



OLD NORTH END NEIGHBORHOOD

The ONEN Board appreciates and supports the traffic safety improvements announced by City Traffic Engineering on [December 7, 2017](#) and [January 30, 2018](#). However, we remain concerned for the safety of our busiest street, North Nevada Avenue, and want to ensure that it functions as a residential street and does not become a high traffic corridor that bisects our neighborhood. Accordingly, we provide the following recommendations for consideration by all stakeholders:

Street Safety Proposal

Address chronic speeding on ONEN residential streets

1. Reduce speed limit on ONEN arterial streets from 35 to 30 mph: Cascade Ave, Nevada Ave, Weber St, Wahsatch Ave, Fontanero St and Uintah St.
2. Add markings to side streets to reinforce 25 mph limit.

Reconfigure Weber St to be an example multimodal street that improves safety and functionality for all users

1. Reduce Weber St from 4 travel lanes to 2 through lanes with a center turn lane.
2. Add protected bike lanes.
3. Maintain a bus route on Weber St with service no more frequent than every 30 minutes.
4. Upgrade infrastructure on Weber St to support transit including: sidewalk replacement, ADA ramps at all intersections, vigilant pot-hole repairs, and accelerated repaving.

Improve east/west auto and bike traffic flow while encouraging equitable use of all north/south arterial streets through ONEN

1. Reduce Fontanero St from 4 travel lanes to 2 travel lanes with added left turn and bike lanes.
2. Convert westbound travel lane on Uintah St to a center left-turn lane at Wahsatch Ave and Weber St.

Address the immediate safety concerns on our busiest street, Nevada Ave

1. Eliminate truck traffic, except for neighborhood deliveries, by replacing existing Nevada Ave truck restriction with the following on both Cascade and Nevada:

RESTRICTED CORRIDOR

Trucks allowed with deliveries between Uintah and Fillmore

- i. Nevada Ave currently has the following posted truck restriction limiting its use to smaller trucks making local deliveries between Cimarron and Fillmore:

RESTRICTED CORRIDOR

Trucks up to 4 axles allowed with deliveries between Cimarron and Fillmore

- ii. If this restriction cannot be changed, then completely remove Nevada from the truck route map while keeping the current posted restriction in place.
2. Implement immediate roadway infrastructure safety improvements to maintain the volume and safety of Nevada Ave through ONEN to that appropriate for an urban residential street.
 3. Concurrently safety-size Nevada and Wahsatch Avenues within ONEN as soon as practical.
 4. Move current bus route from Nevada Ave to Wahsatch Ave and maintain a bus route on Weber St.

Promote equitable distribution of traffic flow on our arterial streets while improving pedestrian, bike, auto and transit safety:

1. Temporarily reduce Cascade from 4 travel lanes to 2 travel lanes with protected bike lanes.
2. After one year, evaluate changes in traffic patterns, and either:
 - a. Revert Cascade back to 4 travel lanes, or
 - b. Make the changes on Cascade permanent while simultaneously reducing Nevada Ave and Wahsatch Ave within ONEN to 2 travel lanes

ONEN Master Plan

The [ONEN Master Plan](#) is our guiding document. It was adopted in 1991 by City Council.

The purpose of the plan is to provide an official guide for the conservation, preservation and enhancement of the North End Neighborhood. The document is intended to serve as a resource for the people in the neighborhood. It is also intended to be adopted and included in the City of Colorado Springs' Comprehensive Plan. It will provide a basis for the City Council, the Planning Commission and the Historic Preservation Board to use in making decisions which affect the character, integrity and preservation of the area.

The plan outlines many objectives to be accomplished in order to achieve neighborhood preservation and enhancement. The plan also contains very specific recommendations to follow in order to accomplish the objectives. Recommendations generally are in the form of policy statements, recommended actions and suggested programs. The section on the NEIGHBORHOOD PLAN further suggests the structuring of a committee under the homeowners association to oversee the task of implementing the plan's recommendations.

The policies and recommendations say the following concerning transportation and infrastructure:

Policy 8.3.3 – Enhance opportunities for pedestrian access and movement by developing, promoting, and maintaining existing and planned pedestrian networks and environments

Policy 8.3.4 – Promote and encourage bicycling as a mode of transportation not restricted to recreation.

Policy 8.3.5 – Promote and encourage mutually supportive transportation modes [that] offer alternatives to the automobile.

Recommendation 8.1.R3 – The City should annually identify traffic problems on existing arterial streets and make changes needed to improve access, safety and efficiency.

Recommendation 8.3.R2 – The City should add striped bicycle lanes to existing streets where deemed feasible and effective.

The goals and objectives say the following about transportation:

Goal – Reduce the impacts of traffic on the neighborhood and restore and enhance the pedestrian nature of the neighborhood.

Objective 2.A1 – Reduce traffic safety problems, especially on all arterial streets in the neighborhood

Objective 2.A2 – Reduce the impacts of traffic generated from outside the neighborhood, especially truck traffic.

Objective 2.A4 – Maintain or reduce traffic flows to levels compatible with the historic urban residential character of the neighborhood.

Objective 2.B1 – Provide convenient pedestrian and bicycle circulation throughout the neighborhood.

Objective 2.B2 – Provide safe crossings for pedestrians and bicyclists.

Objective 2.D1 – Encourage creative alternatives to use of automobiles for travel in and through the neighborhood.

Criteria

Based on the Master Plan and neighborhood feedback, as well as the feedback from outside stakeholders, ONEN adopted the following criteria while formulating this plan.

1. Minimize the volume and impact of non-local traffic through our neighborhood by:
 - a. Encouraging methods for reducing the average and peak speeds through the neighborhood while attempting to maintain capacity. This discourages cut-through traffic while decreasing congestion and diversion.
 - b. Exploring ways to reduce or eliminate trucks that do not have a destination within the neighborhood.
 - c. Maintaining equitable use of the grid to minimize the impact of non-local traffic on any single street.
2. Improve Pedestrian safety by:
 - a. Reducing the distance to cross at crosswalks and increasing the visibility of pedestrians to automobiles.
 - b. Slowing car speeds to decrease chance of hitting a pedestrian and increase the chance of surviving a collision.
3. Provide strong public transit alternatives while reducing adverse effects to residential streets
 - a. Encourage safe and efficient transit as an alternative to automobiles.
 - b. Reduce the impact of transit on any one street by limiting frequency to more than 2 vehicles per hour (30 minute service) in each direction.
 - c. Maintain bus lines on adjacent streets whenever possible to increase the combined frequency of the two.
 - d. Maximize bus connectivity to amenities and potential patrons.
 - e. Safety-size bus streets whenever possible to allow room for buses to safely operate while increasing the walkability/bike-ability to and along transit lines.
4. Provide strong bike paths throughout the neighborhood by:
 - a. Selecting streets that allow protected bike paths wherever possible that connect to paths outside the neighborhood.
 - b. Provide bike paths within the neighborhood that connect in a grid fashion.
5. Work with the City to come up with ways to address the immediate safety issues on Nevada Ave while promoting the sustained equitable use of our arterial streets.

Rationale

This section gives rationale for each recommendation with support from our Master Plan and Criteria.

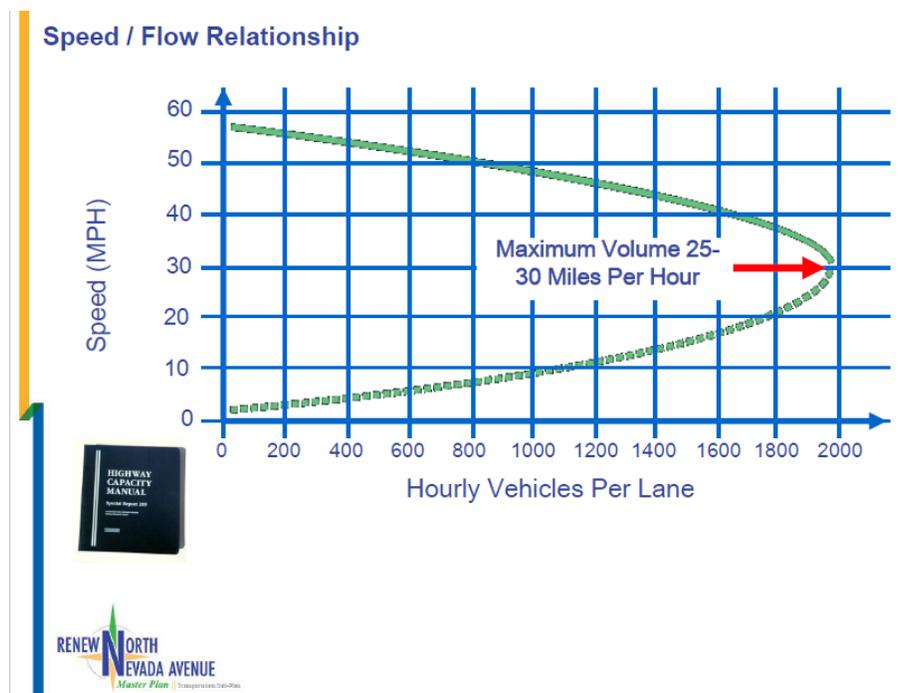
Address chronic speeding on ONEN residential streets

According to the CSPD, drivers in our city tend to drive up to 10 mph over the speed limit (on average). This means a street posted at 35 mph will see an average speed up to 45 mph. According to City Traffic Engineering, our arterial streets are currently designed to safely handle speeds up to 40 mph. For this reason, the City has agreed to drop the speed limit to 30 mph on the arterial streets. All non-arterial streets in ONEN remain at 25 mph and the City should post some key areas to reinforce this limit. These more appropriate speeds for a residential neighborhood are possible without causing congestion.

Reduces Congestion

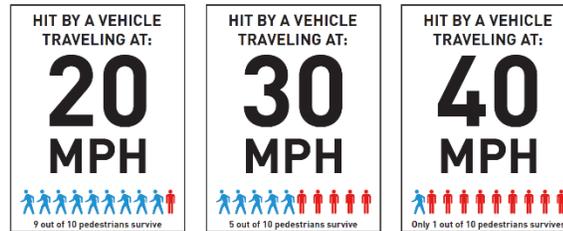
There are two reasons why slower speeds can *reduce* congestion:

1. Slower travel speeds increase the travel time of a single vehicle. Drivers tend to take the fastest (not shortest) route to their destination. By increasing the time to cut through our neighborhood, more drivers will decide to use I-25 instead, decreasing the number of cars and the amount of congestion.
2. Slower travel speeds allow cars to travel closer together. Studies show that the capacity of a single travel lane peaks around 30 mph. Therefore by slowing traffic down, the number of cars a single lane can handle increases and congestion goes down.



Increases Safety

Slower traffic increases the survivability of being hit by a car. The graphic below shows the chance of surviving being hit by a car traveling 20 mph is pretty good, but you would be very lucky to survive one traveling 40 mph. At 30 mph you have an even chance of survival. By slowing traffic down and increasing the visibility of pedestrians to drivers, the chance that a vehicle can stop before hitting a pedestrian increases, making the crossing safer for pedestrians.



Reconfigure Weber St to be an example multimodal street that improves safety and functionality for all users.

Weber Bike Traffic

The Downtown Master Plan, the Bicycle Master Plan, and the Renew NNAve Master Plan all recommend placing bike lanes on Weber from Downtown to UCCS. Weber St currently terminates at Lilac where it intersects with the Shooks Run Trail at the northern leg of the Legacy Loop. Additionally, Weber aligns with a railroad right-of-way to the north. The Renew NNAve Master Plan recommends connecting Weber to this City-owned right-of-way to create dedicated transit/bike/pedestrian trail as far north as Winters St (see image below from the Renew NNAve workshop).

Transit/Trail Corridor Preservation

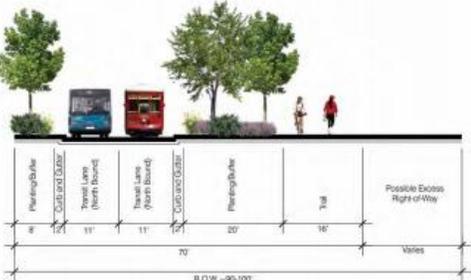


The former railroad right-of-way is preserved for a future implementation of transit along Nevada Avenue in a dedicated space. A multi-use trail provides additional travel choices.

This space is also complemented by a linear park.



The transit/trail corridor is extended across the Rock Island railroad to connect to existing facilities on Weber Street.



Component	Width
Plaza/Bike	8'
COLLECTOR LANE	11'
Transit Lane (North Bound)	11'
Transit Lane (North Bound)	11'
COLLECTOR LANE	11'
Plaza/Bike	20'
Trail	16'
Possible Excess Right-of-Way	16'
Total R.O.W.	90-100'

Public Transit

The Renew NNAve Master Plan (above) recommends using the existing railroad right-of-way as dedicated transit lanes. The proposal suggests extending these lanes to the south and bridging the Rock Island railway to connect to Weber, making Weber the most direct transit route between downtown and UCCS.

Weber Lane Re-Configurations

To accommodate safe bike, transit, and pedestrian travel through ONEN, we applaud the City's proposal to reduce travel lanes on Weber from 4 to 2 while adding a center turn lane and protected bike lanes. This reconfiguration accomplished the following objectives:

1. Weber St has the least traffic of our N/S arterial streets. Traffic volumes on Weber St will comfortably support the reduction of travel lanes without congestion or diversion. Since Weber St does not have a median, the addition of a center turn lane will increase safety without significantly reducing peak capacity.
2. Provides additional room for buses to safely operate, including being able to fully pull out of traffic at bus stops.
3. Reduced travel lanes tend to naturally slow average speeds and significantly lower peak speeds, making a highly walkable environment and improving pedestrian safety – a key driver to increase transit use.
4. Reduced travel lanes create the opportunity for bike lanes. Bike lanes and transit complement each other as commuters are more likely to bike to work if they know they can take the bus home if the weather turns. This encourages alternative modes of transportation.

Transit Frequency

Behind walkability, transit frequency is a close second as the most important factor for increased transit use. Higher frequency makes transit more useful and reliable. Many experts feel a 15-minute frequency is the threshold when choice ridership starts to take hold. 15-minute frequency means a bus arrives every 15 minutes in each direction.

When the City introduced 15-minute service to Nevada Ave in 2016 by consolidating the Wahsatch and Cascade bus routes to a single high-frequency transit line, residents felt a strong impact to the character of Nevada. After ONEN petitioned the City, MMT responded by moving one of the bus routes to Weber St. Although ONEN supports strong public transit, we appreciate spreading the bus routes between two residential streets to minimize any negative impacts to any one street. ONEN also recognizes the significance of maintaining virtual 15-minute service by keeping buses on two adjacent streets.

Preferred Transit Routes

Currently Nevada Ave is the City's preferred high-frequency transit line from downtown to UCCS. The move of one bus route to Weber causes a slight diversion for half of the buses through our neighborhood. However, if the City connects Weber to dedicated travel lanes to the north, Weber would become the most direct transit route. To maintain 15-minute service between two adjacent residential streets, half of the buses would need to be diverted to either Nevada Ave or Wasatch Ave through ONEN. Of these two, ONEN recommends Wahsatch for the following reasons:

1. Promotes a more equitable distribution of non-local traffic per our master plan by moving buses off our busiest and most dangerous street, Nevada Ave.
2. Getting buses off our busiest street will improve the walkability along the bus routes a key drive to increasing transit use.
3. Encourages alternative modes of transportation per our master plan.
4. Takes advantage of existing bus and pedestrian infrastructure on N Wahsatch Ave
5. Improves access to amenities such as Bon Shopping Center, health facilities, and commercial facilities on N Wahsatch Ave.
6. Improves proximity of public transit for adjacent neighborhoods.

Improve east/west auto and bike traffic flow while encouraging equitable use of all north/south arterial streets through ONEN

The east-west arterial streets within ONEN are Uintah St and Fontanero St. Uintah St runs along the southern border of ONEN and is busier than any of the streets running through our neighborhood.

Improve Traffic Distribution

Adding turn lanes and adjusting signal timing on Uintah & Fontanero St at Wahsatch Ave & Weber St will encourage a more even traffic distribution per the ONEN Master Plan since it simplifies left turns and provides left-turn storage without blocking traffic flow. This will help ease the burden on Nevada Ave, our busiest neighborhood street.

Improved Traffic Safety

Chronic speeding is a big problem on Fontanero St as well as Weber St and Wahsatch Ave between Uintah St and Fontanero St. By reducing travel lanes on Fontanero, speeds on this street should go down. Many residents of Weber and Wahsatch have complained that the light timing on Uintah and Fontanero encourage speeding on their streets. ONEN recommends adjusting the timing at these lights to both increase the use of these streets over Nevada and reducing the urge to speed in order to make the lights.

Improved Bike Safety and Connections

ONEN applauds the City's proposal to add protected bike lanes on Fontanero St. This provides safe connections to the north-south bike and transit routes and already has controlled crossings at north-south arterial streets.

Address the immediate safety concerns on our busiest street, Nevada Ave

Nevada Ave is our biggest safety concern. It is also one of the city's most historic streets. It must be protected as a safe place to live. The alternative is not acceptable as it would divide our neighborhood. Our streets provide buffers for each other. Once one street no longer functions as a residential street, the streets on either side are at risk. To protect Nevada and the future of our neighborhood, ONEN recommends the following short- and long-term fixes.

Trucks

Trucks are sometimes a necessary evil. They are part the life of the City. ONEN wants trucks to be able to efficiently and safely use our streets to access destinations within our neighborhood. However, we do not condone the use of trucks through ONEN as a cut-through to access downtown. The removal of these trucks from our streets alone will make a huge improvement to the safety and livability of our neighborhood.

Nevada Restriction

The following signs are posted on bigger streets as they approach Nevada Ave between Cimarron and Fillmore. These were added 10 years ago when Nevada was removed as a highway and truck route and became a regular city street. At this time, City Traffic Engineering concluded that 5+ axle trucks such as 18-wheelers could not safely operate on Nevada; therefore, they made Nevada a restricted corridor as follows...



Under the Colorado Springs City Code **Chapter 10** – Motor Vehicles and Traffic; **Article 20** – Regulating the Kinds and Classes of Traffic; **Section 101** – Excluded, Restricted, Prohibited use of street:

http://www.sterlingcodifiers.com/codebook/index.php?book_id=855

- A. The use of certain streets and roadways by pedestrians, motor-driven cycles, bicycles and horse-drawn vehicles or other nonmotorized traffic, shall be excluded when official signs giving notice are erected as authorized in sections [10.1.309](#) and [10.19.110](#) of this chapter. The use of certain streets and roadways by vehicles or loads of certain weight or size shall be **restricted** when **official signs giving notice are erected** as authorized in section [10.1.309](#) of this chapter. The use of certain streets and roadways by trucks other than those streets and roadways officially designated as truck routes shall be prohibited as authorized in section [10.21.102](#) of this chapter.
- C. When signs are so erected giving notice of exclusions or restrictions upon the use of streets **no person shall disobey the directions or instructions stated on the signs.**
- D. The provisions of subsection A of this section shall not be construed to prohibit the drivers of any prohibited vehicles from traveling over prohibited streets, other than controlled access roadways, for the purpose of delivering or picking up materials or merchandise or reaching their destinations which occur on these particular streets, **provided the prohibited vehicles enter the streets at the intersection nearest the destination of the vehicle and proceed thereon no farther than the nearest intersection.** (1968 Code §6-20-1; Ord. 75-86; Ord. 85-263; Ord. 01-42)

City Ordinance 10.20.101 along with the posted signs along Nevada Ave, as confirmed by the City Attorney's Office, makes it illegal for 5+ axle trucks to use Nevada Ave between Cimarron and Fillmore unless there is a destination directly on Nevada Avenue. Even then, they can only operate on Nevada for the single block required to complete the delivery. The signs also make it illegal for any trucks to be on Nevada unless they have a, "delivery between Cimarron and Fillmore." This restriction disqualifies the use of Nevada Ave as a truck route.

Proposed Change to the Nevada Restriction

Although the Nevada restriction effectively removes Nevada as a truck route and limits the legal use to smaller vehicles, this still allows smaller trucks to cut through ONEN to access downtown. Additionally, according to City code, trucks of all sizes can use any non-restricted city street, including Cascade Ave, for deliveries between Cimarron and Fillmore. Another issue, as explained by CSPD, is that this restriction is hard to enforce as it requires smaller trucks to be stopped to provide proof of their destination before they can issue a violation.

To limit truck use on both Cascade and Nevada, regardless of size, to deliveries within the neighborhood, ONEN recommends changing the current Nevada restriction to one on Cascade and Nevada as follows...

**NEVADA AVENUE
CASCADE AVENUE
RESTRICTED CORRIDORS
Trucks allowed with deliveries between Uintah and Fillmore**

If this restriction cannot be changed to this or similar wording that limit truck to neighborhood deliveries, then ONEN recommends that the City keep the current Nevada restriction in place and completely remove Nevada from the truck route map in order to remove any confusion about Nevada still being a truck route.

Safety Size Nevada

ONEN feels that Nevada Ave, more than any other street, would benefit from reducing travel lanes. We recommend right-sizing all our arterial streets as soon as feasibly practical to address safety and keep traffic compatible with that appropriate for urban residential streets.

Nevada Infrastructure Safety Improvements

If Nevada cannot be immediately safety-sized, ONEN recommends that the City immediately implement other roadway infrastructure safety improvements to maintain the volume and safety of Nevada Ave through ONEN to that appropriate for an urban residential street. There are many methods that traffic engineers use to slow and calm traffic. The following are some ideas that have been suggested by our Nevada neighbors:

1. Implement permanent photo radar
2. Install permanent radar speed signs that display speed of vehicles as they drive by
3. Install roundabouts (traffic circles) at Fontenaro and Jackson.
4. Replace the missing trees in medians Plant more trees on all medians. Tree-lined streets tend to calm and slow traffic. A heavy tree canopy constrains views of motorists and they slow down.
5. Narrow lane widths further and increase width of parking lane. Lower speed limit would allow lane widths to be reduced.
6. Bulbs, chokers, and neckdowns
7. Chicanes
8. Road humps
9. Speed tables
10. Rumble strips
11. Changes in pavement color or texture
12. Murals painted on roadway at intersections
13. Bump-outs at all Nevada cross streets

Move Buses off Nevada

As covered earlier, ONEN recommends moving the buses from Nevada to Wahsatch while leaving buses on Weber to reduce the stresses on Nevada and enhance transit service through ONEN.

Encourage Alternative Routes

As covered earlier, this plan encourages the use of Weber St and Wahsatch Ave to relieve current pressures on Nevada Ave by adding turn lanes on Uintah and Fontanero and adjusting light timings. We hope to continue to work with the City to reduce (not simply maintain) traffic volumes on Nevada per our Master Plan.

Promote equitable distribution of traffic flow on our arterial streets while improving pedestrian, bike, auto and transit safety

ONEN would like all our arterial streets to be safety-sized as detailed in our 2016 Safety Plan. This plan is no different. ONEN would like the City to commit to a roadmap that safety-sizes all our arterial streets and preserves the equity of our grid.

ONEN supports the proposed safety-sizing of Weber and Cascade with added protected bike lanes as a first phase towards this goal. However, ONEN does not support stopping there. Nevada is already overloaded with non-local traffic, and the ONEN Master Plan, adopted by City Council, clearly states that we are to work with the City to encourage a more even distribution of traffic. Therefore, it is not sufficient to simply ensure no additional traffic is diverted to Nevada. Rather, we are obligated to find ways to encourage more cars to use the other three arterial streets equitably to reduce the current stresses on Nevada.

Some of the City plan attempts to do this and we hope to see lower traffic counts on Nevada as a gauge to success. One year after safety-sizing Cascade we would like the City to evaluate the feasibility of proceeding with the safety-sizing of Nevada and Wahsatch. However, if the City determines that this is not feasible, we would like a commitment that the City will promptly revert Cascade back to four lanes, leaving Weber as the only north-south safety-sized street in the neighborhood. In this case we would like the City to consider safety-sizing the other bus street (preferably on Wahsatch).

Conclusions

When comparing this plan with the [December 7, 2017](#) and [January 30, 2018](#) plans proposed by Traffic Engineering, there are many similarities. In fact, the City has addressed many of the concerns addressed by the neighborhood. However, this ONEN plan differs from the City plans as follows:

1. MMT will decide on any bus changes (likely for the Fall 2018 service changes). This leaves the move of buses uncertain. If the buses do not move from Nevada/Weber to Weber/Wahsatch, and buses remain on Nevada, then we recommend the City immediately safety-size Nevada.
2. This City plan mentions the removal of Nevada from the truck route map, and the City has verbally said they will keep the Nevada restriction in place or replace it with one that makes it illegal for trucks to cut through our neighborhood for deliveries downtown. However, making changed to restrictions related to trucks is not guaranteed. At the very least the City should be able to remove Nevada from the current truck route map as the current restriction disqualifies Nevada as a legal truck route.
3. The most pressing safety issue in our neighborhood is Nevada Ave. The City plans to meet with the neighborhood to discuss measures to immediately address Nevada safety. We strongly suggest that the City accepts a roadmap to safety-size Nevada as a result of this meeting. If not, then we would like to see immediate alternative measures taken to address Nevada safety and reduce traffic volumes to enable the eventual safety-sizing of Nevada.
4. The City proposes safety-sizing Cascade and adding protected bike lanes. Our plan approves of this safety measure and the addition of protected bike lanes on the condition that it is performed as a one-year trial. Our plan allows the changes to Cascade to be made permanent by committing to the safety-sizing the remaining streets (Nevada and Wahsatch). If this is not possible then Cascade would be reverted according to our plan.

We look forward to working with the City to address the issues outlined above and will work in good faith to get them implemented so we can provide a full endorsement.