

From: [Brady, Katherine](#)
To: [Frisbie, Todd](#); [Roberts, Tim](#)
Subject: PLEASE REVIEW road diet memo for PPRTA
Date: Thursday, September 19, 2019 5:00:49 PM
Attachments: [PPRTA memo road diets.docx](#)

Hello,

Here is a draft memo that I have written for PPRTA to inform them, as per policy, that we are intending to use PPRTA funds to analyze viable solutions to build out bike infra, and that road diets are an option. Please review before I send to Mike. I have asked what the deadline is, but I haven't heard yet. I have no idea if I included too much information, or not enough, or if my tone is appropriate. Please review with these things in mind if you would be so kind.

Thanks!

Kate

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Colorado Springs El Paso County Manitou Springs Green Mountain Falls Ramah

DATE: October , 2019

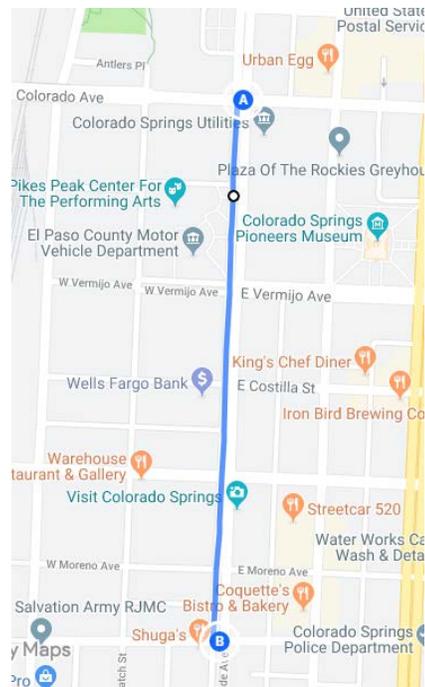
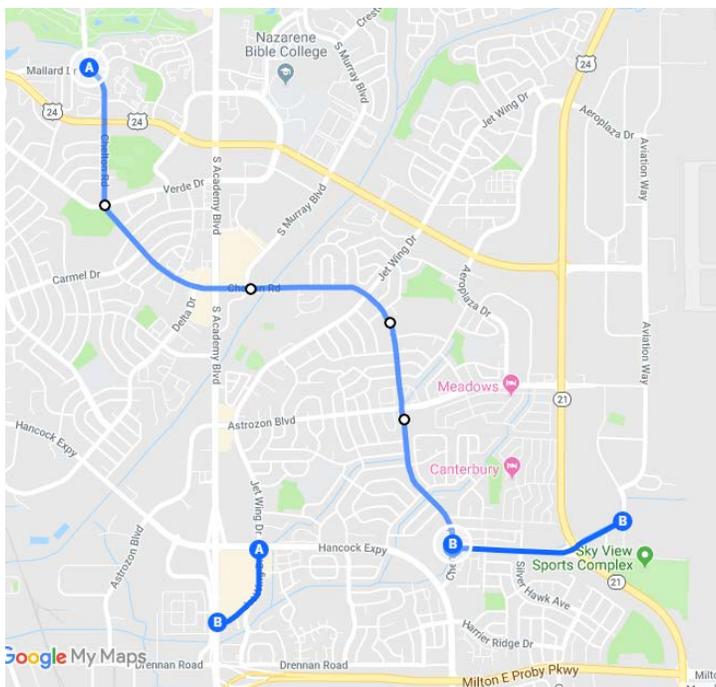
TO: Pikes Peak Rural Transportation Authority (PPRTA) Board of Directors
Pikes Peak Rural Transportation Authority Citizen Advisory Committee (CAC)

FROM: City of Colorado Springs
Mike Chaves, P.E., Engineering Manager *mac*

SUBJECT: Notice of intention to use PPRTA program funds for traffic analysis that could result in transportation capacity reduction

Project Description:

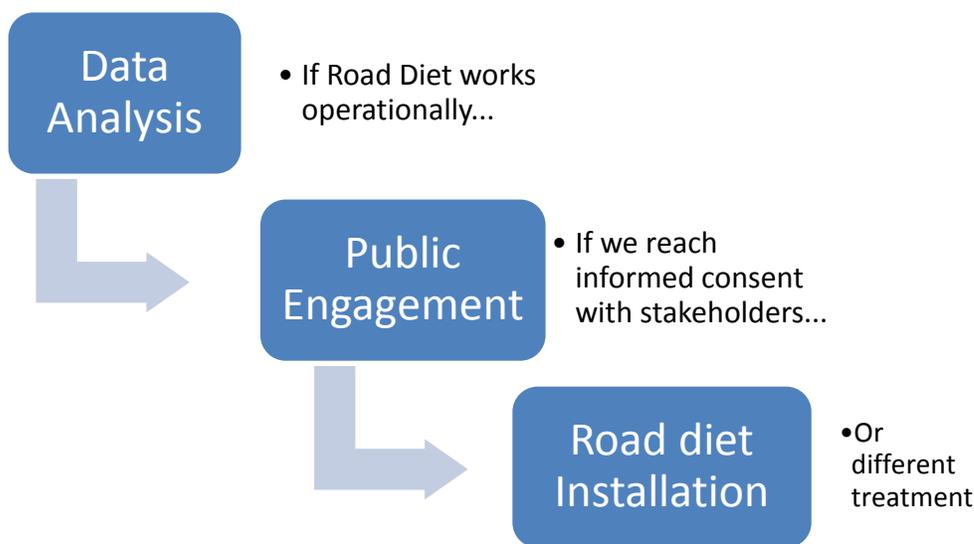
The City's Comprehensive Plan, Intermodal Transportation Plan (ITP), Bicycle Master Plan and the Complete Streets Policy strongly recommend streets be designed to accommodate safe and efficient travel by bicycles. Three roadways that are identified in the Bicycle Master Plan's Vision Network as places to install bicycle infrastructure are Chelton Road from Airport to Hancock Expressway, Hancock Expressway from Chelton Road to Resnick Drive, Jet Wing Drive from Hancock Expressway to Academy Blvd, and Cascade Ave from Colorado Ave to Rio Grande St (see maps below, please note each is at a very different scale).



The 2018 Bicycle Master Plan identified corridors that provide access and connectivity, but did not specify what type of infrastructure is most suited to which corridor. Because the Master Plan has a lengthy timeframe to full build out, and the field of bicycle infrastructure is changing rapidly, the consultants felt it was most appropriate for the determination to be made on a project by project basis closer to the intended build out.

There are multiple options for providing dedicated infrastructure for bicycles and safer travel for all modes in a corridor, but one cost-effective way is to consider changes to the allocation of existing right of way. One way to do this is to reallocate a lane or lanes currently dedicated to vehicles and change it to bike lanes. And in fact, the Federal Highway Administration had identified the “road diet” as a Proven Safety Countermeasure on our nation’s roadways. However, this treatment is not appropriate on all roadways.

The City feels that the four roadways identified above could be appropriate candidates for realignment for the purpose of connecting the bicycle network along these corridors, but is proposing a two-step process for moving forward.



The City is currently working with consultants to develop scopes for the data analysis stage. We anticipate that one project to collect data and analyze viable approaches to Chelton, Jet Wing and Hancock will cost approximately \$100,000, and the project to analyze viable approaches to Cascade will likely cost approximately \$25,000. The City has budgeted funds from the PPRTA On-Street Bikeway Improvements fund for these processes.

Chelton Rd, from Mallard to Hancock Expressway (3 mi).

- Chelton was a 2019 2C project, which some advocates and elected officials have requested to be reconfigured to include bike lanes. This would be a 5-to-3 lane reconfiguration.
- This project would extend existing bike lanes on Chelton and provide excellent connectivity across the southeast part of the city to 6 other bike lanes, the Sand Creek Trail, 2 parks, 2 schools, a library, Parks’ golf course, Parks’ Leon Young baseball complex, and the Boys & Girls Club.
- TE proposes data analysis (Q4 2019) to gauge how the network will operate with Chelton at 3 lanes. If the costs are acceptable to the network, then TE proposes a 3-meeting public involvement process to take place in the Southeast, Q1 2020.
- If acceptable, timing on implementation can be flexible.

Hancock Expressway, from Chelton Rd to Resnick (.8 mi)

- This would be a very short 5-to-4 (or 3) lane reconfiguration and is not a repaving project. It would serve to extend the proposed Chelton bike lanes to the Parks Department's Sky View Sports Complex.
- The proposed public involvement for Chelton would include Hancock, and timing in implementation would be linked to that for Chelton.

Jet Wing Dr, from Hancock Expy to Academy (.4 mi)

- Jet Wing Dr is a 2C project for 2020. This would be a 5-to-3 lane reconfiguration on a low volume roadway. This project would continue the existing Jet Wing bike lanes past what will be the Mission Trace Community Hub, and will connect up through the signalized intersection at Academy to a pedestrian access to the bike lanes on Boychuck.
- TE proposes in-house analysis to see how the roadway will perform with fewer lanes. If acceptable, this project will also be included in the proposed public involvement for Chelton. It is expected to have support from the neighborhood, the RISE coalition and supporters of the community hub.
- This is a 2020 2C project, slated for Block 2 at the moment, so repaving and restriping will happen on their schedule.

Cascade Ave S, from Colorado Ave to Rio Grande St (.6 mi)

- Cascade Ave is identified in the Experience Downtown Master Plan and the City's bike master plan as a preferred corridor to connect across SW Downtown from the Cascade BLs to the north to the Rio Grand and Tejon St BLs to the south.
- This area of Downtown is experiencing heavy development pressure, so TE proposes preparing designs ASAP, though the timing of implementation can be flexible.
- TE proposes studying the corridor to determine the feasibility of on-street bicycle infrastructure, perhaps through a lane reconfiguration. If operations are acceptable, then we will conduct a public involvement process with the neighborhood.
- The potential exists to include solutions for the parking pressures in that area of Downtown as well, and the Parking Enterprise will also be participating in this process.
- TE proposes the public meetings in the Feb-April window to determine solutions. Implementation can be flexible, but TE is recommending Fall/Winter 2020 to avoid conflicts with 2C project, but to be complete before the soccer stadium opens. If the process supports a capital improvement project for Parking Enterprise, the timeline is subject to their budget.