



## FREQUENTLY ASKED QUESTIONS (as of July 8, 2020)

**Q. How was the traffic data for this project collected, and how are different times of day (rush hour mornings and evenings, and school pickup and drop-off) considered in the traffic analysis?**

- A. Traffic data was collected for three 24-hour periods on weekdays during the school year. In terms of congestion, morning and evening peak hours, to include school pickup and drop-off, are the most critical times and were the main focus of the traffic analysis. More detail from the traffic report is available on the project website: [coloradosprings.gov/SaferRoadsSoutheast](http://coloradosprings.gov/SaferRoadsSoutheast)

**Q: How will this project address the special challenges around the schools and their drop-off areas?**

- A. Schools are always an issue especially with pick up/drop off zones. The designs on Chelton Road are still under analysis, and we will consider schools in all options.

**Q: Please consider integrating “sidepaths” into new construction as a more cost-effective solution.**

- A. This is a retrofit project. What you describe is what we see in many new developments. The current Traffic Engineering Criteria Manual contains on-street bike lanes as a minimum standard to address bike infrastructure. The City will certainly construct higher level facilities. The public process is helping City staff decide which facility is appropriate for Chelton Road. i.

**Q: Is there a proposal or plan for new development to install a bike path?**

- A. There is not currently. The City Parks, Recreation and Cultural Services Department is steadily building out the Sand Creek Trail through the Southeast. Typically, new development installs bicycle infrastructure on new roads. If new development were to occur adjacent to Chelton Road, then the City Engineering Department could require new bike infrastructure but could only require it adjacent to the new development. In addition, most of the land adjacent to Chelton Road is currently developed and so opportunities are limited to leverage new development in the corridor for new bike infrastructure.

**Q: Shouldn't you build sidepaths, as they would provide a more protected bicycle facility?**

- A. Sidepaths separate people on bicycles from vehicular traffic, but there are disadvantages as well, including more limited access to it from the opposite side of the roadway, conflicts with pedestrians, and cost. By providing dedicated space with a buffer area, there will be greater predictability for all users than exists currently and a greater margin for error than with a traditional bike lane.

**Q: Have you considered a protected bike lane in this situation? That might be a compromise between the two options presented, or an interim condition until the sidepath can be constructed.**

- A. The protected bike lane would cost more than a buffered bike lane and is an appropriate solution where driveways are limited. The City's goal in its development of on-street bike infrastructure is to provide a connected system of on-street bike lanes to provide a seamless traveling experience. Repurposing a lane of Chelton Road would address the speeding traffic and pedestrian safety concerns in the area and could be implemented cost effectively in a relatively short time frame.

While it is true that micro mobility infrastructure costs a fraction of the cost of other transportation projects, available budget for micro mobility infrastructure are also small compared to funding available to other modes of transportation.

**Q: When will there be an underpass on Sand Creek Trail under Powers?**

- A. The Parks and Recreation Department currently has a project to construct a trail crossing under Powers Boulevard along Sand Creek between Palmer Park Blvd and Constitution Ave. This important connection will accommodate both the Sand Creek and Rock Island Trails. The City is currently working with CDOT (who owns Powers Blvd) to obtain the necessary clearances so construction may begin.

**Q: What else is the City doing to improve crossings on the Sand Creek Trail?**

- A. Both Parks, Recreation and Cultural Services and Public Works are aware of the desire for safer crossings on the Sand Creek Trail. Currently Parks and Public Works are working together on signalized crossings of the Sand Creek Trail at Hancock Expressway and Chelton Drive.

**Q: Vehicle speeding is a problem on Chelton Road. Why not address problems with speeding traffic through enforcement exclusively?**

- A. Police enforcement is one way to address speeding traffic, but police officers cannot be present 24 hours a day, all year long. By modifying the roadway to appropriately accommodate both existing and future traffic volumes, it will provide a more neighborhood friendly, safer road every day. The City is proposing to reduce vehicle speeds by changing from 5-lanes to 3-lanes which eliminates a speeder's opportunity to pass a slower moving vehicle.

**Q: Is this project taking funding away from other City projects?**

- A. No. The bicycle program for the City of Colorado Springs has two dedicated sources of funding earmarked specifically for bicycle projects and cannot be re-allocated for potholes or law enforcement.

**Q: Will these bike lanes end before the intersections the way that existing bike lanes in the Southeast do?**

- A. Best practices have changed over time. Whereas formerly the City felt it was safest to have bicycles function as vehicles through intersections (and ended bike lanes in advance of intersections to nudge behavior in that direction), best practices now provide dedicated space through the intersection where available, and communicate to people in both vehicles and bicycles where they should travel when space is more constrained. The City will be updating existing facilities as they are restriped.

**Q: Are there plans to add additional street crossings of Sand Creek in the Southeast?**

- A. There is one crossing in the plan south of Platte Avenue and North of Airport Road. Existing development of that area severely limits our opportunities to add additional street connections across Sand Creek.

**Q: Would you consider adding bike lanes on Silver Hawk Avenue (south of Hancock Expressway and ending at the park)?**

- A. While Silver Hawk Avenue is not part of this process it is something the City can investigate. We will need to analyze the space and availability to add bike lanes. If we move forward with the proposed bike lanes on Hancock Expressway, then bike lanes on Silver Hawk, if possible, make much more sense, as they would provide a connection from the neighborhood to the larger network of bicycle infrastructure.

**Q: What is the annual funding allotment for these type of projects in the Southeast specifically?**

- A. The bike program is budgeted at about \$500,000 a year. We don't have specific budget allotments for neighborhoods individually.

**Q: A lot of organizations want to improve areas in Southeast Colorado Springs. How can we advocate?**

- A. We need citizen advocates for our Citizens Transportation Advisory Board (CTAB) and our Active Transportation Advisory Committee (ATAC). There currently are openings on both of these boards for the Southeast area. Send your email contact information to [Kate.Brady@coloradosprings.gov](mailto:Kate.Brady@coloradosprings.gov) and we will let you know how to participate/interview for these boards.

**Q: What does the City know about usage of existing bike lanes in the Southeast?**

- A. Not all people on bikes are the same. Some people feel safe only on trails, while others are very comfortable riding on a highway. We do not currently have data on usage;

however, we anticipate that as the bike network is built and begins to connect more neighborhoods to more places, we will see more people riding in the bike lanes.

**Q: What's your plan to accommodate low speed motor scooters in the roadway?**

- A. The City will be reviewing the City ordinance for how electric scooters would be allowed in the public right-of-way. The current City ordinance allows scooters but they must weigh less than 100 pounds, be powered by an electric motor, and have a maximum speed of 20 mph. If the scooter doesn't meet these criteria, then it is required to operate in the vehicle travel lane.

**Q: Will the City's proposed changes at S. Academy Boulevard and Hancock Expressway combined with the proposed bike lanes on Chelton Road cause more congestion at the traffic signals?**

- A. The changes at the intersection of S Academy Boulevard and Hancock Expressway combined with repurposing travel lanes on Chelton Road will not create more traffic congestion at the intersection. The traffic volumes on Chelton Road are more appropriate for a two-lane road and traffic will still be able to travel at the posted speed. The Academy Boulevard/Hancock Expressway intersection improvements will add a lane on Academy Boulevard in each direction widening it from 4- to 6-lanes. This will add significant capacity at the intersection which will improve traffic operations overall. Any diversion of traffic from Chelton Road to Academy Boulevard would be a positive outcome for the neighborhood.

**Q: How does the city plan to collect feedback from drivers of motorized vehicles regarding this issue?**

- A. The process as defined for the Safer Roads Southeast has been open to all, regardless of mode of transportation.

**Q: Are the pedestrian and the bike rider actually safer sharing the roadway with automobile traffic?**

- A. Bicycles are legally considered vehicles, so they currently share a lane with automobile traffic. The proposed project will provide dedicated space for people on bicycles with a buffer area. Dedicated space will provide greater predictability for all users than exists currently and a greater margin for error than with a traditional bike lane. Pedestrians currently have dedicated space on the sidewalk, and will continue to do so. The proposed project will provide even greater separation between people on foot and people in vehicles.