



## *Review of Existing Studies in US24 West Corridor*

<p><b>Study Name</b></p> <p>City of Colorado Springs Bicycle Planning Documents (Incorporates the Intermodal Transportation Plan Chapter, the Colorado Springs Bicycle Plan, and the PPACG 2020 Regional Transportation Plan Bicycle and Pedestrian Facilities Plan)</p>	<p><b>Study Author</b></p> <p>City of Colorado Springs PPACG</p>
<p><b>Study Sponsor</b></p> <p>City of Colorado Springs</p>	<p><b>Study Date</b></p> <p>6/15/01</p>
<p><b>Study Area and Purpose of Study</b></p> <p>Study area: Colorado Springs</p> <p>Purpose: Promote and encourage bicycling and to improve the bikeway system. The recommendations will be used when reviewing land development proposals to ensure planned bikeways are accommodated.</p>	
<p><b>Key Points of Study</b></p> <ol style="list-style-type: none"> <li>1. Existing miles of paths, lanes, and routes is 315 (1998). Planned mileage is 535 miles.</li> <li>2. Makes recommendations for improved signing, markings, and surfaces.</li> <li>3. Discusses education, encouragement/promotion, and enforcement recommendations.</li> <li>4. Colorado Springs was first City in US to enact a bicycle tax in 1988 – \$4 surcharge on all new bicycles. Money exclusively used for bicycle projects. Average revenue is \$68,000 per year.</li> <li>5. Implementation chapter provides estimated construction costs for all elements of a bicycle route including the paths, lanes, routes; bridges; signing/markings; parking/storage; bus racks; and education. Also discusses funding sources.</li> <li>6. Lists several bicycle projects in PPACG 2020 Regional Transportation Plan fiscally constrained project list: Midland Trail (21<sup>st</sup> Street to Manitou Springs), 21<sup>st</sup> Bikeway (Midland Trail to Cheyenne Blvd), Ute Pass Trail (Manitou Springs).</li> <li>7. The 2030 PPACG Regional Transportation Plan selection process did not include separate bicycle/pedestrian projects. Entities were encouraged to include all modes of transportation in their projects. Those in US 24 study area that did include bicycle/pedestrian elements are: 8<sup>th</sup> Street Corridor improvements and 21<sup>st</sup> Street corridor improvements.</li> </ol>	
<p><b>Relevance to US24 West project</b></p> <p>Alternatives development should incorporate off-street bicycle trail. Path, lane, and route construction costs would be useful if US 24 study estimates costs for alternatives.</p>	
<p><b>Review by</b></p> <p>Jacqueline Dowds Bennett</p>	<p><b>Review date</b></p> <p>March 1, 2005</p>