

**PUBLIC MEETING – SATURDAY, APRIL 9, 2016  
FIRST LUTHERAN CHURCH  
COLORADO SPRINGS, COLORADO**

**SUBJECT:  
A PEDESTRIAN AND BICYCLE SAFETY PLAN  
FOR THE OLD NORTH END**

*SUMMARY:* Fifteen persons attended the meeting. Also present were four members of the Old North End Pedestrian and Bicycle Safety Committee and a representative of the Colorado Springs City Traffic Engineering Department. The City's new bicycle coordinator was there. Attendees lived on Cascade, Nevada, Wahsatch, and Wood avenues as well as Tejon Street.

The first item of discussion was the two phases of the plan. Phase 1 was the safety-sizing of Cascade, Weber, and Fontanero in the summer of 2016. Phase 2 was the subsequent safety-sizing of Nevada, Wahsatch, and Uintah in the summer of 2017. Extensive traffic counts were to be taken after the installation of Phase 1.

City Traffic said lane overcapacity on Cascade is so great that safety-sizing on Cascade (dropping from two lanes in each direction to one lane in each direction) should not send any overflow traffic to Nevada Avenue. Chances of success with Phase 1 (all three streets) were estimated at 80 to 100 percent and thus would guarantee Phase 2 would be undertaken. If traffic counts did show that Phase 1 did not work, the Phase 1 streets would be returned to two lanes in each direction.

Strategic considerations dictated going in two phases. The public could not handle doing six streets at once. Demonstrated success in Phase 1 will make Phase 2 easier to achieve.

Templeton Gap Road from El Paso Street to Fillmore Street was cited as a model for the Old North End. The road carries heavy traffic (most of it bound downtown via Weber and Wahsatch). Once safety-sizing was installed, there was praise from the neighborhood and zero complaints from drivers.

City Traffic said Nevada south of Uintah Street would remain two lanes in each direction through Colorado College. The City and the College were considering installing a Weber Street (at Steele School) style pedestrian traffic signal at Nevada Avenue and San Rafael Street (on the CC campus).

The Old North End was challenged to defend its methodology in developing the plan. It was noted that the Old North End had long argued for safety-sizing on all four North-South arterials as all four are related to one another.

Much of the meeting concentrated on problems on Nevada Avenue, although not problems with the proposed safety-sizing. Problems included speeding automobiles, the need for more pedestrian ramps (for wheelchairs and walkers) at intersections, the need to repave the street and repair the infrastructure (curbs, gutters, sidewalks, etc.), and, most significantly, the proposed transfer of City buses from Cascade and Wahsatch avenues to Nevada Avenue.

City Traffic recommended that a special committee be created to deal solely with Nevada Avenue problems. The committee would include representatives from City Transit and the new City bicycle coordinator. One issue for the committee would be the opportunity to provide bike routes along Nevada Avenue as a result of a free lane in each direction created by safety-sizing. The special committee would work to coordinate all these issues to the benefit of the residents of Nevada Avenue.

The issue of getting your automobile out of a side street and on to Cascade or Nevada avenues was raised. There was fear that reducing traffic to one lane in each direction would make this more difficult. City Traffic noted that traffic signals send cars down arterial streets in “platoons” or bunches, followed by long empty spaces created when the light is turned red. It was recommended to let the platoon go by and then enter the street during the empty space. An elderly person noted that another solution was to drive a few blocks to where a traffic signal would control your move on to Cascade or Nevada avenues.

It was suggested to include San Miguel Street in the traffic counts. A number of cars try to get off of Uintah Street by sneaking down San Miguel.

Crossing guards need to be added at Nevada Avenue and Espanola Street to protect children walking to Steele School.

Rubberized asphalt is badly needed to quiet traffic noise on Nevada Avenue. Rubberized asphalt is already in use in the Pike’s Peak Region on Woodmen Road and Union Boulevard.

Safety-sizing will improve turning at intersections without having to cut into landscaped medians. One lane can turn left, one lane can go straight through, and the other lane can turn right. Turning cars will not get in the way of straight through cars.

Modernized plans should be used for bicycle lanes at intersections. Fort Collins, Colorado, is a good example of a city that has a good bike lane system.

This is the opportunity of a lifetime to bring traffic calming (two lanes in each direction to one lane in each direction) to the Old North End. It is very beneficial to have the City Traffic Engineering Department taking the lead, with our strong support, on this project. The Old North End should quickly work out the details and move forward.

No parking spaces will be removed by safety-sizing. If anything, parking spaces will be added by the extra street space provided by safety-sizing.

City Traffic noted that it has wanted to reduce the number of lanes on the major North-South arterials through the Old North End for some time. Neighborhood input emphasized that all four North-South streets had to be done for the project to work right for the neighborhood.

One speaker said he was opposed to making any changes to the street lane patterns in the Old North End. He questioned the reliability of the Old North End traffic statistics and called for more study. City Traffic noted that it will be getting updated statistics as each phase of the plan proceeds.

The Old North End is the best neighborhood in the region, not just in Colorado Springs. This Pedestrian and Bicycle Safety Plan will make it even better.

A signalized pedestrian/bicycle crossing should be installed at Uintah Street and Tejon Street. Much pedestrian and bicycle traffic flows north out of Colorado College into the Old North End at that intersection, which is currently unprotected and very dangerous.