



## Legislation Text

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Ordinance No. 18-33 adopting a Major Master Plan amendment to the Intermodal Transportation Plan by approving and incorporating BikeCOS! A Citywide Bicycle Master Plan

**Presenter:**

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**Summary:**

BikeCOS! is a citywide bike master plan is intended to replace Section 8: The Bicycle Element of the 2001 Intermodal Transportation Plan and serve as the bicycle section of the anticipated upcoming Transportation Master Plan (scheduled to begin in 2019). BikeCOS! identifies key opportunities to significantly improve and expand the City's existing bicycle network, support facilities, policies and programs, and to increase bicycling among people of all ages and abilities (with emphasis on the "interested but concerned" populations). This plan focuses on on-street bicycling and connections to the trail network as identified in the Parks System Master Plan, and is particularly concerned about encouraging bicycling for transportation purposes.

**Previous Council Action:**

This ordinance was approved on first reading at their April 9, 2018 meeting with an amendment to add "Changes to corridors identified in the Bicycle Vision Network remain subject to the City's processes for public education and involvement " to the BikeCOS! master plan. The amended ordinance was approved by a vote of 9-0-0.

**Background:**

The City released the RFP for a new citywide bicycle master plan in December, 2015. The previous bike master plan was completed in 1996, and much had changed in the following 20 years. The purpose of developing a new master plan was to have an up to date working document that would direct the responsible allocation of the City's resources; build on recent related efforts, such as the PPACG Regional Nonmotorized Plan, the Experience Downtown Colorado Springs Plan of Development and Master Plan, and the City of Colorado Springs Park System Master Plan; identify key opportunities to significantly improve and expand the City's existing bicycle network (both on-street and trail), support facilities, policies and programs; with a goal of increasing bicycling among people of all ages and abilities (with emphasis on the "interested but concerned" populations).

The City signed a contract in March 2016 with Toole Design Group, a planning, engineering and landscape architecture firm specializing in bicycle and pedestrian transportation with a Denver regional office. They were familiar with the community of Colorado Springs from past projects.

**Financial Implications:**

The City's Bicycle Program has two sources of dedicated funding at this time: The Bicycle Excise Tax, which raises approximately \$80,000 annually; and the PPRTA's On-Street Bikeway Improvements project, which accounts for \$412,000 annually. No new funding is being sought as part of the master plan process, therefore no financial impact is anticipated at this time.

**Board/Commission Recommendation:**

The Active Transportation Advisory Committee recommended approval to the Citizens Transportation Advisory Board on November 14, 2017.

The Citizens Transportation Advisory Committee recommended approval to City Council on December 5, 2017.

The Parks Board recommended approval to City Council on February 8, 2018.

The City Planning Commission recommended approval to City Council on February 15, 2018.

**Stakeholder Process:**

After the initial data collection phase, the project team conducted a visioning workshop with a diverse group of internal and external stakeholders, in which participants identified common themes both current and aspirational for bicycling in Colorado Springs. Intending to get feedback from a wide range of community members through multiple avenues, the project team attended two community events (a neighborhood block party and a trailhead expo). They also hosted an online survey to which over 800 people responded. The input from the stakeholders and the citizens directly informed the Plan's vision statement and goals.

Once the team developed a draft map of priority corridors and draft list of recommendations, they held a public open house where 250 people shared their comments and concerns. This input informed the draft that was presented publicly at the November meeting of the Active Transportation Advisory Committee, and was presented on the internet for comment from early November to December 10. Nearly 800 people responded. All public comment is summarized in Appendix D.

Based on having received feedback from at least one thousand individual residents of Colorado Springs, the project team feels confident that they are providing the city with a direction forward that strikes the right balance between visionary and practical for this community. This plan will use the city's existing and planned trail network as the foundation of a system that connects origins and destinations through a citywide, low stress network, which will allow people of all abilities and ages to choose the bicycle for their transportation needs.

**Alternatives:**

N/A

**Proposed Motion:**

Move to approve an ordinance adopting a Major Master Plan Amendment to the Intermodal Transportation Plan by approving and incorporating BikeCOS! A Citywide Bicycle Master Plan.

An ordinance adopting a Major Master Plan Amendment to the Intermodal Transportation Plan by approving and incorporating BikeCOS! A Citywide Bicycle Master Plan

