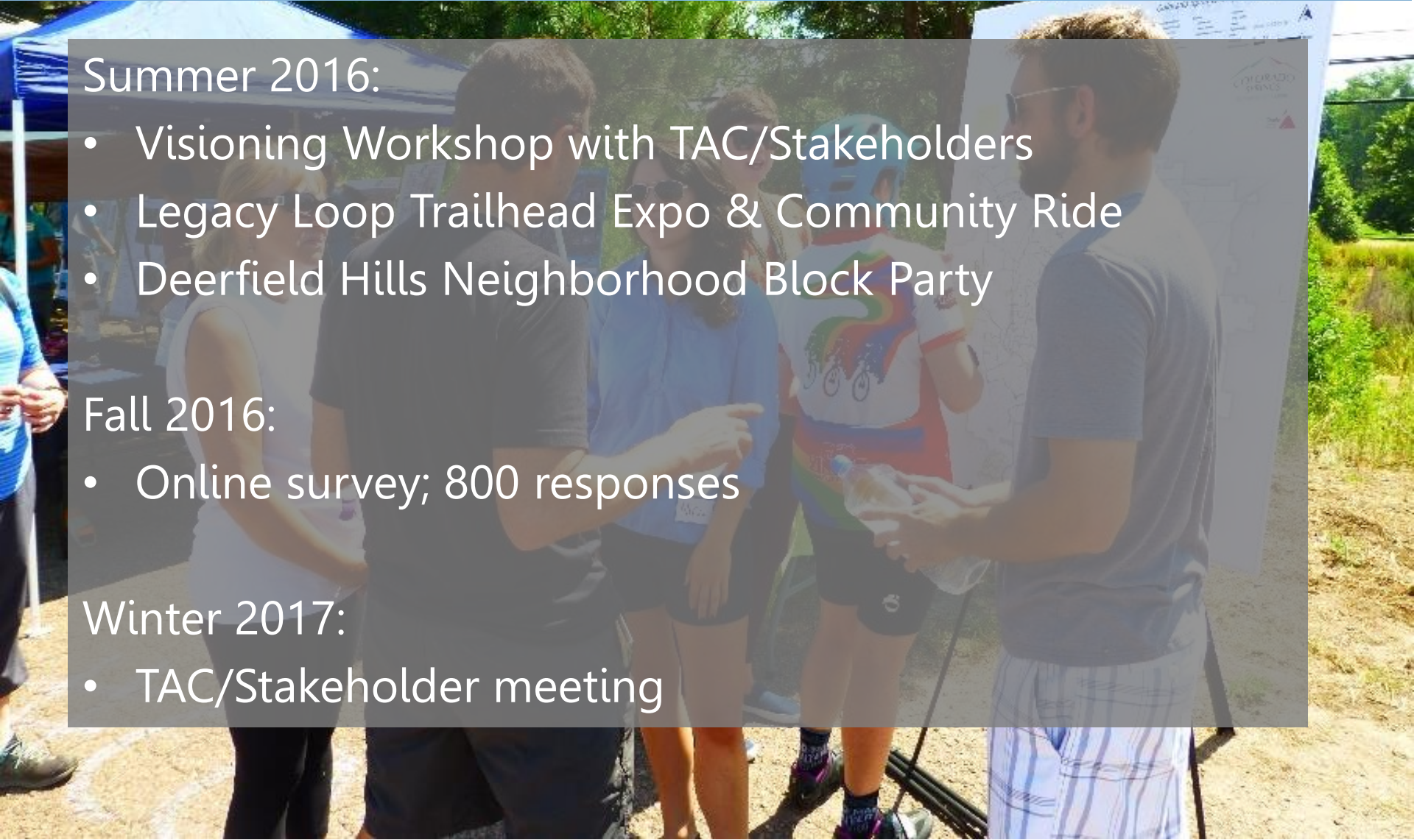
- Visioning Workshop with TAC/Stakeholders
- Legacy Loop Trailhead Expo & Community Ride
- Deerfield Hills Neighborhood Block Party

## Fall 2016:

- Online survey; 800 responses

## Winter 2017:

- TAC/Stakeholder meeting



# Public Process



Spring 2017:

- TAC/Stakeholder meeting
- Public Open House; 250 attended

Summer 2017:

- TAC/Stakeholder meeting

Fall/Winter 2017:

- ATAC meeting
- CTAB meeting
- Public comment period; 800 survey responses

# Chapter 2: Creating Greater Support for Biking



*Citizens of Colorado Springs—that is our enduring challenge. To create a society that matches our scenery. Let us embrace the challenge.*

*- Mayor John Suthers, 2015 Swearing-in Speech*

# Encouragement



- Increase partnerships with community bicycle organizations
- Hold Open Streets events
- Promote and enhance the city bike map
- Create bicycle loving business program
- Develop a Bicycle Ambassador Program



# Education



- Expand in-school education for grades 5-8
- Enhance bicycle and motorist education
- Develop a media strategy for bicycle messaging
- Develop a trail etiquette campaign

# Enforcement



- Explore diversion programs
- Consider automated motor vehicle enforcement

# Evaluation & Planning



- Develop and conduct recurring citywide surveys
- Conduct pre- and post-studies of new bicycle infrastructure projects
- Maintain better crash data to improve safety
- Establish a bike count program

# Chapter 3: Building Connections



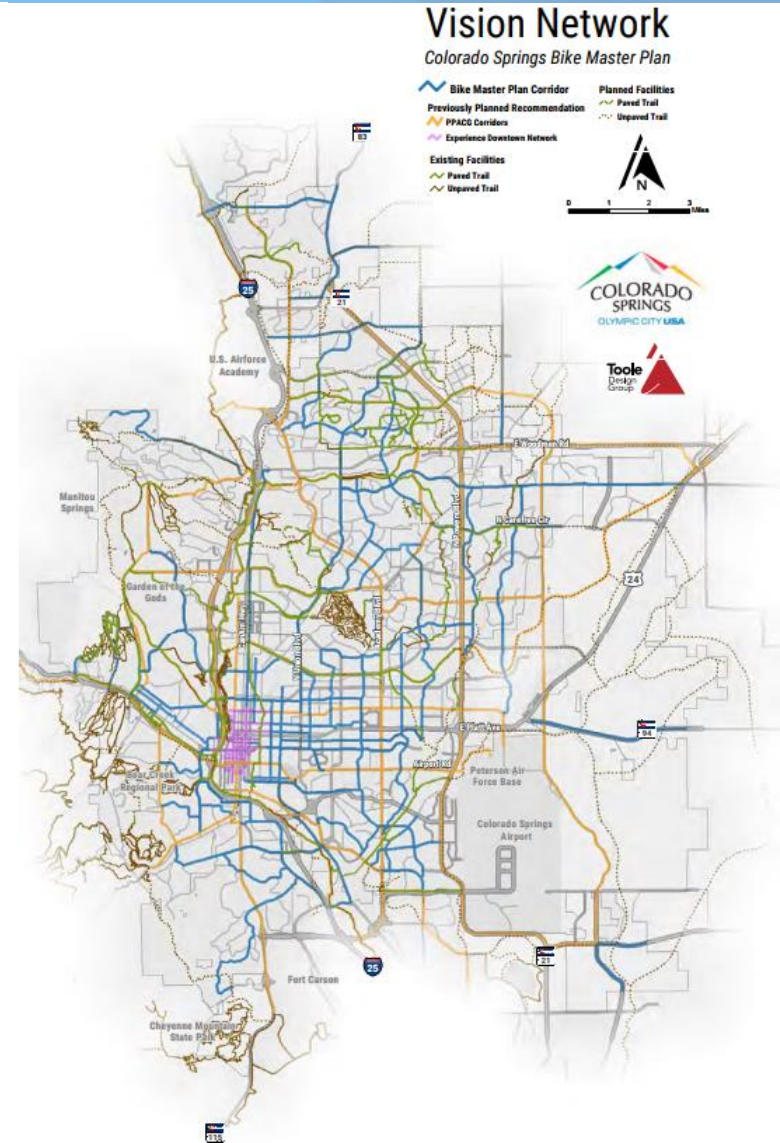
Photo: Trails and Open Space Coalition

# Vision Network



*“The bicycle Vision Network—a selection of streets in Colorado Springs on which to implement appropriate bicycle infrastructure—will improve connectivity and access to destinations across the city.”*

- Network development
  - Existing facilities and previous plans
  - Demand, equity, and connectivity analysis
  - Public input
- Spot improvements



# Vision Network



COS Bikes! does not specify how to build the Vision Network on each street, but leaves those decisions for the City and community to decide.

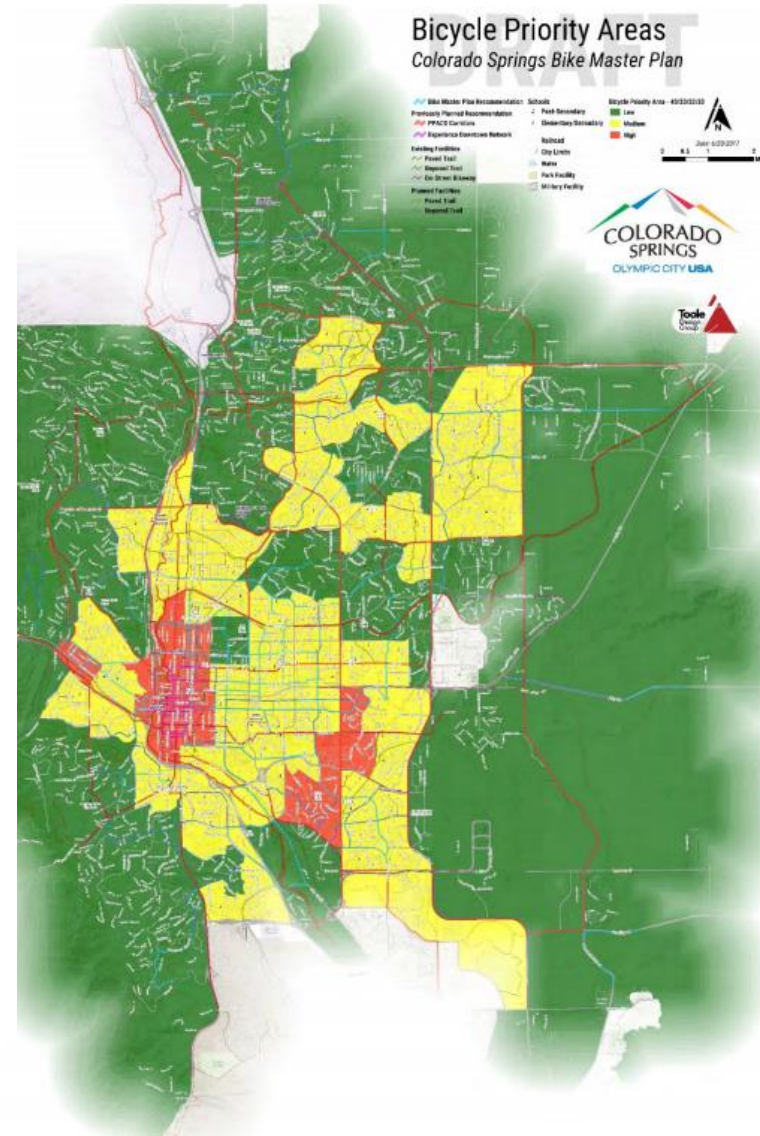
# Chapter 4: Applying the Best Solutions



# Implementation Approach



1. Implement bicycle support recommendations
2. Implement projects in high Bicycle Priority Areas
  - Begin implementation of the Vision Network in Bicycle Priority Areas
  - Plan and construct projects using the Bicycle Facility Toolbox
3. Making small improvements to the existing network
  - Wayfinding
  - Signal detection





# Implementation Approach



## City Policy Changes

- *Design for Safety*
  - Update the Engineering Criteria Manual
- *Find the Right Opportunities*
  - Update the street resurfacing and capital projects process
  - Create a policy for street reconfigurations
- *Institutionalize the Change*
  - Adopt a bike parking ordinance
  - Revise ATAC charter and structure
- *Maintain What You Build*
  - Strive to improve bicycle facility maintenance

A green square icon containing white silhouettes of a bus, a pedestrian, a cyclist, and a car, representing different modes of transportation.

**Complete Streets** are streets for everyone. They are shaped to be safe and accessible for all users—including pedestrians, bicyclists, transit riders, and drivers. Complete Streets create more livable cities and improve equity, safety, and public health. The City of Colorado Springs supports Complete Streets through their 2005 ordinance and continued application throughout the city.

# Appendices



**Appendix A** - State of Bicycling in Colorado Springs report

**Appendix B - Bicycle Facility Toolbox**, design guidance to use when implementing bikeway projects

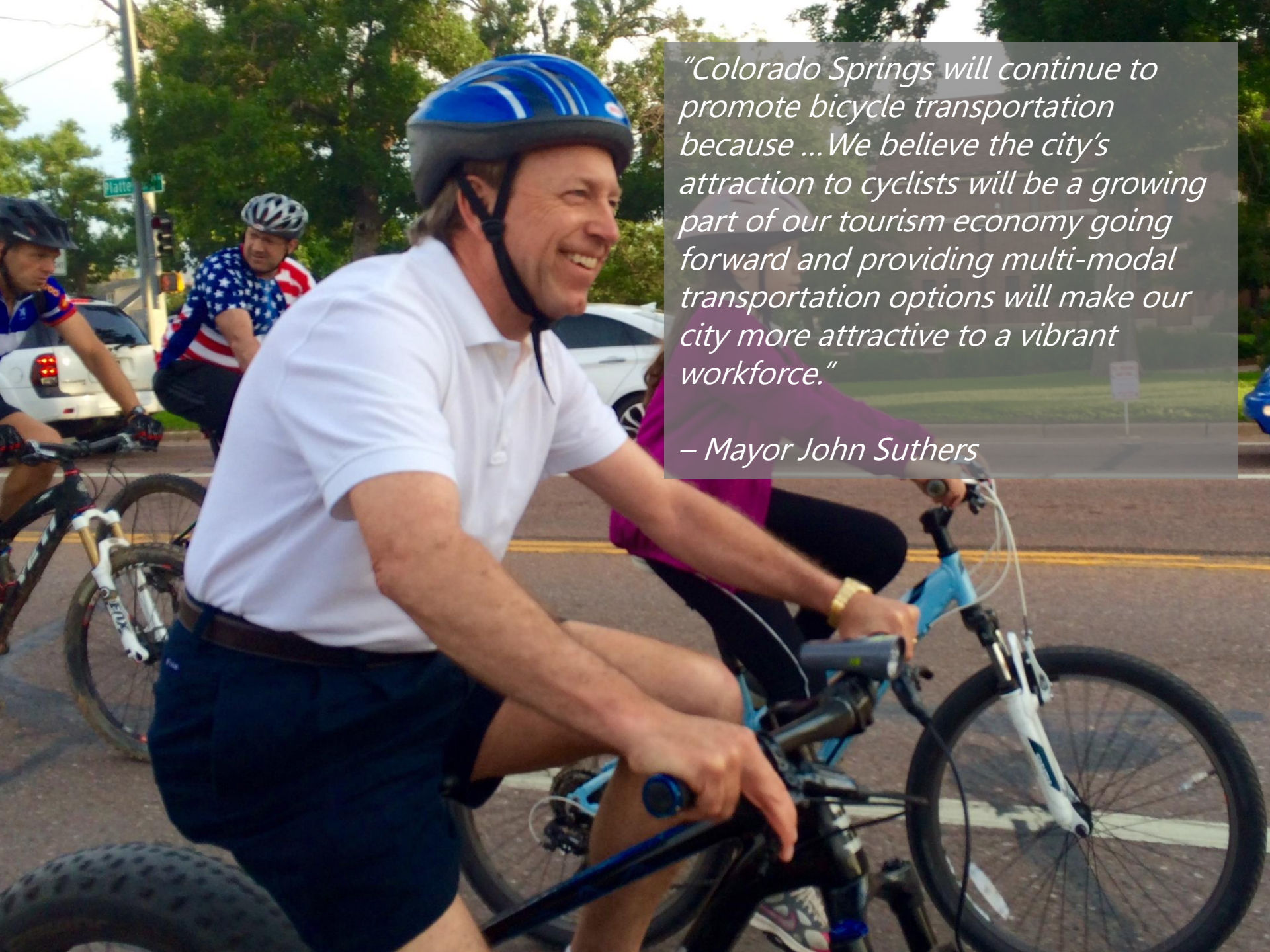
**Appendix C** - summary of public and stakeholder engagement that shaped the Plan

**Appendix D** - compendium of public comments received about the project

# Proposed Motion



Move to approve BikeCOS!, the citywide bicycle master plan.



*"Colorado Springs will continue to promote bicycle transportation because ... We believe the city's attraction to cyclists will be a growing part of our tourism economy going forward and providing multi-modal transportation options will make our city more attractive to a vibrant workforce."*

*– Mayor John Suthers*

# Questions



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