



President: Rebecca MacNamee

Vice President: Isaiah Litzell

Treasurer: Fred Kummer

Secretary: Bonnie Singleton

Members-at-Large: Ryan Hannigan, Curtis Hansen, Mike Oroszi and Linda Weber

Memorandum of Understanding

Between Friends of Cheyenne Cañon and the City of Colorado Springs Parks Department

The Friends of Cheyenne Cañon give their endorsement to the Master Plan approved by the Parks Advisory Board on May 10th, 2018, with the additional clarifications below in relation to page 69.


The City of Colorado Springs Parks Department endorses this Memorandum of Understanding, confirming the additional clarifications below are accurate as to the intent of page 69, on June 5th, 2018.

The image on the following page references specific paragraphs of the plan which are labeled A, B, C, and D, and correspond with the notes below.

- **A:**
 - This page represents both considerations and recommendations. They are in relation only to Future Park Roadways and Parking.
- **B:**
 - This section represents recommendations. It is recommended that a full traffic study occur, and that traffic be regularly monitored.
- **C:**
 - This section represents considerations. These traffic mitigation approaches are not recommendations. They are listed here for documentation purposes only, to serve as a summary of ideas that were discussed during the Master Plan public process. Reference Appendices A, B and C of the Master Plan for more details from the public workshops where these ideas were discussed.
- **D:**
 - This section represents recommendations. The Parks Department ensures a public process occur before changes are made in these areas.

The step-wise process below articulates that which is on page 69 of the Master Plan. There may be steps repeated throughout the duration of the Master Plan, depending on how needs arise and what further study shows. However, steps 5 and 6 will always be followed prior to 7 in relation to Future Park Roadways and Parking.

1. **Further technical study** by Park staff to better understand issues in regard to private vehicle traffic.
2. Based on the data gathered in the cohesive traffic study, compile **feasible and sustainable site-specific solutions** that also consider the park impact beyond private vehicle traffic issues.
3. **Public Process**
4. **Pilot Projects**, as determined from the public process.
5. **Public Process**
6. **Parks Advisory Board Approval**
 - A Minor Master Plan amendment; and
 - Parks and Recreation Advisory Board approval.
7. **Implementation**

North Cheyenne Cañon Park Master and Management Plan 

A	<p>Considerations for Future Park Roadways, Parking and Bridge Safety Improvements</p> <p>The Department is responsible for and committed to addressing concerns about traffic, parking congestion, and their impacts to natural resources and visitor experience to protect North Cheyenne Cañon Park for this and future generations. Conditions that may initiate additional technical study and action include:</p>
B	<ul style="list-style-type: none"> • Vehicular accidents; • Non-motorized user and vehicular conflict/accidents; • Traffic congestion blocking emergency vehicle access through the Park; • Traffic congestion blocking maintenance access to restrooms or port-o lets, trash receptacles and dumpsters; and/or • Natural resource impacts such as wildfire, flood and/or major erosion events.
C	<p>Private vehicle traffic mitigation approaches could be considered individually or in combination and should encourage Park visitors to walk, bike, or consider alternative means to travel further into the Park. Approaches to further mitigate the impacts of private vehicles and enhance the visitor experience in North Cheyenne Cañon Park may include, but are not limited to:</p> <ul style="list-style-type: none"> • Traffic control options to reduce the number of vehicles in the Park <p style="padding-left: 40px;">Options submitted by workshop participants included: private vehicle entrance fee; parking fee within the Cañon; parking pass system; advanced reservation system within the Cañon; first-come-first-serve with limited number of vehicles allowed within the Cañon; and vehicular speed control (removeable speed bumps, increased enforcement, etc.);</p> <ul style="list-style-type: none"> • Park shuttles to reduce private vehicles in the Park and the accompanying infrastructure modifications for Park shuttles that provide accommodations for Park users, multiple bikes, dogs and persons with disabilities; and • Considering the Park entrance configuration to showcase the Starsmore Nature and Visitors Center as the Park orientation and interpretation center. Considerations for the Park entry at North Cheyenne Cañon Road are detailed in <i>Park Use Areas</i> on page 58.
D	<p>Approaches to further mitigate the impacts of private vehicles in the North Cheyenne Cañon Park will require the following steps:</p> <ul style="list-style-type: none"> • Further technical study and pilot projects by Park staff to better understand issues and feasibility of possible sustainable site-specific design solutions, • Additional topic-focused public involvement process, • A Minor Master Plan amendment; and • Parks and Recreation Advisory Board approval.