

Lobato, Elena

From: Lobato, Elena
Sent: Tuesday, June 14, 2016 6:45 AM
To: 'Carl Smith (buildsmith@comcast.net)'; 'Eric Phillips'; 'Jeffrey S. Markewich'; 'John Henninger'; 'Ray Walkowski'; 'Reggie Graham'; 'Rhonda McDonald'; 'Robert Shonkwiler'; 'Sherrie Gibson'
Subject: FW:
Attachments: Scan0141.pdf

Hello Commissioners,

Mr. Marsh asked me to pass on this information on to you for your review.

From: Steve Marsh [<mailto:s.marsh1@comcast.net>]
Sent: Monday, June 13, 2016 5:45 PM
To: Lobato, Elena
Subject:

A bit of info for Commissioners for the June 16th Planning Commission meeting.
Thanks for passing this on to them.

Dr. Stephen M. Marsh
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To Whom It May Concern:

I oppose the plan to reduce the number of lanes on: Cascade Avenue, Nevada Avenue, Weber Street, Wahsatch Ave and Uintah Street, Fontanero Street (public streets) near and through the Colorado College campus.

I ask that Colorado Springs city staff and agencies, the Citizens' Transportation Advisory Board, The Planning Commission and the City Council NOT approve this plan.

*So far, about 650 signatures on this petition
and is growing.*

The ONEN Plan: Paved With Good Intentions

Recently the ONEN Board, CC, and City Transportation Manager Kathleen Krager collectively proposed lane reduction on Nevada, Cascade, Weber, and Wahsatch, to be followed by Fontanero and Uintah (1). This year's push to narrow our roads is just the most recent in a series of similar efforts over the last decade or so (2,3,4). After a wave of negative feedback from the public, Krager altered the plan to narrow only Cascade.

Narrowing our roads is counterproductive, and a clear majority of ONEN residents do not support it.

1. Lane reduction increases traffic congestion. CC's analysis claims Academy Boulevard handles up to 9,200 vehicles per day (vpd) in each lane, whereas ONEN roads are only up to 2,500 vpd per lane (5). Based on this, the ONEN Board concludes ONEN roads can lose lanes without becoming congested.

But the CC analysis is off-base for several reasons: (a) the per lane vehicle average for ONEN roads is calculated to yield an artificially low rate, (b) Academy Boulevard is a poor comparison for ONEN streets, (c) the data doesn't account for seasonal weather, and (d) CC considers 20 mph flow rates acceptable after narrowing what are currently 35 mph roads. Furthermore, the Federal Highway Administration published a much larger, more comprehensive study that found lane reduction does not decrease either the rate or severity of accidents (6). In fact, the same report found lane reduction was *counterproductive* on roads similar to ONEN streets targeted for the very same type of narrowing. (6).

2. Lane reduction is not as safe or long-lasting as a pedestrian underpass. Just as CC has been pushing for lane reduction for nearly a decade, ONEN residents have been asking for an underpass instead (4,7,8,9,10). If the underpass had been installed when this issue first arose, the accidents that have ensued since and the one that has driven this latest effort would never have occurred.

Lane reduction can potentially decrease one type of accident: when the car in the 2nd lane fails to yield. But it does nothing to decrease accidents due to cars in the 1st lane failing to yield or due to inattentive pedestrians, cyclists, or skateboarders (11,12). Of the 30 pedestrian-vehicle accidents that have occurred at CC between 2000 and 2012, only five would have been prevented by the changes being proposed. In contrast, pedestrian underpasses would have prevented them all.

Additionally, pedestrian underpasses continue to be effective as the city's population grows. Both the University of Colorado Boulder and Colorado State University are more populous than CC and use pedestrian underpasses with great success (13,14). In contrast, lane reduction becomes increasingly problematic with population increases.

3. The ONEN Plan is a poor approach to bike infrastructure. COS has over 100 miles of on-street bike lanes but they're a "polka dot system" of disconnected lanes that end abruptly and sometimes dangerously, frustrating our cycling community and discouraging commuters from biking (15,16,17,18). Kathleen Krager has said the City is "trying to spend money to actually connect [the lanes]" (16). The City's Nonmotorized Plan also prioritizes bike infrastructure projects that will move cyclists off congested roads (19). Meanwhile resident cyclists have made clear they'd prefer dedicated bike trails or, barring that, bike lanes isolated from traffic (18).

The ONEN plan does none of this. It adds bike lanes that (a) don't connect to existing lanes, (b) will be on increasingly congested, lane-reduced roads, and (c) will run between traffic and street parking (5). The Plan treats bike infrastructure as an after-the-fact rationalization for lane reduction on inappropriate roads.

*Lane reduction didn't make sense in 2007, 2008, or 2013, and it doesn't make sense today.
Please reject this nonsensical proposal in favor of a more data-driven, effective solution.*

To read our full rebuttal, including links to more sources, please visit SaferCC.com.

References

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9. Colorado College Transportation Master Plan Working Group "Meeting Summary." May 1, 2013.
10. Colorado College Transportation Master Plan Working Group "Pedestrian Tunnel Alternative Proposal by area residents."
11. Colorado College Transportation Master Plan Accident Summary. February 26, 2013.
12. Colorado College Transportation Master Plan Working Group "Meeting Summary." January 29, 2013.
13. "Colorado College needs a secure underpass." The Gazette. May 2, 2013.
14. "University to construct \$6.1M underpass at Center Avenue and Prospect Road." The Rocky Mountain Collegian. October 7, 2015.
15. "Mayor Adds Meaning to Bike to Work Day." Colorado Springs Independent. July 1, 2015.
16. "Cycling and the killing zone." Colorado Springs Independent. July 19, 2014.
17. "Back in the saddle." Colorado Springs Independent. February 18, 2015.
18. "Staying safe while cycling." Colorado Springs Independent. February 18, 2015.
19. "Pedal Pushers." Colorado Springs Independent. April 15, 2015.