

**PPACG Draft FY 2021-2024 TIP Public Comments Received**

Number	Format Submitted	Comment	Staff Response
1	Online submission form	<p>Strongly support SH83 Passing Lanes. I was unable to see any non-CDOT projects in the draft plan. Are there none? Or are they not accessible? I did not see a policy that addresses review criteria, E.g. that review criteria should be addressed annually..</p> <p>The Review Criteria in Appendix F could use better explanation. It is not clear who exactly makes up the review criteria and how they are arrived at and adopted, nor who and how they are applied to particular project proposals. I am surprised, for instance to find that the Target for Interstate Roadway in good condition is substantially lower than the existing, and similarly for the National Highway system bridges. Same with LOTTR. I find Ridership to be a poor measure for transit. I understand that if the same individual boards 3 vehicles to get from Point A to Point D it is counted as 3 riders. A project that would get her from Point A to Point D without changing vehicles would reduce ridership, but could be a substantial improvement. Likewise one that reduced elapsed time but did not increase ridership.</p>	<p>PPACG staff made updates to the TIP draft website to better identify where each project listings could be found as well s where to find the review criteria for project selection.</p> <p>For the performance measure targets, the numbers are for statewide and not region wide so the difference is not quite as much. PPACG has chosen to support the state targets instead of creating their own. For the ridership measures, this was developed through a collaborative process between PPACG, MMT, TAC, CAC and the BOD to develop goals, objectives and performance measure for the PPACG long range plan that was incorporated into this and the selection criteria. That said, these measures get revisited each long range plan cycle and we will bring up the issue of ridership potentially not being a great measure for transit and issues why that were brought up.</p>
2	Online submission form	<p>The Trails and Open Space Coalition is committed to improved trail connectivity and multi-modal options for our trail users. We are delighted your draft TOP for 2021-24 include critical projects like the "Jackson Creek Regional Trail project", called out in both the county and city's most recent Parks and Trails Master Plans. Improvements to the very popular and highly used Shooks Run Trail are also welcome as are proposed trail improvements for your Hancock-Academy project.. The southeast part of our community is needs more non - motorized options. Your S. Academy project proposes to correct that - excellent. Dollars are indeed needed for the Fountain Creek Regional Trail extension - another regional trail priority. Thank you for including!</p> <p>Additional dollars are needed to complete the "Legacy Loop" - especially the gap on the north side of the to walk or bike to Red Rock rather than drive. The bridge loop. Please consider. We would ask you to consider including a ped/bike pedestrian bridge project to span across Highway 24 and provide access to Red Rock Open Space. Parking is limited at the OS and we hear regularly that residents would prefer to walk or bike to Red Rock rather than drive. The bridge would contribute to a healthier community and mean less congestion on Highway 24 and Colorado Ave. A planning process is underway for an additional stretch of the Front Range Trail between Fountain and El Paso/Pueblo county line. TIP dollars will be needed for construction. Please consider adding that project to your list. Thank you for this opportunity!!</p>	<p>PPACG staff forwarded comments to Colorado Springs and El Paso County for consideration and response regarding additional project consideration requests.</p> <p>The member jurisdiction response would like to highlight that all projects have been through thorough public outreach efforts by PPACG and the local jurisdiction processes and would encourage early involvement in the planning and project development process to address similar concerns as mentioned in the comments.</p>
3	Online submission form	<p>I thought the focus on multimodal transportation and ADA was really important for our Age Friendly City. I think in the future a general project that would help out many people with disabilities and older adults would be to install lights and audio cues at crosswalks.</p>	<p>PPACG staff will forward this information onto our members for future project consideration.</p>
4	Email	<p>FHWA comments and edits: grammar updates, federal language clarifications and TIP procedure/policy updates for clarification.</p>	<p>PPACG staff made edits and added suggested additions based on the FHWA comments.</p>
5	Open house	<p>Request for more information on the Shooks Run (Legacy Loop) project.</p>	<p>PPACG staff forwarded contact information from Colorado Springs for the attendee to receive more information.</p>
6	Email	<p>Bike Colorado Springs urges that CDOT, in partnership with the PPACG transportation and community advisory committees, to authentically engage local and state pedestrian and bicycle advocacy organizations such as Bicycle Colorado and Bike Colorado Springs and to encourage early and informal feedback on preliminary transportation plans. As was evident with the lack of an active transportation component with both the Powers Blvd &amp; I-25 interchange and the Powers Blvd &amp; Research Parkway Diverging Diamond Interchange (DDI), BCS is concerned that the fast-growing areas of the region are being ignored and that transportation planners are missing opportunities to include active transportation as a strategic element of our mobility network. Non-motorized active transportation is known to improve air quality, reduce traffic congestion, promote public health and contribute to our region's quality of life.</p> <p>BCS recommends involving active transportation proponents and experts early in the transportation design and multi-modal options evaluation processes rather than waiting until after the plans are locked-in and to incorporate this recommendation as a stated goal of the 2024 TIP. The following are detailed comments on the 2024 TIP.</p> <p>Re: 30th Street Roadway &amp; Safety Improvements. The current project boundaries are "Fontanero Street to Mesa Road". The project boundaries should be extended north to Garden of the Gods Road to complete the connection with the Sinton Trail (a Tier 1 urban trail) and the bicycle facilities on Flying W Ranch Road.</p> <p>Re: Shooks Run Trail Improvements (Legacy Loop) Colorado Springs. The Pikes Peak Greenway confluence of the Shooks Run Trail will be the most difficult segment to complete. Funds should be allocated as soon as possible for preliminary design studies and right-of-way acquisition in coordination with the City of Colorado Springs Public Works and Parks departments.</p> <p>Re: US24 West Corridor and Intersection Improvements. CDOT should elevate the priority of construction of the proposed bike / ped bridge at Ridge Road and US Hwy 24 that will connect with the Red Rocks Canyon Open Space. We also recommend that traffic calming measures and better facilities for bicyclists and pedestrians be implemented at the problematic US Hwy 24, 31st St, and Midland Trail intersection, as well as at the Midland Trail and 8th St intersection. The US Forest Service will be initiating a NEPA process for opening the Waldo Canyon area for recreational users. Trailhead access is one of the priority issues that the outdoors community has identified. Since the US Hwy 24 right-of-way is adjacent to Waldo Canyon and the highway itself is a de facto barrier, CDOT should allocate funds to study the feasibility of a continuous, grade-separated, non-motorized connection (bridge or underpass) that links the Ute Pass trail from Cascade and Manitou Springs to Waldo Canyon.</p> <p>Re: School Safety Mobile Education Program Colorado Springs. This project is an opportunity to partner with BCS and Kids On Bikes. We encourage CDOT to leverage local knowledge and outreach capability for ensuring that this educational project is successfully implemented in our community.</p>	<p>PPACG staff forwarded comments to Colorado Springs and CDOT for consideration and response regarding additional project consideration requests.</p> <p>The member jurisdiction response would like to highlight that all projects have been through thorough public outreach efforts by PPACG and the local jurisdiction processes and would encourage early involvement in the planning and project development process to address similar concerns as mentioned in the comments.</p>