

Innovative Active Mode Planning in the Pikes Peak Region



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Merit Award: Sustainability and Environmental Planning

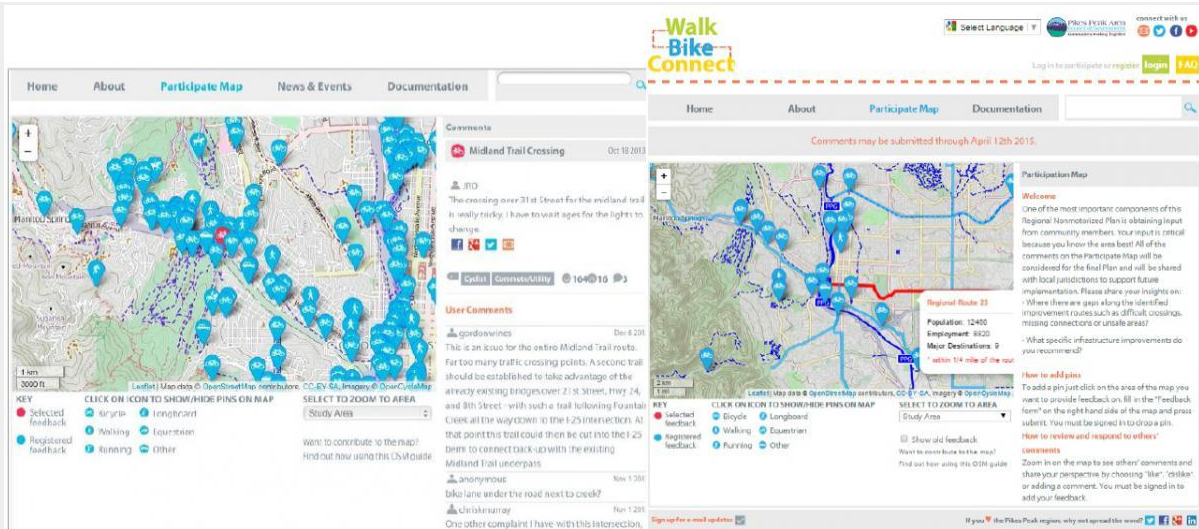
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Steer Davies Gleave



The Pikes Peak Regional Nonmotorized Transportation Plan is one of the sub-plans that make up the Pikes Peak Area Council of Governments' (PPACG) 2040 Moving Forward Regional Transportation Plan. In an effort to get the most out of the limited resources available for nonmotorized planning, PPACG proposed a collaborative planning process where local jurisdictions could participate and help develop their own plan at the same time. The intent of this project was to develop a regional plan that was coordinated and in sync with local plans, while developing datasets and discussions that would guide nonmotorized transportation planning throughout the region. PPACG, El Paso County, the City of Colorado Springs, and the City of Woodland Park came together in an unprecedented collaboration for this effort. While the Regional Plan was underway, local plans were developed for the participating member entities utilizing a consistent data sources, and outreach process to ensure maximum compatibility between the plans. Steer Davies Gleave, an active mode transportation consultancy, led the development of the PPACG Regional Nonmotorized Transportation Plan, and developed each individual local plan to suit the needs and requirements of each individual agency.

The Consultant team, in collaboration with the client, developed a number of tools to drive the project to success:

- Collecting and collating base data – Steer Davies Gleave used an online GPS enabled camera on a bicycle to collect first hand data of the cycling and walking network. A 'stress network' of the region was also developed to show the major motorized barriers to nonmotorized travel. The stress network map also provided insight into where active mode improvements were needed first.
- Asking those who know best, the locals – Our simple to use, and responsive design outreach application (www.walkbikeconnect.org) allowed residents and visitors to the Pikes Peak region to leave geographic specific comments on the current nonmotorized network. These comments were then fed into the planning process to inform the final nonmotorized system plan by the people that know the network best.
- Never forgetting the core principles of outreach and planning – In understanding the importance of keeping traditional planning techniques to feed into the process, regular meetings and workshops with a range of groups were held.



Tying it all up – All of the techniques we have outlined feed into a successful regional nonmotorized transportation system plan. The plan was unanimously approved by the PPACG board of directors in July 2015.

For more information about this project, including the online participation map and all documents and reports, please see: www.walkbikeconnect.org