

Appendix D

Summary of Public Comments

Bike Master Plan

Summary of Public Open House Feedback

May 3, 2017 Event

Penrose Library, Carnegie Reading Room, downtown Colorado Springs

Number of people who sign-in at the open house: 244

Public Comments Summary

• Comment cards submitted at the open house:	116
• Comment card submitted following the open house:	2
• Comments submitted online or by email:	<u>15</u>
Total Comments Received:	133

Top 12 most popular comments/suggestions:

- More trails/lanes with connectivity, flexibility, infrastructure variety
- Trails need to be repaired, maintained and swept
- More secure bicycle parking facilities (especially at businesses)
- Better signage, maps and GPS connectivity
- Education and communication for both cyclists and motorists
- Enforce traffic laws for cyclists, not just cars
- Signage warning/reminding both cyclists and motorists about
- Dedicated, safe bike lanes
- Make bikes more available – Bike share, rent
- Over/underpasses at major roadways
- More traffic signals that recognize cyclists
- Wider trails and bike lanes

Public Comment/Input Summary

Which one recommendation will make bicycling safer in Colorado Spring?

- More off-road or next-to-road, wide bike trails
- Enforce traffic laws for cyclists; distracted driving, running stop signs/lists and speeding are a problem/danger to cyclists
- Bike and motor vehicle enforcement tools that recognize positive behaviors and enforce violations of both bicyclists and motorists
- License for bike riders
- Wider shoulders on street lanes and education on how to use them
- Allow cyclists to share sidewalks with pedestrians, paint a narrow bike lane
- Traffic signals that trigger on a single cyclist (not all do)

- Buffered bike lanes
- Communicate with/educate all public -- cyclists and drivers, use of signals, not running red lights
- Require all new construction to include bike lanes
- Separate cyclists and vehicles
- Bikes should stay off major arteries and use off-street pathways in those areas
- Sharrow lanes
- Bike and motorist education
- Not everyone wants to see bike lanes everywhere
- Require bicyclists to ride single file
- Post signs about the three-foot distance between bikes and cars
- City to invest in separate bike lanes in the downtown area (Tejon St., Nevada Ave. and/or Cascade Ave.) as a safer way for families to travel downtown and spend their money
- Connect all bike lanes and paths
- Broadmoor Bluffs Rd. needs a bike lane

Which one recommendation will make bicycling more integrated in Colorado Springs?

- Develop infrastructure with definite connections for flexibility and variation
- Widen existing trails to accommodate pedestrians/cyclists of multiple abilities
- Crossover/under major roads such as Academy Blvd., Powers Blvd., etc.
- More connected, integrated bike lanes and trails, especially between neighborhoods; would enable bikers to use side streets more instead of major roads or sidewalks
- Small business community stakeholder engagement
- Communicate with HOAs/neighborhoods and schools
- Educate community leaders
- Narrow down town streets to one lane with a bike lane
- Complete Legacy Loop
- Allow bicycles on sidewalks
- Clean up bike lanes
- Signage to remind cyclists to take responsibility for their personal safety
- Don't lose major artery traffic lanes for cyclists
- More programs like Kids on Bikes and bike mechanic classes
- Don't have a bike lane that just stops... must be continuous
- Bike lane on Broadmoor Bluffs Rd.

Which one recommendation will make bicycling more inclusive and accessible in Colorado Springs?

- I want to safely be able to ride out my door. No one wants to put their bike on a car to get to a safe pleasant place to ride.
- Promote cycling as an affordable transportation for low income and underage drivers.
- Paved bike paths with a gravel walkway next to it
- Build more areas like Shooks Run
- More signs to increase awareness of anticipated bicycle traffic and proximity
- Trailheads with toilets, maps and signage
- Small, safe loops near schools and parks
- A north/south connection through the city
- More secure bike parking
- Automated Bike Share system
- Bicyclists should share the road
- Place buses and bikes together on multi-modal corridors
- Long-term strategy
- Encourage donation of old bikes to organizations that repair bikes, then help people earn them (Kids on Bikes), in lieu of giving them away to organizations that don't repair them
- At least one path/lane for accessing Colorado Springs from outlying areas of Security/Widefield, Fountain, Monument
- Bike lanes must be raised or have a barrier for safety. Painting alone doesn't make it safe

Which one recommendation will make more people bicycle in Colorado Springs?

- Repair bike paths, pave roads with bike lanes and use existing sidewalks
- More lanes and trails to local businesses
- An effective educational campaign on laws, trails and routes for both bikers and drivers
- Engage with middle school students
- More separated bike lanes, with barriers to prevent distracted driver accidents
- Make bikes available to those who can't afford them
- Complete and maintain bicycle trails
- "No" to sharing the road; Research Parkway failed
- Trails that connect throughout the city and maps showing them
- Lights on paths for night riding
- Trail network connectivity
- Cycling infrastructure connectivity for safer rides to libraries, schools, grocery stores, coffee shops
- BikeShare program downtown
- More off-road paths v. on-street lanes

- Protected bike lanes
- Hold open street events
- Ring the Springs

Other input:

- Market Colorado Springs as a mountain bike destination
- Get a bike club sanctioned by School District 20, Safe Routes for Kids to ride to/from school
- Funding to educate cyclists as to the rules (running lights, riding on the wrong side, weaving in and out of traffic, etc.). Issue license plates for identification to report offenders. Use those funds to maintain bike paths and trails
- Businesses need to provide safe, secured areas to park bikes
- Repair the Greenway section from Woodmen Rd. to Costco
- Do not consider on-street bikes lanes and off-street trails separate things; they are part of the integrated solution
- Connect bike trails to GPS
- Finish connecting the “Ring the Peak” trail to attract out-of-town cyclists; it can be a revenue generator
- Outlaw chip/seal paving; it’s hard to ride on and wears out tires
- New subdivisions should be required to develop bike paths
- Develop trails and pathways, keep bikes off roads
- Bicyclists should be required to pay for bike lanes and trails
- Promote cycling as being normal instead of a specialized, expensive activity with high-end gear and clothing
- The general population will not start biking regularly; traffic will be worse for everyone driving
- Don’t close traffic lanes for bike lanes
- Continue the bike lane on Chelton Rd. thru Platte Ave., hook it up with the bike lane on Bijou St. for easier downtown access from the southeast
- The Midland Trail intersections at 8th St. and 21st St. are unsafe. Needs to be an underpass/overpass. At Colorado Blvd. the bike lane ends, needs to be continuous. Painted lanes at the new intersection of Fillmore & I-25 has painted bike paths through it but not at all safe. Needs a raised platform or physical barriers.
- Prioritize fixing existing bike infrastructure (underpasses not yet completed such as the Cottonwood Trail)
- Keep the website up-to-date with status of bike trails
- A safer corridor from the neighborhoods in southwest Colorado Springs to the Greenway Trail
- Accommodations for bicyclists as part of the south Nevada Ave. development
- North Academy Blvd. is not bike friendly

- Make bicycle infrastructure improvements incrementally; bicycle infrastructure can counteract the eroding property values and increased blight of urban sprawl neighborhoods
- Create a multi-modal corridor where bikes, pedestrians, and public transit can safely exist and augment each other. The downtown master plan identifies Cascade Ave. and Weber St. as neighborhood greenways for bikes and pedestrians but does not mention transit. Safety-size bus streets of Weber St. and Nevada Ave. Continuation of the railroad right-of-way at N. Nevada Ave. as a bike/walk path with dedicated transit lanes noted in the North Nevada Master Plan
- Take into account the location, once selected, of the new downtown bus/transit station when planning bicycle infrastructure
- Research Pkwy. has a wide, safe sidewalk that could have been turned into a two-lane bike path if paved

Bike Master Plan

Active Transportation Advisory Committee Comments and Responses

November 14, 2017 Meeting

An ATAC member asked if the Plan could include funding ideas that are sensitive to the context of Colorado Springs.

Because funding is project-specific and this Plan does not identify projects, we have instead added a call-out box in Chapter 4 to note existing bicycle project funding sources.

The ATAC requested a more formal connection between Chapter 3 and Appendix B.

Graphics have been added in Chapters 3 and 4 to help make this connection.

An ATAC member asked if the Plan could reference development patterns and their relationship to bicycling.

A call-out box has been added to make this connection.

An ATAC member asked if the Plan could note that bike streets are better for everyone, and if the economic impact of bicycling could be highlighted.

This language has been added to the call-out box on page 3.

A commenter noted that the Plan should discuss safety considerations of tunnels.

The Plan does not discuss grade separation in detail and therefore, this comment is noted but no change has been made.

The ATAC asked if complete streets could be emphasized.

The call-out box on page 27 discusses complete streets.

Members of the audience noted that along trails, homeless population camps and weeds are a significant safety and usability issue.

This is a citywide issue, and language has been added to recommendation 4.10 to note the issue. Though similar comments were received through online Draft Plan feedback, it is out of the scope of this Plan to separately address.

A commenter requested that secure bike parking be included in Appendix B.

A statement about secure bike parking has been added to the Bike Parking section in Appendix B.

SUMMARY OF ATAC MEETING

NOVEMBER 14, 2017

CITY ADMINISTRATION BUILDING, ROOM 102

Members present: Doug Bursnall, Aubrey Day, Bonnie Johnson, Jim Ramsey, Horst Richardson, Stephanie Surch

Chair Jim Ramsey called the meeting to order at 5:07 p.m.

No citizens' comments at this time.

Summary of previous meeting approved.

Large audience present: 44 adults and 4 children.

New Business:

Ryan Phipps gave a presentation on Missing Sidewalks. In spite of no increase in funding, much work is progressing to fill in gaps in missing sidewalks all over the city. This year the focus was on the West Side of town. The goal is to improve and complete the pedestrian network in the city. A map, also on Google Earth, is available to monitor missing sidewalk construction.

The ATAC board recommended unanimously to move the presentation forward to CTAB

Action item "Bike Master Plan" was moved forward on the agenda. A number of citizens had signed up to speak to this topic.

Staff members Jessica Fields and Kate Brady reviewed the master plan, now in its final draft form. The presentation focused on the genesis of the plan, on public input, and plan development over the last 18 months. The goal of the plan is to make our city more bicycle friendly in building connections to neighborhoods, help citizens who have no access to vehicles in their alternate transportation needs, stress health and wellness issues, accentuate safety, and assist in bicyclist education programs.

Extensive public comments followed: Two citizens were vehemently opposed to the plan, citing money spent for relatively few riders as a waste of taxpayer funds. The overwhelming number of speakers were in favor of the plan, expressing their support of a bike-friendly city.

Kate Brady also previewed the "Bike-Share" program.

Board discussion followed the presentation.

- Include "Complete Streets"

- Make link with PlanCOS

- Education and Safety matters

- Budget issues

- Consider the Bike Master Plan as a benefit to motorists since bikes have their own lanes and space, a good return on investments.

The ATAC board endorses the plan unanimously and sends it on to CTAB with its comments.

Carlos Perez made a presentation about the connection between public health and active transportation. The obesity crisis can be countered with provisions for exercise through biking and walking. He is seeking a resolution to that effect for city council.

Meeting was adjourned at 7:35 p.m.

Respectfully submitted - Horst Richardson

Bike Master Plan

Citizen Transport Advisory Board Comments and Responses

December 5, 2017 Meeting

There was a suggestion to include a report about military readiness in the Plan. The report cites a think tank's conclusion that military readiness is tied to soldier fitness, which is tied to active transportation.

The City will consider incorporating this information into the Plan.

A commenter liked the process, layout, and organization of the Plan. He requested larger maps.

Separate map files, which can be viewed larger, will be posted on the City's webpage.

Additionally, the Vision Map will be available on the webpage as a zoomable, interactive online map.

A commenter felt that automated enforcement was out of the scope of this document.

The Police Department is comfortable with the Plan's recommendations.

There were Portland statistics about the breakdown of the general population into Interested but Concerned, etc. CTAB felt that changing that infographic to reflect national research would carry more weight than Portland.

This has been changed in the Plan.

A commenter noted that they had heard from people in the community about how bikes break rules too.

The Plan addresses both bicycle and motorist education.

An attendee asked how we measure the benefits, and that she didn't think bikes belong on-street.

Recommendation 2.14 specifies pre- and post-studies of new bicycle projects; these studies will measure and document benefits and impacts.

Bike Master Plan

Summary of Public Draft Plan Feedback

November-December 2017

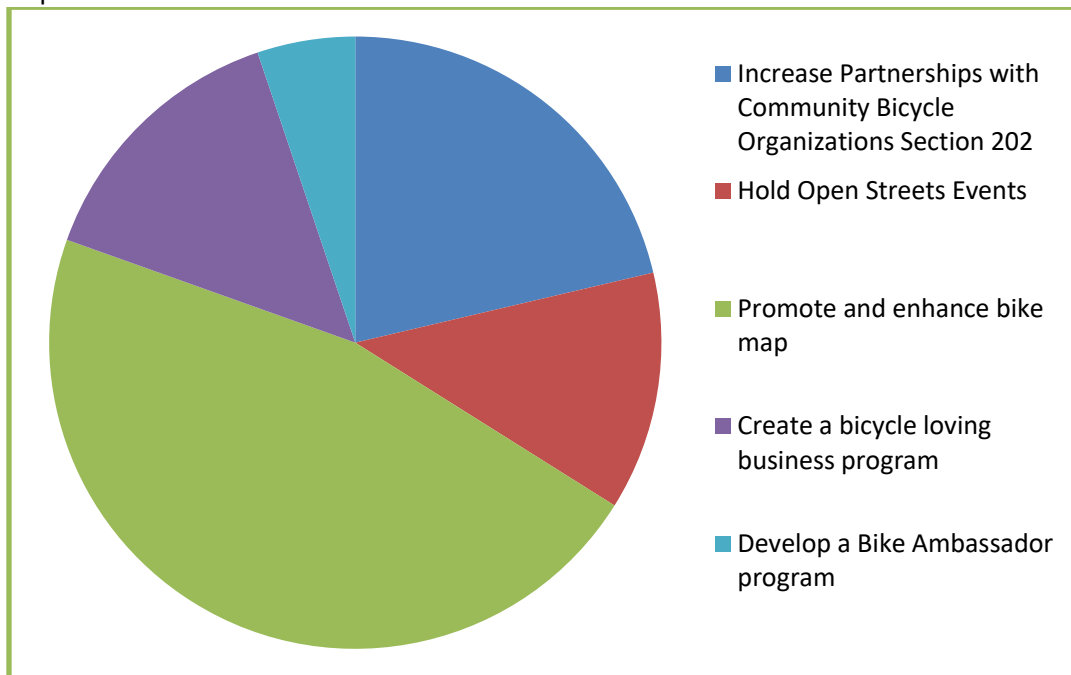
Draft Plan available on City's Bike Plan webpage

Number of people who submitted comments: 774

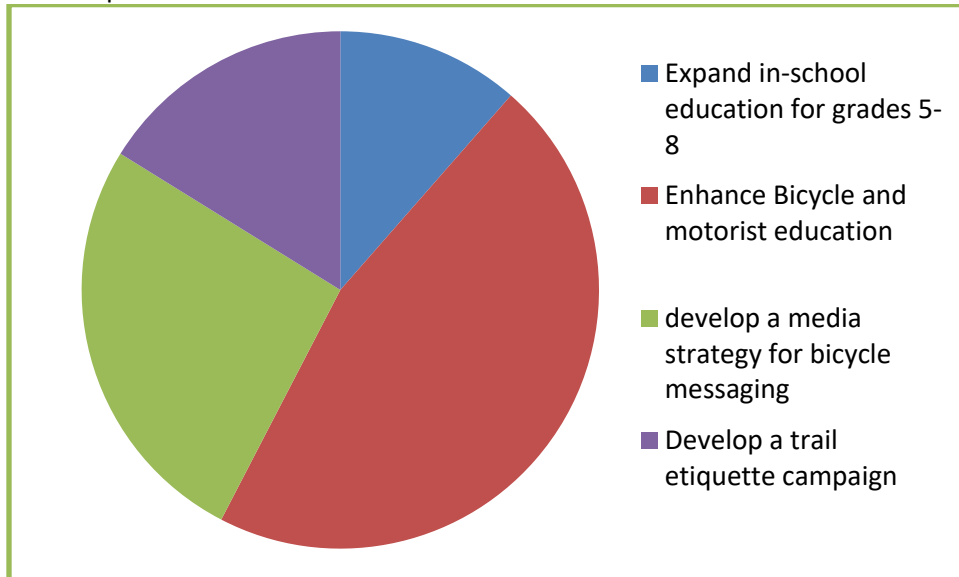
Answers to Specific Draft Plan Questions

As asked via the SpeakUp! tool

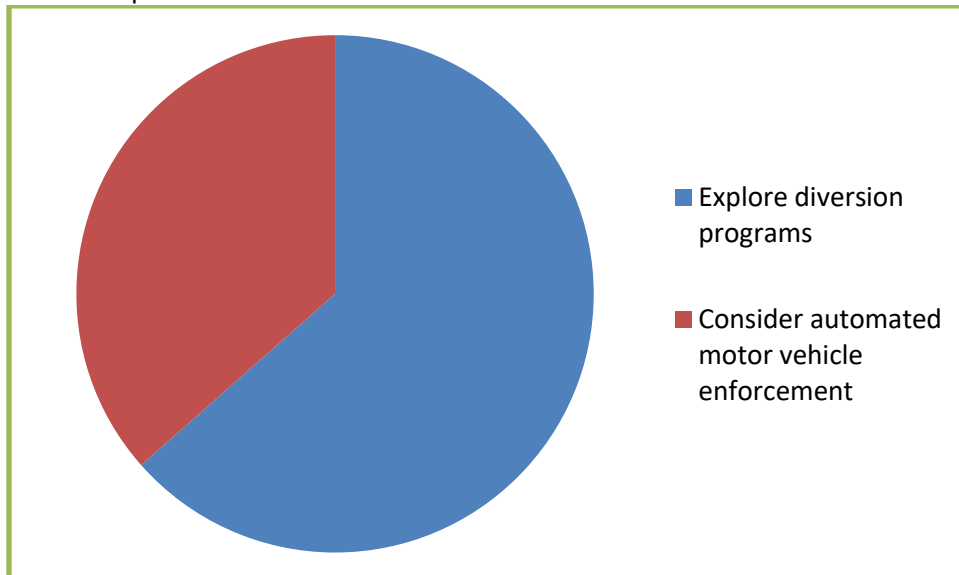
The overall recommendations outlined in Chapter 2 address ways to create more support for biking through encouragement, education, enforcement, and evaluation. Which of the following recommendations for Encouragement do you like most/do you think is most important?



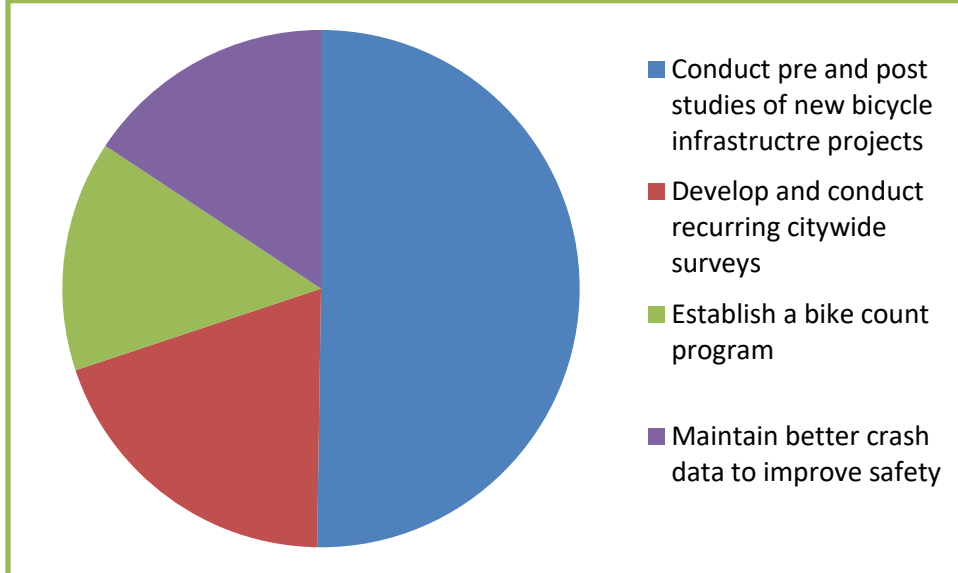
Which of the following recommendations for Education do you like most/do you think is most important?



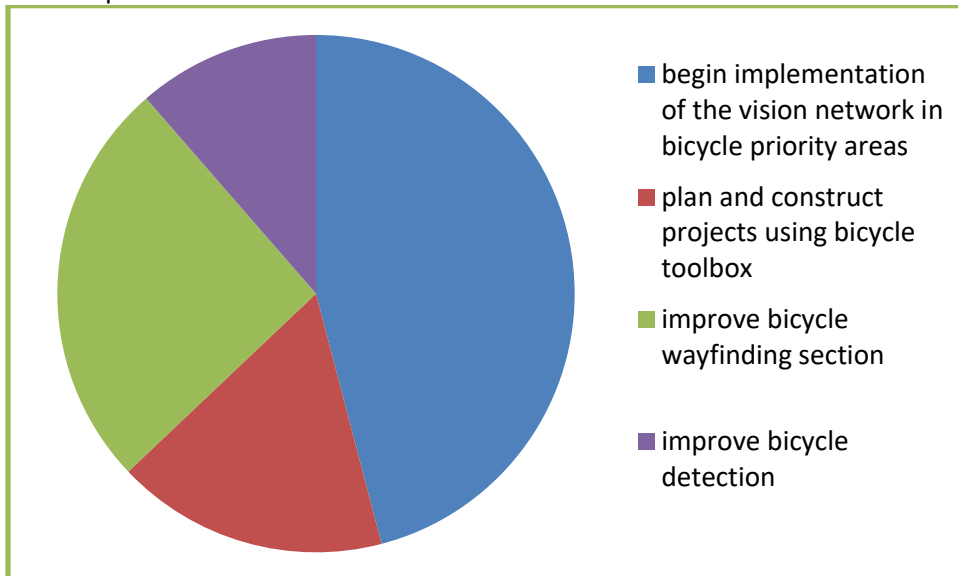
Which of the following recommendations for Enforcement do you like most/do you think is most important?



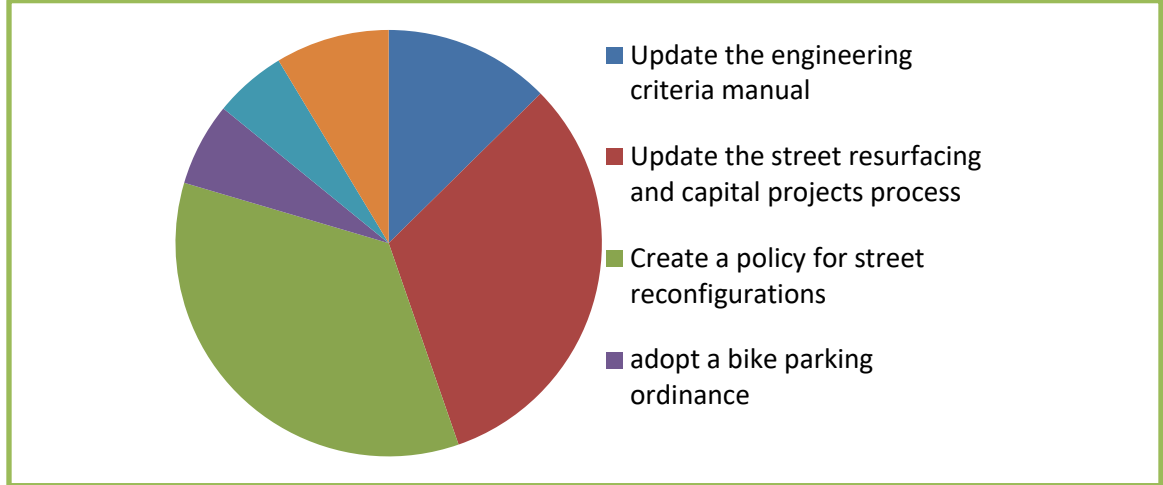
Which of the following recommendations for Evaluation and Planning do you like most/do you think is most important?



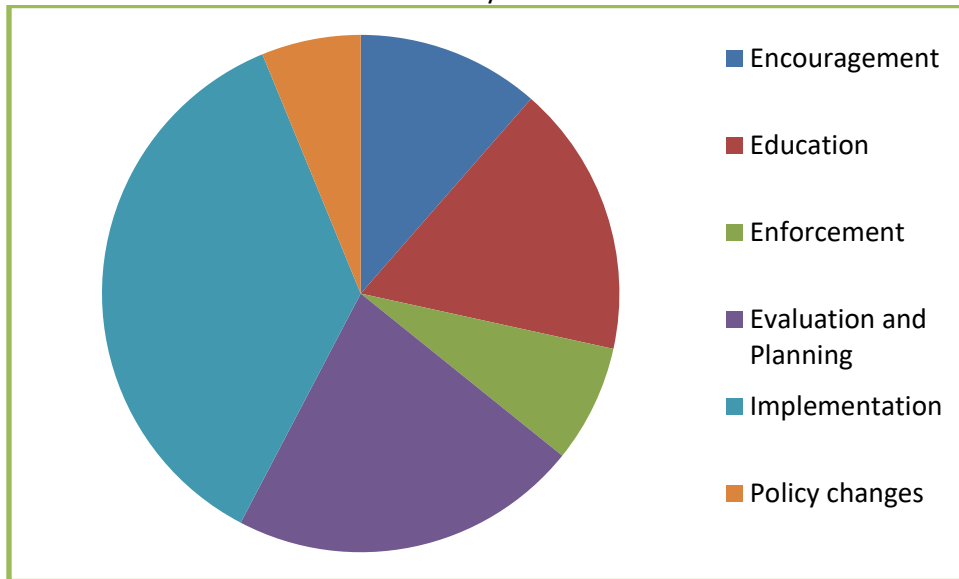
Several implementation approaches are outlined in Chapter 4 to address how to implement bicycle projects. Which of these approaches do you like most/do you think are most important?



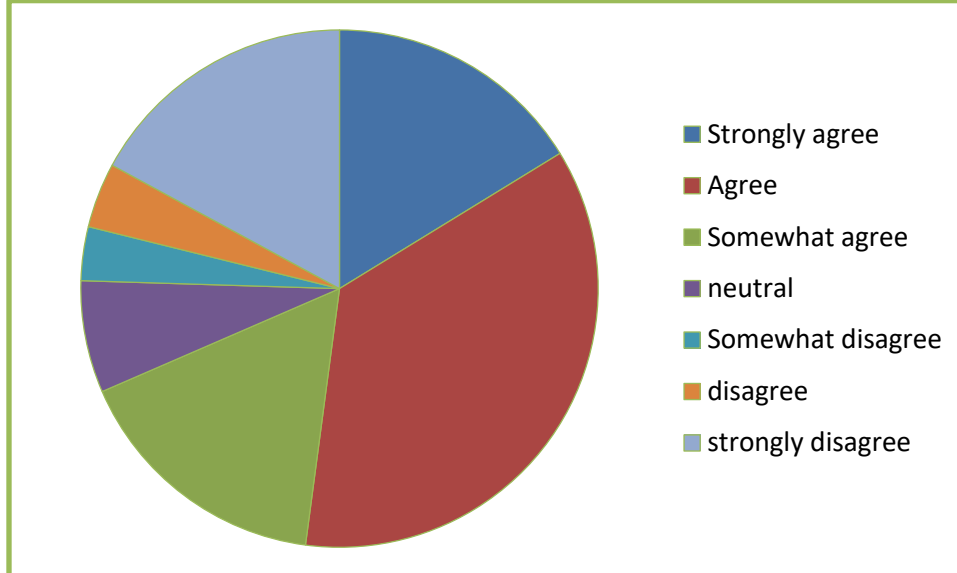
Recommendations in Chapter 4 address policy changes. Which of these recommendations do you like most/do you think are most important?



Which section resonated the most with you?



Level of agreement or disagreement with the following statement: "The Cos Bikes! Master Plan outlines a solid road map for meeting the bicycling needs of our community."



Summary of comments expressed by respondents who support the Bike Plan overall:

- The majority of respondents in favor of the Bike Plan thanked the City for the effort to create a plan to address bicycle infrastructure and programs.
- Some expressed support for separating bicycles from cars, while others used the opportunity to clarify what they felt was the most important element of the Plan outside of the list of priorities of connectivity, safety, maintenance, enforcement and education.
- Some felt that this plan was not ambitious enough, or should have included more specifics on projects or funding.
- A small number of this group of respondents also expressed concern about bikes on streets and road diets as an appropriate tool.

Summary of comments expressed by respondents who do not support the Bike Plan overall:

- The majority of respondents who disagreed that the Bike Plan outlines a solid road map for meeting the bicycling needs of our community expressed concern for the manner in which past bike infrastructure projects were implemented.
- Similar concerns were that bike infrastructure improvements use funding that should be dedicated to needed infrastructure improvements for motor vehicle traffic.
- Some survey respondents were opposed to road diets because they felt reducing vehicle travel lanes to accommodate bikes causes congestion.
- Others felt that bikes don't belong on the street with vehicles, and some suggested a priority was to enforce the rules of the road for bicyclists.
- Some expressed concern that the survey did not provide adequate format to express opposition to the plan.

Sample of Specific Suggestions Received

Suggestions of things to include in the bike program:

- Do not use chip seal to pave roads
- Better signal detection
- Term 'bike' fails to include trikes, recumbents, e-assist
- Large shoulders on newly paved roads, lower speed limit
- New growth areas need good infrastructure
- Bike planning for east side is minimal
- Bike lanes should be limited to just a few N-S & E-W routes
- Bike lanes should not be on steep roads (i.e. E-W routes)
- Intersection design needs to be a greater focus
- Focus only on red priority areas
- Projects need better public outreach/process
- Focus on downtown and the college areas
- Motorist education, using billboards
- Stop-as-yield on low traffic streets
- Need communication tool to create a community of cyclists
- Continue to host pro-cycling events
- Identify new funding, include risk assessment in planning
- Use curbing between bike lane and motorists
- Look to Copenhagen for ideas
- Improve driver's education, with respect to non-motorized interactions
- Add walk phases to all signals
- Discourage distracted driving
- Use Bikes May Use Full Lane signs
- Better enforcement against theft
- More secure bike parking
- Automatically temporarily imprison/detail drivers who hit cyclists
- Replace some stop signs with yield
- Use Strava heat maps data to determine high traffic or problem areas to improve
- Expand communication efforts around any projects
- Make it fun and people will come
- Reference air quality benefits
- Better construction detours
- Better signage
- Use technology to engage the public
- What does long-term mean?
- Slow cars on 30th
- Start an Adopt a Bike Lane program

Vision Network-related suggestions:

- Upgrade the drainage from Pinecliff under I-25 to accommodate bikes between Ute Valley Park and the Santa Fe Trail
- More emphasis on E-W corridors
- Shoup, Roller Coaster and Black Forest Rds need marked lanes (shoulders) for bikes
- New growth areas (Banning Lewis Ranch??) need infrastructure
- Don't have 30th on the map [being addressed now in a funded project]
- Bike trail on Las Vegas [planned currently]
- Need a separated bike lane on Powers and Academy
- Bike lane on 30th
- Circle Drive needs to be a priority
- Need a safe route across Hwy 24
- Extend routes into county
- Need a connection between Cheyenne Canon and Downtown, avoiding the Tejon bridge
- More bike lanes in northern El Paso County
- NE needs more
- Paved path to Monument, Woodland Park, Manitou
- More safe bike routes east. Prefers wider, smoother shoulder over path