

**E-MAIL RESPONSES TO
THE OLD NORTH END
PEDESTRIAN AND BICYCLE SAFETY PLAN
(3-22-2016 to 4-11-2016)**

3/22/2016 – I am in support of the proposed plan. I am a 25 year resident of Wood Avenue and a walker and bicyclist. I support what ONEN continues to actively do to maintain and improve this wonderful neighborhood.

RESPONSE: Thank you for supporting the Old North End Pedestrian and Bicycle Safety Plan. Be assured we will work hard to get as much of it as possible adopted by City Council.

3/22/2016 – I read with interest the newly published Pedestrian and Bicycle Safety Plan.

There was a statement repeated that reducing the arterial roads to one traffic lane in each direction will provide space for a bicycle lane. I did not find a clear statement that the plan would actually include these bike lanes. With traffic reduced to one lane, and if there is no dedicated bike lane, a cyclist is more likely to impede traffic leading to reduced cyclist safety as motor vehicles try to squeeze past and frustration among drivers who feel held back by the cyclists. As a resident of the neighborhood and a frequent cyclist, I would like to see a very clear statement that the bike lanes are part of the plan, rather than just comments that there would be space available. I will also be looking for information about how these bike lanes will be striped and signed when there are turn lanes also present.

I would also like to add that as a resident of the Old North End, I find that one of the challenges I encounter is entering or leaving the neighborhood on foot or on a bike. At the north, the best way is to pick up the greenway trail and use the underpass under Fillmore to avoid that congested street. The access to the trail (near the "Popcycle Bridge") past the north end of Wood is at W. Van Buren and Beacon where there is no sidewalk and there is a sharp curve over the railway tracks such that vehicles do not hold their lane. Pedestrian and bicyclist improvements are badly needed for that section of W. Van Buren that connects Wood Ave to the trail.

Thank you. I appreciate the work that went into developing this plan.

RESPONSE: Thank you for your e-mail concerning the Old North End Pedestrian and Bicycle Safety Plan, and thank you for taking the time to read it and study it.

Attached please find the traffic study conducted for Colorado College in 2013 that was the source for many of the points made in our Old North End plan. If you go to page 18 plus, you will find detailed drawings of recommended plans for the four major arterial streets through the Old North End – Cascade, Nevada, Weber, and Wahsatch. The plans for all four streets include safety-sizing (two lanes into one in each direction) and bike lanes, many of them with two-foot buffer zones.

Be assured that is the vision we will be arguing for as the City Traffic Department develops its recommendations to City Council. If I can answer any further questions, please e-mail them to me.

3/24/2016 – To the committee:

Thank you for your work and efforts to mitigate traffic flow through the old North End. While I do agree with the idea of decreasing the traffic flow through this neighborhood, I do have some concerns about reducing it to one lane in each direction on the major traffic arteries. My major concern is that this will result in a backup of traffic on these roads especially Nevada. This will become more of a concern as expansion and construction at and around UCCS and University Village shopping center area will inevitably bring more traffic onto these arteries, especially Nevada. This and reducing traffic to one lane in both directions will result in traffic backup and lines and will inevitably result in the diversion of traffic and speeding to other north-south streets in the North End those being primarily Tejon and Wood Avenue which are not meant to be arteries. May I suggest that for bicycle and pedestrian path and safety that the committee study the idea and approach the city with the idea of making a bidirectional pedestrian and bicycle path down the center of the medians of these streets. This I don't think would be very expensive. They could be gravel and would be more enjoyable as well as safer for pedestrian and bicycle traffic as it would take bicycles and

pedestrians out of vehicular traffic completely. These pathways would also be more enjoyable as they would be shaded by the trees already in these medians. I would appreciate your feedback and comments.

RESPONSE: Thank you for your good e-mail concerning pedestrian and bicycle safety in the Old North End.

Wood Avenue: I understand the concern on Wood Avenue that safety-sizing on Cascade Avenue and Nevada Avenue might divert traffic to Wood Avenue. I have attached a professional traffic study conducted for Colorado College in 2013 that addresses the question of Wood Avenue on page 17. During the several months period that the North Nevada Avenue bridge over the old Rock Island railroad was being repaired, Nevada became one-lane of traffic in each direction. Note there was no measureable effect on Wood Avenue, even during peak (rush hour) travel times.

Note also that the Old North End plan (page 2) specifically states that safety-sizing changes should be changes in lane painting only. We want it to be easy to change back to the original lane markings if the traffic engineers are incorrect and the traffic back-ups that you mentioned do occur.

The Old North End plan is currently under review by the Traffic Engineering Department of city government. The Old North End will not support changes that Traffic Engineering says will produce large traffic back-ups on any street. The Old North End plan argues that, with four major arterial North-South streets to work with, there is enough lane capacity to reduce the number of lanes (safety-size) and not have traffic back-up significantly on any one particular arterial street or nearby residential streets.

Bike paths in street medians on Cascade, Nevada, and Wahsatch: A number of people have mentioned this idea to our committee. I have actually seen it done on downtown streets in cities in Sweden. The problem comes at intersections. Pedestrians on the medians have to cross left-turning traffic in both directions when walking or biking from block to block across an intersection. The Swedes solve the problem with “pedestrians only” traffic

signal phases at downtown intersections. This is, however, an idea to keep in mind if other attempts at bicycle lanes prove unworkable.

Thank you for your comments. We will keep you informed by e-mail as our work with City Traffic Engineering proceeds and a final plan takes shape.

3/26/2016 – Plan is truly inspired! These changes if implemented would constitute major steps forward for both the neighborhood and the city in the areas of safety and historic preservation.

I'm confident that realization of this plan is a lengthy and involved process with lots of debate. Nonetheless, it would be beneficial at some point to also consider limitations on motorcycle traffic/noise, and local trash/recycling traffic. In the case of the former, I believe that the majority of traffic exceeds current noise regulations, but there appears to be limited to no enforcement. In the case of the latter, standardization to one pickup day per week per neighborhood would greatly reduce wear and tear on both the roads and the residents.

Thank you to the committee for a bold proposal that seeks to preserve this wonderful old neighborhood for generations to come.

RESPONSE: Thank you for your input about the initial plan and the additional points on motorcycle traffic noise and local trash/recycling issues. These are two issues I've heard neighbors discuss before, so we'll pass this information on and at some point they will be brought up for discussion and, hopefully, some kind of action. As you say, the major steps have to come first.

3/27/2016 – I was asked by an ONEN neighbor to share my thoughts with them on the ONEN Pedestrian & Bicycle Safety Plan. After responding to them, I thought I need to share it with you as well.

I'm in full agreement that 'Traffic, Pedestrian Safety along with safe Bicycle Routes' are a very high priority for the ONEN to include the surrounding elements; CC, PJNA, MSRN, Shooks Run and Monument Valley Parks.

Here are just a few of my concerns on the ONEN Pedestrian & Bicycle Plan:

This seems to be a CC plan and not ONEN. We know how well that will be received by the neighbors.

A good portion of the 'Safety Sizing' plan is outside of the ONEN.

The Traffic data used is very stale period. How old? Who paid for it?

The two cases of traffic accidents at Steele are a joke. One in 1976, the other sometime in 1979! The traffic issues at Steele are directly related to the poor parking by the Steele parents, and a lack of pedestrian crosswalks. I know this because, I used to send off duty CSPD to write out reminders not to block, the alleys or streets around the school. Every time, we cited or gave warnings to at least 20+ drivers each time.

Steele needs six pedestrian crosswalks: two on Nevada, Weber, and Espanola.

The case study of the Nevada Ave bridge repairs is not that accurate. They are presenting that the bridge repairs were a great example of how 'safety sizing' would be throughout Nevada. This is not correct, the 'Safety Sizing' was only three blocks long: Polk, Lilac, and Harrison, with Harrison being 'outside' of ONEN. And at first there were traffic backs ups for blocks, until the public got tired of being 'stuck' in traffic on Nevada. So, they went down Cascade and other ONEN streets.

The Level of Service (LOS) statistics contradict what was said in the previous statements about all of the roads are under utilized, while, giving Wahsatch & Fontanero Streets 'D' grades. It doesn't add up.

If the lanes are reduced from four to two, then, there must be left hand turn signals installed at every intersection that currently does not have them. And the medians that were cut into to create the left turn lanes, must be returned to full median size before the medians were cut. In short, where is the plan to return the medians to their original size?

Lastly, where is the ONEN Bicycle plan? Its mentioned, but, where are the specifics? For example, San Miguel used to be a fully marked Bicycle Route

with signs, and stripping. Will those be re-installed? What streets will be designated as the ONEN Bicycle Routes, North, South, East, West? Will the Bicycle Route run from Downtown and the adjacent Parks to the designated ONEN streets?

I will be at the public meetings to express my concerns on behalf of the entire community. If you like to keep in touch to help resolve these barriers, and eventually achieve the ONEN Master Plan goal of a safer neighborhood, I'm all in.

Thank you,

RESPONSE: (The letter is repeated with answering comments in RED print.)

I was asked by an ONEN neighbor to share my thoughts with them on the ONEN Pedestrian & Bicycle Safety Plan. After responding to them, I thought, crap, I need to share it with you as well.

I'm in full agreement that 'Traffic, Pedestrian Safety along with safe Bicycle Routes' are a very high priority for the ONEN to include the surrounding elements; CC, PJNA, MSRN, Shooks Run and Monument Valley Parks.

Here are just a few of my concerns on the ONEN Pedestrian & Bicycle Plan:

This seems to be a CC plan and not ONEN. We know how well that will be received by the neighbors. **Although we used the CC Transportation Master Plan as a reference this is an ONEN Plan written by ONEN neighbors. I agree we need to make sure we convey that to the neighbors so they are not suspicious of the plan.**

A good portion of the 'Safety Sizing' plan is outside of the ONEN.

The safety sizing does extend south and east of ONEN because the City is more likely to accept a system wide approach then a plan that only calls for safety sizing on the portion of the streets that fall within the boundaries of

ONEN. The pedestrian and bicycle safety concerns that are present in our neighborhood are also present through the CC campus and Patty Jewett.

The Traffic data used is very stale period. How old? Who paid for it?

We used the traffic data from the CC Transportation Master Plan. The data was collected in September 2013 and paid for by CC. This is the most recent traffic data we could obtain without commissioning our own study.

The two cases of traffic accidents at Steele are a joke. One in 1976, the other sometime in 1979! The traffic issues at Steele are directly related to the poor parking by the Steele parents, and a lack of pedestrian crosswalks. I know this because, I used to send off duty CSPD to write out reminders not to block, the alleys or streets around the school. Every time, we cited or gave warnings to at least 20+ drivers each time.

Steele needs six pedestrian crosswalks: two on Nevada, Weber, and Espanola.

We are separately working to get additional crosswalks around the school especially at Nevada and Espanola.

The case study of the Nevada Ave bridge repairs is not that accurate. They are presenting that the bridge repairs were a great example of how 'safety sizing' would be throughout Nevada. This is not correct, the 'Safety Sizing' was only three blocks long: Polk, Lilac, and Harrison, with Harrison being 'outside' of ONEN. And at first there were traffic backs ups for blocks, until the public got tired of being 'stuck' in traffic on Nevada. So, they went down Cascade and other ONEN streets.

Although the safety sizing was only for three blocks it demonstrated that the volume that goes through our neighborhood can be handled by one lane in each direction. The CC Transportation Master Plan has traffic counts from Cascade during construction. These counts show a slight increase in traffic on Cascade (7%) and a slight reduction on Nevada (9%). Overall there was a

total reduction of 4 %. This shows that the traffic was more evenly distributed to the arterial streets and some avoided driving through ONEN altogether.

The Level of Service (LOS) statistics contradict what was said in the previous statements about all of the roads are under utilized, while, giving Wahsatch & Fontanero Streets 'D' grades. It doesn't add up.

From what I can tell westbound Fontanero is the only street with a D grade. Wahsatch got B's and C's. Making Fontanero one lane in each direction with a center turn lane should improve the traffic flow because through traffic will not be obstructed by cars waiting to turn onto the north/south streets.

If the lanes are reduced from four to two, then, there must be left hand turn signals installed at every intersection that currently does not have them. And the medians that were cut into to create the left turn lanes, must be returned to full median size before the medians were cut. In short, where is the plan to return the medians to their original size?

I am not sure if the major intersections (i.e. Cascade and Uintah/ Nevada & Uintah) that have medians that were cut into will be changed. I believe there will be a through lane for North/South traffic and a left and right turn lane for traffic heading east or west. Removing one through lane may present the opportunity to return the medians to the original configuration.

Lastly, where is the ONEN Bicycle plan? It's mentioned, but, where are the specifics? For example, San Miguel used to be a fully marked Bicycle Route with signs, and stripping. Will those be re-installed? What streets will be designated as the ONEN Bicycle Routes, North, South, East, West? Will the Bicycle Route run from Downtown and the adjacent Parks to the designated ONEN streets?

You are right this safety plan does not get into specifics of how the bike lanes should be installed. Instead it advocates for the removal of a lane of vehicular traffic to make room for additional bike lanes on the north/south

streets. The city recently hired a senior bike planner and we will be engaging in discussions with her to ensure that ONEN is included in a comprehensive plan to improve the bike infrastructure of our city. We intend to adhere to the ONEN master plan that includes San Miguel as a major east/west bike route. Connectivity to our parks and downtown via bike is very important.

I will be at the public meetings to express my concerns on behalf of the entire community. If you like to keep in touch to help resolve these barriers, and eventually achieve the ONEN Master Plan goal of a safer neighborhood, I'm all in.

Hopefully I have addressed some of your concerns. If any of my responses don't make sense let me know. We definitely want a plan you and the neighbors can support.

Thank you,

ADDITIONAL RESPONSE: Just wanted to add this to your discussion ... about the Pedestrian/Bicycle Safety Plan.

The LOS (Level of Service) numbers refer to traffic signal waiting times (green time) rather than lane capacity. The intersections with low grades are low because the traffic signals have been set to give very little green time to a particular direction, thus increasing green time for the other direction.

We actually have more problems with lack of green time on streets crossing Uintah Street than we do with lane capacity. Lane capacity goes unused when traffic is backing up behind a long red light.

On another point, the ONEN plan leaves exact bicycle routes to the City Traffic Department. The CC Plan that Bob Sullivan mentioned (attached in case you do not already have it) provided for bike routes on all four North/South arterials (Cascade, Nevada, Weber, and Wahsatch). We will make bike routes definite as we further develop our plan with City Traffic Department.

Hope all is well with you. You have raised some very good questions for us.

3/29/2016 – I am in favor of the plan and think it is a great idea. How does ONEN propose that the City Council approves and implements the plan?

RESPONSE: Thank you for your e-mail supporting the proposed Pedestrian and Bicycle Safety Plan for the Old North End.

In response to the traffic accident at Colorado College, the City Traffic Department is preparing a plan that will be presented in mid-July 2016. We hope to have many elements of the Old North End plan included in that plan, which should be before the City Council for adoption in late July or early August. We will keep you posted by e-mail as things develop.

3/29/2016 - Well, Here we go again. I have major issues with CC, it's students and Cascade Avenue.

It is the only block in the city where you have to stop 4 times to flashing lights and inconsiderate students. Skateboarders and cyclist are not pedestrians!

Now we have CC's golf carts adding to the mix.

I have come close to hitting CC students who cut across at a diagonal.

My children walked to and from Steele School, without incident, KNOWING THEY NEEDED TO LOOK BOTH WAYS before crossing Wood, Cascade, Tejon, and Nevada. There were no middle of the street crossing for them. Indeed it is a further distance than most CC students have to walk to class.

Colorado College is NOT a neighborhood. The mid-street pedestrian crossings on Nevada add another interruption to traffic flow and annoyance

again by students thinking they have a right to cross at will. It was initiated by CC and does nothing for the Old North End.

Sidewalk repair and replacement are a much more efficient way to make our neighborhood more pedestrian friendly.

The loss of parking spaces on Cache La Poudre impacts the community use of attending events at CC. Was that a traffic calming idea?

I appreciate the time and effort you are putting into this plan,, HOWEVER I am very wary of the influence Colorado College exerts and continues to exert on our neighborhood.

RESPONSE: Thank you for your e-mail. I tend to agree with you about the many problems CC students create for drivers on Cascade and Nevada avenues. I particularly notice that Nevada Avenue is rapidly becoming as big a problem as Cascade.

The student was hit and badly injured. The City Traffic Department has promised to take action on the issue. In such a situation it is best if the Old North End has its traffic plan desires well-organized and firmly stated, which is what we are doing here. I noticed in your comment that you did not mention reducing Cascade through the campus and the Old North End from two lanes in each direction to one lane in each direction. That is our major purpose here, with pedestrian safety first in mind.

We will keep your comments in mind as we go forward with this plan.

3/29/2016 – Hi safety committee,

I just read the proposed bicycle and pedestrian safety plan and wanted to say how wonderful it sounds! My husband and I moved to the 700 block of North Wahsatch last year. We love the neighborhood but feel that crossing the main north-south streets is highly and unnecessarily treacherous--both on foot and in a car. Single lanes and more space for pedestrians, bicycles, and

inching your car out to look for oncoming traffic would be great improvements.

Thank you for coming up with this plan! If supportive letters or comments to city planning would help, I'd be happy to send along my support.

Best wishes,

RESPONSE: Thank you for your e-mail supporting the Old North End Pedestrian and Bicycle Safety Plan. We will keep you informed as the plan develops and will let you know how and when to show your support to City Council. Be assured that calming traffic on Wahsatch Avenue is very important to us.

3/30/2016 – I have several thoughts on the ONEN plan besides the ones shared in the e-mail ... a few days ago.

I've never liked the term, 'think outside the box', but this may be the time to do just that.

If we're going to have a Traffic, Pedestrian, Bicycle, Safety Plan, from the core of downtown through CC and into the ONEN then we, the neighbors and ONEN must have after 140 years of paying taxes to this city:

The Crosswalks must be installed completely around Steele Elementary before a Pedestrian Safety Plan can be taken serious. We are talking about our neighborhood kids, and those who come from outside the ONEN to learn in our community. If not now, when?

The remaining street lights 'must' be installed within ONEN that do not have them. We all know where those areas are. The City must pony up for the missing lights, ONEN & the neighbors a.k.a. Light Improvement District (LID) picks up the rest for our desired historic lights. We also know the safety and property value benefits from these lights being installed. Anything to reduce the out of pocket expense to the ONEN neighbors who want and demand these lights. When was the last time a house on Tejon was broken into? It was before the new, historic, safer, less crime proven statistics street lights were installed.

How can we have a complete Pedestrian Safety Plan without the lights? Again, like the Crosswalks, if not now, when?

The ADA Ramps have to be installed, again, you can't have a complete safety plan without, the ADA ramps throughout the neighborhood as well.

With the ADA Ramps comes the sidewalks that were never installed in parts of the ONEN. We must have these as well.

The implementation of the ONEN Bicycle Route and Safety Plan, to include signage & street markings East, West, North, & South.

How about getting the Street Sweepers to return to the neighborhood? Clean streets means; no leaves or debris, means safer streets, cleaner storm water inlets, which, are great for the environment and especially for our watershed. This can be established with simple signage, and an unwavering schedule of street sweeping, like they do in progressive cities like G.P. wanted us to be.

Lastly, let me leave you with my 'neighbor mentality.'

I'm 140 years old, lived in the same house and neighborhood for 140 years. Paid my taxes for 140 years to the city without missing a payment. Now I'm asking and demanding after 140 years; Hey, City Council, where are my: Streetlights, Sidewalks, ADA Ramps, Crosswalks, Street Sweeping and Trees?

Hope all is well on your end.

Thank you,

RESPONSE: Thank you for your further comments on the Pedestrian/Bicycle Safety Plan.

I agree with you about the crosswalks to Steele School needing to be improved, ideally with build-outs across the parking lanes on both sides. The same is true of making all the walking routes to Steele compliant with ADA ramps installed.

I hesitate to ask for more than those two at this time. Because of the accident at Colorado College in which a student was hit and dragged by an automobile, the major sentiment and drive is for pedestrian safety through traffic calming.

3/30/2016 – Thank you for the feedback and your comments.

I have to disagree 100% with your assessment. This is not the time to continue to 'piecemeal' in the remaining infrastructure of the ONEN, and we as a neighborhood should never ever be afraid of asking for what is our right, on anything!

The city has been slacking on our infrastructure for nearly 140 years. It's time to make a stand on behalf of our neighborhood, period!

I will not support this plan until the basic minimums of the ONEN Infrastructure have been met. There is no way the City will back fill in our needs just because we said OK to narrowing down our roads. If its traffic calming you desire, then, bring back the Off Duty CSPD Patrols.

Thank you,

3/30/2016 – Thanks for the CC Transportation Plan. I'll study it.

There are some neighbors interested in the ONEN proposal and the CC Plan.... I will forward the CC Transportation Plan to them.

RESPONSE: By all means send on the CC Plan. We are offering it to all those who show extra interest in our Old North End plan.

Contact me if you have any more questions.

3/30/2016 – It is my feeling that before any substantive plan for traffic flow can be made, the CC piece has to be put to rest once and for all. Since we moved here in 1969 the Cascade Avenue/ CC conflict has been problematic and has a huge impact on any traffic movement through the Old North End. I can't imagine a bike lane, single traffic lane, 4 student crosswalks NOT being chaotic on Cascade. Then there is Nevada Avenue where the students

start a drift across the street-strung out-in a way we never would have let cattle move on the ranch! Again, student use needs to be clarified before traffic can be addressed.

I attended a University where I had to cross a major thoroughfare to downtown Chicago. As students, we bunched up and crossed the street at a single intersection with a traffic light. It was not the easiest way to get to class buildings. The intersection cleared as the light changed. Then, if you were late, you may have to wait for the next opportunity in order to cross at the peril of being late for classes. It was a given of the school. In my 4 years there, no student was injured.

3/30/2016 – Three cheers!! Nicely done. Look forward to the meetings and the discussion of how details of the use of the newly free space can be planned. Have you seen the new downtown plan? — we should work to make these fit together. The downtown plan has a nice design for Weber Street that could be propagated throughout the ONEN area.

RESPONSE 1: Thanks for pointing out that the downtown master plan is posted online. I quickly looked through it and saw the design for Weber St.

I would love to see similar improvements to our stretch of Weber St. I would also love to see some improvements to the aesthetics of the railroad bridge over Uintah as you exit I-25. That is such an important gateway for the City, CC and ONEN. The current plywood wall and rusty railings just doesn't do the trick.

Thanks again for passing along the Downtown Master Plan info. I'll be sure to share it with the neighbors so they can provide feedback.

RESPONSE 2: Thank you for your good e-mail concerning the proposed ONEN Pedestrian and Bicycle Safety Plan.

Glad to have your support. We plan to meet with the downtown folks as soon as we have presented the plan to the Old North End and tested and

refined the sentiment there. That part of the project should begin about late April or early May. Thanks for sending the link to the plan. I am delighted to have it.

I have attached the Colorado College plan from which we lifted much of our data. The latter part of it has detailed drawings on equipping all four of the north-south arterials (Cascade, Nevada, Weber, and Wahsatch) with bike lanes.

3/31/2016 – The city plan for Weber St. is in the 3-5 year hopper and would extend to Jackson if implemented.

I'll also note that the designs for pedestrian and bicycle infrastructure in the CC plan are in the right spirit, but the detailed designs in the drawings are defective and unsafe. As the ONEN plan moves forward it will be important to engage bicycle and pedestrian designers with the professional skills and motivation to create contemporary quality infrastructure. Neither the CC consultant nor the City Traffic Engineering Dept. would meet that constraint.

Have you included ... the new Colorado Springs Bike Czar in the mailings? It would be good to keep her in the loop.

4-2-2016 – These ideas remind me of the plans to put traffic circles on Cascade to protect CC students which was soundly turned down by City Council.

Recently the Metro Authority has made known plans to cancel all buses on Wasatch and Cascade and to have one line running north-south on Nevada. While I am sympathetic to households who live on Nevada, cars are here to stay and if you are familiar with traffic stopped at the Fillmore St. light, you would know that a single lane would be catastrophic. At times the traffic is backed up to the bridge over the railroad line.

To be practical perhaps having parking on only one side of the street on odd and even days has been used in many cities. The bicycles there would be using the lanes vacated by the lack of parked cars.

By the way, trucks are completely ignoring the signs and regulations to prevent trucks on Nevada north of Uintah.

I must say, as a property owner who uses these streets regularly, I am absolutely opposed to the proposed concept.

RESPONSE: Thank you for your e-mail concerning the proposed Old North End Pedestrian and Bicycle Safety Plan. I appreciate that you took the time to read the plan and respond to it.

The safety-sizing (two lanes of traffic in each direction reduced to one lane in each direction) will not take place at the Nevada/Fillmore intersection. The safety-sizing will end at the old Rock Island railroad bridge on Nevada, and Nevada will be two lanes in each direction from there to Fillmore Street.

The best evidence that Nevada Avenue can be one-lane in each direction is that, while the Rock Island railroad bridge was being rebuilt, Nevada was reduced to one lane in each direction for several months. No traffic problems resulted during that period, even during peak rush hours.

I share your concern that heavy trucks do occasionally come down Nevada Avenue, and they cannot all be making local deliveries. I do feel the situation is much improved, however, from what it was before the restrictions on heavy trucks were instituted.

I strongly support keeping through traffic off of Wood Avenue. I have long been in favor of more four-way stop signs (at Fontanero and Columbia streets) on Wood Avenue. I also think Wood Avenue should be closed at Uintah Street with a decorative sidewalk and low wall. I was happy to see the big bump-ups be installed on Wood Avenue and feel they have really reduced traffic there.

Thank you again for commenting.

4-2-2016 – As you must know, I and a number of ordinary citizens in the north end, downtown and area between downtown and Cache are opposed to narrowing the streets. So this email is an official objection to such from me and a great many other citizens, tax payers and voters.

RESPONSE: I do know about your opposition to narrowing streets, but the accident to a student at CC in January is likely to result in City Council action on this subject, and I wanted the Old North End Neighborhood to be well-represented in this affair.

As for Wood Avenue, I have long supported additional traffic calming there, including more four-way stop signs and closing Wood Avenue at Uintah Street with a sidewalk and decorative wall. The bump-ups, which I support, I think have worked well for you.

I hope you or a chosen representative of your group will come to our public meetings on this issue and make the details of your views known. Representatives of the City Traffic Department will be there as well. Saturday, April 9, at 10 A.M., and/or Tuesday, April 12, at 7 P.M. Both meetings will be at the First Lutheran Church on Cascade Avenue in the Old North End.

4-2-2016 – There are some questionable comparisons in the CC traffic plan, the results of which are then brought into the ONEN plan.

Starting at the bottom of page 10, the traffic volumes of Cascade, Nevada, Weber and Wahsatch are combined and then averaged. On page ten, this average is used to illustrate that the downtown streets carry much less traffic per lane than Academy lanes and therefore could easily be downsized.

One major fault here is that averaging those four streets makes no logical sense, as only two of them carry any significant traffic. Pretending that that average has some meaning is used as the basis for reducing the lanes. As

near as I can tell, using the Chart on page 9 of the CC plan, north of Utah, Nevada and Cascade carry a combined 27,000 daily trips, which divided by 8 lanes is 3,375 per lane. This is considerably more than the 2,000 to 2,500 average in the CC report.

The CC report then then make a general statement about the lanes carrying less traffic than other major arterials after comparing them only to Academy Blvd. This comparison to Academy Blvd. is a second major problem with this analysis in that there is no legitimate comparison between Academy and these streets. Academy Blvd. has only full access at well-spaced, signaled intersections. Most of Academy has a raised divider between signal locations. Although there are a few left turn opportunities between signals, there are no crossings. The few access or access/egress points on Academy between signals have turn lanes for them. This is compared to the downtown streets, where there are un-signalized cross streets every 500 feet for most of their lengths. Plus there are driveways approximately every 50 feet on the three eastern streets and probably averaging every 100 feet on Cascade Avenue. In all of the analysis there is nothing about the impact on a one lane street of driveways and cross streets.

The result of the manipulation above is used to justify downtown north-south lane reductions.

Another questionable conclusion is on page 12. The report states that LOS (level of service) D is considered acceptable. I question that statement - it probably has a number of qualifiers attached to it if it actually is written anywhere. That level of service is *not allowed* in any new development. In making any traffic changes, it would seem that a goal would be to improve the LOS not reduce it.

In the ONEN plan, where do the one-lane capacities come from?

RESPONSE: I read with interest your critique of the statistics in the Old North End study. We based all of our work on the Colorado College study,

but made some changes in the plan that we thought would benefit the neighborhood.

The way things worked when Nevada was one-lane-in-each-direction during the bridge repairs at the Rock Island railroad bridge convinced us this plan would work. The City's plan, however, is to do Cascade and Weber streets first and gather pertinent traffic data. It is on that data, and not the data in the CC study, on which further steps in the plan (Nevada and Wahsatch) will be based. We also argue in our plan that early changes should be by paint only, so that future changes can easily be made on the basis of incoming data after the changes are made.

Thanks for commenting,

4-2-2016 – Thanks for the comments. I do not object to the objective of traffic calming in the neighborhood. But as far as the plan goes, I do wonder where some of the numbers come from and how valid some of the comparisons are.

I do not think it will work. I do not understand where all the cars are supposed to go. I don't think Krager [City Traffic Director] believes it will work either, and that is why she is not in agreement with including Nevada Ave. I think it will be a significant test if Nevada is included and only another step by CC toward closing Cascade if it is not.

RESPONSE: At the end of your first e-mail, you asked where we got our figures for one-lane capacities through the Old North End. I assume you mean from the numerical charts for the Old North End, found on page 11 of the ONEN report, and the numerical charts for Colorado College, found on page 12 of the ONEN report.

These are all derived from Figure 3-1 on page 15 of the Felsburg Holt and Ullevig study conducted for Colorado College in 2013. That is a bar graph which I translated into numerical figures for better understanding. I applied

the Fontanero Street figures to the Old North End and the Uintah Street numbers to Colorado College. I footnoted the source of the figures.

If that doesn't clear it up for you, let me know. In case you do not have it readily available, I am attaching the Felsburg Holt and Ullevig study.

As to your latest e-mail, City Traffic told us at their meeting with the Old North End that "the numbers are there to single lane [in each direction] Nevada Avenue from north of Uintah Street to the Rock Island railroad bridge." They declined to do that south of Uintah through Colorado College, saying two lanes were required there [in each direction]. Those statements fit with the one lane capacity figures that we found on page 15 in the Felsburg Holt and Ullevig study.

4-3-2016 – Thanks for your personal reply.

- We are not campaigning against narrowing all streets because of anything to do with Wood. Only a minority of our group's members live on Wood. We agree that Wood is now doing ok as a neighborhood street with a small amount of through traffic. Our group is very much interested in the larger area.
- Some subset of our group will be at one and probably both of your explanatory meetings.
- As an aside about your comment on more 4 way stops. I do all my own yard work and spend many long hours outdoors. I can attest to the fact that Zero percent of bikes and less that 50% of cars stop at the 4 way stop at our corner. I doubt that more 4 ways will do anything about stop sign runners. Maybe you can reeducate bikers. When I was one most of us did stop. It has completely flipped in recent years. I have spoken to the police about this at least a ½ dozen times without any results.

RESPONSE: Glad to have your further comments. I know your interest in traffic is broader than Wood Avenue, but I wanted you to know where I stood on the matter. Thanks to those broad landscaped areas between the sidewalk and the curb, Wood Avenue in the summertime is one of the most beautiful streets in the Old North End. FYI – a visiting architect at Colorado College looked at Wood Avenue (we had dinner in a home there in the

summertime when it was daylight) and said: “This is the best we have ever done with architecture and landscaping in the United States.”

I will look forward to hearing from you/your colleagues at our public meetings.

4-3-2016 – I am writing to register my concern with the traffic plan because it does not consider the impact on our neighborhood when traffic backs up on Cascade and Nevada, as it does at least 3 times every day (morning, noon and early evening) when students are going to meals at the cafeteria. With only one traffic lane, cars will stack up for over 1500 ft, three blocks or more. This will encourage drivers to look for alternatives and take side streets to Corona, Tejon and Wood. Backed up traffic will also hinder resident use of driveways on all of the neighborhood streets.

Response: Thank you for your e-mail commenting on the Old North End Pedestrian and Bicycle Safety Plan.

I appreciate your concerns about traffic backing up when streets are safety-sized (narrowed to one lane in each direction). You list potential problems, but none of these problems have developed at the many places throughout the city where safety-sizing has taken place. Permit me to direct your attention to Lake Avenue from South Nevada Avenue to the Broadmoor Hotel. That street is heavily traveled, has plenty of on-and-off traffic, and has functioned very well as a one-lane in each direction street. Two other examples are Templeton Gap Road from N. El Paso Street to Fillmore Street and East Uintah Street from east of El Paso Street to Palmer Park Boulevard. Safety-sizing has worked well elsewhere in Colorado Springs - it probably should work in the Old North End and at CC.

Please note that the Old North End Plan calls for the initial shift to safety-sizing to be by changing lane striping only. If things do not work out as we predict, it will be easy to shift back and paint the street in the original lane patterns.

Thanks again for your comments,

4-3-2016 – May I point out S Tejon St from Fountain Blvd to Downtown!! It backs up all the time and getting across at a street like Las Animas is impossible during heavy volume time, like morning , noon, and late afternoon, sending traffic to other streets which is what will happen with Wood Ave and the east/west streets in the neighborhood.

RESPONSE: I will take a look at South Tejon Street. As I said, we are changing lane markings only in case further changes are needed.

4-4-2016 – I believe the plan the safety committee has devised is truly the best approach to addressing pedestrian safety concerns in the Old North End Neighborhood. It is logical, will not impede the existing north-south traffic through the neighborhood, implements the stated goal (of ONEN and the City in its adopted plan) of equalizing traffic flows through the neighborhood, resolves pedestrian and traffic safety issues on both Cascade and Nevada avenues through CC, and has an extremely low cost of implementation.

However, the alternative plan being devised by City Traffic Engineering is of great concern and is not in the best interests of property owners in ONEN and will serve to, yet again, divide the neighborhood. I believe Traffic Engineering should be closely questioned about how the phased implementation of safety-sizing roadways in the neighborhood will increase the prospects of a successful implementation of the entire plan. Under the City's proposal for phased implementation, the chances of Nevada and Wahsatch ever being safety-sized is greatly diminished. It is only logical to suspect that is the outcome desired by the City Traffic Engineering folks as they have always viewed Nevada and Wahsatch as being major arterial roadways and a back-up to I-25. The apparent City Traffic proposal is essentially the same proposal included in the ill-fated CC traffic plan that was to be adopted for the CC master plan. That plan was soundly opposed by many property owners in the Old North End as it will serve to only shove more traffic onto Nevada and Wahsatch.

Similarly, the City Traffic Engineering proposal is not in the best interests of CC. As evidenced by pedestrian and vehicular accident summaries of City

data, Nevada Ave through the CC campus is just as dangerous to ped and bicycle traffic as Cascade. Additionally, CC students themselves have cited Nevada as actually being more dangerous to cross than Cascade. CC would be remiss, and probably legally negligent, if it did not support safety sizing both Cascade and Nevada at the earliest convenience.

I would **strongly encourage** ONEN to oppose any phased implementation of the proposed safety-sizing of all north-south roadways through the neighborhood. I am also opposed to the safety sizing of **any** roadways in the Old North-End neighborhood unless all are implemented at the same time.

RESPONSE – Thank you for your e-mail concerning the Old North End Pedestrian and Bicycle Safety Plan.

Actually, the Pedestrian and Bicycle Safety Committee shares your concern about Nevada and Wahsatch possibly being left out of safety-sizing. As a result, it is our intention at every step of the way – City Transportation Advisory Board, Old North End hearings, City Council – to state clearly that city officials must mean it about including Nevada and Wahsatch in the traffic calming program after one year. We intend to get it in writing.

One opportunity to do this comes this weekend at the Old North End public meetings on the Old North End Plan. Our committee will be making a strong public statement that Nevada and Wahsatch cannot be left out of the final plan. City traffic officials will be present and will hear us demand safety-sizing for Nevada and Wahsatch following the one year delay. We do agree with city officials that the wisest policy is to safety-size half the streets first (Cascade, Weber, and Fontanero) and, after drivers have gotten used to that change, safety-size all the rest (Nevada, Wahsatch, and Uintah from east of Wahsatch to the Shook's Run bridge).

The committee intends to monitor this situation closely as the plan works its way up to City Council. The committee will continue to report any new developments by e-mail as they occur. And feel free to contact me at this e-mail address if you have further concerns in the future.

4-8-2016 – Again, I would like to voice strong opposition to these plans.

I use Caramillo to cross town for Bon Shopping Center. Last Tues. at about 4:08 p.m., I did a traffic count (which I have seen nothing written about or heard about) at Nevada as I was returning home. I watched and counted 27 cars on both north lanes before I was able to cross. I counted 19 in the southbound lane. Just imagine the line of traffic if traffic were confined to 1 lane. Then I crossed Cascade - waited for 17 cars to pass going north before I made a full pedal to the gas to cross one lane. Then I waited for 14 cars to go south before proceeding to my home which is at the corner of Caramillo and Wood. On Thursday, I did the same return home at about 4:10 p.m., returning from North Middle School. I waited for 32 cars going north on Nevada at the north lane and only 15 cars going south on the south lane. At Cascade, 13 cars went north and 11 went south.

I highly recommend to the committee that a traffic study be performed and shared with the public. I think that bicyclists could learn to share the road and be prohibited from using the busy north-south streets during rush hour which is not confined to the hours between 4 and 5 but in many cities, parking etc. and certainly bikes could be prohibited from using Nevada and Cascade during a period from 4-6 as is parking not allowed in cities.

Closing the end of Wood to thru traffic would be a very bad idea. The traffic on Tejon and Cascade would just be made heavier and the right turn at Uintah more dangerous than it is.

RESPONSE – Thank you for your comments on the Old North End Pedestrian and Bicycle Plan.

This may not appeal to you, but it works for me. At heavy traffic times, I use streets that cross Cascade and Nevada avenues at traffic signals. Jackson Street has traffic signals at both intersections and leads right to Bon Shopping Center.

You called for a traffic study. On page 11 of the Pedestrian/Bicycle Safety Plan report, is our traffic study of the four major arterials running through the Old North End. All four show that one-lane-in-each-direction capacity is adequate for all four streets between Uintah Street and the Rock Island railroad bridge.

I share your concern about bicyclists. One advantage of the Old North End plan is that single lanes in each direction would provide room for bicycle reserved lanes (out of traffic lanes) on Cascade, Weber, and Wahsatch Avenues.

I live on Tejon Street, a street similar to Wood Avenue in that it carries virtually no traffic. How fortunate we both are to live in the Old North End on a quiet street. I think the most important point is that our neighbors on Cascade, Nevada, Weber, and Wahsatch – under this safety plan – will get to live on somewhat quieter and much safer streets. I am willing to take a little more time to get where I am going during Rush Hour when I realize it is improving the lives of my neighbors who live on major arterial streets. I wish we could do more for them, but at least we can do this.

Closing Wood at Uintah was just my personal opinion and is not part of the ONEN safety plan.

Thanks again for your comments.

4-11-2016 – Thanks to the committee for all the work. So many bicycles are being stolen that the bicycle plan may not apply much longer! CS police seems to take down information but not act on any bicycle recoveries. I know this is not part of the committee's focus but maybe ONEN can put some pressure on the police to help recover the bikes.

Thanks.

RESPONSE: The Committee on Pedestrian/Bicycle Safety in the ONEN is glad to have your comments on stolen bicycles. This is a problem that

should be addressed along with the need for bike lanes on major streets through the Old North End.

I will include your comment on our Discussion Board on the Internet, where all of the comments and responses on the Pedestrian/Bicycle Safety Plan can be found.

4-11-2016 – Many bicyclists are riding right through stop signs on Wood and Columbia. They should be stopping just like the cars should at all stop signs. This is something to bring up at your meeting.

Thank You.

RESPONSE: This Old North End issue has been brought to me from many sources. Apparently automobiles as well as bicycles fail to stop, or do so-called "rolling stops," at that intersection at Wood and Columbia. We will definitely add this item to our discussion board on Pedestrian and Bicycle Safety in the Old North End.