Sustainable Transportation Plan

Right Actions.

Right Now!

reTHINK

SUSTAINABLE FORT CARSON
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Prepared by Sustainable Fort Carson Team
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KELLY O’NEILL, VERSAR INC.

January 2012
Sustainable Transportation Plan

- Bike Share
  - Integrate and expand existing systems
- Rideshare
  - Share-a-Ride
  - Give a Buddy a Ride
  - Vanpool
- Vehicle Share
  - WeCar
- Infrastructure
  - Bike Lanes / Pedestrian Paths
  - HOV Lanes & Entrances
  - Electric Vehicle Support
  - Priority Parking
- Commuter & on-Post Transit
  - Express Bus
  - Shuttle/ On Call Transit
- Workplace Strategies
  - Telecommuting
  - Alternate Work Schedules
Anti Idling Program

BACKGROUND

Tailpipe emissions generated from idling cars contain toxic pollutants that adversely affect the environment and human health. Car idling negatively affects fuel consumption and the environment: Every two minutes of car idling consumes the same amount of gas required to drive approximately one mile. Contrary to automotive myth, restarting a car doesn’t damage the engine, and in fact, 10 seconds spent idling consumes more fuel than restarting the engine.

DELIVERABLES

1. A three-part policy signed by the Garrison Commander that requires:
   (1) POV engines to be turned off while idling at fast food restaurants, banks, and other locations on the Installation where vehicles idle for more than 30 seconds; (2) a separate standard for school buses, and;
   (3) another standard for DPW/DOL vehicles.
2. A targeted awareness campaign to remind and create understanding of the benefits of not allowing vehicles to idle, including signage for POVs at drive-throughs and gates, separate information for DPW/DOL staff, and a broader campaign for schools.

SUSTAINABILITY GOAL

<table>
<thead>
<tr>
<th>Air Quality</th>
<th>Sustainable Transportation</th>
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<tbody>
<tr>
<td>SMS Reference</td>
<td>SMS Reference #DPW 3.4.2.1</td>
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<tr>
<td>SMS Reference</td>
<td>SMS Reference #DOL 3.2.9</td>
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BENEFITS

- Monetary savings in gasoline consumption.
- Air quality for humans and the environment.
- Extended life (monetary savings) in existing vehicle infrastructure.

COSTS

- Time to write policy
- Time to establish awareness campaign electronically

COMMAND SUPPORT NEEDED

- Sign Policy Memo

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<tr>
<td>ST1-1 Policy</td>
<td>Mary Barber</td>
<td>Nate Searing</td>
<td>Feb 2012</td>
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<tr>
<td>ST1-2 Awareness</td>
<td>Anneliesa Barta</td>
<td></td>
<td>FEB 2012 Ongoing</td>
</tr>
</tbody>
</table>
## Ramp Up Rideshare Alternatives & Promotion

### Background

Rideshare systems (car, van and bike sharing) provide mobility options and a low cost alternative to Single Occupancy Vehicles. Easily accessible rideshare systems, consistent multi-channel communication and is required for success. Current programs include:

- **Share a Ride** - a free online carpool matching portal hosted by Colorado Springs Mountain Metro Transit providing ride matching to and from Post.
- **Give a Buddy a Ride** - Make on the spot arrangements with someone in need of a ride who is standing at one of the Give A Buddy a Ride signs.
- **we Car by Enterprise** - Reserve online for the hour, day or overnight. Pick up vehicle at convenient on Post locations. Rates include fuel, liability, and up to 200 free miles. For ages 18+. Membership Fee applies. Provided through AAFFES
- **Van pool information is provided through the rideshare portal.**
- **Several small independent bikeshare systems exist on post. See ST4**

### Benefits

- Provision of low cost, easy to implement Single Occupancy Vehicle (SOV) alternative
- Decrease wait times at gate and traffic volume
- Eliminate or reduce future gate and post roadway expansions
- Reduce maintenance frequency on post and on adjacent roadways
- Reduce air pollution
- Mitigate parking demand
- Cost savings for gasoline and automotive maintenance for Installation personnel and families
- Decrease Soldier/Employee stress
- Provide alternatives for “non-choice” transit riders. Non-choice riders include approximately 100 disabled workers lacking transit to on post worksite.

### Deliverables

1. Place large format “Bike & Running Trail Post Maps” or Rideshare Boards in the centrally located bulletin board of every building, including tenants and Balfour Beatty. This ensures building participants have visual access to an Installation “Bike & Running Trail” when mapping out their alternate route to their destination.

2. Request NEC to put an image of the Bike & Running Trail map at start up of military computers.

3. Request unit commanders to encourage Soldiers to pick a rideshare buddy or buddies using the rideshare board as part of a “Know Your Rideshare Buddy” campaign. The rideshare board allows for easy mobilization, without the commander getting involved, thus removing that obstacle for success. While commanders cannot order Soldiers to rideshare during their personal commute time, they can be requested to do so as part of a competition about Vehicles Miles Travelled. Can also be presented as an exercise in energy security (if we had a sudden fuel shortage due to attack or adverse global conditions?)

4. Request Mountain Metro Transit (MMT) support to rideshare system software and any available upgrade to service such as “dynamic ridesharing”. Link from their homepage to our portal; short URL

5. Partner with MMT for communications strategies. Promote another provider of vanpools (VSPI) & use of Army Mass Transit Benefit Program
Continued

**DEliverables Continued**

6. Support WeCar promotion and events (i.e. sign up in person for immediate access) at HHC In Processing, Balfour Beatty, etc.

7. Directors or POC’s to track and input data for SMS; elevate awareness; support communications

8. Databases to track personnel use and rideshare miles saved/CO2 reduced

9. Inter Directorate or Garrison / Evans Army Community Hospital Competition based on decreased Vehicle Miles Travelled through walking, biking, ridesharing and carsharing.

10. Plan Sustainability Guided Bike Tour & Self Tour for EPO Training, ongoing education activity for Soldiers, Civilians, Families and external stakeholders.

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<th>Task</th>
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<tbody>
<tr>
<td>ST2-1 Rideshare Boards</td>
<td>Directors</td>
<td>Anneliesa Barta/</td>
<td>60 days</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Paul Krause</td>
<td></td>
</tr>
<tr>
<td>ST2-2 MMT Support</td>
<td>Bob Featherstone</td>
<td>Nate Searing</td>
<td>120 days</td>
</tr>
<tr>
<td>ST2-3 Data</td>
<td>Directors</td>
<td>Angela Rogers</td>
<td>120 days</td>
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<tr>
<td>ST2-4 VSPI Shuttles</td>
<td>Alice Lee-Cook</td>
<td>Nate Searing</td>
<td>60 days</td>
</tr>
<tr>
<td>ST2-5 WeCar Incentives</td>
<td>Aimee Owens,</td>
<td>Anneliesa Barta</td>
<td>60 days</td>
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<tr>
<td></td>
<td>Enterprise</td>
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**Costs**

- Time to meet with Directors, set up boards and educate
- Meeting time with MMT
- Time to set up simple data bases extracted from MMT data
- Cost of printing rideshare boards

**Command Support Needed**

- Command Emphasis in communications and support working between directorates and tenants.
Commuting by Bike and Walking

BACKGROUND

Commuting by foot or bike is an easy way to alleviate some of the Fort Carson gate and on-post congestion. Col McLaughlin has said “We don’t have a parking problem; we have a WALKING problem” Recently, a map of post trails was made available to facilitate commuting by walking and biking (this is part of the rideshare board). Cycling to work also encourages physical fitness. If made part of PT, more Soldiers would be encouraged to participate in cycling to work. Although only available during certain seasons, walking and bicycle commuting is an important part of the overall Sustainable Transportation picture.

DELIVERABLES

1. See Deliverable 1, 2 & 3 under ST2
2. Sustainability Bike Tour instead of GC Breakfast in May
3. Explore current PT policies to see if commuting by bike could meet PT requirement.

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<tr>
<td>ST3-1 Bike Tour</td>
<td>USGBC - Frank Kinder, Ann Fetsch</td>
<td>Anneliesa Barta</td>
<td>6 months</td>
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<tr>
<td>ST3-2 Policy</td>
<td>Mary Barber</td>
<td>Nate Searing</td>
<td>6 months</td>
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</table>
ACTION 4 TITLE: ST4

Bicycle Sharing System

BACKGROUND

Implement a bike share system that is privately funded (ideal), or grassroots yellow bike system. Provide connection between other bicycle share systems on post (HHC, Colorado Inn, DPW) thus expanding the network.

Ensure users of each system have access to new Post Running Trail and Bike map.

DELIVERABLES

1. Re-visit Old Town Bike proposal / partnership with MWR (Requires $5000 - $10,000 in funding)
2. Seek alternate funding sources – private sector, grants

BENEFITS

- Provision of on post transportation for rideshare users
- Provision of low cost, easy to implement Single Occupancy Vehicle alternatives
- Decrease wait times at gate and traffic volume
- Eliminate or reduce future gate and post roadway expansions
- Reduce maintenance frequency on post and on adjacent roadways
- Reduce air pollution
- Mitigate parking demand
- Cost savings for gasoline and automotive maintenance for Installation personnel
- Create a sense of place and community, and connects people and places, encouraging expansion of social networks
- Promotes physical and spiritual fitness, health and wellness
- Provide alternatives for “non-choice” transit riders

SUSTAINABILITY GOAL

SMS Reference # DOL 3.2.2. Various directorates’ goals to reduce Single Occupancy Vehicle usage

SUSTAINABILITY GOAL

SMS Reference # DOL 3.2.2. Various directorates’ goals to reduce Single Occupancy Vehicle usage

COSTS

- Time to coordinate existing bikeshare efforts and standardize promotional materials
- Time to research “yellow bike” programs and funding opportunities
- Time to renew efforts in pending MWR/Old Towne Bike sharing option

COMMAND SUPPORT NEEDED

- Initiative support to ensure directorate-level buy-in of bikeshare options
- Funding match as needed for bike share program expansions.
- Encourage Soldiers to commute by bike to and from Wilderness Road as an alternative to PT as much as possible to alleviate current traffic congestion during peak hours.

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<th>Project Mgr</th>
<th>Time Frame</th>
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<tbody>
<tr>
<td>ST4-1 Coordinate existing bike share Programs</td>
<td>MWR, Cpt Kull (HHC), Colorado Inn, DPW</td>
<td>Nate Searing</td>
<td>60 days</td>
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<tr>
<td>ST4-2 Yellow Bike Program</td>
<td>Emily Wright, Colorado College Al Brody</td>
<td>Nate Searing</td>
<td>3 to 6 months</td>
</tr>
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</table>
**ACTION 5 TITLE: ST5**

**Transit Priority (HOV) Gates and Lanes**

**BACKGROUND**

High Occupancy Vehicle (HOV) gates and lanes provide incentive to ridesharing during peak traffic hours, supporting reduction of Single Occupancy Vehicle non-mission trips. This proposed initiative is a significant launch pad for other rideshare behaviours, as existence of HOV lanes elevate awareness of rideshare systems. When riders leave their personal vehicles at home, the likelihood of using another mode of sustainable transportation on post increases.

Recent traffic counts indicate 93% Single Occupancy Vehicle inbound trips from 0650 to 0800 and 78% Single Occupancy Vehicles at lunchtime (1220 to 1350). (source: verbal from Rick Orphan) USAG Fort Carson has established a goal of reducing Single Occupant Vehicles by 40% by 2017. In meeting this goal, the target for FY12 is to have only 70% of vehicles at the gate as Single Occupancy Vehicles. For on-post Single Occupancy Vehicles, the total should be closer to 47%. (Source: Garrison Sustainability Breakfast, December, 2011)

**DELIVERABLES**

1. Brief to Garrison Commander on this Action
2. Investigate results determining best gate for use as HOV gate
3. Establishment of one or more gates as HOV Gates

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<tr>
<th>Task</th>
<th>POC</th>
<th>Project Mgr</th>
<th>Time Frame</th>
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<tr>
<td>ST5-1 Brief</td>
<td></td>
<td>John Olson/Anneliesa Barta</td>
<td>Feb 2012</td>
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<tr>
<td>ST5-2 Data</td>
<td>Rick Orphan</td>
<td>Anneliesa Barta</td>
<td>FEB 2012 Ongoing</td>
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<tr>
<td>ST5-3 HOV Gate Set up</td>
<td>Rick Orphan</td>
<td>Team</td>
<td>MAR 2012</td>
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</table>
**ACTION 6 TITLE: ST6**

**Electric Vehicles & Alternative Fuels Infrastructure**

**BACKGROUND**

Provide continued support for TARDEC (Tank Automotive Research, Development and Engineering Center)’s ongoing SPIDERS (Smart Power Infrastructure Demonstration for Energy Reliability and Security) project. The project is designed to test the viability and security of Electric Vehicles (EVs) in widespread deployment on an Army installation. It includes the development of a micro-grid in the cantonment area and distributed “smart-connected” EVs as a substitute to existing fleet vehicles. The project evaluates the usefulness of the vehicles, and their on grid performance. If successful, these types of EVs can provide emergency power (replace diesel generators), improve the effectiveness of existing renewable energy sources (peak-shave solar and wind) and boost infrastructure for use by GSA and personal vehicles with EV technology—all at a cost savings over a conventional vehicle/generator combo.

Liaise between the community and garrison staff on this and other alternative fuel vehicle activities at Fort Carson.

Continue to participate in regional electric vehicle implementation planning and coordinate outreach efforts to promote the installation’s alternative fuel investments at the state and local level.

**DELIVERABLES**

1. As needed support and coordination with installation and community leaders.
2. Community outreach and promotions of the SPIDERS effort

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<tr>
<td>ST6-1 Brief</td>
<td>Vince Guthrie</td>
<td>Nate Searing</td>
<td>Ongoing during pilot duration</td>
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<td>ST6-2 Data</td>
<td>Various other fleet managers (Clean Cities)</td>
<td>Nate Searing</td>
<td>FEB 2012 Ongoing</td>
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**SUSTAINABILITY GOAL**

**Air Quality**

SMS Reference # DPW 3.4.2.1

**Sustainable**

SMS Reference # DOL 3.2.4, 3.2.5, 3.2.8, 6.4.1

**BENEFITS**

- Monetary savings in gasoline consumption and energy costs (peak shaving)
- Air quality for humans and the environment
- DOA guidance on future deployments of EVs at FCCO and other installations
- Increased public awareness of the potential for EVs and other advanced vehicle technologies on the installation (furthering goals 1, 2 & 3 even more in the future)

**COSTS**

- Time to provide support and participate in EV-related events in the community

**COMMAND SUPPORT NEEDED**

- Command emphasis and support for SPIDERS and evolving alternative fuels projects
ACTION 7 TITLE: ST7

Transit Solutions Team

BACKGROUND

In December of 2011, the Mayor of Colorado Springs announced the creation of a Transit Solutions Team to rethink the transit system to achieve optimum customer satisfaction, including ideas such as van pools and transit zones.

It is important for Fort Carson to have a voice in these decisions so that it may be connected in the plans where they include extended bus routes and other initiatives that might benefit the Installation.

DELIVERABLES

1. Monitor and inform GC of actions and decisions of Mayor’s Transportation Team until Fort Carson is allowed to participate.

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<tbody>
<tr>
<td>ST7-1 Brief</td>
<td>Robert Shonkwiler, Colorado Springs Mayor Transit Solutions Team Lead</td>
<td>Nate Searing</td>
<td>ASAP for request to join / Ongoing thereafter</td>
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<tr>
<td></td>
<td>Mayor Steve Bach / Steve Cox</td>
<td></td>
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SUSTAINABILITY GOAL

Air Quality
SMS Reference # DPW 3.4.2.1

Sustainable Transportation
SMS Reference # DOL 3.2.5, Various directorates’ goals to reduce SOV usage

BENEFITS

- Cost Savings through alignment and use of city transportation systems
- Decrease Installation Needs for Road and Gate Widening

COSTS

- Time for personnel to attend meetings

COMMAND SUPPORT NEEDED

- GC letter / phone call or meeting with Mayor requesting Fort Carson inclusion on the Team.
- Command emphasis and support as Solutions Team develops alternatives for Colorado Springs-area transit services
Promote and support a mixed-use transit-oriented development with an emphasis toward affordable residential to serve Soldiers and their families within 6 miles of Fort Carson gates. This might be a location for a transit hub that would also support soldier housing.

**DELIVERABLES**

1. Encourage collaboration amongst the City of Colorado Springs, PPACG, Balfour Beatty, and private developers to support the planning of an off-post mixed-use development community that supports transit connections to Fort Carson.
2. A potential site of interest is the currently stalled Colorado Avenue development close to downtown.
3. Fort Carson is unable to financially participate in any TOD developments off the installation but can encourage this outcome.

**Task** | **POC** | **Project Mgr** | **Time Frame**  
--- | --- | --- | ---  
ST8-1 Brief | Chuck Miller (CSURA); Chris Jenkins, Lisa | Anneliesa Barta / John Olson | 6 months  

**COSTS**

- Minimal: use existing relationships to network / email potential developers / builders

**COMMAND SUPPORT NEEDED**

- Reinforce idea to Balfour Beatty and other appropriate contacts
**Commuter Express Bus Service / on Post Shuttle**

**BACKGROUND**

Discussions with MMT to provide fast express bus service (with limited stops) along I-25 (as a FREX extension), along the Powers/Academy corridor, and with Fountain to provide service from Fountain have been underway. Discussions for on Post shuttle service, with possible funding provided by JARC grand that requires matching garrison funds have been underway.

Ridership demand for commuter transit has been provided to transit authorities in Fountain and Colorado Springs. Use of the Army Mass Transit Benefit (if renewed by Congress) may substantially underwrite the service, providing critically needed and consistent cashflow to support bus operations.

**DEVELOPABLES**

1. List of lessons learned and best practices from Fort Bragg
2. Meeting for Fountain, MMT, and Fort Carson personnel to discuss
3. Partner with Peterson AFB to extend MMT/FREX Routes and Fountain service
4. Liase between all parties to commence service of express buses.
5. Liase between all parties to commence service of on post shuttle

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<td>ST9-1 Fort Bragg info</td>
<td>Nate Searing</td>
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<td>30 to 60 days</td>
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<tr>
<td>ST9-2 Integration Meeting</td>
<td>Scott Trainor, City of Fountain; Craig Blewitt, MMT; etc.</td>
<td>Nate Searing</td>
<td>60 days</td>
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<td>ST9-4 Ridership demand data</td>
<td>Anneliesa Barta</td>
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</table>

**BENEFITS**

- Provide transportation for commuters usually provided in a city / installation of this size
- Utilization of Army Mass Transit Benefit (if renewed) saves civilians and Soldiers up to $235 per month
- Provide transportation options for “non-choice” transit riders (especially workers left without transportation options when city service shut down), contractors, retirees, visitors and Soldiers family members
- Decrease wait times at gate and traffic volume
- Eliminate or reduce future gate and post roadway expansions. Reduce maintenance frequency on post and on adjacent roadways
- Reduce air pollution
- Mitigate parking demand
- Cost savings for gasoline and automotive maintenance for Installation personnel

**COSTS**

- Time to coordinate existing efforts and research BMPs from Fort Bragg
- Match funding for JARC grant.
SUSTAINABILITY GOAL

Air Quality SMS
Reference # DPW 3.4.2.1

Sustainable Transportation
All Existing Goals and Metrics

Sustainable Development

BACKGROUND

Several long-term (2020 and beyond) ideas have been researched and documented that should be monitored. As funding becomes available or technology costs decrease, these ideas should be re-evaluated.

DELIVERABLES

1. Electric bike sharing program blended with mass transit system
2. Turn either Specker or Wetzel back into two-way and reserve the other for only shuttle bus that services frequently each way
3. Consider the use of Contra-Flow Bike Lanes per prior meeting with Mark Hunsicker and Rick Orphan in the Summer of 2011
4. Monitor/support/influence policy changes in Congress, the DoD, and the DA that support Sustainable Transportation
5. Develop a Personal Rapid Transit system with support from the US Army’s Tank Automotive Research, Development and Engineering Center (TARDEC)
6. Narrowing of Travel lanes on Post to accompany on-street parking to decrease parking lot demand

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<td>ST10-1 Electric Bike Sharing</td>
<td>Nate Searing</td>
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<td>ST10-2 Road Shuttle</td>
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<td>ST10-3 Contra-Flow Bike Lanes</td>
<td>John Olson</td>
<td>6 to 12 months</td>
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<td>ST10-4 Policy Monitoring</td>
<td>Nate Searing</td>
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<td>ST10-5 PRT</td>
<td>Nate Searing</td>
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<td>ST10-6 On Street Parking</td>
<td>John Olson</td>
<td>6 to 12 months</td>
<td></td>
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</table>

BENEFITS

- Comprehensive Sustainability Program at Fort Carson

COSTS

COMMAND SUPPORT NEEDED

- Support as these long term ideas involve.
Some ideas have only been recently brought to the table, and thus must be explored further for feasibility before proper planning. These ideas, while not yet ready for the formal plan, must be captured.

## ACTION 11 TITLE: ST11

### Emerging Ideas

#### BACKGROUND

- Some ideas have only been recently brought to the table, and thus must be explored further for feasibility before proper planning.
- These ideas, while not yet ready for the formal plan, must be captured.

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<td>ST11-1 Grants for Shuttle Drivers</td>
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<td>6 to 12 months</td>
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<tr>
<td>ST11-2 Entrepreneurships</td>
<td>TBD</td>
<td>Team</td>
<td>6 to 12 months</td>
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<tr>
<td>ST11-3 Revisit Staggering of PT Times</td>
<td>TBD</td>
<td>Team</td>
<td>6 to 12 months</td>
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<tr>
<td>ST11-4 Weekend shuttle for food shopping on weekends offered by BBC / AAFES / USO</td>
<td>Mayors, BBC, BOSS, USO</td>
<td>Team</td>
<td>6 to 12 months</td>
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<tr>
<td>ST11-5 Work with unit safety directors to provide safe biking info</td>
<td>TBD</td>
<td>Team</td>
<td>6 to 12 months</td>
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<tr>
<td>ST11-6 Wayfinding signs for pedestrians to encourage walking</td>
<td>TBD</td>
<td>Team</td>
<td>6 to 12 months</td>
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<tr>
<td>ST11-7 Exit signs for gate locations (to prevent lost personnel driving around looking for exit)</td>
<td>TBD</td>
<td>Team</td>
<td>6 to 12 months</td>
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<tr>
<td>Paint bike lanes yellow for safety.</td>
<td>TBD</td>
<td>Team</td>
<td>6 to 12 months</td>
</tr>
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</table>

#### BENEFITS

- Apply for new grants to pay drivers to shuttle personnel and Soldiers to Fort Carson
- Promote a private taxi or shuttle entrepreneur to provide services on post

#### COSTS

#### COMMAND SUPPORT NEEDED

- Support as these long term ideas involve.