

Chelton Road CORA email exchanges

In the emails below, we believe "TE" is Travis Easton, the Director of Public Works for the City of Colorado Springs.

From: Brady, Katherine
Sent: Wednesday, September 11, 2019 10:41 AM
To: Egbert, Aaron; Wicklund, Melissa L; Marshall, Timothy
Cc: Roberts, Tim
Subject: Internal list of 2020 proposed roadway reconfigurations

Dear folks:

This is a preliminary list, still in the approval process, which occurs before the data analysis step, before the public engagement process. Please keep this in mind. Any questions, please ask.

Thank you.

Kate

Kate Brady

Sr Bicycle Planner

Public Works

From: Roberts, Tim
To: Frisbie, Todd
Subject: FW: Internal list of 2020 proposed roadway reconfigurations
Date: Wednesday, September 11, 2019 9:47:00 PM
Attachments:2020 Proposed Road Diets
INTERNAL USE.docx2020 proposed bike lanes
INTERNAL USE.xlsxRLC 20190910 Proposed Bike Lanes 34X44.pdf

You mentioned a list of projects you have in mind...it doesn't sound like any of them are roadway diets. Here are the 2C projects for 2020 that we want to consider for roadway diets...both for bikes and operation/safety.

Tim Roberts

Principal Transportation Planner

City of Colorado Springs-Traffic Engineering

Upcoming Road Diets

Astrozon Blvd, from Hancock to Jet Wing

•Currently this stretch of Astrozon is a 5+-lane configuration through the intersections of Jet Wing and Academy, connecting stretches of Astrozon that have already been dieted to 3 lanes. We are looking at extending the road diet through the intersections. City Engineering's design for an off-street solution costs \$185K. Data analysis of peak hour turning movements at Astrozon/Academy and Astrozon/Jet Wing suggest a road diet could work with changes to the signal timing.

- By connecting the Astrozon bike lanes across the intersections with Jet Wing and Academy, this will complete the 2 mile long Astrozon bike lanes from Powers to Hancock (the remainder of which has been dieted already).
- This connection was recommended in the 2018 report by the ULI Advisory Services Panel Report as a priority of the neighborhood.
- Because this is a small gap with existing bike lanes on either side, we do not feel a public process is necessary for this project, however, it will be presented to the public as part of the proposed SE COS bike infrastructure project
- Timing on this project is flexible, although I believe the neighborhood would like the gap completed sooner rather than later. Preferred timing would have striping happening as soon as painting season begins in 2020.

Chelton Rd, from Mallard to Hancock Expressway.

- 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
- 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

- 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.

Centennial Blvd, from Allegheny to Flying W Ranch Rd.

- When the Centennial bike lanes connect through this gap, Centennial will be a 7.5 mile long spine on the northwest part of town, connecting from the peregrine neighborhood to Fillmore (and then on to the Pikes Peak Greenway once the Extension is complete).

- Centennial is currently a 3-lane configuration north of this segment and a 4-lane with median configuration south; we are analyzing how this segment will operate with 3 lanes. Because this is a small gap with existing bike lanes on either side, we do not feel a public process is necessary for this project.
- Timing on this project is flexible, but would preferably happen as soon as painting season begins in 2020. Weber St, from Pikes Peak Ave to Uintah Street
- This is a 2020 2C project, for which a public engagement process was completed in 2018 (see the City's website under Old and Near North End Neighborhoods Transportation Plan). The website states the following: "Weber Street between Colorado Ave and Jackson Street will be restriped to accommodate two through lanes of travel with a center left turn lane, bike lanes and parking. This section of Weber Street will be striped with bike lanes next to the travel lane as the number of driveways does not accommodate a parking-protected design. Timeline: TBD in conjunction with future repaving by 2020."
- TE proposes one additional meeting in late winter/early spring to inform the neighborhoods that we are following through on what was promised.
- This is a Block 2 2C project, so the implementation is expected in mid-to-late summer. Weber St, from Uintah Street to Jackson St.
- This is not a 2020 2C project, but was vetted in the same public engagement process completed in 2018 as the segment from Pikes Peak to Uintah (see the City's website under Old and Near North End Neighborhoods Transportation Plan).
- Because this is not part of a repaving project, but TE sees value in continuing the reconfiguration to the north of the repaving, TE is proposing a 4-to-2 lane reconfiguration at this time. Volumes are extremely low, so the safety benefits of a center turn lane are less pronounced.
- TE proposes one additional meeting in late winter/early spring to inform the neighborhoods that we are following through on what was promised.
- Implementation on this is flexible, though TE recommends that it be restriped in conjunction with the restriping of Weber south of Uintah.

Cascade Ave S, from Colorado Ave to Rio Grande St

- 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.