

E-MAIL COMMENTS AND RESPONSES
5-20-2016 BACK TO 5-4-2016

5-20-2016 – I do not want to see any narrowing of Cascade Avenue at all. I travel that street three times a day every day. If college students cannot look in both directions, they failed elementary school.

RESPONSE: I understand that people living on Wood Avenue might be concerned that installing One Lane From Two Lanes on Cascade Avenue might divert some traffic from Cascade Avenue to Wood Avenue. City Traffic Engineering, however, has assured us that, automobile volumes on Cascade are so low, that no cars will be diverted to Wood Avenue.

Even if cars were diverted, they would encounter the extensive traffic calming devices already in place on Wood Avenue - four-way stops and bump-ups. They probably would not return.

If this plan does divert traffic to Wood Avenue, and that traffic cannot be handled by traditional traffic calming techniques, Traffic Engineering has promised to return Cascade Avenue to two lanes in each direction.

I attach our plan and the talking points that support it. On page 11 of the Safety Plan you will find the statistics that justify reducing Cascade to one lane in each direction for safety purposes.

Thank you for contacting us about this.

Bob Loevy
Member
ONEN Pedestrian and Bicycle Safety Plan

5-20-2016 – I must again congratulate our City traffic engineers for supporting *A Pedestrian and Bicycle Safety Plan for The Old North End*. For anyone with a concern for the safety of Colorado Springs' citizens, this is a tremendous effort for ensuring the safety of pedestrians and bicyclists and supporting the economic viability of downtown Colorado Springs. I have contacted our neighbors all of whom will enthusiastically support this effort. I've asked them

to contact you and also be present at the City Council meeting when this effort is discussed.

This being said, and appreciating the political huddlers that may arise, I would like to suggest a few modifications to the *Compromise*. First in light of Colorado State law concerning pedestrian right-of-way:

From the **Colorado Driver Handbook** section 15:

15. Pedestrians

Pedestrians are those people standing, walking or using a wheelchair on public streets, highways, and private property. *You have the right-of-way at crosswalks and intersections whether the crosswalks are marked or not.* [Emphasis Added]

Colorado State Law:

Drivers shall yield the right of way to pedestrians on a sidewalk or approaching or within a crosswalk.

Since this *law* is either unknown or simply ignored by the majority of drivers, this demonstrated indifference strongly supports retaining the flashing beacons located on the Colorado College campus (on both Cascade & Nevada Avenues). In addition, in-street pedestrian crossing signs (shown) should be installed at all intersections within at least the *Pedestrian and Bicycle Safety Plan for the Old North End* area of concern to remind motorists of the Colorado Law concerning pedestrians' right-of-way.



Secondly, since the risk of fatality at 31 mph is more than twice as high as the risk at 25 mph, and more than 5 times higher than the risk at 19 mph and currently the speed limit on Cascade Ave south of St. Vrain is 25 mph, would it not be reasonable to have a consistent speed of 25 mph throughout the ONEN area of concern? I refer also to the statement contained in the ONEN document on page 9, a "...single lane of traffic tends to move at a steady speed, somewhere between the speed limit and five miles-per-hour above the speed limit [emphasis added]." That statement supports a 25 mph speed limit, thereby having an occasional "maximum" speed near 30 mph.

RESPONSE: Thank you for your letter supporting the Old North End safety plan. We are working hard to keep the neighborhood a safe one to walk in and bicycle in. More regard for pedestrians – and lower speed limits – will definitely help us achieve this goal.

5-10-2016 – Please send this e-mail to the Old North End board of directors and the neighbors.

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

This is not the time to continue to piecemeal in the remaining infrastructure of the ONEN. Let's not forget that we have been asking for over a DECADE for Crosswalks at Steele Elementary. A decade! Are there crosswalks at the school? No!

Do the vehicles stop for the CC students at the crosswalks on Nevada? Yes! Then why not have them stop for school age children at Steele Elementary School on the same street?

I fully support concerns about the ONEN Pedestrian Safety Plan, and I am 100% against it. And as past president, I'm very disappointed in the actions of the ONEN Board. I clearly see the unrest and uncertainty of the ONEN neighbors about this plan, and how the board is pushing this issue when you should be working strictly on the ONEN Master Plan to its completed implementation.

How about concentrating on the ONEN Master Plan? The ONEN board should not take the lead for a flawed plan! Look at how you are dividing the neighborhood! The ONEN Master Plan is what should guide the ONEN Board NOT outside interests.

The board has failed to address in my opinion the basic infrastructure needs of the

ONEN; Street Lights, ADA Ramps, Sidewalks, Bump Outs, Crosswalks at Steele, and Street Sweeping.

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.

The ONEN Board is going in the wrong direction, period, with regards to this plan. It needs to listen to the ONEN neighbors! Save your time by trying to answer each of my concerns or convince me otherwise, because, you cannot!

RESPONSE – As requested, your recent comment has been posted on our discussion board.

I agree with most of your letter. There is a long list of things that need to be done to improve the City's infrastructure in the Old North End. I wish the money was available to do them, both in the Old North End and so many other neighborhoods in the city where the infrastructure is falling apart.

The issue before the Old North End board of directors, however, was a horrifying event at Colorado College where a student was struck on Cascade Avenue by a non-stopping car rolling down one lane and overtaking a car that had stopped in the other lane for the student. There was an immediate outcry, particularly in the newspapers, for making Cascade Avenue one lane in each direction. Since Cascade Avenue runs through both CC and the Old North End, this was the obvious moment to "One Lane From Two Lanes" at CC and the Old North End together.

I urge you to think of what a difference it will make for the 600 families in the Old North End that live on the five streets to be safety-sized. Traffic will be much quieter, and the families with children will have much safer intersections for their children to cross. In the late 1970s, the Old North End Neighborhood had a Traffic Quieting Committee advocating "One Lane From Two Lanes" and similar traffic-calming reforms. The neighborhood has been working toward this goal for 40 years now, and here is a golden opportunity to achieve it.

ONEN got the big trucks off Nevada Avenue. What an improvement! If we all work together, we can get Nevada and four other streets through our neighborhood down to one-lane-in-each-direction. That will be a big improvement, too.

Best regards,

5-10-2016 – [As to the buses on Nevada Avenue,] it sounds all rational and everything. I agree that buses with the cars in one lane would be fine as the buses effect traffic calming – that is IF the city and Mountain Metropolitan Transit (MMT) will be kind enough to us to do it this way and IF the buses don't speed. But why do we on the Nevada have to take the all the risk for the sake of this flawed city process? MMT is going to do what it wants if we don't head them off now.

But there it is. The Old North End Neighborhood (ONEN) ultimately won't stand behind us on Nevada and won't defend the Master Plan, and it's OK with them for Nevada to have to carry 4 vehicle lanes while the rest do not. To say ONEN won't oppose the city's flawed plan, and we on Nevada need to work this critical thing out on our own, is really bad. I don't need to waste my time sitting around with MMT or city traffic engineers or planners who really have their own agenda. Ultimately it's a no win deal. It's just us folks on Nevada doing this process at Traffic Engineering's behest after ONEN gives it the 'compromise' it wants now. After giving much of my life working for this neighborhood, I've about had it.

I want this circulated to every ONEN board member and posted on the website.

RESPONSE: I did not mean to suggest that the Nevada Ave neighbors must do anything on their own. As I said at the public meeting, the ONEN board is very concerned about what happens on Nevada and we will continue to work on behalf of ONEN neighbors along Nevada. After Tim suggested WE form a Nevada Ave committee to figure out what to do with the extra lane on Nevada, I discussed this at our next traffic committee meeting. My suggestion was that this committee act

like any other committee the ONEN Board has (i.e. Historic Preservation, Security, Events, Traffic, Trees,) and report to the ONEN board with recommendations for actions to preserve and protect the homes along Nevada. I further suggested that this committee would include board members from other streets. A volunteer offered to assist the committee.

Since the two ONEN public meetings where we heard the concerns from Nevada Ave neighbors that did not trust that the entire plan would get implemented, we have worked hard with the City to get revisions made to their plan to alleviate this fear. I believe we have made important progress with the City to make sure that the implementation schedule they develop has protections for the phase 2 streets and guarantees the entire ONEN plan will be implemented. We are not done advocating for the entire neighborhood, especially Nevada Ave neighbors. I live very close to Nevada (West Side of Weber) and I cross Nevada Ave every time I bike to work or take my kids to MVP so I want it to be safer too.

Thanks,

REBUTTAL TO RESPONSE: Tim Robert's compromise language is quite a piece of work. Deferring a decision on Nevada until "City staff will conduct a public process to determine the best use of the REPURPOSED TRAVEL LANES" (my caps, my underline) is yet another red herring. They've led you and the ONEN Board away from worrying about it till they get what they know they want. And again this additional "public process" is just for Nevada. They kind of fear the Old North End Neighborhood, but I feel they really have nothing but disdain (over the years, many of them have) for me, and for us on Nevada. Why is that? The affirmation that the people who live on a street should have something to say about that street doesn't mean anything to traffic engineers. It doesn't count for us on Nevada?

Don't do this to us. Take a stand with us now. This is the single most important thing we will face.

5-10-2016 – As an Old North End resident who both drives a car and rides a bicycle, I feel I understand both sides of this controversial north end street “Right-Sizing” plan. I’m sure you have received a lot of passionate pleas from both motorists and bicyclists alike promoting the reasons to defend their turf. There also is the related issue of CC student safety as they cross campus.

Well here are my thoughts:

Bicycles and cars don’t mix well. I avoid riding my bike anywhere near car traffic if at all possible. I instead prefer to ride my bike on hiking / biking trails. It is much safer and a more enjoyable ride. I’d rather concentrate our efforts on developing the proposed “Legacy Loop” trail. This multi-purpose trail would provide an excellent north /south bicycle route to serve the entire downtown area.

It really seems like overkill to have four north / south North End streets reconfigured for bike lanes. One or two streets would be more than sufficient. I’d recommend either Cascade or Wahsatch since they have the least amount of car traffic now and the ability to seamlessly connect to the Legacy Loop trail in the future.

Cascade runs right thru the center of the CC campus, so I can see restricting car traffic to one lane in each direction and adding a bike lane along this route. But not along Nevada Avenue. This part of the existing proposal makes a lot of motorist’s blood boil.

If we truly want to make the Springs a bicycle friendly city let’s concentrate on getting the Legacy Loop completed and then add logical bike lanes to connect these routes to our existing trail system. Keep cars and bikes separated as much as possible and everyone will be happy.

RESPONSE: Thank you for your thoughts on the plan for One Lane From Two Lanes in the Old North End. You and I are close neighbors.

I agree with you that the Monument Valley Park bike trail makes for a scenic bicycle ride past the Old North End. Many bicyclists, however, prefer to ride on the street. Since we are keeping the pavement after removing one lane of automobile traffic, there will be plenty of space for a bike lane and a buffer zone to further protect bicycle riders. The city's bike specialist is supporting us on this as are a number of the bicycle lobby groups. In fact, they are quite excited about our plan.

That does not mean I do not support the Legacy Loop. I actually voted for it when it was first proposed. I was on the Planning Commission and the year was 1974. I regret it has taken so long to come close to completing the project.

Because the street carries more traffic than any other arterial street through the Old North End, Nevada Avenue residents deserve special treatment. We really cannot Safety-Size the other major streets and not do Nevada too. City Traffic Engineering says Nevada Avenue traffic will function well on one lane in each direction. If the traffic engineers say to do it, why not give it a try?

One Lane From Two Lanes is particularly important at Colorado College, mainly because a student was badly injured there when a car in one lane stopped and the car in the adjoining lane did not, striking the student and dragging her some distance and injuring her severely. Fortunately she is now recuperating and recently returned to classes. But the one lane in each direction feature that will help at CC will also make pedestrians safer near Steele Elementary and Corpus Christie Elementary.

Thanks again for commenting.

REBUTTAL TO RESPONSE: Thank you for your reply. However, I still do not agree with several of the points you attempt to make regarding the proposed plan.

Completing the legacy loop trail provides more than a "scenic" route for bicyclists it also provides a much "safer" and "efficient" route. You elaborate about the single pedestrian that was injured while crossing the street on the CC campus in your reply. Wait till you see the number of bicycle / automobile accidents that occur as a result of the new proposed configuration. I predict the number of accidents, injuries and even fatalities will increase dramatically.

Also I find it hard to believe that changing Nevada Ave. to a single lane of traffic in each direction will improve traffic flow. Really? Instead frustrated drivers will opt out of the funeral procession on this route and instead jump over to Tejon to avoid the bottleneck. Say good bye to our somewhat quiet street!

I know that your committee worked on this proposal for a long time before making your recommendations, but I still believe the plan is ill conceived. Just look at how the city of Boulder is reversing many of the dedicated bike lanes they put in a few

years back after determining the overall impact on traffic flow on their city. And we have far fewer bicyclists on our streets than they have.

The only good part of the ONEN traffic proposal is the fact that it can be easily reversed after a couple of years when the unintended negative consequences of this plan are blatantly apparent to all.

It's not too late to apply a bit of common sense to modify this proposal as I have already suggested before we head down the wrong road.

I will continue to supply a voice of reason to oppose this proposal to the Colorado Springs City Council and anyone else who will listen.

5-4-2016 – I was unable to attend last night's meeting with City Council due to a previous commitment. However, I would still like to voice my opinion in regard to the traffic calming issue proposed by Colorado College.

We live on San Miguel between Nevada and Weber. At most times during the day, when I travel west attempting to cross, or connect, to Nevada, southbound traffic is backed up for one and one half blocks north of Uintah. Proposing to calm traffic by reducing it to one lane in both directions makes absolutely no sense to me. We will still have the same amount of traffic, but it will simply move slower. Also, some of that traffic most likely will move to other side streets.

When the pedestrian traffic issue with students at CC was addressed several years ago, it was recommended that CC build a pedestrian bridge over Cascade. President Celeste's response was that "such construction would take up too much land on our campus." Other comments were, "students wouldn't use it." Well, if they were concerned about safety, perhaps they should consider doing so. It greatly offends me that the citizens of Colorado Springs, and particularly the residents of the ONE, must continue to give into our CC neighbor when they are unwilling to be flexible when it doesn't serve them. In my eyes, this is not a respectful, considerate relationship.

I witnessed a CC student commenting on television that she was afraid to cross the

street, because she wasn't sure traffic would stop for her. For that reason she was supporting traffic calming. Might I suggest that if two lanes of traffic won't stop for her, then one lane of traffic won't either? Perhaps it is time for the individual student, or pedestrian, to take it upon themselves to be responsible for their own wellbeing. As a pedestrian, although I have the legal right of way in Colorado, if I think a vehicle might not stop for me I won't be stupid enough to walk out in front of them. Students continue to ride their bicycles and skateboards on the pedestrian walks without waiting for the lights to become activated, running in front of traffic that has little or no warning. To what extent should our neighborhood be responsible for the lack of someone else's common sense? Perhaps the answer to this problem is crossing guards at CC?

In conclusion, I would support something like speed bumps in the areas of Nevada and Cascade, between Cache la Poudre and Uintah. I would also support the same on Nevada and Weber near Steele.

RESPONSE: Thank you for your e-mail comment on the Old North End Pedestrian and Bicycle Safety Plan. I will gladly speak to your concerns.

City Traffic Engineering is well aware that two lanes of traffic are needed to pass under the traffic signal at Nevada Avenue and Uintah Street. For that reason, southbound one-lane traffic on Nevada will end at Columbia Street and cars will have two blocks to form up into two lanes for passing under the traffic signal at Nevada/Uintah. Nevada Avenue will then continue southbound as two lanes through the Colorado College campus and on downtown. The backup of southbound traffic on Nevada at the Uintah traffic signal should remain exactly the same under safety-sizing as it is at the present time.

Notice that it is the traffic signal that causes the backup at southbound Nevada and Uintah and not the number of traffic lanes.

It is true that the root cause of all this attention to pedestrian and bicycle safety in the Old North End is the unfortunate accident in January 2016 when a woman student was struck crossing Cascade Avenue and dragged under the automobile along the roadway. Fortunately she is recuperating and is now able to resume

attending her classes. It was the classic case of a car stopping in one lane and a moving vehicle in the second lane overtaking the stopped car and striking the student. The best way to prevent this type of accident is to get “One Lane From Two.” That is reducing the street from two-lanes-in-each-direction to one-lane-in-each-direction.

I agree that some college students can be irresponsible about crossing streets, particularly when on bicycles and skateboards. But anything we can do to make pedestrians safer is wise. Elementary school students at Steele Elementary and Corpus Christi Elementary face the same problem the CC students do – having to cross two lanes of moving traffic in each direction when walking to and from school. Our plan not only narrows to one-lane-in-each-direction at Colorado College. It also does that at Steele and Corpus Christi as well as on streets near Penrose Hospital and First Lutheran Church. Accidents go down when pedestrians only have to cross one-lane in each direction rather than two-lanes-in-each direction.

I am attaching a PDF of our Plan in case you have not seen it. You might want to look at pages 9-10 which summarize the reasoning behind One Lane From Two. Almost 1,000 families in the Old North End area will benefit from the quieter streets that result and the safer walk to school for those families with school children. Drivers will benefit as well as speeds will drop and “hot rods” will not be able to cut-off other drivers by darting in and out from one lane to the other.
