



Colorado Springs Platte Avenue Corridor Study  
Public Involvement Plan

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Prepared for the City of Colorado Springs

June 21, 2021

## Introduction

### Goals

The Public Involvement Plan outlines the strategies, tactics, and implementation measures to be carried out by the project team and the City of Colorado Springs to support stakeholder engagement and dissemination of information around the Platte Avenue Corridor Study (Study). This plan supports the City of Colorado Spring's leadership team, their stakeholders, and elected officials. Specifically, the plan is aimed at achieving the following goals:

1. Inform and involve businesses and residents along Platte Avenue to ensure the Study process and any resulting recommendation of projects address public concerns and aspirations along the corridor.
2. Obtain buy-in from Colorado Spring's elected officials and key stakeholders to ensure the Study process addresses city-wide transportation concerns and aspirations identified through ConnectCOS and other planning processes.
3. Gather and document feedback from the public, elected officials, and key stakeholders to develop a list of transportation projects along the corridor that meet the ConnectCOS goals framework and specific needs of stakeholders that interact with the corridor.

The ideal public engagement processes will not only empower stakeholders that live, work, and use Platte Avenue with knowledge and awareness of the work being undertaken, but also provide decision makers with information, guidance, and clear accountability for the path forward of Platte Avenue.

In addition to the overarching goals stated above, there are a series of objectives the Study must address related to Community, Transportation, Communication, and Engagement, defined below.

#### **Community Objectives**

- Ensure the public understands the Study's focus to support current needs along the corridor as well as planned and future growth and development along the corridor.
- Ensure the public understands that while the Study is analyzing transportation, a key focus of the Study is to understand and meet the desires and needs of the community and it's character.

#### **Transportation Objectives**

- Public understands Transportation Staff responsibility to provide infrastructure and improvements to facilitate safe and efficient travel by all modes in a manner that is responsive to our growing community and evolving transportation needs.
- Public views Transportation Staff as subject matter experts for transportation infrastructure following federal guidelines and engineering best practices to help get people using infrastructure to safely and efficiently reach their destination.
- Public understand that Transportation Staff strives to best use limited resources and taxpayer dollars to provide traffic infrastructure improvements that will have the greatest impact on the community.

## Communication Objectives

- Ensure the public understands the Study's relationship to ConnectCOS, its framework, and other planning processes underway or planned by the City of Colorado Springs.
- Provide stakeholders with a better understanding of the existing transportation infrastructure along the corridor and dispel myths about transportation design and impacts. i.e. more travel lanes will reduce congestion, etc.
- Elevate public awareness of the City's duty and progress, such as this process, to manage its growing population by facilitating safe and efficient travel for all modes of transport.
- Engage stakeholders throughout the corridor that may have different transportation needs.
- Safety is a key priority in the development of recommended projects from the Study.

## Engagement Objectives

- Provide opportunities for stakeholders to learn about the state of transportation and transportation infrastructure in the corridor, and share their concerns, aspirations and needs throughout the process.
- Open communication channels for stakeholders to provide input without being required to attend a public meeting or having internet access.
- Reach a wide variety of audiences from different areas along the corridor that use different modes of transportation.
- Seek to gain input from a mobility, accessibility, equity, and community perspective.

## Target Audiences

While the communications effort will seek to inform and engage the broadest possible group of stakeholders that live, work and travel through the corridor, targeted efforts will be made to engage the following groups of stakeholders:

- **Elected Officials/Community Leaders:** It will be critical to involve these key individuals early and provide them with appropriate information so that they can act as project champions and help disseminate updates within their networks as the project progresses. It may be determined that individual meetings are necessary to address individual concerns and interests. As needed, we will provide project status summaries in the form of a one-pager or presentations to share at key briefings/meetings.
- **Residents Along the Corridor:** Ensuring residents are informed and involved in the Study will be vital to the success of the project. It will be top priority for the project team to ensure the general public's voice is heard throughout this process and is reflected in the resulting transportation plan.
- **Community/Business/Civic/Religious/Education Organizations:** These organizations have a vested interest in issues that can benefit or impact their members. Additionally, they have existing means to reach those individuals through established vehicles like newsletters and websites. The leadership of these identified organizations will be actively engaged and resources will be provided for them to share with their memberships.

## Message Platform

Overarching key messages will help guide the way the project team communicates about the process with key stakeholders as well as the general public. The goal is to establish consistent and effective core themes that are easy to recall and provide a strong baseline understanding. Initial draft messages have been developed to assist the project team during the kick-off phase of the project and may need to be updated periodically to stay consistent with shifting priorities. These are meant to serve as an overarching platform and will require further refinement with the project team, depending on the target audience and desired outcome. Draft introductory messaging to support communications are outlined below, with recommendations for development of other elements noted.

**One-Liner:** As the population and built areas of Colorado Springs increase, the City is planning ahead, and envisioning future community needs for transportation infrastructure to support smart and healthy growth. This Study will recommend transportation improvements along the Platte Avenue corridor, while providing opportunities for residents to share their thoughts and feedback on how the corridor can be improved.

### Key Messages:

- As a ConnectCOS critical corridor, the Platte Avenue Corridor Study aims to identify ways to create a transportation system that supports the community and is more safe, equitable, sustainable, efficiently reliable, accessible, and connected.
- The city's public works department is aware of the poor condition of the bridges along the corridor and, through this process, will identify ways to improve the existing bridges and funding to complete identified projects.
- The Platte Avenue Corridor is a gateway to many destinations in the City of Colorado Springs, but the current character is unwelcoming and not the first impression the city deserves.
- The distinctive character areas are what make Platte a unique and valuable corridor in the city, this study is aimed at maintaining the unique characteristics of each area but creating the interchanges in a safe and logical manner.
- Public input and engagement are incredibly important to the success of the effort and will be sought throughout the Study's process.

## Communication Strategy and Tactics

The project team will work with the City of Colorado Springs (COS) Communications team to determine the right number of stakeholder touchpoints through a customized strategy and approach. These could include but are not limited to the following:

### 1. **Project Launch**

- a. **Project Management Team (PMT) Meetings:** We will participate in weekly project management team meetings over the course of 12 months, as well as provide proactive team coordination for the management of current tasks, upcoming activities and next steps.
- b. **City of Colorado Springs Communications Meetings and Support:** To provide a seamless communications engagement we will coordinate closely with the COS



Communications team in the development of the Communications Strategy with a clearly defined understanding of project team member's communications roles and responsibilities.

- c. **Internal Project Coordination Meetings:** As the project progresses and design milestones are reached, it will be important for the project team to have monthly coordination meetings for advancing the project, materials and the communications plan. Assume one meeting monthly for 12-months for internal team coordination.

## 2. Materials Development/ Implementation of the PI plan

- a. **Project Materials:** We will work with the City of Colorado Spring's communications and project team in the development and design (consistent with the city's brand standards) of up to four (4) project pieces that can be used for in-person and digital outreach. These may include supporting materials and handouts such as a project factsheet, FAQs sheet, and water bill insert. These materials will be used to proactively educate the general public and elected council members on the project's benefits, progress and schedule. These will also be utilized on the city's website.
  - i. **Roadshow Slide-deck:** For the purpose of informing community leaders and other interested stakeholders, we will lead the creation of a slide-deck to provide various audiences with an overview of the project and the plan process with an understanding of project scope and schedule.
- b. **Community Meetings:** In the interest of transparency and inclusion our recommendation would be to host four (4) regular opportunities for stakeholders to engage with project leadership and stay informed on the project progress as well as the City's overarching transportation goals. It will be important to position this project as incredibly transparent early in the process. We would envision the first community meeting taking place late in Q2 of 2021 to ensure the public receives accurate information from the onset. We anticipate a launch meeting to take place during Q2 2021.

## 3. Ongoing Expanded Engagement

- a. **Digital Engagement and Messaging Content:** We will work to coordinate with the City Communications team in the development of content for the city's website. This will include a project overview once agreed upon by the city, and up to five (5) updates on the progress of the project. These updates could also potentially serve as news releases depending on the nature of the content.
- b. **Project Email and Database Management:** To advance transparency and establish an open line of communication between the public and project team, we recommend establishing a dedicated project email and database building on PlanCOS and ConnectCOS. We typically manage and curate responses working with the project team for approved messages and tracking.

- c. **Issues Management:** Given the current political climate, and the public interest in larger community wide planning processes, we will identify areas of potential issue escalation and how these may be mitigated on an as needed basis, coordinating closely with the City Communications and the project team.
- d. **Media Relations:** Where appropriate, we will provide support to the City Communications team to proactively communicate with the media to provide project updates. The purpose of this outreach will be to generate excitement for the work being conducted. Prior to this outreach we will coordinate with the City and project management team to identify storylines, and spokespeople.
- e. **Stakeholder Surveying:** We will work to identify and engage stakeholder populations, such as transit riders, along the corridors that may have particular engagement needs due to work schedule, access to internet, or primary language. This engagement may include digital and paper surveys, language translation or closed captioning, or community charrettes.

## Public Involvement Schedule

This schedule will be strategically tied to the project’s progression, adhering to the larger project schedule developed by FHU. Public involvement and outreach with the community will be based on decision points from the technical team. This schedule will be further refined with the project team at various key milestones and will inform how and when we engage with key stakeholders in the community and will be subject to change as the project unfolds.

Tasks	2021												2022											
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Public & Stakeholder Engagement				■	■	■	■			■	■	■			■	■		■	■					
Project Launch				■	■	■	■																	
Corridor Analysis			■	■	■	■	■																	
Solutions and Alternatives Drafting and Comparison							■	■	■	■														
Project Identification and Costing									■	■	■	■	■											
Program Development and Refinement											■	■	■	■										
Final Plan															■	■	■							

## Conclusion

The strategy outlined in this plan will solicit the public buy-in necessary for the success of the Study to identify projects and potential funding to meet the current and future needs of stakeholders who live, work, and travel along the corridor.

By effectively engaging a diverse group of stakeholders and target audiences at the appropriate times with the most effective strategies, we will foster support for the project from multiple audiences. Furthermore, this approach will allow stakeholders to feel empowered, involved and engaged throughout the planning process. In closing, this plan will fulfill a public involvement process consistent with the overarching goals and objectives of the project, as well as ConnectCOS and PlanCOS.

## Platte Avenue Corridor Study

Community Advisory Committee (CAC) Kickoff, May 3<sup>rd</sup>, 2021

### Meeting Purpose

- Establish the CAC charter, roles, and responsibilities
- Develop a common understanding of the project
- Review project milestones, and
- Discuss desired outcomes.

### Welcome and Introductions

The meeting facilitator, Angela Jo Woolcott (K&W), welcomed attendees. Aaron Egbert, City of Colorado Springs Traffic Engineer and Deputy Project Manager, provided opening remarks and introductions for the Platte Avenue Corridor Study. Angela then introduced the project team, outlined the meeting agenda, shared the meeting purpose, the minimum study requirements, participation guidelines, and CAC roster, roles, and responsibilities. A complete list of participants is at the end of this summary.

The CAC roles and responsibilities include:

- Acting as a representative of the community to help vet information;
- Sharing the perspective of your organization, not individual interests;
- Being available and participating in the entire process;
- Sharing concerns with the project team and CAC members;
- Staying engaged between meetings; and
- Serving as a project partner and sharing information.

Angela asked if any CAC members had questions or concerns about the requested commitment, roles, and responsibilities of the CAC members for the entirety of the project. Attendees were in agreement and no concerns were raised.

### Project Overview

Ted Ritschard, Felsburg Holt & Ullevig (FHU), provided an overview of the project. The Platte Avenue Corridor Study is a part of the broader transportation planning effort currently underway, ConnectCOS, and has been identified as a priority corridor to achieve a more mobile community. The ConnectCOS goal framework seeks to create a transportation system that is more safe, equitable, sustainable, efficiently reliable, accessible, and connected. The Platte Avenue Corridor has been split into four distinct character areas, Downtown, West Central, East Central, and Eastern to help organize the study. Challenges and considerations across the corridor include:

- Traffic and safety given forecasted growth, travel time reliability, and intersection operations (especially at Circle and Murray).
- Transit along the corridor including the transfer station at Citadel Mall and high ridership routes.
- Infrastructure (bridges, pavement, and stormwater) conditions.
- Connections to parks, trails, and open spaces as well as the ability for bicyclists and pedestrians to cross and move along Platte Avenue.
- Communities along the corridor including commercial areas, neighborhoods, residents, travelers, economy, and environment.

Anna Laybourn, Design Workshop, shared the existing economic conditions along the corridor. Housing within the corridor, specifically in the Downtown and West Central character areas, is much older than housing found elsewhere in the city. Despite slow population and economic growth throughout the corridor, the market capitalization rate for all asset types has continued to decrease over the past 10 years. A decreasing capitalization rate is a good economic indication that the perceived risk of investing in an area is decreasing. Investors often look at areas with falling capitalization rate as good investment opportunities. The highest income census tracts are in the Central Western and Eastern character areas with the highest tract located near Peterson Airforce Base. The highest percentage of homeowners is in the West Central character area.

CAC members were then asked what they see as challenges along the corridor. The following comments were provided:

- Adding bike and pedestrian access along the whole corridor to specific destinations.
- Increasing safety for bike and pedestrian travel across and along the corridor.
- Confusion of the corridor in relation to traffic speeds from residential areas to freeway like areas.
- Diverse use of the corridor from east to west.
- Curb cutting and intersection improvements have been helpful recently to increase safety and access.
- Introduce more residential-focused transit along the corridor.
- Increase connections along the corridor with existing trails and bike paths.
- Management of stormwater during heavy rain events; specifically miniature viaducts that flood.
- Increasing personal safety for renters or homeowners along the corridor.
- Being a multi-modal process and study will be difficult but rewarding.

Angela concluded the project overview by reviewing the high-level project milestones. She noted that public involvement and stakeholder engagement will be conducted throughout the project to receive valuable feedback.

## What We Have Heard

Kelly Leadbetter, FHU, summarized feedback gathered from topical workshops with utilities, bike advocates, city staff, and other stakeholders. The corridor operates as a gateway to many destinations and a key transit route with high ridership, but the current character is unwelcoming. Platte Avenue is poised for a multi-modal transformation that better serves the surrounding neighborhoods. The City has received feedback that living directly on Platte Avenue compromises their quality of life because of the traffic, inability to cross the street, and noise.

Angela then summarized feedback received from stakeholder interviews and a partnering workshop held with City staff. Participants of stakeholder interviews shared concerns around safety for north-south travel across Platte, high speed traffic in residential areas, and biking along Platte without a bike lane. Other themes shared included a desire for more parking in some areas, the need for the study to consider all modes, and curb cuts making intersections safer and more accessible. At the Partnering Workshop, City staff shared a desire for a more balanced roadway, transit enhancements, reducing barriers for north-south travel, near-, mid-, and long-term actions to compliment ongoing and planned development, and improved connectivity to adjacent major roadways.

## Small Group Discussions

CAC members and project staff were then separated into two small groups for further discussion on the project. Below is a list of the two groups.

<p><b>GREEN GROUP</b></p> <ul style="list-style-type: none"> <li>• Technical: Ted</li> <li>• Facilitator: Zach</li> <li>• Notetaker: Amy</li> </ul>	<ul style="list-style-type: none"> <li>• William Harrell</li> <li>• Brett Lacey</li> <li>• Eric Becker</li> <li>• Tim Roberts</li> <li>• Anna <u>Laybourn</u></li> <li>• Aaron Egbert</li> </ul>	<ul style="list-style-type: none"> <li>• Ann Werner</li> <li>• Chelsea <u>Gondeck</u></li> <li>• Allen Beauchamp</li> <li>• John <u>Liosatos</u></li> <li>• Emily Duncan</li> </ul>
<p><b>BLUE GROUP</b></p> <ul style="list-style-type: none"> <li>• Technical: Marianne</li> <li>• Facilitator: Angela</li> <li>• Notetaker: Kelly</li> </ul>	<ul style="list-style-type: none"> <li>• Nicole Odell</li> <li>• Mark Hopewell</li> <li>• Paul Spotts</li> <li>• Katherine Brady</li> <li>• Dan Krueger</li> <li>• Eric Gunderson</li> </ul>	<ul style="list-style-type: none"> <li>• Richard Muledy</li> <li>• Christian Mendez</li> <li>• Mark Northop</li> </ul>

Each group was asked the following questions:

- What is a desired outcome you would like?
- What is the current role of Platte?
- How would you like to see Platte Avenue transform?
- What does the future of Platte Avenue look like to you?
- Does your vision change from segment to segment?
- How can Platte best serve the community in the future?

The following comments were shared and recorded during the exercise.

- Each character area is very different and there is a desire to maintain that character into the future but also connect these areas and improve aesthetics between them. Solutions may differ between each area and should focus on maintaining the current character.
- Perspectives of Knob Hill residents and business owners on the identity of the community and include the communities voice is important to the process.
- Currently Platte is the easiest way to get east to Powers, but the character is somewhat confusing with the different character areas and lack of demarcation leading to safety issues and concerns. It also serves as an important transit corridor with high ridership on existing routes which should be enhanced to support transit-to-transit and multiple modes.
- The Eastern character area has a lot more opportunities with blank spaces that can be transformed.
- Evaluate how multimodal improvements along the Platte Avenue corridor will impact other east/west corridors.
- Improve drainage of stormwater on roads during large storms.
- Truly take a corridor approach that includes parallel facilities and connecting facilities and north-south intersections focusing on how each play into the transportation system.
- Keep considerations for grade separated crossings for trail user safety and consistency with Parks Master Plan that labels all tier 1 trails as grade separated.
- Ensure non-choice riders (that don't have other options besides biking) are considered when reviewing facilities and access across the corridor not just Sunday leisure or recreational riders.
- PPACG is focused on longer-range and regional efforts but can help spread information on engagement opportunities.
- There is a need for parks on the east side of the corridor near Academy Boulevard.
- Be mindful of the utility upgrades needed to serve the new development on the Eastern character area of the corridor.



## Next Steps

Angela summarized next steps for the Platte Avenue Corridor Study. A project website will be established in May followed by an email blast announcing the start of the project. The next CAC meeting will be scheduled using Doodle Poll and will cover an analysis of the corridor and its strengths, weaknesses, opportunities, and constraints. Dan Krueger, City of Colorado Springs, and Aaron closed the meeting with final remarks and thanked CAC members for their time and input.

## Participants

### Project Team Attendees

Name	Organization
Aaron Egbert	City of Colorado Springs
Dan Krueger	City of Colorado Springs
Ted Ritschard	FHU
Kelly Leadbetter	FHU
Angela Woolcott	Kearns & West
Christian Mendez	Kearns & West
Zach Barr	Kearns & West
Anna Laybourn	Design Workshop
Marianne Stuck	Design Workshop
Amy Garinger	Kimley-Horn
Eric Gunderson	Kimley-Horn

### Committee Attendees

Name	Organization
Ann Werner	Pikes Peak Area Council of Governments
Emily Duncan	Parks, Rec and Cultural Services
Brett Lacey	COS Fire Department
Chelsea Gondeck	Downtown Partnership
Mark Hopewell	Active Transportation Advisory Committee
Katherine Brady	COS Planning/Bicycle
Nicole Odell	Bike Colorado Springs
Paul Spotts	The Independence Center
Mark Northop	PPACG
John Liosatos	PPACG
Allen Beauchamp	Trails and Open Space Coalition
Karen Palus	Parks, Rec and Cultural Services
Richard Mulledy	COS: Stormwater Enterprise Manager
Eric Becker	Platte Ave (in Knob Hill) Special Improvement Maintenance District

<b>Name</b>	<b>Organization</b>
William Harrell	Citizen Transportation Advisory Board (CTAB)
Tim Roberts	City of Colorado Springs

## Colorado Springs Platte Avenue Corridor Study

Community Advisory Committee (CAC) Meeting #2, Thursday, August 5<sup>th</sup>, 2021  
Meeting Summary

### Meeting Purpose & Goals

- Review feedback collected thus far including comments received during the map-based exercise
- Share an update on technical analysis
- Review project teams draft functional objectives
- Preview upcoming character area workshops

### Welcome and Introductions

The meeting facilitator, Angela Woolcott, K&W, welcomed attendees and provided opening remarks which included an overview of meeting participation guidelines and sharing the meeting purpose and goals listed above. The primary purpose of the meeting was to share an update on what the project team has heard from public involvement efforts as well as updates on the technical analysis of the project.

Angela introduced the project team and outlined the meeting agenda. The full list of project team members as well as CAC members who were in attendance are included at the end of the meeting summary. The meeting was broken into four segments which include (1) a project overview and review of where we are in the process, (2) a review of public input and feedback received to date, (3) a preview of the draft functional objectives that will be used to define future alternatives, and (4) a preview of the character area workshops that were scheduled to take place in two weeks. After each section, the project team hosted a short Q&A to allow CAC members to respond, ask questions, and share their thoughts.

At the onset of the meeting, Angela reminded the Platte Avenue Community Advisory Committee (CAC) of their roles and responsibilities; these include:

- Acting as a representative of the community and helping to vet information
- Sharing the perspectives of their organization rather than their individual interests
- Being available to participate in the entire process from beginning to end
- Bringing concerns from the community back to the group and the project team
- Staying engaged between meetings and project milestones by participating in public involvement activities and reviewing information the project team shares in between CAC meetings
- Serving as a project partner and a steward in the community by sharing accurate and timely information with the broader public and constituents

### Project Overview

Ted Ritschard, Olsson, provided a project overview to orient CAC members and ensure everyone is starting with the same level of knowledge regarding the [Platte Avenue Corridor Study](#). The Platte Avenue Corridor study is connected to and is a pilot corridor project of [ConnectCOS](#), which is the 20-year transportation master plan for the City of Colorado Springs. Platte Avenue was identified early in the ConnectCOS process as a critical city corridor, whose study area runs from 1-25 to Powers Boulevard.

Ted explained that as part of the technical analysis, the study area has been divided into four character areas: (1) Downtown, (2) Middle Shooks Run, (3) Knob Hill, (4) and Eastern Reaches. The function of one character area influences the function and performance of the adjacent character areas. The project team recognizes that character areas do not have distinct street borders but rather transition zones from one area to the next making one continuous corridor. When considering investments in each of these distinct character areas, we have to consider investments for the entire corridor and study area.

**How do we define a corridor?** A corridor includes the major roadway and also any adjacent roadways or networks that exist such as trail and transit routes as well as the context of adjacent neighborhoods.

Ted then discussed the importance of connecting the Platte Avenue Corridor Study to the goal framework for ConnectCOS. Based on stakeholder and public input, as well as previous planning processes, ConnectCOS strives to identify transportation and mobility improvements based on six primary goal areas: safe, equitable, sustainable, efficiently reliable, accessible, and connected. The goal framework helps define what alternatives developed should address. By assessing the current system's progress, we can better understand where the current needs are as well as identifying actions that generate a high return in performance improvement or things that would make a significant difference in each of these goal areas.

Ted then reviewed the timeline for the project and noted that the project team is moving into the phase of developing initial strategies for the corridor that will then become recommended projects. Regarding the Platte Avenue Corridor Study process, the project team is narrowing in on the transition point between needs and solutions. Towards the end of 2021, the project team will produce a draft of the final plan document for the Platte Avenue Corridor.

## **Public Meeting Feedback & Map-Based Survey Results**

Angela Woolcott, K&W, reviewed recent feedback from public engagement activities, the first of which included a virtual public meeting held in early June 2021. During that meeting, the project team asked a series of questions to learn more about the community's preferences and travel patterns along Platte Avenue. Angela showed a high-level summary of the results of that activity. To read a detailed review of the activity and the results, please see the [Platte Avenue Corridor Study Virtual Public Meeting Summary](https://coloradosprings.gov/project/platte-avenue-corridor-study) on the project website (<https://coloradosprings.gov/project/platte-avenue-corridor-study>).

Next, Angela turned the presentation over to Kelly Leadbetter, FHU, to review the results and public feedback collected from Social Pinpoint. Social Pinpoint is a map-based tool that was recently available on the project website for public engagement and to collect public input on the project from approximately June 6<sup>th</sup> to July 14<sup>th</sup>.

The online mapping tool prompted participants to identify what they appreciate, or thought was working well along the corridor, as well as current concerns and perceived challenges. Responses were organized into five possible categories that respondents were asked to select, including community, bicycle, pedestrian, transit, and vehicular. The project team received 100 unique comments using the tool, as well as an additional 154 "up votes" to existing public feedback either affirming or agreeing with those comments.

Kelly shared additional observations regarding the Social Pinpoint public results which are being used to inform the corridor analysis. The majority of responses were shared in relation to the West-end of the project area. She then went through each character area to summarize the results.

Social Pinpoint results relating to the Downtown area:

- There are roughly 20 comments received for this area.
- Some comments include the General Palmer Statue and how to better manage this intersection,
- as well as the function of Platte Avenue in the Downtown area and its lack of connectivity to 1-25.

Middle Shook's Run area:

- Many respondents appreciate the existing medians for the mature trees and shade they provide,

- and there are continuing concerns about the lack of connectivity and excess of traffic and traffic-related noise;
- comments also include an interest in slowing speeds in this area.

Knob Hill:

- The area near Citadel Mall includes many comments regarding safety and functionality of intersections,
- specifically concerns about the barriers and lack of safe crossings along Platte Avenue.
- Comments also focused on an appreciation for the arts and preservation of an art district.

Eastern Reaches:

- Lastly, the Eastern Reaches area include less comments from the public,
- but certainly an acknowledgement and emphasis on existing challenges around the frontage roads.
- Comments also emphasize the regional nature of Platte Avenue and the regional connection it provides between the airport and other major destinations.

Kelly opened the conversation to the group to share additional observations from the map-based tool. Comments shared by CAC members include:

- There is not a one-size-fits-all solution for the corridor, especially due to the diversity of the neighborhoods located along and adjacent to the corridor.
- Platte Avenue intersects some fairly busy North/ South corridors that we should be mindful of when considering traffic flow and connectivity.
- The quick transition from commercial to residential can be a challenge and a safety concern.
- There is interest in adding some amount of capacity through the adjacent neighborhoods for alternate travel, but this is also in conflict with some neighborhood interests.

## Technical Analysis Update

Next, Ted Ritschard, Olsson, gave an update on the technical analysis underway. He began by discussing the integrated planning process between [PlanCOS](#), [ConnectCOS](#), and the [Platte Avenue Corridor Study](#). The City strives to enhance overall city planning processes by making them more integrated and mutually supportive while increasing transparency which builds trust with the public. Additionally, the project team wants to target investments that move us closer to our goals, and a primary goal of the technical analysis is to analyze how to meet the ConnectCOS goal framework discussed earlier in this summary.

Ted summarized the needs assessment conducted for Platte Avenue as it relates to each goal area within the ConnectCOS goal framework. What follows is a list of challenges and/or needs of Platte Avenue for each goal area.

- **Safe:** concentrations of bike and pedestrian related crashes; crash concentrations at intersections; driveway/pedestrian conflicts; personal safety for transit users
- **Equitable:** significant populations with social or mobility needs; missing sidewalk connections; lack of bike and pedestrian crossings; transit access to businesses; lack of housing/retail
- **Sustainable:** QOZ, EOZ, and enterprise zone designations; age of housing / lack of economic investment; street trees and access to greenspace; affordable housing, do mobility options support sustainability
- **Efficiently reliable:** traffic expected to grow over 12% by 2045; several intersections are failing or near failing to hold the current traffic volumes and will be worse in the future; existing

corridor right of way is fully allocated – how to add capacity; specific bridges / structures need significant repair or replacement; sidewalk condition / missing sidewalk creates barriers

- **Accessible:** missing sidewalks and poor condition; lack of pedestrian crossings and ADA compliance; need for transit connection facilities and wayfinding; transit accessible businesses; comfortable North/South bike and pedestrian crossings
- **Connected:** mobility and land use incompatibilities; neighborhood barrier with lack of crossings; lack of investment in the area; need for better transitions between different character areas

## Functional Objectives

Ted Ritschard then led the portion of the presentation and discussion answering the question: “What is the function of Platte Avenue?”. Functional objectives provide guidance to the project team regarding where they should expend energy or effort in developing alternatives and transportation investments that can achieve these objectives. Below is a draft list of functional objectives for Platte Avenue that the project team is seeking public input on through conversations with the Executive Oversight Committee (EOC), Community Advisory Committee (CAC), and the general public. The input is received through EOC and CAC committee meetings as well as a series of upcoming community workshops.

The purpose of refining the functional objectives for Platte Avenue is three-fold:

- 1) To translate the ConnectCOS Goals to the needs and context of Platte Avenue
- 2) To describe the key elements of a high performing Platte Avenue, also known as the function of Platte Avenue
- 3) To describe the conditions where efforts should be directed for specific outcomes, also known as the objectives of Platte Avenue

The following functional objectives for Platte Avenue are in draft form as they are still undergoing revisions based on public input. They are as follows.

*The Platte Avenue Corridor should...*

- 1) *Maintain/enhance east west connectivity and capacity for current and future traffic as the primary function of the Platte Avenue corridor. Consider travel times, network connectivity, and activity centers that are served.*
- 2) *Support the fact that Downtown is a destination – while through traffic between I-25 and eastern reaches of Platte is significant, the character of the corridor in Downtown should not change focus to facilitate these through movements of traffic.*
- 3) *Establish a more consistent identity for the corridor while integrating and enhancing the different character areas and the transitions between.*
- 4) *Enhance the travel experience of the corridor to create an ‘Avenue’ that visually connects the length of the corridor and creates context specific placemaking opportunities.*
- 5) *Investments in the corridor should reflect the significant opportunity presented by Platte Ave to positively impact Citywide economic and equity goals.*
- 6) *Provide multiple travel modes within the corridor with comparative levels of efficiency and safety.*

## Preview of Character Area Workshops

Angela Woolcott, K&W, then shared information about the upcoming Platte Avenue Corridor Study character area specific workshops. In opening the conversation, she emphasized that while the project team would like to host the workshops in person, they have made the decision to transition all scheduled workshops to take place virtually in order to prioritize the public safety of everyone involved. However, if CAC members or any member of the public would like to meet one-on-one with a project team member to share their ideas or concerns, then this is a possibility. For anyone who is unable to attend a virtual workshop, the outcomes of the workshops will be summarized and packaged with relevant materials and posted to the project webpage.

Angela gave an overview of the workshop goals and activities; the community workshops will...

1. Provide information on the project corridor existing conditions.
2. Allow participants to experience the segment through a virtual "tour" to better understand existing functionality, issues and opportunities in-person.
3. Explore and capture community interests and feedback.
4. Empower participants to act as a resource and source for information for other community members for the study.
5. Celebrate culture and identity that varies across the four character areas by helping identify the elements that make each character area unique and tailor solutions in response.

The community workshop activities are identical for all workshops, though they focus on a specified character area. Using PowerPoint, Poll Everywhere, drone video of the study area, and interactive activities in Miro, the project team expects an engaging workshop experience for all participants. Miro is a highly interactive virtual engagement tool that the project team will use for a series of virtual exercises during the workshop. Information on how to use Miro will be shared with participants in advance of the meeting.

The schedule for the upcoming workshops is as follows:

### ***Monday, August 16th***

#### **Area 3 & 4 Workshop**

**Eastern and East Central.** This portion of the study area includes Platte Avenue and the surrounding neighborhoods between Union Boulevard and Chelton Road. This segment includes Knob Hill Arts District, Citadel Mall, and Academy Boulevard.

**Workshop time:** 3 pm – 5 pm

### ***Tuesday, August 17th***

#### **Area 1 Workshop**

**Downtown.** This area includes Platte Avenue and the surrounding businesses between I-25 and Wahsatch Avenue.

**Workshop time:** 4 pm – 6 pm

### ***Wednesday, August 18th***

#### **Area 2 Workshop**

**West Central.** This area includes Platte Avenue and the surrounding neighborhoods between Wahsatch and Union Boulevard. This segment includes Middle Shooks Run.

**Workshop time:** 3 pm – 5 pm

## Next Steps

In closing, Dan Krueger, project manager, City of Colorado Springs, reiterated the need to have virtual public meetings due to growing concerns around the delta variant COVID-19, despite interest from the project team to meet with stakeholders and the public in small group or one-on-one meetings. He raised



awareness that holding virtual meetings can be a barrier to receiving project input, but the project team will do their best to ensure everyone has an opportunity to be engaged in the process.

Angela Woolcott, K&W, closed the meeting by reminding everyone that as we head into the next phase of the project, the discussions around balancing the needs and interests of everyone involved will become a critical part of the conversation. It is important that everyone continue to stay involved. CAC members were then encouraged to email the project team ([Info@platteavestudy.com](mailto:Info@platteavestudy.com)) or call the team with additional comments or questions.

## Participants

### Project Team Attendees

<b>Ted Ritschard</b>	Olsson
<b>Kelly Leadbetter</b>	FHU
<b>Eric Gunderson</b>	Kimley Horn
<b>Amy Garinger</b>	Kimley Horn
<b>Kyle McLaughlin</b>	Kimley Horn
<b>Marianne Stuck</b>	Design Workshop
<b>Anna Laybourn</b>	Design Workshop
<b>Zach Barr</b>	Kearns & West
<b>Angela Woolcott</b>	Kearns & West
<b>Sarah Franklin</b>	Kearns & West
<b>Aaron Egbert</b>	City of Colorado Springs
<b>Dan Krueger</b>	City of Colorado Springs

### Community Advisory Committee (CAC) Roster

<b>Nicole Odell</b>	<b>Bike Colorado Springs</b>
<b>Chelsea Gondeck</b>	Downtown Partnership
<b>Mark Hopewell</b>	Active Transportation Advisory Committee
<b>Allen Beauchamp</b>	Trails and Open Space Coalition
<b>Jim Godfrey</b>	Pikes Peak Rural Transportation Authority
<b>Tim Seibert</b>	Norwood
<b>Karen Palus</b>	Parks, Rec and Cultural Services
<b>Pat Rigdon</b>	COS Police Department
<b>Rachel Beck</b>	Colorado Springs Chamber & EDC
<b>William Harrell</b>	Citizen Transportation Advisory Board (CTAB)
<b>Scott Lee</b>	COS Parking Enterprise
<b>Paul Spotts</b>	The Independence Center & Community Transit Coalition
<b>Nancy Henjum</b>	City Council (District 5)
<b>Ann Werner</b>	PPACG DoD Liaison
<b>Brett Lacey</b>	COS Fire Department
<b>Kate Brady</b>	COS Planning/Bicycle
<b>Rodney Gullatte</b>	Black Business Network
<b>Terry Johns</b>	School District 11 Facilities
<b>Ben Anderson</b>	Solid Rock Community Development Corporation
<b>Eric Becker</b>	Platte Ave (in Knob Hill) Special Improvement Maintenance District
<b>Stephanie Johnson</b>	Platte Avenue Business & Neighborhood Association
<b>Jeff Peterson</b>	YMCA
<b>Shane Ferguson</b>	CDOT
<b>Richard Mulledy</b>	COS: Stormwater Enterprise Manager
<b>Elena Nunez</b>	Colorado Springs Utilities



## Colorado Springs Platte Avenue Corridor Study

Community Advisory Committee (CAC) Meeting #3, Wednesday, December 1<sup>st</sup>, 2021  
Meeting Summary

### Meeting Purpose & Goals

- Review project process and functional objectives
- Share alternatives development
- Collect CAC feedback on character area's ambitions, alternatives, and opportunities

### Welcome and Introductions

Kelly Leadbetter, Felsburg, Holt, & Ullevig (FHU), welcomed attendees to the meeting. She then provided opening remarks including introductions and a review of meeting guidelines. A full list of project team members, Platte Avenue Corridor Study Community Advisory Committee (CAC) members, and guests who were in attendance are included at the end of this summary.

While outlining participant guidelines, roles, and responsibilities, Kelly reiterated the CAC's role to act as representatives of the community and their constituents, and to share perspectives of their organization rather than individual interests. Those in attendance were encouraged to (1) be collaborative and provide productive ideas and feedback to the team to help the project be successful, (2) respect the ideas of others, and (3) focus on the task at hand.

In advance of the meeting, the project team shared a document that reviewed the needs assessment conducted for the corridor and the functional objectives. Both have been covered extensively in previous meetings.

Ted Ritschard (Olsson) then reviewed the meeting agenda. The meeting was organized into three parts: (1) a project review of functional objectives, (2) a discussion of each character area's opportunities and alternatives, and (3) an overview of the next steps for the project.

### Project Review

Ted, briefly, reviewed how the Platte Avenue Corridor Study is part of an integrated planning process through PlanCOS and ConnectCOS. The analysis being done for Platte Avenue, a ConnectCOS community corridor, relates to the ConnectCOS Goal Framework, by proposing opportunities and alternatives for the Platte Avenue Corridor that are safe, equitable, sustainable, efficiently reliable, accessible, and connected.

Additionally, Ted briefly reviewed the project's functional objectives that were developed through stakeholder and public input and previously reviewed by the CAC. Functional objectives provide guidance to the Project Team in developing alternatives and transportation investments to achieve the project's objectives. Below is a list of the functional objectives the Platte Avenue Project Team is using to inform the alternatives, opportunities, and investments discussed throughout the meeting:

- Maintain and enhance east-west connectivity and capacity for current and future traffic as the primary function of the corridor, considering travel times, network connectivity, and activity centers served.
- Support Downtown as a destination- while connectivity between I-25 and the Eastern Reaches is important, the character of the Downtown portion of the corridor should prioritize the vision for Downtown.
- Establish a consistent identity for the corridor while integrating and enhancing the different character areas and transitions between.

- Integrate the corridor into the community to create an “avenue”, visual connections, and context-specific placemaking opportunities.
- Invest in the corridor to support the significant opportunity presented by Platte Avenue to positively impact Citywide economic and equity outcomes.
- Provide safe, efficient, and comfortable transportation options along and across the corridor to enhance mobility for those who drive, ride, walk, bicycle, take transit, or other mode of travel.

## Developing the Draft Alternatives

Ted explained the alternatives being presented for consideration to meet the functional objectives for Platte Avenue. Incremental alternatives are solutions intended to be effective in addressing current problems, while transformational alternatives are more ambitious solutions seeking to explore what could be possible with fewer constraints and more resources.

The Platte Avenue Project Team then presented ambitions, opportunities, incremental alternatives, and transformational alternatives for the various character areas based on the project’s goal to enhance east-west capacity within the City. The team evaluated traffic operations through current and future daily traffic volumes, basic roadway capacity checks, peak hour intersection traffic volumes and levels of service (LOS). Ambitions were developed through public and stakeholder feedback to capture elements or outcomes of any improvement that are critical to meeting functional objectives in each of the distinct character areas.

### *Draft Alternatives for the Downtown Character Area*

Lyle DeVries, Felsburg, Holt, & Ullevig (FHU), began by reviewing the Downtown character area ambitions including:

- **Vehicular ambitions** look to maintain the functionality of the downtown’s street grid, improve operations at the Platte Avenue and Nevada Avenue intersection and provide capacity for forecasted future traffic.
- **Transit ambitions** look to strengthen the connection to the Downtown transit station.
- **Bicycle and pedestrian ambitions** look to improve pedestrian safety near Palmer High School, provide direct connections to the Monument Creek trail, and prioritize the pedestrian experience.
- **Community ambitions** look to integrate Acacia Park into the Platte Avenue Corridor’s Downtown character area.
- **Land use ambitions** look to support existing and future land uses.

Lyle then presented two opportunities to the CAC based on traffic operations analysis. These opportunities included the following:

- 1) Platte Avenue currently a four-lane roadway has an opportunity to have a lane reduction from four to two lanes between Wahsatch Avenue and Cascade Avenue based on current and future daily traffic operation volumes.
- 2) Platte Avenue, as part of the corridor study, considers the downtown grid as a key component for I-25 connectivity; therefore, proposing a lane reduction from three lanes to two lanes for both Bijou Street and Kiowa Avenue would provide slower traffic speeds and increase space for pedestrians.

Lyle reviewed a summary of proposed incremental and transformational alternatives for the Downtown character area. For incremental alternatives, the project team proposes:

- Lane reductions on Platte,
- Nevada Avenue intersection safety improvements,
- Introduction of medians, and
- Tejon Street intersection and aesthetic improvements.

For transformational alternatives, the project team proposes:

- The creation of a festival street alongside Acacia Park, and
- Additional improvements to the downtown grid including improvements to Bijou Street and Kiowa Avenue.

Below is a diagram (Figure 1) of the existing Downtown area of Platte Avenue and an illustration of the proposed incremental and transformational alternatives.

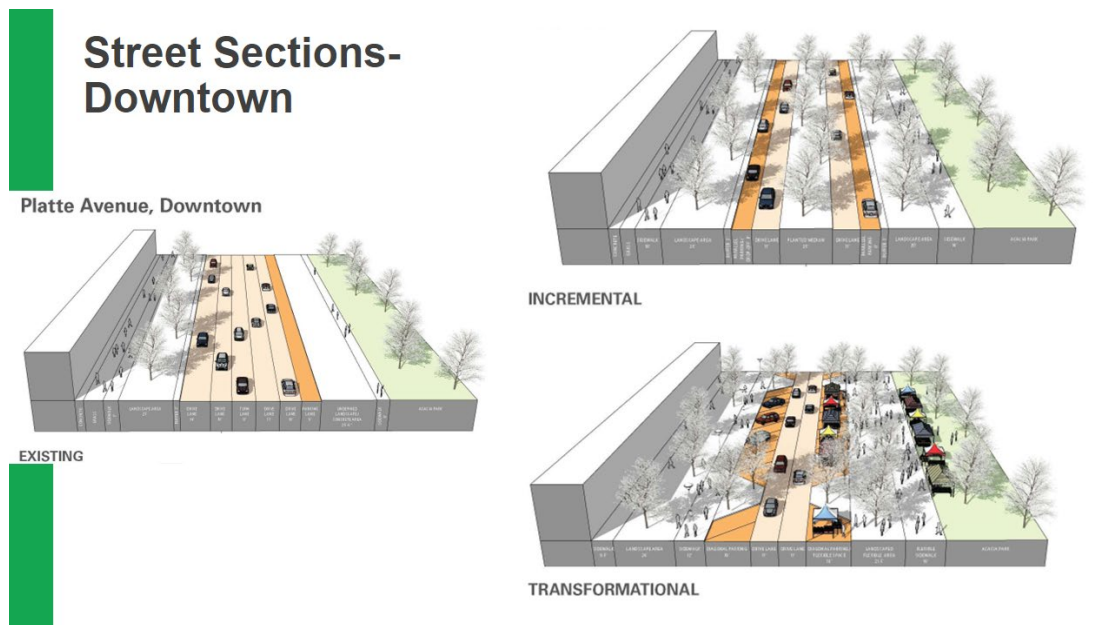


Figure 1: Platte Avenue Downtown Character Area as it relates to the existing, incremental alternatives, and transformational alternatives.

Lyle then paused and allowed CAC members to pose questions and provide feedback on the proposed opportunities and alternatives. Committee members asked for clarification on the differences between incremental and transformational alternatives to which Ted responded that incremental and transformational alternatives represent a spectrum of solutions, and final project recommendations will likely fall somewhere between incremental and transformational solutions.

Additionally, CAC members raised questions about the proposed lane reduction opportunities and their relationship to continued City development. Ted responded to these questions and reiterated that Downtown is very mature in terms of land use and set traffic patterns, which gave the team confidence that a lane reduction would be able to handle current and future travel volumes. Additionally, the traffic model incorporated potential downtown growth, with the prediction that as urban density increases, pedestrian traffic will also increase. In conclusion, Curtis Rowe, Kimley-Horn, added that central business districts do not result in a significant greater traffic volume, but provide a point of synergy within the downtown grid to provide connectivity for all modes of transportation.

CAC committee members also raised questions regarding how improvements to the Platte Avenue and Nevada Avenue intersection would affect the General William Jackson Palmer statue. The General William Jackson Palmer statue would remain, but the alternatives proposed would prohibit vehicular left turns. Proposed solutions would continue to incorporate ease of emergency response and would not prohibit emergency vehicles from being able to take left turns if proposed alternatives restrict vehicles from making left turns.

### *Middle Shooks Run and Knob Hill Alternatives*

Ted began with an overview of Middle Shooks Run and Knob Hill ambitions. The project team acknowledges the character areas as distinct; however, presented them together since the proposed alternative that spans both areas.

Ted first reviewed the following Middle Shooks Run character area ambitions:

- **Vehicular ambitions** look to align travel speeds with neighborhood character, provide capacity for forecasted future traffic, and intersection improvements at Union Boulevard.
- **Transit ambitions** look to enhance transit stop accessibility and safety, while attracting choice riders.
- **Bicycle and pedestrian ambitions** look to complete missing sidewalks and enhance connections across Platte Avenue.
- **Community ambitions** look to support and enhance neighborhood character and mitigate traffic impacts.
- **Land use ambitions** look to support residential land uses.

Ted, then reviewed the following Knob Hill character area ambitions:

- **Vehicular ambitions** look to align travel speeds with a walkable commercial area and provide capacity for forecasted future traffic.
- **Transit ambitions** look to enhance transit stop accessibility and safety, while attracting choice riders.
- **Bicycle and pedestrian ambitions** look to complete missing sidewalks, enhance connections across Platte Avenue, reduce pedestrian driveway conflicts, and enhance access to businesses.
- **Community ambitions** look to support Knob Hill as a destination and allocate more space for pedestrians.
- **Land use ambitions** look to support scale of current uses and invest in infrastructure to catalyze private investments.

Building off the ambitions, Ted, then, discusses how data from traffic operations analysis in the two-character areas allows for the proposal of the following two opportunities:

- 1) Boulder Street currently provides four travel lanes which presents the opportunity to consider a lane reduction along Boulder Street and reallocate space to other modes and uses.
- 2) Platte Avenue and Boulder Street currently provide eight total travel lanes with current and future traffic demands limiting Platte Avenue's flexibility to serve multiple modes and ambitions. Examination of traffic operations provide an opportunity for a one-way couplet with Boulder Street operating Westbound and Platte Avenue operating Eastbound to serve multiple modes and ambitions. One way operation would also allow traffic signal progression is to reduce travel speeds and shorten pedestrian crossing distances.

Ted reviewed a summary of proposed incremental and transformational alternatives for the Middle Shooks Run and Knob Hill character area. For incremental alternatives, the Project Team proposes:

- Union Circle intersection capacity improvements,
- Reallocation of medians to road edges,
- Enhanced pedestrian facilities,
- Additional signalized pedestrian crossings and intersections,
- Lane reduction on Boulder with added dedicated transit lanes,
- Transit queue jumps at major intersections, and
- Enhanced bus stops.

Proposed transformational alternatives include:

- Converting Platte Avenue and Boulder Street to a one-way couplet,
- Reallocating travel lanes on both roadways to other uses such as dedicated transit lane, two-way cycle track, and enhanced streetscape and pedestrian spaces; and,
- Improving north/south bike and pedestrian connection to the larger network.

Below are multiple diagrams, that represent the Middle Shooks Run character area (Figure 2 & Figure 3) and Knob Hill (Figure 4 & Figure 5).

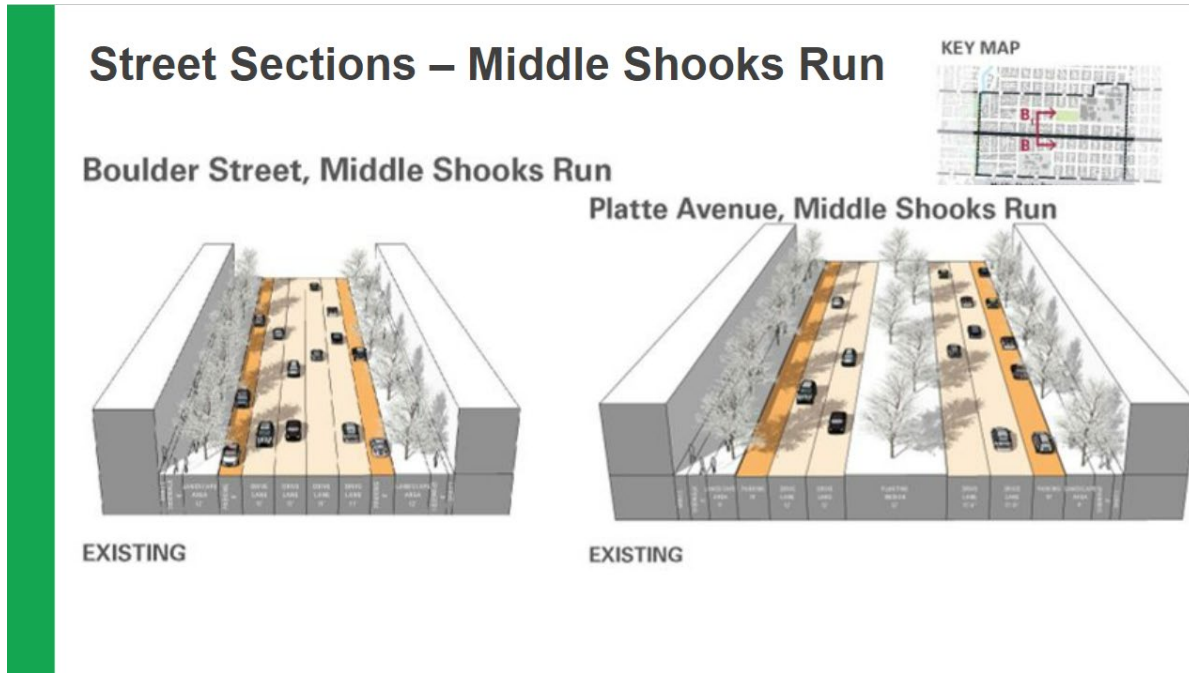


Figure 2: Platte Avenue Middle Shooks Run character area demonstrating an existing axon on the left that is Boulder Street, which is a key intersection of Platte Avenue. The right existing axon shows a section of Platte Avenue.



## Alternative Street Sections – Middle Shooks Run

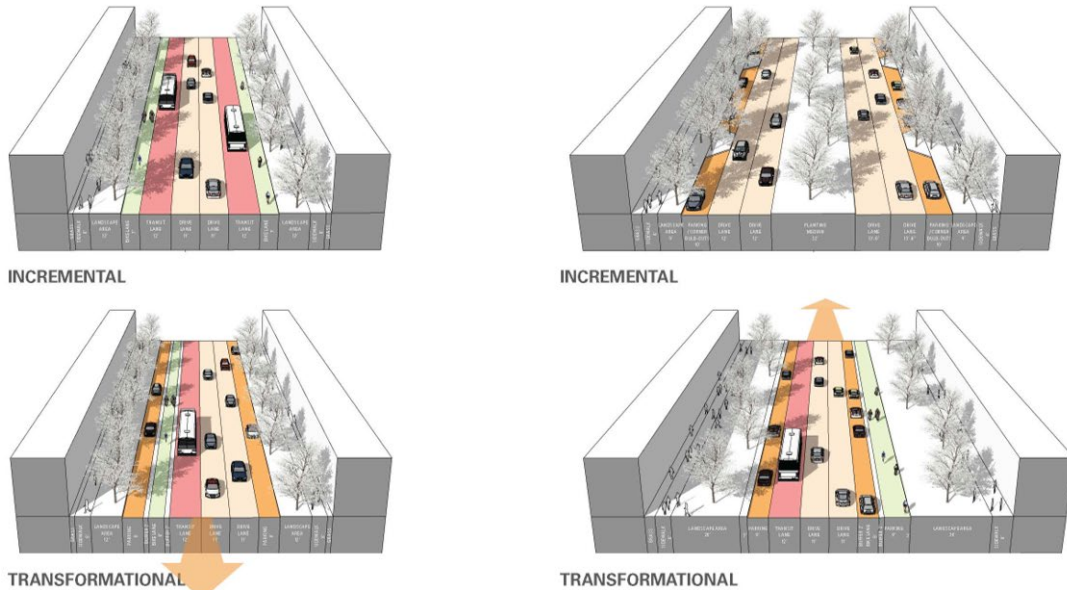


Figure 3: Platte Avenue Middle Shooks Run character area with proposed incremental alternatives and transformational alternatives. The left axonometries represents incremental and transformational alternatives for Boulder Street, while the right axonometries represent incremental and transformational alternatives for Platte Avenue.

## Street Sections – Knob Hill

Platte Avenue, Knob Hill

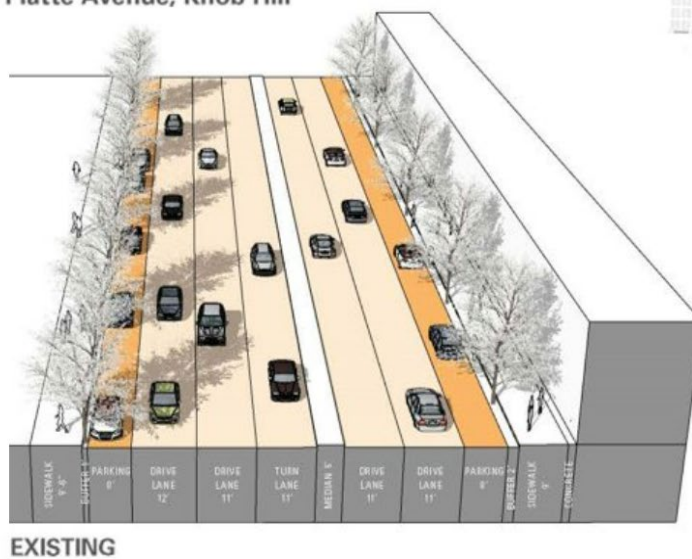


Figure 4: Platte Avenue Knob Hill character area showing an existing section of Platte Avenue.

## Alternative Street Sections – Platte (Knob Hill)

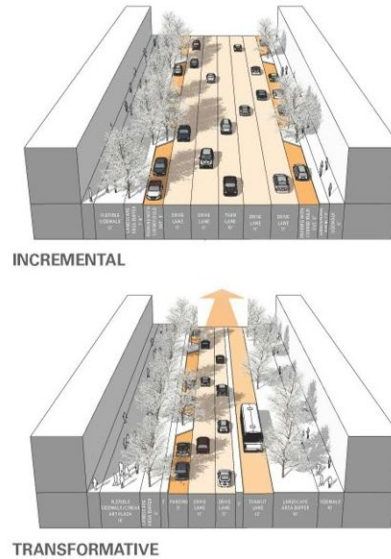


Figure 5: Platte Avenue Knob Hill character area with proposed incremental alternatives and transformational alternatives.

Ted then opened the discussion for CAC members to pose questions or discuss the ambitions, opportunities, or proposed alternatives for the two-character areas. Committee members asked for clarification around the proposed queue jump, which refers to a traffic configuration where a bus has a dedicated transit lane to allow the bus to progress more quickly through intersections, especially when vehicular traffic begins to build.

Committee members also raised concerns about the Platte Avenue and El Paso Street underpass in terms of noise and speeds through residential areas. The project team responded with a discussion of two of the four proposed concepts for this area. The first option discussed included making El Paso Street a right-in/right-out street, making it more attractive to pedestrians. This option would include a trail underneath the roadway that would take into consideration lighting and pedestrian traffic. The second option discussed during this meeting included creating a one-way couplet of Platte Avenue and El Paso Street which would include rebuilding the retaining wall so the El Paso Street bridge would not continue across Platte Avenue. This second option could potentially impact housing access and require additional noise mitigation efforts.

Committee members appreciated the project team's considerations for pedestrian and bike traffic. Additional feedback from committee members proposed developing buffered bike lanes as an improved safety feature.

### *Eastern Reaches Alternatives*

Amy Garinger, Kimley-Horn, began by reviewing the following Eastern Reaches character area ambitions:

- **Vehicular ambitions** look to address delays at intersections and provide capacity for forecasted future traffic.
- **Transit ambitions** look to improve the Citadel Transfer Station, attract choice riders, and plan for future transit.

- **Bicycle and pedestrian ambitions** look to complete missing sidewalks, enhance connections across Platte Avenue, provide east/west pedestrian travel, and connect to existing and future trails.
- **Community ambitions** look to plan for future functions of Platte Avenue and reduce expressway feel.
- **Current Land Use ambitions** look to plan for future land uses, investments in infrastructure to catalyze private investment, and activate adjacent roadway networks.

Building off the ambitions, Amy then explained the character area's opportunities as they relate to traffic operations. The presentation included the following proposed traffic opportunities:

- 1) Unlike in other character areas, the Eastern Reaches character area predicts future traffic volumes to exceed current Platte Avenue capacity with an opportunity to consider a plan for widening of Platte Avenue to provide six travel lanes east from Circle Drive, while addressing other Platte Avenue Functional Objectives.
- 2) The Platte Avenue and Academy Boulevard interchange present opportunities for reconfiguration that would better integrate the former state highway into the community with enhanced access to development and redevelopment, more direct transit connections to busy transit transfer locations, intersection style and spacing consistent with an urban character, and enhanced transition from "expressway" to urban arterial as desired in the adjacent Platte Avenue character areas. The proposed opportunity here considers reconstructing the Platte Avenue and Academy Boulevard interchange to a grade separated quadrant road intersection.

Before discussing the Eastern Reaches proposed alternatives, Amy reviewed the definitions of a street and a road. The functionality of a street is to serve as a platform for building wealth, while the functionality of a road is to provide connection between productive places. Building on these definitions, Amy provided context to thinking about Platte Avenue as a "stroad" meaning that it is "neither a particularly good road nor a particularly good street." Amy further elaborated that this project is an opportunity to better envision how the Platte Avenue Corridor meets the functional objectives of the community within the Eastern Reaches character area.

Amy reviewed a summary of the proposed incremental and transformational alternatives for the Eastern Reaches character area. Proposed incremental alternatives include:

- Widening Platte Avenue to six lanes,
- Introducing two quadrant roads at Academy Interchange to eliminate ramps,
- Preparing for Citadel Transit Station improvements,
- Improving Murray Road, Wooten Road, and Powers Boulevard,
- Connecting a multi-use path system connecting Sand Creek Trail system to Chelton Road, and
- Planning for future street networks.

Proposed transformational alternatives include:

- The reconfiguration of Academy Interchange,
- New Platte Avenue connections to adjacent roadway network to eliminate frontage roads,
- Connection of multiple paths across Powers Boulevard to future US-24 path, and
- Complete transition from road to street.

Below are multiple diagrams that represent the Eastern Reaches character area (Figure 6 & Figure 7).

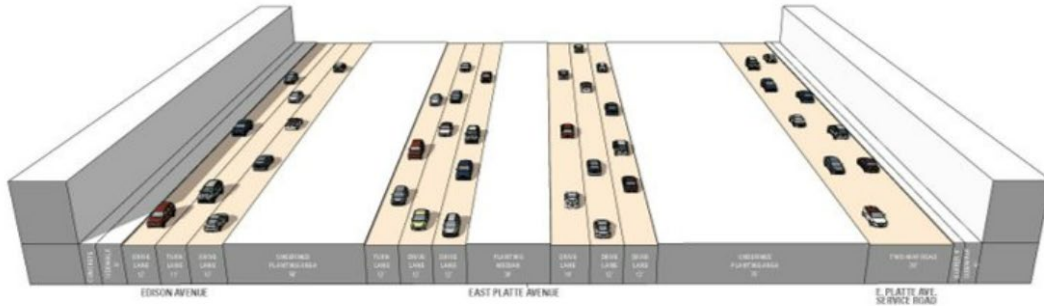


## Street Sections- Eastern Reaches

KEY MAP



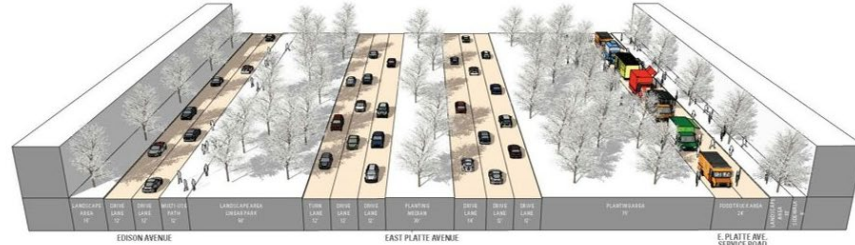
### Platte Avenue, Eastern Reaches



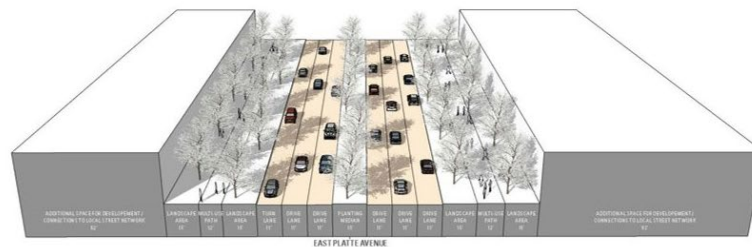
EXISTING

Figure 6: Platte Avenue Eastern Reaches character area showing the existing street.

## Street Sections- Eastern Reaches



INCREMENTAL



TRANSFORMATIONAL

Figure 7: Platte Avenue Eastern Reaches character area with the proposed incremental alternatives and transformational alternatives.

Any then opened the meeting for CAC members to ask questions and provide feedback to the Project Team. CAC members questioned how widening the road in the Eastern Reaches character area would impact the rest of the Platte Avenue corridor, where there are proposed lane reductions. Amy reiterated

that traffic that builds in the Academy area is quite different than the rest of the corridor's traffic patterns. Additionally, the proposed increase of Platte Avenue to a six-lane roadway and the one-way couplet of Platte Avenue and Boulder Street would allow these sections of the corridor to maintain overall capacity and operate more efficiently.

Committee members raised additional concerns around how widening Platte Avenue would intersect with Powers Boulevard. Curtis reiterated that the bridge over Powers Boulevard is already wide enough to accommodate three lanes in each direction. The Platte Avenue Corridor Study boundary stops at Powers Boulevard, but the ConnectCOS plan is looking at recommendations in this area.

Additional comments and questions for this character area included the acreage around the Citadel Mall and if the proposed alternatives here could accommodate redevelopment there. The project team has incorporated stakeholder feedback in this area and believe the owners of the Citadel Mall would be a necessary part of the process. Additionally, if people have easy access to transit, then it may help people decide where they want to live and travel within the City.

## Next Steps

In closing, Ted explained that the project team will be holding a Joint Public Meeting on December 15<sup>th</sup> to cover both ConnectCOS and Platte Avenue Corridor Study projects. CAC feedback and input on this meeting's presentation will be considered when planning for the public meeting.

Additionally, input from both the CAC and public will be used to develop a recommended concept with hopes of CAC and public review in Quarter 1 of 2022.

## Participants

### Project Team Attendees

Name	Organization
Ted Ritschard	Olsson
Kelly Leadbetter	FHU
Lyle DeVries	FHU
Eric Gunderson	Kimley Horn
Amy Garinger	Kimley Horn
Curtis Rowe	Kimley Horn
Marianne Stuck	Design Workshop
Anna Laybourn	Design Workshop
Sarah Franklin	Kearns & West
Caitlin Sheridan	Kearns & West
Aaron Egbert	City of Colorado Springs
Tim Roberts	City of Colorado Springs

### Community Advisory Committee (CAC) Attendees

Name	Organization
Chelsea Gondeck	Downtown Partnership
Allen Beauchamp	Trails and Open Space Coalition
Jim Godfrey	Pikes Peak Rural Transportation Authority
Paul Spotts	The Independence Center & Community Transit Coalition
Nancy Henjum	City Council (District 5)
Stephanie Johnson	Platte Avenue Business & Neighborhood Association
Elena Nunez	Colorado Springs Utilities
Ella Stack	Guest

## Colorado Springs Platte Avenue Corridor Study

Community Advisory Committee (CAC) Meeting #4, Tuesday, March 2<sup>nd</sup>, 2022  
Meeting Summary

### Meeting Purpose & Goals

- Provide an update on where the project team are in the study process.
- Report on previous feedback collected.
- Provide an overview of current advancing alternatives and proposed alternatives refinements.
- Discuss next steps for public engagement and the study's technical analysis.

### Welcome and Introductions

The Platte Avenue CAC Meeting opened with a brief welcome from Dan Kruger (City of Colorado Springs), who welcomed CAC members and thanked them for their continued feedback throughout the project. Angela Woolcott (Kearns & West) reviewed the Microsoft Team's functions and the meeting agenda. The fourth Community Advisory Committee meeting's purpose was to provide an update on the study's process, previous report feedback collected, provide an update on how public feedback has influenced technical analysis, and discuss the study's next steps.

### Public Engagement

The project team has continued to engage with the public through various forums, including community office hour sessions, small group meetings, survey and comment cards, and numerous other tools, including media advisories and the publication of Frequently Asked Questions. In addition, the project team has held two EOC meetings and two CAC meetings, including the meeting on March 2<sup>nd</sup>, 2022, and released an adapted Joint-Public meeting pre-recorded presentation between November 2021 and March 2022.

Through continued engagement, the project team has summarized collective feedback into the following five themes:

- Study Process,
- Vehicle Travel and Traffic Capacity,
- Bicycle and Pedestrian Safety,
- Keeping the character of Residential Neighborhoods (notably the Middle Shooks Run and Knob Hill character areas), and
- Increasing support for transformational alternatives related to the project's functional objectives.

For more detailed summaries of the public engagement themes, please visit <https://coloradosprings.gov/platteavenue>.

### Review of Alternative Development

Ted Ritschard (Olsson) reviewed the purpose of the Platte Avenue Corridor Study. The project looks to identify a long-term vision for the Platte Avenue corridor that meets the needs and goals of the community. The project team's analysis has evaluated how the alternatives could create a viable and functional short-term and long-term future for the corridor. Continued technical analysis will help inform the specific recommended projects and a proposed schedule for implementation.

Ted, then, reminds the CAC of the study’s functional objectives, which include the following:

- Maintain and enhance the East-West connectivity and capacity for current and future traffic as the primary function of the corridor, considering travel times, network connectivity, and activity centers served.
- Support Downtown as a destination- while connectivity between I-25 and the Eastern Reaches is important, the character of the Downtown portion of the corridor should prioritize the vision for Downtown.
- Establish a consistent identity for the corridor while integrating and enhancing the different character areas and the transitions between the areas.
- Integrate the corridor into the community to create an “Avenue,” visual connections, and context-specific placemaking opportunities.
- Invest in the corridor to support the significant opportunity presented by Platte Avenue to impact Citywide economic and equity outcomes.
- Provide safe, efficient, and comfortable transportation options along and across the corridor to enhance mobility for those who drive, ride, walk, or roll.

The functional objectives have been a part of the larger alternatives’ evaluation and screening process. Figure 1: Alternatives Evaluation and Screening Process Diagram illustrates the process the technical team has taken to understand corridor needs and draft the corridor’s functional objectives, develop an unconstrained solution list, screen solutions, craft alternatives, and finally identify and further define recommended alternatives. The project team is continuing to collect and understand public feedback to identify and recommend potential corridor recommendations.

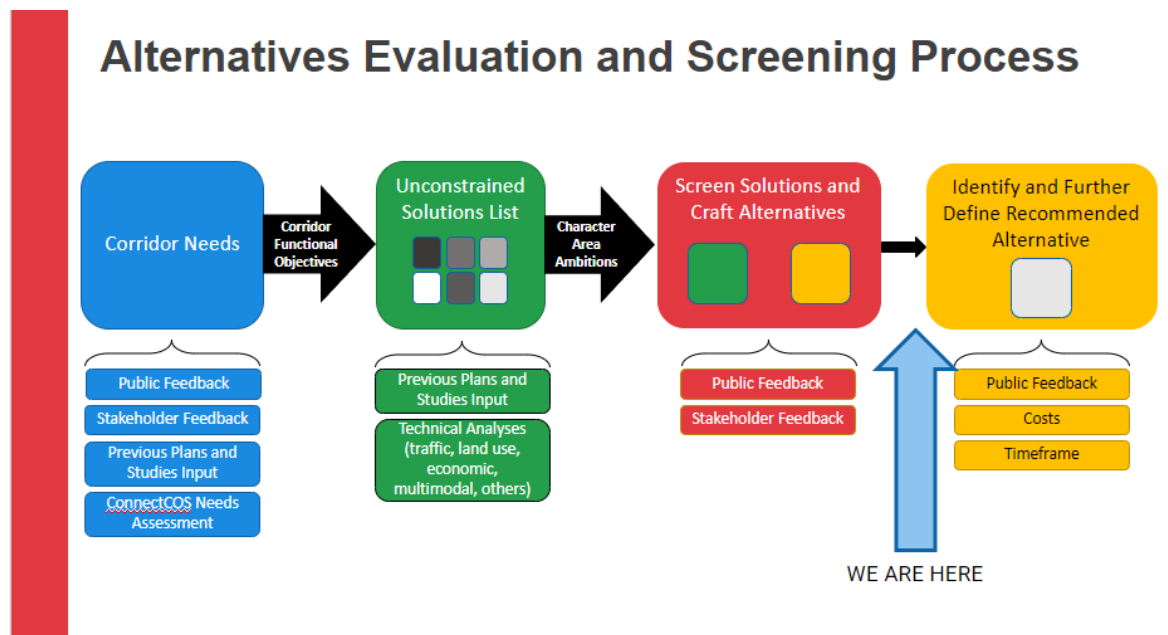


Figure 1: Alternatives Evaluation and Screening Process Diagram

Lastly, Ted reviewed the definitions for incremental and transformational alternatives. Incremental alternatives are solutions intended to effectively address current problems, while transformational alternatives are solutions planned to be ambitious and seek to address all functional objectives. After reviewing the alternatives process, Ted explains how the project team wants to explore how to recommend the transformational alternatives in the study’s final recommendations. Through analysis and stakeholder meetings, the project team has seen confirmation of the benefits, the inclusion of solutions for specific challenges, and evaluating financial implications.

## Review of Incremental Approach

Lyle DeVries (Felsburg, Holt, & Ullevig (FHU)) provided a high-level review of the proposed draft incremental alternatives and public feedback for each of the three corridor sections.

### *Draft Incremental Alternatives for the Eastern Reaches Character Area*

For the Eastern Reaches character area, the project team proposed the following incremental alternatives:

- The reconstruction of the Platte Avenue and Academy Boulevard intersection,
- The widening of Platte Avenue to six lanes from Academy Boulevard to Powers Boulevard,
- Operational improvements to Wooten Road, Murray Boulevard, and Powers Boulevard), and
- The creation of a shared-use path from Chelton Road to Sand Creek Drive.

Public feedback demonstrated support for added traffic capacity through additional lanes and the addition of a shared-use path. The public reiterated that a shared used path should ensure safe crossings and access for all.

### *Draft Incremental Alternatives for the Central Corridor (The Knob Hill and Middle Shooks Run Character Areas)*

For the Central Corridor area, the project team proposed the following incremental alternatives:

- The inclusion of enhanced bus stops on Boulder Street,
- Intersection capacity improvements at Union Boulevard and Circle Drive,
- Additional signalized pedestrian crossing,
- introduction of a dedicated transit lane on Boulder Street from Wahsatch Avenue to Platte Avenue, and
- Transit queue jumps at significant intersections.

Public feedback emphasized maintaining on-street parking for residents on Boulder Street. Additionally, general feedback advocated not to include enhanced bus stops in residential neighborhoods.

### *Draft Incremental Alternatives for the Downtown Character Area*

Lastly, for the Downtown Character Area, the project team proposed the following incremental alternatives:

- Pedestrian and aesthetic improvements to the Tejon Street intersection,
- Lane repurposing on Platte Avenue from Cascade Avenue to Wahsatch Avenue, and
- Nevada Avenue and Platte Avenue improvements.

Public feedback for this character area focused on how medians limit flexibility and do not enhance the pedestrian experience. Feedback advocated for a dedicated pedestrian space on the roadside.

## Refining the Transformational Approach

### *Draft Transformational Alternatives for the Eastern Reaches Character Area*

Amy Garinger (Kimley Horn) provided a high-level review of the transformational alternatives proposed for the Eastern Reaches character area. She began with a recap of proposed transformational alternatives, which include:

- Reconstruction of the Platte Avenue and Academy Boulevard interchange (all four legs),
- Widening of Platte Avenue to six lanes with additional intersection improvements to Wooten Road, Murray Boulevard, and Powers Boulevard,
- The creation of a shared-use Path from Chelton Road to Powers Boulevard
- The transition of Platte Avenue from a “road” to a “street” with additional signalized intersections and the elimination of frontage roads to activate an adjacent roadway network.

Amy then gave an overview of what the project team has heard regarding the Eastern Reaches’ transformational alternatives. This character area received fewer comments than other areas. Feedback supports the widening of Platte Avenue east of Powers Boulevard with a “road” atmosphere. The public

expressed support for the shared use path but did express their concern about intersection crossing and pedestrian interaction. The public also requested additional information on the Academy Boulevard proposed quadrant intersections, particularly around timing and investment.

As the public provided their feedback on the draft alternatives, the project team continued to refine their alternatives to understand the benefits and impacts of each. The project team shared that they believe the proposed alternatives would create a “street” environment and set the stage for livability and multi-modal activity within the Platte Avenue corridor. The project team acknowledges that the proposed transformational alternatives would impact existing land uses in the Platte Avenue and Academy Boulevard area.

As the project team develops their final recommendations, refinement analysis will incorporate the need for future widening of Platte Avenue and intersection improvements to Wooten Road, Murray Boulevard, and Powers Boulevard. The project team will continue to refine the shared-use path to understand how it can provide connectivity to Powers Boulevard and other corridor areas, including a potential connection in the Knob Hill character area.

The project team then facilitated discussion through an online virtual whiteboarding tool, known as Miro, for the CAC to contribute their thoughts on the transformational alternatives and impacts. CAC discussion focused on the following themes: industrial land use, private development, traffic lights, and transportation for all modes.

As development continues east of Powers Boulevard, the CAC is interested to see how Platte Avenue serves the corridor’s function. CAC members discussed that private and industrial development in this area would impact how the Platte Avenue corridor functions throughout the four-character areas. Additionally, CAC members brought up the growing industry expansion into this area, and the project should consider how that will impact the Eastern Reaches character area.

CAC members also asked about including traffic light cameras along Platte Avenue. Although not directly included in the design, the CAC advocated for the inclusion of traffic cameras to prevent additional accident fatalities and as a way to increase safety throughout the corridor.

In addition, CAC members discussed multi-modal transportation options to include bicycle, pedestrian, and transit infrastructure. CAC members asked if the multi-use path would be on both sides of the street to prevent bikes or pedestrians from crossing Platte Avenue. Additionally, CAC members asked about rapid bus transit in this area and how transit on Platte Avenue could connect to adjacent transit networks.

*Draft Transformational Alternatives for the Central Corridor (The Knob Hill and Middle Shooks Run Character Areas)*

Lyle provided a high-level review of the transformational alternatives proposed for the Central Corridor region. He began with a recap of proposed transformational alternatives, which include:

- Platte Avenue and Boulder Street as a one-way couplet with dedicated transit lane, enhanced bus stops, and wider streetscaping
- A two-way cycle track on Platte Avenue
- Improved North-South bike and pedestrian crossing
- Buffered bicycle lane on Boulder Street.

Lyle then gave an overview of what the project team has heard regarding the Central Corridor’s transformational alternatives. The public expressed concerns about traffic capacity and potential traffic impacts on North-South streets and parallel roadways. The project team heard that there was support for making North-South crossings easier for pedestrians and bikes. Feedback expressed continued concern for speeding and noise mitigation and the need to understand how the one-way couplet would impact emergency operations and access to Memorial Hospital. Additionally, community members expressed that Shooks Run Trail crossing is a neighborhood asset as currently configured. Further, the project team heard that keeping on-street parking in this area was essential.



As the public provided feedback, the project team continued to refine their alternatives to understand the benefits and impacts of the proposed changes. The project team shared that they believe the proposed transformational alternatives in this area would meet current travel demands and functional objectives, provide future flexibility, and facilitate on-street parking for both the Middle Shooks Run and Knob Hill character areas. The project team acknowledges that the transformational alternatives would impact current traffic and access patterns, including causing additional traffic on North-South residential roadways.

As the project team develops their final recommendations, refinement analysis will incorporate additional research on traffic patterns, traffic speeds, emergency access, and bicycle infrastructure. Additionally, the project team will look to understand how the one-way couplet would connect to the Eastern Reaches and Downtown character areas.

The project team facilitated discussion around the proposed transformational alternatives for the Central Corridor region. The themes in this discussion focused on the design of the one-way couplet and the Shooks Run Trail crossing. The project team clarified the configuration of a two-lane in each direction couplet. The CAC reiterated that the Shooks Run Trail is currently an asset, and that the committee would like to learn more about what is proposed for this crossing. The project team expressed that the trail crossing is still under consideration based on public feedback regarding an underground trail while balancing noise mitigation of the bridge and retaining walls on Platte Avenue.

#### *Draft Transformational Alternatives for the Downtown Character Areas*

Kelly Leadbetter (Felsburg, Holt, & Ullevig (FHU)) provided a high-level review of the transformational alternatives proposed for the Downtown character area. She began with a recap of the proposed transformational alternatives, which include:

- Lane repurposing and streetscape improvements to Bijou Street and Kiowa Street
- Lane repurposing on Platte Avenue from Cascade Avenue to Wahsatch Avenue
- The creation of a flexible street along Acacia Park.

Kelly then gave an overview of public feedback regarding the Downtown character area. The project team has heard split opinions on moving or celebrating the location of the General Palmer statue. And community members expressed concern about lane reductions and traffic capacity. The project team has also heard that school and pedestrian safety and maintaining school drop-off operations are essential to the community. Additionally, emergency access for the downtown character area was also a concern.

As the public provided feedback, the project team continued to refine their alternatives to understand the benefits and impacts of the proposed changes. The project team shared that they believe the transformational alternatives in the Downtown character area would further advance Downtown as a destination with flexible street use while emphasizing the pedestrian experience. Additionally, the proposed alternatives would better handle traffic levels within the larger grid. The project team does acknowledge that the transformational alternatives may hinder delivery truck activity along Bijou Street and Kiowa Street.

As the project team develops their final recommendations, refinement analysis will incorporate traffic analysis findings, school operations, and emergency access analysis. Additionally, the project team will consider how delivery trucks could function on Bijou Street and Kiowa Street. And lastly, continue to understand how Platte Avenue transitions into the Downtown character area.

The project team facilitated a discussion regarding the Downtown character areas. Themes during this character area included two-way configurations of Bijou Street and Kiowa Street, and Palmer school operations. The project team mentioned that multiple engineering teams had studied Bijou Street and Kiowa Street to understand their functionality as two-way streets; however, it involves a detailed needs analysis. Regarding Palmer High School, the project team plans to meet with representatives from District 11 to understand better how the alternatives would impact school safety and operations.

## Look Ahead & Next Steps

The project team looks forward to various upcoming engagement opportunities. The project team has scheduled upcoming stakeholder meetings with Bike Colorado Springs, City of Colorado Springs Parks, Recreation, and Cultural Services, elected officials, HBA, the development community, the Joint-Use Land Use Committee, Peterson Air Force Base, and the Knob Hill Arts District. The additional feedback collected from the CAC and upcoming stakeholder meetings will inform the project team's technical review. The project team will share their proposed recommendations in another round of EOC and CAC meetings and forthcoming public meeting(s).

## Participants

### Project Team Attendees

Name	Organization
Ted Ritschard	Olsson
Kelly Leadbetter	FHU
Lyle DeVries	FHU
Amy Garinger	Kimley Horn
Angela Jo Woolcott	Kearns & West
Sarah Franklin	Kearns & West
Caitlin Sheridan	Kearns & West
Aaron Egbert	City of Colorado Springs
Dan Kruger	City of Colorado Springs

### Community Advisory Committee (CAC) Attendees

Name	Organization
Joel Kern	COS Police Department
Brett Lacey	COS Fire Department
Terry Johns	School District 11
Kevin McCafferty	School District 11
Scott Lee	COS Parking Enterprise
Nancy Henjum	COS City Council, District 5
Jim Godfrey	Pikes Peak Rural Transportation Authority (PPRTA)
Elena Nunez	Colorado Springs Utilities
Kate Brady	COS Planning/Bicycle
Allen Beauchamp	Trails and Open Space Coalition
Richard Mulledy	COS Stormwater Enterprise Manager
Chelsea Gondeck	Downtown Partnership
Gerald White	Bike Colorado Springs
Tim Seibert	Norwood Development Group
Paul Spotts	The Independence Center & Community Transit Coalition
Rodney Gullatte	Black Business Network
Emily Duncan	COS Parks, Recreation, and Cultural Services



## Colorado Springs Platte Avenue Corridor Study

Community Advisory Committee (CAC) Meeting #5, Thursday, July 28th, 2022  
Meeting Summary

### Meeting Purpose

- Report on themes from the Spring 2022 public engagement
- Provide an overview of the community workshop details
- Provide an overview of the next steps

### Welcome

Gayle Sturdivant (City of Colorado Springs) opened the meeting and thanked CAC members for their continued engagement, feedback, and support throughout the Platte Avenue Corridor Study. The project team then reviewed the meeting agenda. The meeting discussed the Spring 2022 public engagement milestone and the upcoming community workshop in greater detail. Meeting attendees introduced themselves in the chat. given the shorter 60-minute meeting.

### Spring 2022 Public Engagement

Angela Jo Woolcott (Kearns & West) and Lyle DeVries (Felsburg Holt & Ullevig (FHU)) provided an overview of the Spring 2022 engagement. Throughout May and June, the project team held five public meetings combined with the ConnectCOS project on May 16, 17, 25, 31, and June 7. The Platte Avenue Corridor Study initially planned to hold three public meetings but was included at two additional open houses due to increased community interest. All open house materials were posted on the project website to allow those unable to attend an open house an opportunity to review the materials and provide feedback. The combined open houses saw over 200 community members and collected 121 unique comment cards related to Platte Avenue and 55 project emails during this time.

To promote the open houses, the project team led two waves of promotional activity:

- First Wave: May 12 and 13
- Second Wave: May 19 and 20

Promotional activities included the distribution of a joint bilingual meeting flyer. The flyer was distributed on all Mountain Metro Transit (MMT) buses and dropped at recreation centers, libraries, and community gathering spots in each City Council district (approximately 4-5 locations within each district). Additionally, flyers were distributed online to a Platte Avenue Corridor Study distribution list. Members who lived along the corridor also received a direct mailing newsletter providing an overview of the project and announcing the upcoming open houses. In partnership with the City of Colorado Springs communication department, the open houses were also promoted on social media and through media advisories. News coverage of the open houses included the Colorado Springs Independent, The Gazette, KOAA News, KRDO, and Colorado Public Radio (CPR).

Angela then reviewed what was heard throughout the public open houses. Primary feedback themes heard at the open houses are included below. More information on the background, context, and feedback from the open houses can be found in the Platte Avenue Corridor Study Open Houses Summary.

### Support

- Improving safety, efficiency in mitigating traffic, and increased access to multimodal transportation

- Beautification efforts in Eastern Reaches (e.g., the inclusion of medians and expanded tree coverage)
- Increasing local access to Downtown
- Downtown traffic calming and lane reduction

## Concerns

### Middle Shooks Run

- Neighborhood character concerns: neighborhood aesthetic impacts, maintain historic medians, increased traffic congestion and noise, and impact on daily lives
- Safety concerns: access to schools and hospitals in the area, increased traffic in neighborhood alleyways, and lack of protected bicycle lanes
- Hospital access concerns: delayed emergency response times
- Parking impacts: increase in residential parking if hospital parking is removed
- Efficacy concerns: feasibility of one-way couplet, downtown connectivity is not an issue, and do not see a need for additional bike lanes
- Cost concerns: perceived cost of project for taxpayers and stressed a desire to fix existing roads first

### Downtown

- Changes to the Platte Avenue and Nevada Avenue intersection, including the lowering or moving of the General Palmer statue

### Eastern Reaches

- Proposed multimodal improvements at the Academy Boulevard intersection have the potential to cause confusion
- Consider the potential for increased speeds and less accessibility with widening

The project team then paused to receive questions and comments from the CAC. CAC members raised questions about what feedback was received regarding the shared use path in the Eastern Reaches to the mid-corridor and the Shooks Run Trail crossing. The project team will look to review the open house feedback on this topic specifically, and how it relates to larger concerns about the City's trail system.

In addition to the open houses, a meeting held on June 9<sup>th</sup> at Switchback Coffee Roasters provided a forum for community members who live in the Middle Shooks Run neighborhood. Over 100 attendees participated in a discussion facilitated by the Middle Shooks Run Neighborhood Association (MSRNA)'s President Cheryl Downey, with additional attendance from the project team and Councilwoman Nancy Henjum. The topics included clarification regarding alternatives and the study process, traffic conditions/data, local and regional access, circulation of the one-way couplet, and multimodal needs.

The open houses advanced draft recommended alternatives to meet the multiple functional objectives and character area ambitions for the Platte Avenue corridor. From public feedback gathered at the open houses and the MSRNA meeting, the project team concluded that attendees supported the study's objectives and ambitions; however, numerous neighbors in the central corridor, especially along Boulder Street, expressed opposition to the one-way couplet. After receiving this feedback, the project team broadened their efforts to identify additional options that would meet the corridor's functional objectives.

The project team then paused to receive questions and comments from the CAC. Questions were asked about consensus building and the format of the open house. Since the project initially started during Covid which required virtual engagement, it was decided to create a more open format to accommodate the public's range in comfort level for in-person public gatherings. Additionally, the open house format

allows flexibility for attendees to visit specific stations that meet their interests. In addition to the spacious format and the self-directed nature of the open houses, the format also allowed all materials to be digitalized for review and comment by those who were unable to attend the open houses. CAC members raised an additional comment that while the open house format was great for answering individuals' questions to the project team, it prevented more extensive interactions among community members. The City expressed that the open house format allowed them to receive more tailored feedback from the community, in addition to the larger public feedback themes.

## **Community Workshop Details**

Lyle transitioned the group to then discuss the upcoming Central Platte Community Workshop. The community workshops will focus on upholding the needs, functional objectives, and character area ambitions identified through the study process to date. The project team plans to collaborate with stakeholders and the public to develop additional alternatives that do not involve a Platte Avenue/Boulder Street one-way couplet between Wahsatch Avenue and the Boulder Street/Platte Avenue intersection. The goals of the Central Platte Community Workshop include:

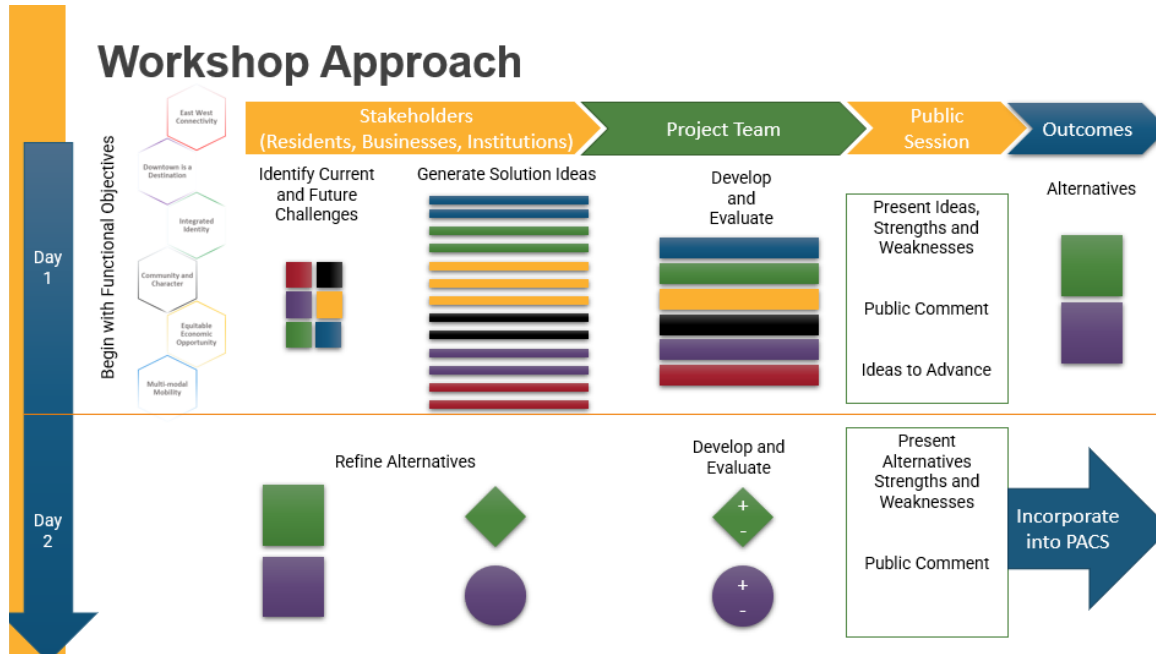
- Increase the trust and collaborative momentum with the central corridor community
- Find a promising idea or ideas that can be incorporated into the draft Platte Avenue Corridor Plan

The workshops will take place over two days, August 1 and 2. The first day will start with small-group stakeholder focus group sessions to identify current and future challenges and generate solutions and ideas. Topics may include, but are not limited to, the following:

- El Paso area, including the Shooks Run Trail at Boulder Street
- Major intersections: traffic volume, growth, and traffic operations
- Knob Hill area: land use development, speed management, parking and street section (public realm design), Platte Avenue and Boulder Street intersection
- Middle Shooks Run area: speed management, parking, and street section
- Overall roadway design for Platte: traffic volume growth, speed management, parking, and street sections
- Businesses, schools, and institutions access and circulation
- Creating multimodal connections (transit, bicycle, and pedestrian)

Following the focus groups, the project team will meet to develop and evaluate the feedback from the first stakeholder session. The day will conclude with a public session to present what the project team heard and developed while allowing the public to provide feedback. The second day will focus on refining and evaluating alternatives inviting stakeholders to join in the afternoon to provide additional feedback. A second public session will occur on Day 2.

**Figure 1: Central Platte Community Workshop Approach**



Lyle invited CAC members to join and participate in the Central Platte Corridor Workshops. Sessions that CAC members are encouraged to join are highlighted in Tables 1 and 2.

**Table 1. Day 1 Agenda and CAC Involvement**

Day 1	Session	Details
9:30 to 10 AM	Internal Kickoff	Review of Agenda Set up Space
10 AM to Noon	Focus Group Meetings	Introduction to the project and meeting goals Breakout group discussion Group debriefing and sharing of ideas Select a list of possible solutions and options to consider
Noon to 1 PM	Technical Team Recap	Project team debrief
1 to 4 PM	Technical Team Work Session #1	Develop potential alternatives based on Focus Group meetings direction
4 to 5:30 PM	Public Session Dry Run & Preparations	Review public session materials with the focus group meeting participants, CAC, and EOC members
5:30 to 7:00 PM	Public Session #1 City Administration Building Room 102	Evaluate and narrow the range of alternatives Receive general direction from the public to develop preferred alternatives on Day 2

**Table 2. Day 2 Agenda and CAC Involvement**

<b>Day 2</b>	<b>Session</b>	<b>Details</b>
<b>8:30 to 9:30 AM</b>	Day 1 Debrief	What did we learn from the Focus Group meetings and Public Sessions #1? Develop a strategy to review alternatives
<b>9:30 to 10:30 AM</b>	Stakeholder Session to Refine Alternatives	Stakeholders from Focus Group meetings, CAC, and EOC are invited to join to discuss and confirm direction for alternatives refinement
<b>10:30 AM to 4 PM</b>	Technical Team Work Session #2	Refine two preferred alternatives Public drop-in hours Prepare presentation for Public Session #2
<b>4 to 5 PM</b>	Public Session Dry Run and Preparations	Review public session materials with the focus group meeting participants, CAC, and EOC members
<b>5:30 to 6:30 PM</b>	Public Session #2 City Administration Building Room 102	Evaluate refined alternatives Define next steps and actions to advance design solutions

In addition to CAC members, the project team invited 27 stakeholders to participate in focus group sessions representing the MSRNA, Save our Streets (SOS) Group, the Knob Hill Urban Arts District, businesses and institutions along the corridor, and residents. Promotional activities for the workshops included an announcement on the project website, NextDoor, an e-blast, and a digital flyer.

The project team received multiple questions and comments from the CAC regarding the upcoming workshops. CAC members sought clarity on how incremental alternatives would be incorporated into the workshops' alternative development. At this time, the project team will not be explicitly including the incremental alternatives in the workshops, but elements of the incremental alternative could emerge in the discussions.

CAC members also asked a few logistical questions regarding the upcoming workshop regarding who was leading the workshops, where to find the detailed agenda, who was invited to the workshops as stakeholders, and what participation requirements were for those participating. In response, the project team elaborated on the lead technical partner and the details of the first public meeting and focus group sessions on day 1. Design Workshop will be the lead during the Central Platte Corridor Workshop sessions. The schedule and the workshop process will be introduced to the public during the first public session, and it will invite feedback through different engagement mechanisms like polling. Regarding the workshop stakeholders, they will each participate in one of the focus group sessions. The project team is willing to be flexible and adapt their approach as they feel necessary throughout the workshops.

## **Next Steps**

Lyle then closed the meeting by asking that any outstanding questions or comments be sent to the project team for further clarification. The meeting concluded by thanking the CAC members for their continuous engagement throughout the project, hoping to see them at the upcoming Central Platte Corridor Workshops.

**Participants**

**Project Team Attendees**

<b>Name</b>	<b>Organization</b>
Ted Ritschard	Olsson
Kelly Leadbetter	FHU
Lyle DeVries	FHU
Ana Laybourn	Design Workshop
Eric Gunderson	Kimley-Horn
Angela Jo Woolcott	Kearns & West
Zach Barr	Kearns & West
Gayle Sturdivant	City of Colorado Springs
Todd Frisbee	City of Colorado Springs

**Community Advisory Committee (CAC) Attendees**

<b>Name</b>	<b>Organization</b>
Steve Noblitt	City of Colorado Springs Police Department
Danelle Miller	Pikes Peak Area Council of Governments (PPACG)
Allen Beauchamp	Trails and Open Space Coalition
Chelsea Gondeck	Downtown Partnership
Mike Chaves	City of Colorado Springs
Laura Crews	Pikes Peak Area Council of Governments (PPACG)
Terry Johns	School District 11 Facilities
Nancy Henjum	City of Colorado Springs City Council District 5
Tim Seibert	Norwood
Jerry White	Bike Colorado Springs
Kate Brady	City of Colorado Springs Planning/Bicycle

## Colorado Springs Platte Avenue Corridor Study

Community Advisory Committee (CAC) Meeting #7, Wednesday, October 19, 2022  
Meeting Summary

### Meeting Purpose & Goals

- Update CAC on engagement and technical efforts since the last meeting and outline upcoming milestones
- Discuss key locations for alternatives refinement and course of refinement action
- Gather input from the CAC on updated draft recommendations

### Welcome

The project team welcomed members to the seventh CAC meeting and reviewed the meeting's purpose and agenda. Attendees were encouraged to introduce themselves via the chat function. A complete list of attendees is provided after next steps.

### Study Update

Since the CAC's last meeting, the project team has continued to engage community stakeholders. Lyle DeVries (Felsburg Holt & Ullevig (FHU)) reviewed the outcomes of the previous CAC meeting, which focused on the Spring in-person open houses and the August Central Platte Community Workshop.

The Central Platte Community Workshop, which took place in August 2022, aimed to identify ideas for meeting the study's functional objectives outside the one-way couplet treatment by expanding alternative ideas. Lyle shared that during the workshop, themes emerged regarding the following topics:

- Desire to minimize changes to Platte Avenue through the Middle Shooks Run character area, which included keeping the wide medians west of Hancock Avenue.
- Desire for design to incorporate strategies to support safety and security in the Knob Hill character area
- Desire to improve north-south connectivity through the central corridor encompassing both Middle Shooks Run and Knob Hill character areas

As an outcome of the workshop, the project team was able to develop additional alternatives for Boulder Street, the El Paso Bridge, and the Boulder Street and Platte Avenue intersection.

In addition to the community workshop, the project team has continued to engage with stakeholders in the Downtown and Knob Hill character areas. Lyle shared that the project team recently met with the Platte Avenue Business and Neighborhood Association as a follow-up to the community workshop. This meeting discussed opportunities for the Knob Hill area, including speed management, access management, multimodal crossing, and the Boulder Street and Platte Avenue intersection. Additionally, the project team met with the Downtown Partnership to confirm continued refinements on the downtown draft recommended alternatives.

### Alternative Focus Areas

Before discussing the refined alternatives, Lyle provided additional context on the study's geographic parameters, functional objectives, and the evolution of the study's updated draft alternatives. As the project team prepares the final report, recommended alternatives may require flexibility and take the following forms:

- Multiple options with if-then statements based on the context that the proposed recommendation would be an option if "x" were to happen.
- Multiple options accounting for future flexibility to allow the City to adopt the recommendation based on what happens in the next 20-30 years.
- A singular option means there is a clear recommended option for that segment.

Lyle then transitioned the CAC to focus on specific areas with updated draft alternatives. Each update was presented, allowing CAC members to provide comments, questions, or support for each option. Each alternative detailed below references the specific slide sections within the presentation. For additional information or to view the graphics associated with each alternative, please see **Appendix A: Community Advisory Committee Meeting # 7 Presentation**.



East-West Bicycle Connection

The project team has explored refining bicycle connections along the corridor (slides 15-17 in Appendix A). The updated draft alternative would connect Bijou Street bicycle facilities to the Shooks Run Trail to provide an east-west connection. The project team has proposed Bijou Street due to high congestion at the Platte Avenue and Circle Drive intersections. As the project team refines these recommendations, they will consider potential future timing and the extent possible to include bicycle facilities on Boulder Street due to expressed interest in connecting the hospital and other community locations.

CAC members shared it is essential to create more extensive bicycle connectivity; however, it is equally important to consider how bicycles can access destinations along these routes. CAC members advocated that designing roads where both cars and bicycles can access the same destinations creates similar experiences across modes.

North-South Bicycle Connection

Building off CAC comments, Lyle then previewed the updated draft recommendation for the north-south bicycle connection, focusing on the U.S Olympic Training Center to Memorial Park (slides 18-22 in Appendix A). Based on connectivity options in the area, the project team is proposing an enhancement to Farragut Avenue as a bicycle route. This route would include a controlled pedestrian crossing of Platte Avenue and Pikes Peak Avenue and improvements to Hancock Avenue's north-south bicycle crossing.

The table below shows the project team's criteria for understanding the advantages and disadvantages of bicycle infrastructure on Union Boulevard, Meade Avenue, and Farragut Avenue.

**Table 1.** North-South bicycle connections advantages & disadvantages

Option	Advantages	Disadvantages
Shared-use path on Union Blvd. (west side)	<ul style="list-style-type: none"> <li>• 4' or wider sidewalk already exists</li> <li>• Current signalized crossings at major intersections</li> <li>• Separates users</li> <li>• Connections to Willamette bicycle route</li> </ul>	<ul style="list-style-type: none"> <li>• Busier, more stressful corridor for multimodal users</li> <li>• Would require more reconstruction of path, access points, etc.</li> </ul>
Bike boulevard on Meade Ave.	<ul style="list-style-type: none"> <li>• Less stressful corridor for multimodal users</li> <li>• Direct connection at USOPC/Boulder St.</li> </ul>	<ul style="list-style-type: none"> <li>• Current unsignalized crossings of major corridors</li> </ul>
Bike lane on Farragut Ave.	<ul style="list-style-type: none"> <li>• Less stressful corridor for multimodal users</li> <li>• Traffic calming/diversions at Platte Avenue</li> <li>• Direct connection at Memorial Park/Pikes Peak Ave.</li> </ul>	<ul style="list-style-type: none"> <li>• Current unsignalized crossings of major corridors</li> <li>• Potential removal of parking</li> </ul>

CAC members asked if the updated draft alternatives consider including audio at crosswalks to allow visually impaired individuals to know when it is safe to cross or not cross the street. The City confirmed the addition of pedestrian audio push buttons at 75 signalized intersections city-wide. The project team will also consider accessible crossing as part of their design considerations.

Additional comments on north-south connectivity confirmed that Farragut is the crossing currently used when biking. Despite the challenges of the current intersection, it was confirmed to be the most natural intersection for bicycles to cross Platte Avenue.

Downtown Area Recommendations

These recommendations are similar to what was presented at the open house in the Spring; however, they have undergone continued refinement (slides 23-25 in Appendix A). The project team is proposing the following:

- Lane reallocations along Platte Avenue, Bijou Street, and Kiowa Street
- Restricted left turns at Platte Avenue and Nevada Avenue
- Emphasis on the flexible pedestrian environment and streetscaping with reallocated road space.

As the project team finalizes the proposed recommendations, they will look to refine design elements that produce visuals for the pedestrian plaza and review the conditions associated with delivery truck stoppages within the roadway of Bijou Street and Kiowa Street.

Discussion with CAC members centered on how a protected intersection near the Palmer High School (Platte Avenue and Nevada Avenue) could incorporate optimized safety for all users, including vehicles, pedestrians, bicycles, and scooters. This kind of intersection would be designed for all users, and those traveling through would not have to think twice about how to navigate this intersection. Project team members responded that this is a possibility as the Cascade Avenue intersection; however, it is not currently considered for the Platte Avenue and Nevada Avenue intersection.

### Union Boulevard Intersection Operations

The project team has continued to analyze Union Boulevard at both the Platte Avenue and Boulder Street intersections to understand current and future traffic conditions (slides 26-30 in Appendix A). This area presents a challenge due to the anticipation of worsening traffic conditions. To address these concerns, the team is proposing the following options:

- Option A: Sequenced widening of both the Boulder Street and Platte Avenue intersections on Union Boulevard at distinct time intervals
- Option B: One-way operations from Boulder Street and Platte Avenue to Wahsatch Avenue
- Defer decision based on future vision until roughly 2035 to determine when significant widening would need to take place if Platte Avenue and Boulder Street remain two-way roads

As the project team continues to refine updated draft alternatives for the Union Boulevard intersection operations, they will evaluate the feasibility of widening Union to six (6) lanes with considerations to property impacts. Additionally, the project team will determine the appropriate treatment of Option B, as it should still be considered a possibility.

CAC members considered that the updated options would impact the City's downtown portion and surrounding neighborhoods, especially if the proposed widening goes as far west as Hancock Avenue. CAC members raised concerns about reconsidering this option to understand what needs to happen at these intersections to keep all modes moving through the intersection. The project team responded that their approach is to remain flexible with this recommendation to allow it to be responsive to future changing conditions.

### El Paso Area

The El Paso Area is an additional focus area with multiple options included within the updated draft alternatives (slides 31-34 in Appendix A). The team proposes a preliminary and secondary option for this section of Platte Avenue and the El Paso bridge.

The preliminary choice, Option A, will provide a park cover over Platte Avenue at the El Paso bridge. This option relates to stakeholder feedback heard throughout the process and during the latest community workshop confirming that the community values this area as an east-west trail crossing, and their preferences for a well-lit crossing. This option would require additional funding and evaluation of current structures.

The secondary choice, Option B, would raise Platte Avenue to at-grade and create an at-grade trail crossing for the Middle Shooks Run trail. This option will be considered if the park cover (Option A) is not feasible due to instability or unanticipated risks.

The project team continues to refine these options. They will look to incorporate additional detail around the condition of the walls, determine the technical design feasibility of Option A, exploration of at-grade trail crossing configuration, and evaluation of noise regarding the El Paso bridge.

CAC members were interested to discuss how these two options would function. The project team confirmed for those who had clarifying questions that the park cover would remain above Platte Avenue, which would continue to function under the bridge. Regarding Option B, CAC members expressed concerns about including an at-grade crossing for the trail and expressed it would adversely impact trail users. CAC members asked about the cost of both options to which the project team responded they were still investigating the cost. Additional questions centered around if there were other choices besides the at-grade trail crossing; however, the project team shared an elevated bridge crossing would cause significant visual impacts. Lastly, the discussion closed with an emphasis on if you have something that works well but costs more money; then we should dedicate the necessary funds to a functional option.

Platte Avenue and Academy Boulevard Quadrant Road Intersection Implementation

In the Eastern Reaches character area, the project team has updated draft alternatives for the Platte Avenue and Academy Boulevard quadrant road intersection (slides 35-37 in Appendix A). The proposed intersection would keep Academy Boulevard above Platte Avenue; however, the current ramps would be removed. This would limit turning off Academy Boulevard, enhancing the environment for bicycles and pedestrians. This alternative will continue to be refined in coordination with future development opportunities and to provide improved transit options.

The greatest challenge with this proposed alternative is implementation. This will require sequencing to coordinate well with redevelopment, bridge conditions, Platte Avenue lane widening, and transit decisions. The final recommendations will look to map out the various implementation scenarios with an emphasis on flexibility to accommodate the best timing.

Platte Avenue and Boulder Street intersection Treatment

This focus area has the following options to consider for the Platte Avenue and Boulder Street intersection (slides 38-41 in Appendix A):

- Option A: Do nothing which maintains current east-west vehicle crossing; however, it provides inadequate pedestrian crossing and driver confusion.
- Option B: Create a high tee intersection which restricts high conflict vehicle movements while providing additional protection for pedestrian crossing. The disadvantage of this option is that vehicles crossing Platte Avenue would be diverted. Additionally, this option would require property along Platte Avenue to be affected.
- Option C: Provide a Platte Avenue and Boulder Street intersection treatment that would provide landscaping and traffic calming elements. The disadvantages to this option include a multi-lane roundabout can cause confusion, hinder efficiency, and make pedestrian crossing difficult.

The project team will continue to refine these options by evaluating east-west connection either through this intersection or through neighborhoods, reviewing safety findings, and identifying potential gateway treatments. CAC members asked for clarification on traffic numbers through this area, which tend to be relatively low and very localized, even during peak hours.

**Next Steps**

Lyle concluded the meeting by thanking the CAC members for their attendance and continued engagement in the study. The project team will present at the Citizen Transportation Advisory Board (CTAB) and then to City Council during an upcoming working session. CAC members can expect a final meeting in early 2023 to preview and circulate the draft report for review.

**Participants**

**Project Team Attendees**

Name	Organization
Ted Ritschard	Olsson
Lyle DeVries	FHU
Angela Jo Woolcott	Kearns & West
Zach Barr	Kearns & West
Caitlin Sheridan	Kearns & West
Aaron Egbert	City of Colorado Springs
Todd Frisbie	City of Colorado Springs

**Community Advisory Committee (CAC) Attendees**

Name	Organization
Jerry White	Bike Colorado Springs
Paula Krantz	Bike Colorado Springs
Steve Smith	Colorado Springs Fire Department
Chelsea Gondeck	Downtown Partnership
Danelle Miller	Pikes Peak Area Council of Governments (PPACG)
John Liosatos	Pikes Peak Area Council of Governments (PPACG)
Paul Spotts	The Independence Center
Allen Beauchamp	Trails and Open Space Coalition

**Appendix A: Community Advisory Committee Meeting # 7 Presentation**

This page is intentionally left blank. Please see subsequent pages for the slides presented at the meeting on Wednesday, October 19, 2022.

DRAFT

# Platte Ave.

A **ConnectCOS** Community Corridor  
Community Advisory Committee  
Meeting #7

October 19, 2022 | 3:30 PM to 5:00 PM

Virtual Meeting



# Meeting Goals

- Update the Committee on efforts since last meeting and outline coming milestones
- Discuss key locations for alternatives refinement and course of refinement action
- Gather input from the Committee on updated draft recommendations



# Agenda

- Study Update
- Discussion of focus areas
- Next Steps



# Study Update

- Review of last meeting
- Recent Engagement
- Upcoming items

# Review of prior CAC Meeting

- Held July 28, 2022
- Reviewed outcomes from Spring in-person open houses and June meeting with Middle Shooks Run neighbors
- Discussed CAC involvement in the Central Platte Community Workshop, which was held in early August to identify ideas for meeting study functional objectives outside of the one-way couplet

# Recent Meetings

- August Central Platte Community Workshop
  - Conversations focused on expanding alternative ideas
  - Feedback included:
    - Minimize changes to Platte Ave through Middle Shooks Run; including keeping wide median west of Hancock
    - Implement design strategies to support Knob Hill safety and security
    - Improve north-south connectivity throughout Central corridor
  - Emerged with ideas for Boulder section options, evaluation of El Paso park cover, additional options for Platte/Boulder intersection

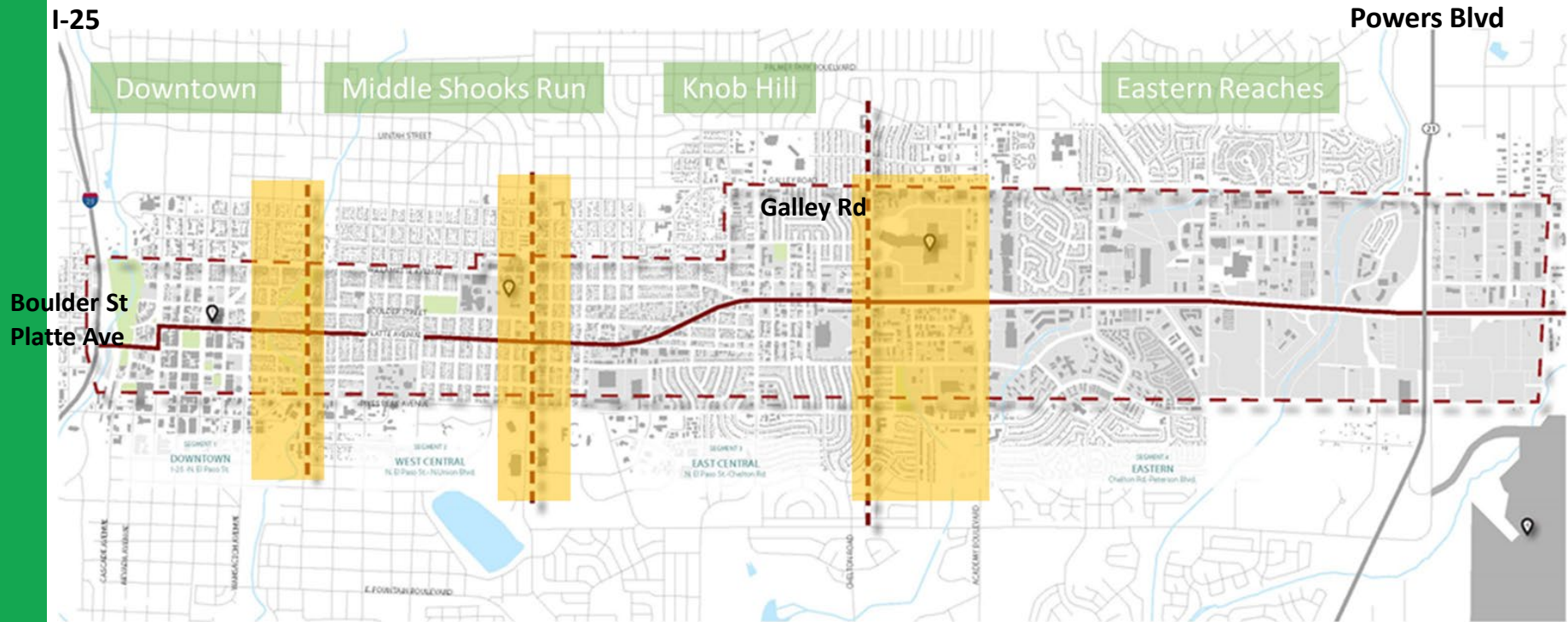
# Recent Meetings (cont.)

- Platte Avenue Business and Neighborhood Association
  - Follow up to Central Platte workshop
  - Discussed opportunities to most effectively complement Platte Avenue context with study outcomes
  - Areas of emphasis included:
    - Speed management
    - Access management
    - Boulder/Platte intersection
    - Multimodal crossings
- Downtown Partnership
  - Stakeholder meeting held to confirm and refine downtown direction

# Upcoming study items

- CTAB (Citizens Transportation Advisory Board) Presentation: November 1, 2022
- City Council Work Session: December 12, 2022
- Draft Plan Completion: January/February, 2023

# Platte Avenue Corridor Study Area







# Focus Areas

- E/W Bike connection
- N/S Bike connection (USOPC to Memorial Park)
- Downtown Area recommendations
- Union Boulevard Intersection Operations
- El Paso Area
- Platte/Academy Quadrant Road Intersection Implementation
- Platte/Boulder intersection treatment
- Platte/Cascade intersection – I-25 Access

# Framework Items

- Alternatives at updated draft status
- Alternatives may be recommended as:
  - Multiple options with if-then statements
  - Multiple options for future flexibility
  - Singular recommendations
- Functional Objectives and Ambitions provide decision support

# Functional Objectives

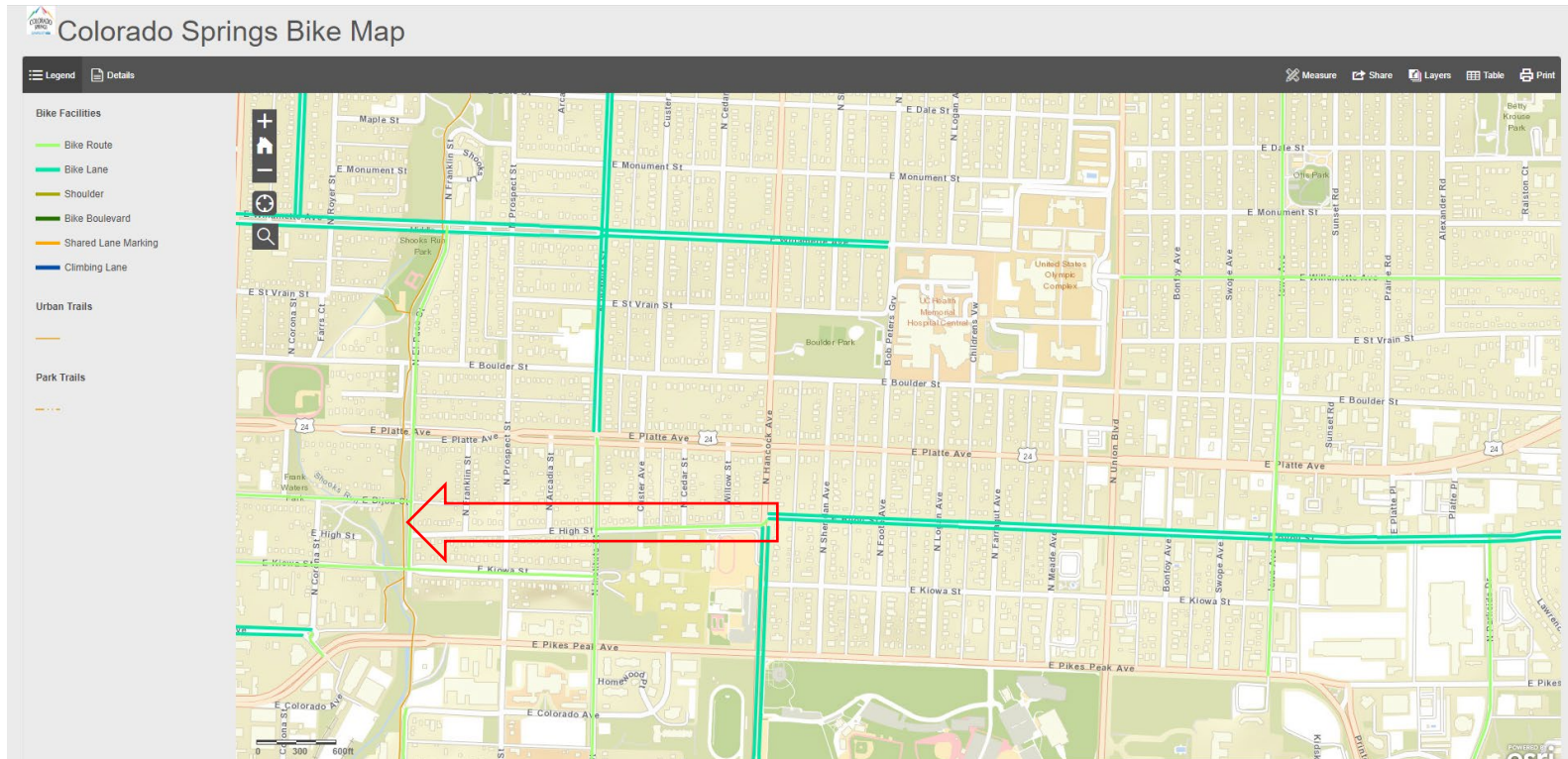


## The Platte Avenue Corridor should...

- **Maintain and enhance east-west connectivity and capacity for current and future traffic as the primary function** of the corridor, considering travel times, network connectivity, and activity centers served.
- Support **Downtown as a destination** – while connectivity between I-25 and the eastern reaches is important, the character of the Downtown portion of the corridor should prioritize the vision for Downtown
- **Establish a consistent identity** for the corridor while integrating and enhancing the different character areas and the transitions between
- **Integrate the corridor into the community** to create an ‘Avenue’, visual connections, and context-specific **placemaking** opportunities
- **Invest in the corridor** to support the significant opportunity presented by Platte Ave to positively impact Citywide **economic and equity outcomes**
- Provide **safe, efficient, and comfortable transportation options** along and across the corridor to enhance mobility for those who drive, ride, walk, or roll

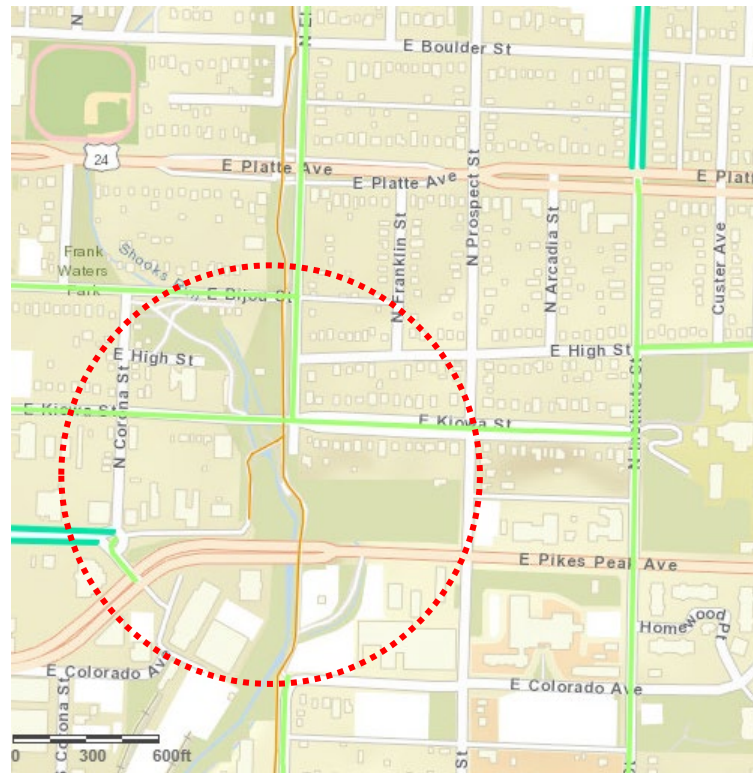
# Alternatives Focus Areas

# E/W Bicycle Connection



<https://coloradosprings.maps.arcgis.com/apps/MapTools/index.html?appid=7f65384de8e54fc4a80f2a7732c686e6&mlid=31961?mlid=5601&mlid=5601>

# E/W Bicycle Connection



<https://coloradosprings.maps.arcgis.com/apps/MapTools/index.html?appid=7f65384de8e54fc4a80f2a7732c686e6&mlid=31961?mlid=5601&mlid=5601>

## E/W Bicycle Connection

### **Draft Recommendation:**

- Connect Bijou Street bicycle facility to Shooks Run Trail to provide E-W connection

### **Next steps and refinements:**

- Address potential future timing and extent of bicycle facilities on Boulder Street



# N/S Multimodal Connection (USOPC to Memorial Park)



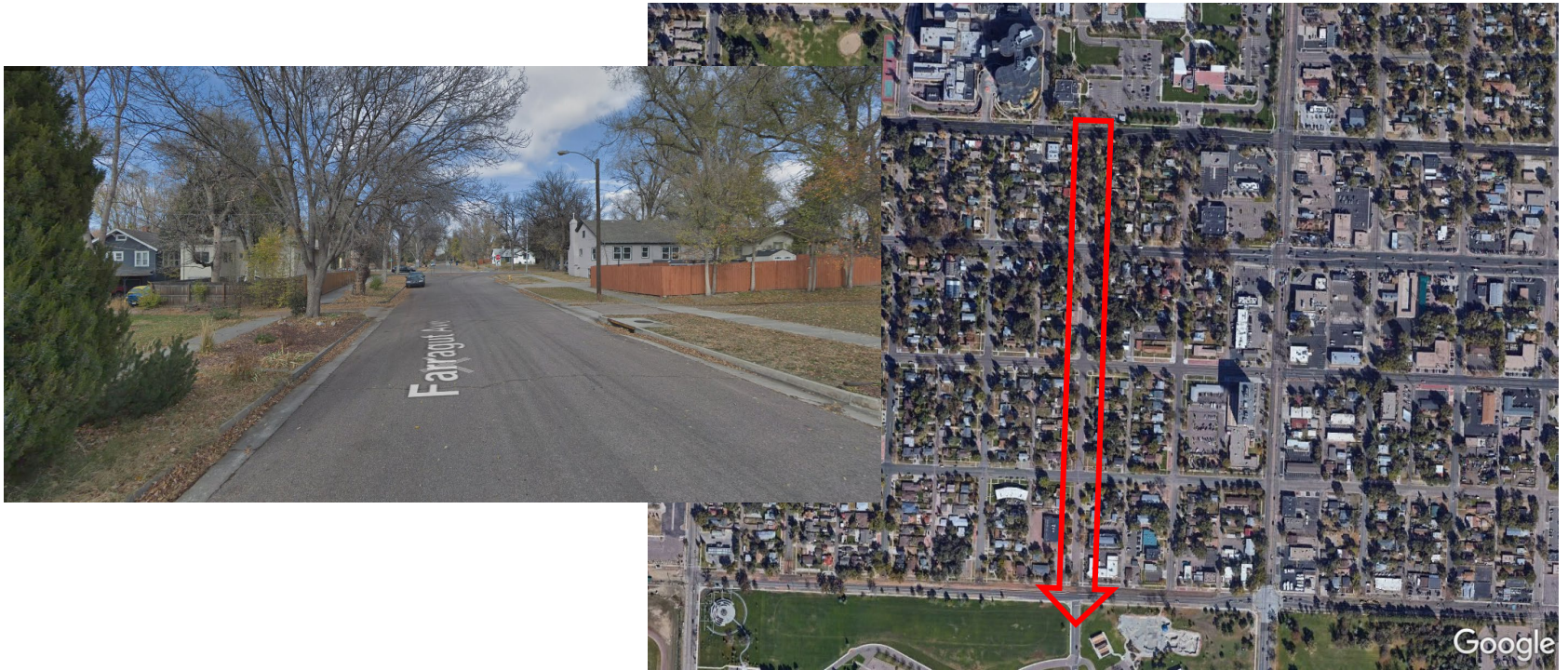


# N/S Multimodal Connection (USOPC to Memorial Park)





# N/S Multimodal Connection (USOPC to Memorial Park)



## N/S Multimodal Connection (USOPC to Memorial Park)

Option	Advantages	Disadvantages	Other Considerations
<b>Shared-use path on Union Blvd. (west side)</b>	<ul style="list-style-type: none"> <li>• 4' or wider sidewalk already exists</li> <li>• Current signalized crossings at major intersections</li> <li>• Separates users</li> <li>• Connections to Willamette bike route</li> </ul>	<ul style="list-style-type: none"> <li>• Busier, more stressful corridor for multimodal users</li> <li>• Would require more reconstruction of path, access points, etc.</li> </ul>	<ul style="list-style-type: none"> <li>• Kate's previous conversations with USOPC on connections</li> </ul>
<b>Bike boulevard on Meade Ave.</b>	<ul style="list-style-type: none"> <li>• Less stressful corridor for multimodal users</li> <li>• Direct connection at USOPC/Boulder St.</li> </ul>	<ul style="list-style-type: none"> <li>• Current unsignalized crossings of major corridors</li> </ul>	<ul style="list-style-type: none"> <li>• TBD</li> </ul>
<b>Bike lane on Farragut Ave.</b>	<ul style="list-style-type: none"> <li>• Less stressful corridor for multimodal users</li> <li>• Traffic calming/diversions at Platte Avenue</li> <li>• Direct connection at Memorial Park/Pikes Peak Ave.</li> </ul>	<ul style="list-style-type: none"> <li>• Current unsignalized crossings of major corridors</li> <li>• Potential removal of parking</li> </ul>	<ul style="list-style-type: none"> <li>• TBD</li> </ul>

## N/S Multimodal Connection (USOPC to Memorial Park)

### **Draft Recommendation:**

- Enhance Farragut Ave as bicycle route, including controlled pedestrian crossings of Platte Ave and Pikes Peak Ave
- Advance improvements to Hancock Ave as N/S connection

# Downtown Area Recommendations

## Downtown Character Area



The draft recommended alternative at the Platte Avenue/Nevada Avenue intersection would retain the existing General Palmer statue while restricting left turn movements at the intersection. A narrowed Platte Avenue would be more efficient and safe for crossing pedestrians, and the additional median refuge made available along Nevada Avenue would assist with east-west pedestrian crossings.

### Draft recommended alternative: Looking West toward the Platte Avenue/ Nevada Avenue Intersection



(See Plan View)

## Bijou/Kiowa Right-of-Way Reallocation



The draft recommended alternative would retain the function of Kiowa and Bijou Streets as a one-way couplet through downtown. Though each are currently 3 lanes wide, traffic volumes can be accommodated in 2 lanes. A lane reallocation is recommended to provide additional pedestrian space within the Right-of-Way of both roadways.

## Plan view





- Create more continuous pedestrian plaza feel along edges
- Provide additional visual depictions, including Platte/Tejon

**LEGEND**

- (A) 11' Drive Lane
- (B) 11' Turn Lane
- (C) 18' Diagonal Parking/Flexible Space
- (D) 16' Flexible Sidewalk
- (E) 12' Sidewalk
- (F) 18' Diagonal Parking
- (G) Improved Pedestrian Crossings
- (H) Painted Median



OLORADO  
SPRINGS  
A CITY OF COLORADO

**Platte Ave.**  
A ConnectCOS Community Corridor

**Character Area 3**



# Downtown Area Recommendations

## **Draft Recommendations:**

- Implement lane reallocations along Platte, Bijou and Kiowa
- Restrict Left turns at Platte/Nevada
- Emphasize flexible pedestrian environment with space made available by reallocation

## **Next steps and refinements:**

- Refine design elements to produce visuals for pedestrian plaza. Utilize Tejon/Platte intersection example
- Review conditions associated with delivery truck stoppages within roadway along Bijou and Kiowa

# Union Blvd Intersection Operations

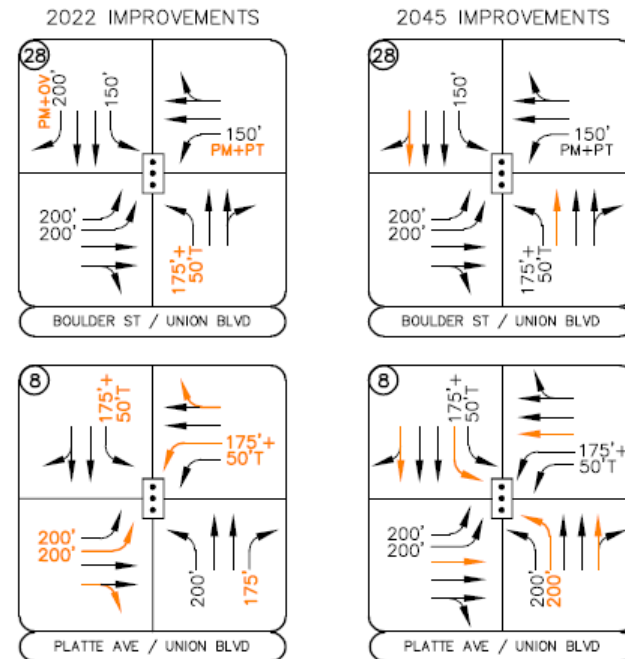
**CONDITION:** The Union Boulevard intersections with Platte Avenue and Boulder Street require treatment in the future to maintain acceptable operations. Turn lane queuing exceeding available storage length and delay along intersection approaches are of particular concern.



# Union Boulevard Intersection Operations

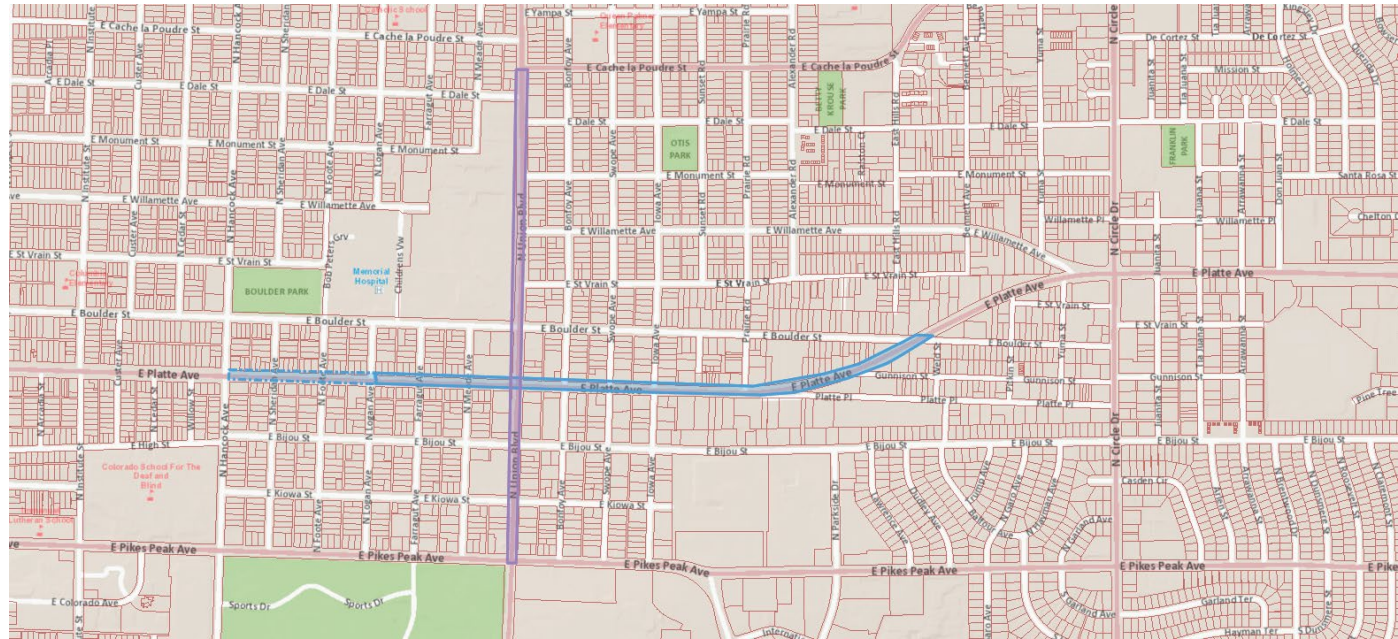
## Option A: Widening

- Sequencing/timing of widening
  - Need second EB/WB left turns lane
  - Need second NB/SB left turns lane
  - Need third NB/SB through lanes in (through both Platte and Boulder)
  - Need third EB/WB through lanes (Platte) in 2045



# Wideni

- Initial turn lane extension/addition efforts likely feasible without significant impacts to Right-of-Way
- Widening to provide additional through lanes along Platte Avenue and Union Boulevard would require:
  - Definition of appropriate transition points
  - Consideration of potential property impacts and other trade-offs with study functional objectives





# Union Boulevard Intersection

## Operations Option B: One-way operations from

Buffered bicycle lane/parking option on Boulder



**Platte/Boulder One-Way Couplet (Wahsatch to Platte/Boulder split) and lane reallocation**

- Dedicated transit lanes and enhanced bus stops
- Wider streetscape and enhanced pedestrian experience

**Two-way cycle track  
on Platte**

**Improved  
north/south bike  
and pedestrian  
connections**

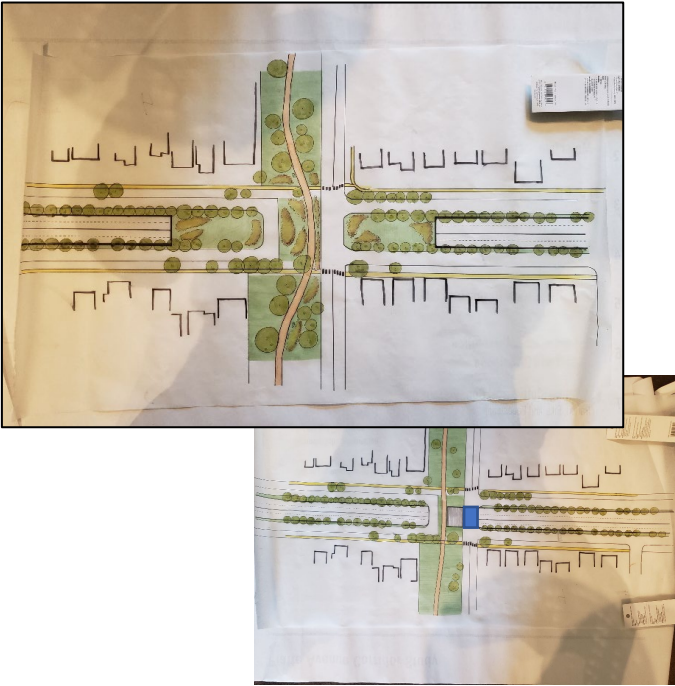
# Union Boulevard Intersection Operations – Potential Path Forward

- To address congestion concerns, construct needed 2022 improvements to Platte/Union intersection; consider including 2030 improvements
- Maintain Option B as viable longer term vision option
- Defer decision on future vision (Option A vs. Option B) until roughly 2035, when major widening likely would be needed if Platte and Boulder remain two-way

## Next steps and refinements:

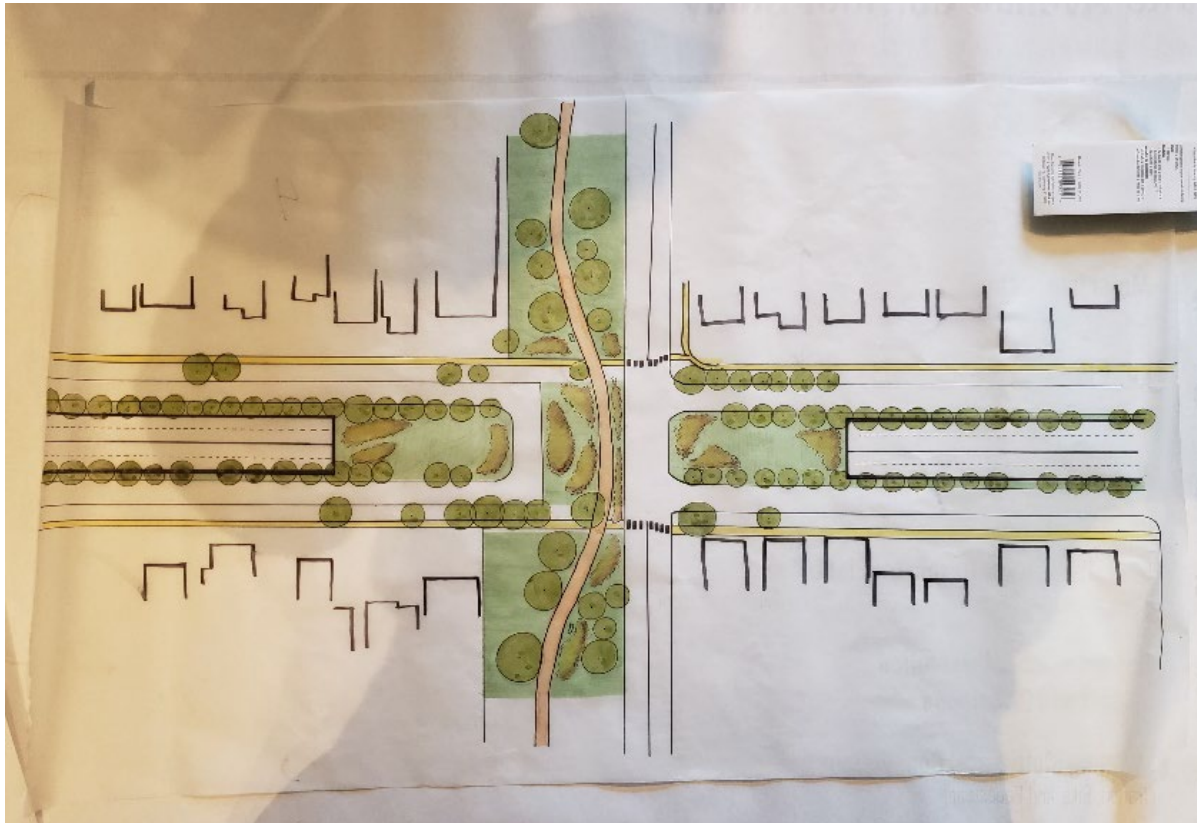
- Evaluate design feasibility of Union area widening to 6 lanes, including limits of widening and property impacts
- Determine appropriate treatment of Option B – do not preclude

# El Paso Area

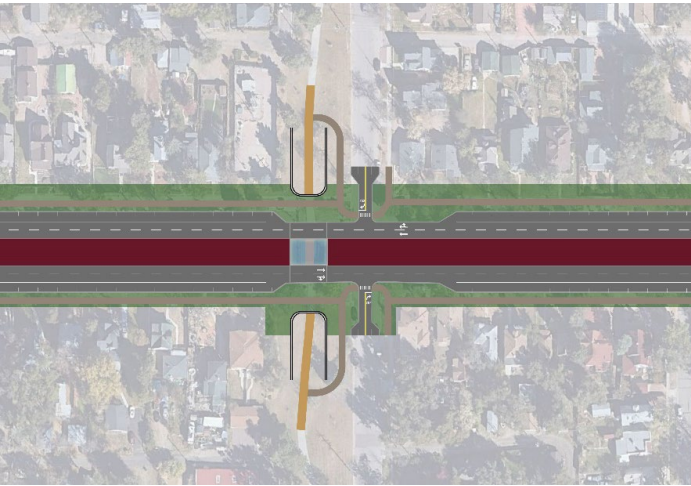
Option	Visual	Advantages	Disadvantages	Refinement
<p data-bbox="121 739 146 762">A</p> <p data-bbox="204 691 282 808">Park Cover</p>		<p data-bbox="1012 415 1161 511">Place-enhancing opportunity</p>	<ul data-bbox="1219 415 1476 682" style="list-style-type: none"> <li>• Relatively more Costly</li> <li>• Constructability issues with wall/abutments , etc.</li> <li>• Uncertainty of wall life</li> </ul>	<ul data-bbox="1505 415 1733 896" style="list-style-type: none"> <li>• Understand vertical clearance constraints/w all height</li> <li>• Determine need to connect El Paso</li> <li>• Address appropriate east-west dimension of park cover</li> </ul>



# Park Cover View



# El Paso Area

Option	Visual	Advantages	Disadvantages	Refinement
<p>B</p> <p>At-Grade</p>		<ul style="list-style-type: none"> <li>• Less Costly</li> <li>• Eliminates retaining walls and minimizes inherent risk in keeping them</li> </ul>	<ul style="list-style-type: none"> <li>• Trail options limited</li> <li>• Removes parallel parking roadways</li> </ul>	<ul style="list-style-type: none"> <li>• Address potential for Shooks Run Trail to cross Platte at a different location such as Shooks Run drainage alignment</li> <li>• Determine need to connect El Paso</li> </ul>

# El Paso Area – Potential Recommendation

- Preliminary recommendation is Option A – Park Cover. Provides excellent place-enhancement opportunity. Further physical investigation of Option A will refine expectations for E-W extent
- Option B – At-grade is an option that could emerge as the future direction if the Park cover proves infeasible due to wall instability and risks

## Next steps and refinements:

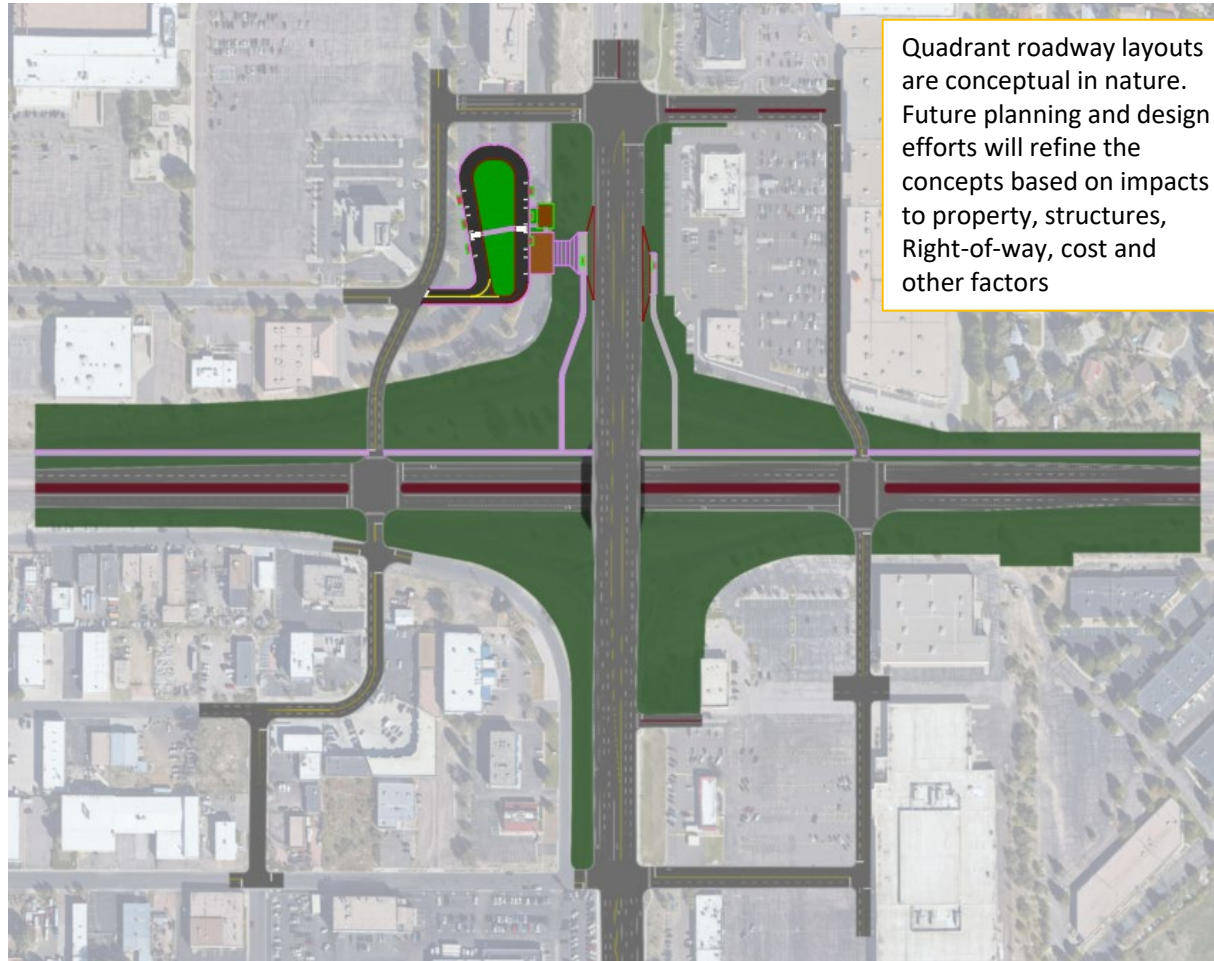
- Incorporate more detailed wall condition results.
- Determine technical design feasibility of park cover
- Explore optimal at-grade trail crossing configuration for community
- Noise evaluation unlikely to be helpful

Platte/Academy  
Quadrant Road  
Intersection  
Implementation





# Platte/Academy Quadrant Road Intersection Implementation



Quadrant roadway layouts are conceptual in nature. Future planning and design efforts will refine the concepts based on impacts to property, structures, Right-of-way, cost and other factors

# Platte/Academy Quadrant Road Intersection

## **Draft Recommendation:**

- Implement Quadrant Road Intersection in logical sequence with Platte Avenue widening, transit investments and (re)development activity

## **Next steps and refinements:**

- Evaluate Academy bridge condition and future options

# Platte/Boulder Intersection Treatment

## Option A: Do Nothing

### Advantages:

- Maintains E/W vehicle Crossing

### Disadvantages:

- Inadequate pedestrian crossing
- E/W offset can cause driver confusion





# Platte/Boulder Intersection Treatment

## Option B: High Tee intersection\*

### Advantages:

- Restricts higher conflict movements
- Dual protected pedestrian crossings

### Disadvantages:

- Vehicle Crossing of Platte diverted
- Affects property access from Platte



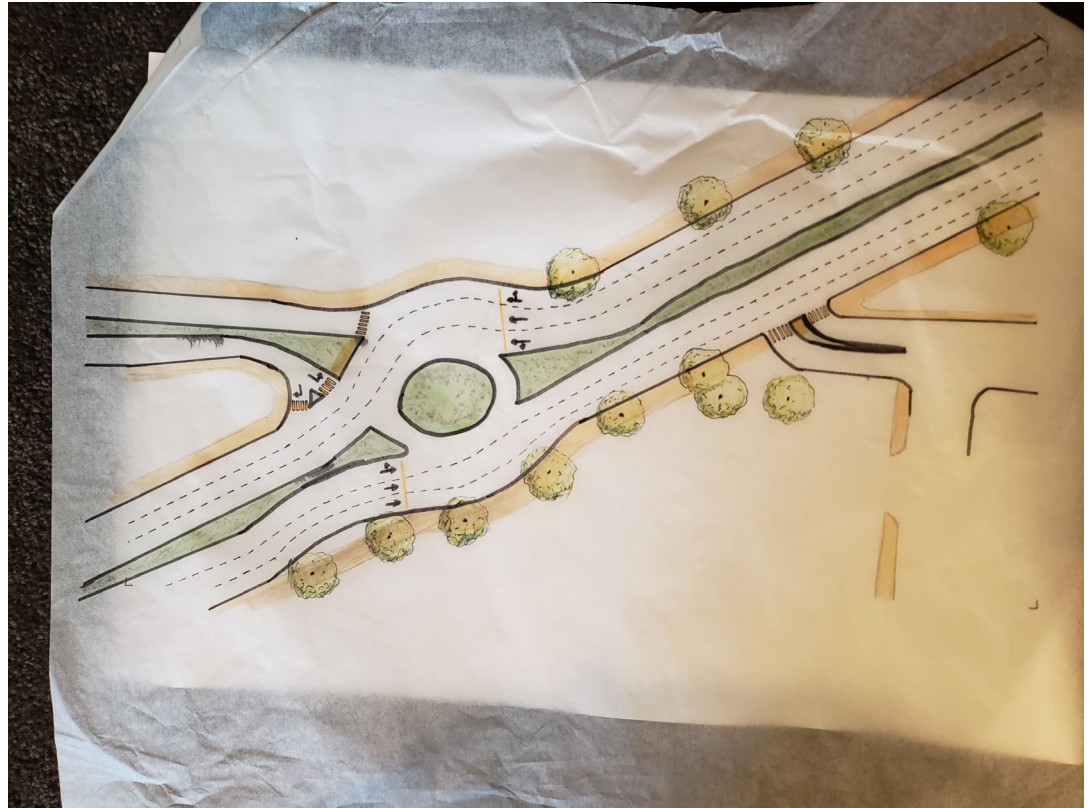
# Platte/Boulder Intersection Treatment

## Advantages:

- Provides landscape space for gateway feature(s)
- Traffic calming element

## Disadvantages:

- Multi-lane roundabout can introduce confusion
- Would hinder efficiency of E/W vehicle travel
- Pedestrian crossings difficult



# Platte/Boulder Intersection Treatment

## Next steps and refinements:

- Evaluate routing to connect neighborhoods if E-W connection is not provided at intersection
- Review safety findings with current configuration
- Identify potential gateway treatments

# Platte/Cascade Intersection – I-25 Access Concept



- Southbound bike lane is moved to the right-most lane
- Reinstate the channelized right between Cascade and Bijou at a much tighter angle

# Next Steps

- CAC meeting 10/19
- CTAB meeting 11/1
- Council Work Session 12/12

August 17, 2023

# MEMORANDUM

**To:** City of Colorado Springs  
**From:** Platte Avenue Corridor Study Team  
**Re:** Stakeholder Meetings Summary  
FHU Reference No. 119082-01

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## Introduction

In support of the Platte Avenue Corridor Study, the study team held meetings with residents, individuals, neighborhood groups, and organizations, collectively known as stakeholders, with a vested interest in the progress and outcome of the study. These meetings and conversations were held in addition to the Community Advisory Committee (CAC), Executive Oversight Committee (EOC), and general public meetings.

## Stakeholder Interviews

At the onset of the study, the study team worked with City staff to identify and reach out to a wide range of stakeholders to conduct a series of “stakeholder interviews”. The purpose of these interviews was to introduce the project and to understand the stakeholders’ top concerns and desired outcomes for the study. These interviews were primarily listening sessions and were completed throughout April and May 2021.

The stakeholder meetings included:

Meeting Date	Organization, Affiliation
April 8, 2021	Middle Shooks Run Neighborhood Association
April 15, 2021	Colorado Springs Independent Center
April 19, 2021	Pikes Peak Rural Transportation Authority
April 20, 2021	Downtown Partnership of Colorado Springs
April 20, 2021	Bike COS
April 22, 2021	UC Health, Memorial Hospital
May 10, 2021	U.S. Olympic & Paralympic Training Center
May 18, 2021	Citadel Mall
May 19, 2021	Colorado Springs Chamber of Commerce

Interview notes summarizing these discussions were provided to the City of Colorado Springs.

## Additional Stakeholder Discussions

Additional discussions were held with stakeholders throughout the study process; these stakeholder meetings were often held as a follow-up to the general public meetings for more in-depth conversation on a specific topic and/or concern, at the request of the individual stakeholder or stakeholder group.

The additional stakeholder discussions included:

Meeting Date	Organization, Affiliation
December 7, 2021	UC Health, Memorial Hospital
December 14, 2021	Colorado Springs School District 11
January 7, 2022	Bike Colorado Springs
January 10, 2022	UC Health, Memorial Hospital
January 11, 2022	Middle Shooks Run Neighborhood Association
January 19, 2022	Residents of Boulder Street
January 27, 2022	Downtown Partnership of Colorado Springs
January 27, 2022	Residents of Middle Shooks Run
February 2, 2022	Residents
February 9, 2022	UC Health, Memorial Hospital
February 10, 2022	Resident
February 16, 2022	Residents of Middle Shooks Run
March 2, 2022	Bike Colorado Springs
March 14, 2022	Knob Hill Urban Arts District
May 9, 2022	UC Health
June 6, 2022	U.S. Olympic & Paralympic Training Center
June 9, 2022	Residents of Boulder Street and Middle Shooks Run
July 6, 2022	Resident
September 12, 2022	Platte Avenue Business and Neighborhood Association



## Platte Avenue Corridor Study

Virtual Public Meeting Summary | Wednesday, June 9<sup>th</sup>, 2021



### Overview

On June 9<sup>th</sup>, 2021, the Platte Avenue Study project team held the first public meeting for the Platte Avenue Corridor Study. Platte Avenue has been identified as a priority corridor for further analysis as part of the ConnectCOS Transportation Master Plan for the City of Colorado Springs. The broader ConnectCOS effort will update the previous City Intermodal Plan that is now 20 years old and will help set the vision and priorities for transportation improvements in Colorado Springs for the next 20 years.

The Platte Avenue Corridor has been a topic of discussion, dating back to when it was originally known as US Highway 24 to when the city conducted the East - West Mobility Study. Some who attended the meeting were familiar with the City's plan for the physical development of Colorado Springs, [PlanCOS](#), and others had the advantage of being involved in [ConnectCOS](#). However, many who were in attendance were learning about the broader goal framework of these predecessor studies, and how it has identified Platte Avenue as a priority corridor, for the first time. As such, it was critical to use the virtual public meeting as an opportunity to create a common project understanding and initiate the conversation about vision and goals to develop a strong foundation of community support.

Due to the ongoing public health precautions related to COVID-19, the meeting was held virtually through Microsoft Teams Live. A recording and copy of the presentation materials can be found on the Platte Avenue Corridor study project webpage: <https://coloradosprings.gov/project/platte-avenue-corridor-study>.

Additionally, the public can continue to provide feedback and engage with current efforts via an online comment card available on the project webpage, as well as accessing an interactive online map-based exercise to capture community reflections and observations regarding current corridor conditions.

In the weeks leading up to the live event, the meeting was promoted through a variety of channels including the project website, flyer distribution to businesses and community centers located along the corridor, social media, paid Facebook ads, blog posts, email blasts, and local media coverage via online new sources and public radio. Approximately 120 community

members registered for the event and of those about 75 people attended the 90-minute meeting.

What follows is a re-cap of the material that was covered over the course of the meeting.

## **Meeting Purpose**

- Inform and educate the broader public to ensure there is a shared understanding and accurate information being disseminated in the community.
- Create excitement for the visionary process, identify common interests and opportunities of support.
- Define expectations of what will be accomplished by the end of the study.

## **Meeting Objectives**

- Develop a common understanding of the project purpose and goals,
- Review the technical milestones (provide detail of what has been done to-date and anticipated next steps),
- Provide parameters of what is and what is not included in this type of corridor study,
- Share information on what we have learned through the analysis to-date and how that applies to the goals of the study,
- Engage attendees to respond to a clear set of corridor-specific poll questions, and
- Demonstrate the map-based activity live on the project website that will collect community feedback on current conditions in and along the corridor.

## **Welcome and Introductions**

The meeting facilitator, Angela Woolcott Kearns & West (K&W), welcomed attendees. Aaron Egbert, City of Colorado Springs Traffic Engineer and Deputy Project Manager, provided opening remarks and introductions for the Platte Avenue Corridor Study. Aaron noted that Platte Avenue was a former state highway dating back more than 30 years ago which has caused a variety of road configurations along this 6-mile stretch between I-25 and North Powers Blvd. He went on to explain the Study is very important to the city's overarching transportation system, as well as the health and vitality of people who live and work in this area.

Angela then introduced the project team. A complete list of team members who participated in hosting and speaking during the meeting is available at the end of this summary. Angela demonstrated the key technology aspects of using the Microsoft Teams Live meeting platform, reviewed the meeting purpose, and outlined the meeting agenda and participation guidelines. Angela also reviewed the project schedule and key milestones to give everyone a sense of where the project team is in the overall process.

Key project milestones include:

- Corridor analysis (existing data/current conditions, strengths, weaknesses, opportunities, and challenges)
- Identifying a range of solutions and initial alternatives

- Prioritizing and comparing solutions
- Cost and project identification
- Program development and refinement
- Final Plan

Public involvement and stakeholder engagement will be integrated into each step of the schedule and is considered imperative to the success of the project.

Angela then introduced the live polling exercise and demonstrated how to use the live polling software with a test question. The test question posed to the audience and their responses include:

How did you hear about tonight's virtual community meeting?

- a. **Social media (42%)**
- b. Project website (4%)
- c. Newspaper or conventional media (8%)
- d. Bus advertisement (0%)
- e. Meeting flyer (0%)
- f. Neighbor or word-of-mouth (8%)
- g. Other? (38%)

## **Project Overview – The Bigger Picture and ConnectCOS**

Kelly Leadbetter, Felsburg Holt & Ullevig (FHU), provided an overview of the project and shared more information about recent planning efforts. The Platte Avenue Corridor Study is one of many studies taking place at the neighborhood corridor level resulting from previous planning efforts through the ConnectCOS Transportation Master Plan, which is currently underway. Platte Avenue has been identified as a priority corridor and a critical area for further study to achieve a more mobile community as part of the broader ConnectCOS framework. Other regional mode-specific plans, for example COS Bikes which is part of the Complete Streets Policy Framework, will have an influence on the Platte Avenue Corridor Study. The Platte Avenue Corridor Study project team is working in close coordination with other teams as they develop this plan.

The ConnectCOS goal framework seeks to create a transportation system based on six principles: (1) safe, (2) equitable, (3) sustainable, (4) efficiently reliable, (5) accessible, and (6) connected. ConnectCOS will provide guidance concerning the future role of Platte Avenue in the transportation system for this project. The Platte Avenue Project team wants this plan to be reflective of the community's overall interests and desires for multimodal transportation. They also want to understand what the short- and long-term needs are and identify immediate as well as future mobility solutions.

Related to the Platte Avenue Study requirements, the City of Colorado Springs will be looking for funding opportunities to support these projects. This could be in coordination with other departments within the City or in partnership with other regional agencies.

When considering future transportation and mobility improvements along Platte Avenue, the project team is also considering the neighborhoods and the surrounding areas, the impacts to

the transit network, and the existing trail connections. This includes adjacent roads and how improvements made to Platte Avenue may have an impact on the adjacent roadway and trail network. For example, Route 5 which goes along Boulder Street and connects the Downtown Transit Center to the Transfer Center at the Citadel Mall, is one of Mountain Metro's highest performing routes. So, while it does not run immediately along Platte Avenue, it has implications for existing and future transit riders.

## **Platte Avenue Corridor – Overview & Current Conditions**

Kelly then gave a more detailed overview of the Platte Avenue Corridor Study area. The study area extends between I-25 on the west end and North Powers Blvd on the east end and is just over 6 miles in length. It used to be a state highway; so, in many places it still feels and functions like a state highway because minimal improvements have been made to the corridor since the ownership was transferred from CDOT to the City. In some areas the road still retains wide travel lanes and higher speed limits, and there remain a handful of frontage roads on the eastern side of the corridor.

Platte Avenue has a significant role in connecting travelers from downtown to neighborhoods in the eastern part of the City and to other destinations like the airport and newer developments on its eastern side, such as Banning Lewis Ranch. Those who travel the corridor include residents, employees, and visitors. Future travel forecasts indicate that Platte Avenue may experience up to 20% growth by 2040, though travel time reliability, a measure of the potential for travel delays, is in the bottom 25% of all major city corridors.

The Platte Avenue Corridor has been organized into four distinct character areas which range from historic neighborhoods to commercial areas: (1) Downtown, (2) West Central, (3) East Central, and (4) Eastern. Challenges and considerations across the corridor are included below:

- Traffic and safety given forecasted growth, travel time reliability, and intersection operations (especially at Circle and Murray).
- Transit along the corridor including the transfer station at Citadel Mall and high ridership routes.
- Infrastructure (bridges, pavement, and stormwater) conditions.
- Connections to parks, trails, and open spaces as well as the ability for bicyclists and pedestrians to cross and move along Platte Avenue.
- Communities along the corridor including commercial areas, neighborhoods, residents, travelers, economy, and environment.

These character areas vary in transportation needs. The transportation needs and current observations identified for each character area are summarized below. The meeting materials presented character area boundaries based on the project team's assessment of the corridor at the time of the meeting.

**Downtown.** The context of this area is the most urban in the corridor. This area includes Platte Avenue and the surrounding businesses and neighborhoods between I-25 and Wahsatch. The study will consider a broader part in the north south direction in this segment.

- Platte Avenue, despite being a major east west corridor, does not currently provide a direct connection to I-25

# Platte Ave.

A ConnectCOS Community Corridor

- Historic and cultural amenities for the City in downtown exist with the General Palmer Statue, Acacia Park, Palmer High School, and several others.
- Pikes Peak Greenway Trail through Monument Valley Park is an asset and additional connections for those on foot or on bike will be considered.
- This is a more established area of town; the sidewalk network is nearly complete and some bicycle facilities on lower stress streets are provided.
- While there is a sidewalk present, the sidewalk may be narrow or may not be compliant under the Americans with Disabilities Act (ADA) compliant.

**Middle Shooks Run.** This segment of the project extends between Wahsatch and Union. It has a well-established and maintained neighborhood character.

- The Middle Shooks Run neighborhood has pride and a strong identity due to its unique mixture of home styles, parks, and businesses.
- This is a more established area of town; the sidewalk network is nearly complete and some bicycle facilities on lower stress streets are provided.
- While there is a sidewalk present, the sidewalk may be narrow or may not be compliant under the Americans with Disabilities Act (ADA) compliant.
- Bridges along Platte Avenue are in poor condition and in need of replacement.
- The Shooks Run trail is a beloved trail for those walking and biking; it is relatively easy to cross Platte Avenue using the Shooks Run grade-separated crossing.
- This area sees significant pedestrian and biking activity in part because of the existing destinations: the high school, Boulder Park, Memorial Park, the Olympic Training Center, Memorial Hospital, and in part because it is easier to get around in this area relative to other areas along the corridor.

**West Central/ Knob Hill.** This area includes Platte Avenue and the surrounding neighborhoods between Union Boulevard and Chelton Road, on the west side of the Citadel Mall. Along Platte Avenue, this portion of the corridor has a small and medium sized business focus along an urban arterial roadway.

- Most of the properties along Platte are businesses, but there are neighborhoods in areas behind the businesses.
- Start to see more missing sidewalks which compromises the ability for people to walk in this area.
- This is concerning because Knob Hill has a relatively higher percentage of residents without access to a vehicle who must rely on walking, biking, transit, or carpooling to meet their basic needs.
- Emergency response time and multimodal access to Memorial Hospital is vital to this area.
- Number of challenging intersections including Boulder Street, Circle Drive, and Chelton Road

**East Central/ Citadel Mall and Academy Boulevard Area.** This portion of the study area includes Platte Avenue and the surrounding neighborhoods between Chelton Road and Wooten Road. The context of this area is businesses and is largely dominated by the mall and shopping centers. The roadway configuration becomes a freeway.

- Neighborhood is characterized by significant retail.

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- Retains the State Highway characteristics with higher speeds, wider travel lanes, and frontage roads.
- The ability to cross Platte Avenue when walking or when biking becomes more difficult because of the width of the roadway and the speed of the vehicles.
- Transferring at the Citadel Mall transfer center delays the transit routes.
- Academy Boulevard has been identified as a transit corridor.
- Poorly performing intersections such as Murray Road (frontage roads can contribute to this)

**Eastern/ North Powers Boulevard Area.** This portion of the study area includes Platte Avenue and the surrounding neighborhoods between Wooten Road and Peterson Road. This portion of the corridor is mostly business focused but also have neighborhoods near Platte Avenue. The roadway continues to be a freeway configuration.

- Characterized by significant commercial uses and provides access to regional destinations such as the Peterson Air Force Base and the airport.
- The ability to cross Platte Avenue when walking or when biking becomes more difficult because of the width of the roadway and the speed of traffic.
- Platte Avenue crosses Sand Creek in multiple locations in this area and there are planned future regional trails along the creek.
- This section of the corridor has a history of severe crashes.
- Beyond the eastern area is the Banning Lewis Ranch development which is anticipated to contribute to the increase traffic volumes along the corridor.
- There are also frontage roads along much of this segment of Platte Avenue. These roads have intersections close to Platte Avenue in several locations.

Anna Laybourn, Design Workshop, shared the existing economic conditions along the corridor. Housing within the corridor, specifically in the Downtown and West Central character areas, is much older than housing found elsewhere in the city. There has been very limited development of new housing, and of the new housing developed, nearly all has been single family homes available for purchase only. The corridor has had no new multi-family development within the last 10 years. Households within the corridor make far below the median family income in the City and County: annual median household income ranges between \$29,000 and \$46,000 versus the City and County's median household income which is \$64,000- \$67,000.

Despite slow population and economic growth throughout the corridor, the market capitalization rate, a measure of economic conditions (or potential?), for all asset types has continued to decrease over the past 10 years. A decreasing capitalization rate is a good economic indication that the perceived risk of investing in an area is decreasing. Investors often look at areas with falling capitalization rate as good investment opportunities. The Corridor has the potential to attract new development in the future while celebrating and protecting its existing assets.

## What We Have Heard to Date from Stakeholders

Early in 2021, the Platte Avenue Corridor Study project team met with approximately 50 stakeholders specific to the corridor over the course of several weeks by conducting small group discussions, topical workshops, and one-on-one interviews. Stakeholders were selected to represent a diverse range of project partners and community members who live and work along



Platte Avenue. The discussions helped the project team gain insights into their mobility and place-making priorities, opportunities, and challenges for further consideration in the study of the Platte Avenue Corridor. These meetings were largely conducted virtually in collaboration with city leadership, community leaders and adjacent businesses and neighborhood organizations such as, Bike Colorado Springs, The Independence Center, Colorado Springs Chamber of Commerce, Mountain Metro Transit, Memorial Hospital, Colorado Springs Utilities, Middle Shooks Run Neighborhood Association, etc.

Angela Woolcott, K&W, reviewed the following findings from discussions with stakeholders, organized by key themes.

- 1) Understanding Function & Identity
  - Stakeholders voiced a need to understand how the current transportation system contributes to the City and communities' broader mobility goals.
  - Establishing the corridor as a multi-modal gateway to other destinations could strengthen the overall feel, character, and experience.
- 2) Walkability & Safety
  - Lack of safe and walkable connections along Platte Avenue.
  - Lack of curb cuts, sidewalks, cross walks, street lighting, as well as low visibility of signage and wayfinding.
  - Lack of ADA accommodations for pedestrians.
- 3) Accessibility
  - Study area is home to a diversity of people of all ages and abilities including families, college students, retirees, Paralympic athletes, and those living with limited mobility as well as veterans and active military.
  - A key challenge is the lack of consistent accessible infrastructure, such as safe crossings and intersections, for all people.
- 4) Transportation Choice
  - Stakeholders want a variety of commuting options.
  - They raised concerns about the dangerousness of biking along Platte Avenue.
  - Stakeholders would like to see a more balanced roadway with additional travel options for people who do not own cars.
- 5) Maintenance and Appearance
  - Platte Avenue is viewed as a gateway to the city (especially traveling west into town from the airport) but the current character is carryover from the Highway 24 days.
  - Thus, it is missing an opportunity to make a good first impression.
- 6) Street Network & Connectivity
  - Stakeholders commented on confusing traffic patterns and increased safety concerns, especially at key intersections closer to Downtown and I-25.
  - There is a need for improved connectivity to adjacent major roadways to provide alternate routes for car travel and opportunities for added transit options.

- 7) Celebrating & Preserving Neighborhood Character
  - The neighborhoods along Platte Avenue have distinct characteristics.
  - Stakeholders commented that general recommendations may not fit all segments.
  - Stakeholders value the existing character, cultural fabric, and historic architecture in these areas.
  
- 8) How Community Growth Impacts the Study Area
  - Stakeholders commented on the need to consider the various uses along Platte Avenue, such as planned development in and outside the corridor.
  - There is interest in commercial zones near downtown in the form of restaurants and retail, and a broad range of housing/residential areas.

## Community Polling Results

During the next section of the meeting, Angela Woolcott facilitated an interactive activity that included a series of polling questions posed towards participants that could be answered by copying and pasting a web link into a web-browser or by texting a number to activate the polling exercise on cell phones. What follows is a listing of poll questions and their responses. Numbers in parenthesis following an answer represent percentage of total responses for multiple choice polls or the number of identical responses for open-ended responses.

- 1) How often do you travel the Platte Avenue?
  - a. **Daily (36%)**
  - b. Weekly (33%)
  - c. Monthly (26%)
  - d. Never (5%)
  - e. Other (0%)
  
- 2) What is your preferred mode of travel in/along Platte Avenue?
  - a. Walking (13%)
  - b. Bicycling (5%)
  - c. Public Transportation (0)
  - d. **Car or Motorcycle (82%)**
  - e. Other (0%)
  
- 3) How do you primarily use Platte Avenue? (MC multi-answer)
  - a. To get home (15%)
  - b. To get to work (14%)
  - c. To get to the airport (4%)
  - d. To get to I-25 (9%)
  - e. **To access downtown (18%)**
  - f. **To access businesses and retail (19%)**
  - g. To access services (social, health or childcare, etc.) (3%)
  - h. All the above (8%)

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- i. I don't typically use Platte Avenue (3%)
  - j. Other (7%)
- 4) If you do use Platte Avenue, what is your most frequent destination (open answer)?

Response:

- Platte is a main access way to get to a destination off the beaten path of Academy and I25
- Bars and such
- Knob Hill Arts District
- Black sheep (2)
- My office on Platte and Cascade
- Retail, business
- Local Relic
- Businesses in southeast end of town around Circle and Murray or on South Powers
- To see the art in Knob Hill
- **Work (4)**
- Andy's Meat Market
- Southern route home
- To get to Academy and points east
- **Home (5)**
- East to Highway 94
- To/from retail/restaurants downtown
- Downtown, misc. business along the corridor, to get out to Powers / 1 & main
- Access other areas and streets - especially when Academy is backed up
- Public Works facility, Geiger Court
- Getting to Powers Boulevard (2)
- I live just off Platte, so I use at least one section every day. Weekly I ride to Sportique
- Utilizing it to get to Downtown/to the eastside/North Powers corridor.
- Peterson AFB (2)
- Friends on streets below Platte or intersecting Platte (2)
- Shopping and retail
- **Downtown (4)**
- Get across town
- Taco Bell
- Visit family living on Platte Avenue
- Sportsmans Warehouse
- Work and family
- Black sheep and downtown
- The Citadel Mall and business along Academy Bl
- Airport

- 5) What type of road would you describe Platte Avenue to be most like?
- a. A residential neighborhood street (13%)
  - b. **A major thoroughfare for east-west travel (66%)**

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- c. State Highway 24 (3%)
- d. A regional connection (8%)
- e. A gateway for the City of Colorado Springs (11%)

6) What is one word that best describes the Platte Avenue?

Responses: dilapidated(2), overlooked, diverse(3), pawnshop row, chaotic, Knob Hill(2), busy(3), major, congested(2), disjointed, connection, loud(3), visionless, community, unattractive(2), corridor(2), noisy, businesses on Academy, decrepit, messy(2), travel, needed, multi-use(2), Downtown, strained, unloved, traffic, barrier, neglected., segmented, major East/West corridor, hectic, old, work downtown home, historic, high-speed, residential

7) What is currently challenging with Platte Avenue?

- a. Crossing Platte North/South (16%)
- b. Traffic along the corridor traveling East/West (22%)**
- c. Access to businesses along Platte (8%)
- d. Lack of sidewalks (11%)
- e. Lack of bicycle facilities (10%)
- f. Travel speeds (19%)**
- g. Accessing transit (6%)
- h. Other (7%)

8) What do you like the most about Platte Avenue? (open ended)

Responses:

- Potential for high rise apartments on Boulder and Bijou
- Mid-town east-west city crossing
- The historic architecture in Mid Shooks neighborhood
- Lined by trees in west central section.
- That it is one of only a handful of east-west connections.
- I agree with the Tejon of the east side comment
- Besides the art, nothing
- Historic neighborhood between Union & Wahsatch
- It literally spans our city and gives us the opportunity to create a far better connection between all of the destinations along it.
- Access to stuff, Knob Hill
- Able to travel without too many traffic lights. Beautiful view of the mountains while traveling West. Neat statue downtown - very unique.
- Trees, where they exist; also the older homes give it character.
- Western end, architecture
- That its diverse, and our neighborhoods have people from all walks of life
- Historic neighborhood
- The historic ambiance in the downtown Shooks Run area.
- Convenient way to cross the city and to access HWY24
- Knob hill has lots of potential
- The trees along the side of the road closer to downtown
- Character of the homes

# Platte Ave.

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- Attractive houses downtown
- Historical
- Notable historic architecture in downtown portion.
- Easy transition from eastside to Downtown
- Nothing
- Historic avenue into downtown
- General Palmer Statue
- A C E
- Busy
- The statue in the middle of the intersection at Nevada. It is a welcome and forces the speeds to slow down.
- Neighborhood
- Straight shot to downtown
- East west transit is direct
- The historic homes.
- Trees and wideness on the west end near downtown
- Historic Areas
- Know Hill Arts district
- Gen. Palmer's statue
- Knob Hill, has the potential to be a Tejon street on the East side
- The new art in knob hill

# Platte Ave.

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9) What is your favorite activity to do along Platte Avenue? (open ended)

Responses:

- Shooks Run
- Walk, but early in the morning because otherwise it's too scary
- Look at neighborhoods
- Black sheep, check out the art and hit the pawn shops
- Shake my head - while driving past Circle Avenue until downtown - shabby businesses
- Tree lined street
- To walk through all (not just the Downtown historic), the nice neighborhoods
- Walking the tree-lined streets
- Drive my car
- Going to the Black Sheep
- Taking walks
- F B A
- Drive across town
- Remember my childhood experiences
- Look at the houses
- Visit the Flea Market (East Platte) and/or Downtown events
- Getting east to west in my car quickly without pesky bike lanes.
- Sit on the front porch and watch people go by
- Access those old shops, if only they weren't run down
- Hang out in Knob Hill
- Drive (2)
- Stay off it
- Look at the mountains
- Chilling in Boulder Park
- Shopping
- Going Downtown
- Walking on Shooks Run Trail
- Shows at Black Sheep
- Pedal a PikeRide from Downtown to tour all of the murals in the Knob Hill Urban Arts District
- Historic neighborhoods, trees. East/West travel
- Beautiful tree-lined street
- Walk my dog

10) What would you like to see changed as a result of this study? (open ended)

Responses:

- Speed control, preserve historical neighborhoods
- Access to downtown
- I saw President Eisenhower while standing on Platte Ave
- Urban businesses and diversity
- Walking downtown
- Extending green median



# Platte Ave.

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- Increase public transit, reduce speeds (between Nevada and Hancock specifically), we need arrows on Platte/Wahsatch (SO DANGEROUS to turn L now with no arrows)
- Better sights
- Make Knob Hill a great place to live and be entertained. Make it like Tejon. Old Colorado City, and Manitou. Bars, breweries, restaurants. Culture fest a few years ago was awesome
- Fix it up, Safe walks for pedestrians and bicycle, preserve the view west
- Invest in a way that it does not display current residents or drive-up prices
- Submission of a nomination to the National Register of Historic Places for the eligible area
- Traffic calming
- Provide a consistent parallel route for walking/biking and a space for transit to be truly impactful
- It should remain an East-West Corridor with signal timing improvements for easy movement east and west.
- More trees, sidewalks, neighborhood feel, slower speeds, historic markers.
- Create sense of place with desirable amenities
- A bikeway added - like what is along C-470
- Better branding efforts - increase green footprint
- Slower traffic, help the stores and business, get rid of the pot grow houses and more and more art, even sculptures
- The entrance to Willamette at Platte closed or redesigned to prevent the large semi-trucks
- Character of neighborhood, diversity of homes and business, Shooks Run
- Road improvement-upgrade
- Slower traffic in residential area.
- Connections to bike along, and able to cross more easily
- Keep road surface up to grade.
- Can't think of much. Not adding bike paths!
- Less car centric design - lower speed limits
- Medians and good connection
- Boost economic activity, clean it up, and pump up the whole corridor
- Clean up and reorganization of how everything works
- I would love a bike trail and/or a protected bike lane alongside Platte. Additionally, it should either be expanded to be a road or narrowed to be a street. Watch Strong Towns or Not Just Bikes to learn more!
- Not much. I would not like to see the area gentrified and low-income folks forced out. Keep the "green" improvements to Boulder, Bijou, etc.
- Traffic calming-- divert it!
- Make it pretty!
- More walkability and bike-ability
- More restaurants and cultural attractions in knob hill
- Vision growth for city - facelift area around Circle to Nevada
- Safer, slower, more efficient traffic with upgraded and welcome entry to downtown
- Beautify and soften the atmosphere along the route
- Less noise

- Pedestrian crossing in Knob Hill
- Traffic calming with focus on better access for pedestrians and cyclists
- Train transit from East to West
- More investment in roads WITHOUT pushing out the diverse neighborhoods
- More trees and shade east of union
- Make the rest of the Springs nice, not just Downtown
- Less noise caused by Platte Avenue traffic
- Establish identity, increase safety
- Provide a vision and a core purpose for Platte, cleaning up the demands on any given roadway
- Safer pedestrian crossing
- Updating to many of the run down auto off shops and junk yards
- Actual multi-modal development that respects our vulnerable roadway users and isn't so car-centric
- Improved appearance and safety
- Preserve the historic elements
- Quiet the traffic
- Build up Knob Hill
- Having coffee on Boulder

## Introducing Social Pinpoint and Audience Q&A

Next, Kelly shared how to access and use Social Pinpoint, which is a map-based tool to solicit community input and ideas for future improvements along the corridor as well as collect general observations. Kelly discussed the various features of the tool and its purpose. Social Pinpoint is available for public comment and accessible via the project webpage until July 7th, 2021.

Angela Woolcott, with support from others on the Platte Avenue project team answered audience questions. Audience questions were received via the Q&A function on the Teams Platform. Questions were stored and will be included with their answers on a FAQ sheet, also available for public viewing and general information about the project on the project website: <https://coloradosprings.gov/project/platte-avenue-corridor-study>.

## Project Team Attendees

Name	Organization
Aaron Egbert	City of Colorado Springs
Dan Krueger	City of Colorado Springs
Ted Ritschard	FHU
Kelly Leadbetter	FHU
Angela Woolcott	Kearns & West
Christian Mendez	Kearns & West
Zach Barr	Kearns & West
Anna Laybourn	Design Workshop
Marianne Stuck	Design Workshop
Amy Garinger	Kimley-Horn
Eric Gunderson	Kimley-Horn

# Platte Avenue Corridor Study Community Workshops Summary

## *Background Information*

### Platte Avenue Workshop Description

Platte Avenue has been identified as a priority corridor for further analysis as part of the ConnectCOS Transportation Master Plan for the City of Colorado Springs. The broader ConnectCOS effort will update the previous City Intermodal Plan that is now 20 years old and will help set the vision and priorities for transportation improvements in Colorado Springs for the next 20 years (<https://coloradosprings.gov/project/connectcos>).

In August 2021, the Platte Avenue Study project team held three community workshops, engaging select geo-targeted members of the community, including business and property owners, residents, workforce, City staff, as well as transportation and land use experts, to inform proposed alternatives and next steps in the Platte Avenue Corridor Study (<https://coloradosprings.gov/project/platte-avenue-corridor-study>).

As part of the technical analysis of the Platte Avenue Corridor study, the study area has been divided into four character areas: (1) Downtown, (2) Middle Shooks Run, (3) Knob Hill, (4) and Eastern Reaches (Figure 3). The function of one character area influences the function and performance of the adjacent character areas making one continuous corridor. The project team recognizes that character areas do not have distinct street borders but rather transition zones from one area to the next. When considering investments in each of these distinct character areas, we have to consider investments for the entire corridor and study area. The community workshops were organized by character area and were scheduled as follows:

#### **Monday, August 16th, Areas 3 & 4 Community Workshop (Knob Hill & Eastern Reaches)**

This portion of the study area includes Platte Avenue and the surrounding neighborhoods between Union Boulevard and Chelton Road. This segment includes Knob Hill Arts District, Citadel Mall, and Academy Boulevard.

#### **Tuesday, August 17th, Area 1 Community Workshop (Downtown)**

This portion of the study area includes Platte Avenue and the surrounding businesses between I-25 and Wahsatch Avenue.

#### **Wednesday, August 18th, Area 2 Community Workshop (Middle Shooks Run)**

This portion of the study area includes Platte Avenue and the surrounding neighborhoods between Wahsatch and Union Boulevard. This segment includes Middle Shooks Run.

The following Workshop Goals were identified early in the process and shared with participants on the day of the workshops:

- 1) Provide educational information on current Citywide transportation planning efforts, project framework, and corridor existing conditions.
- 2) Experience the segment of the corridor specified in the workshop through a virtual “tour” to better understand existing functionality, issues and opportunities.
- 3) Explore and capture community interests and feedback by engaging participants in virtual workshop exercises.
- 4) Workshop participants play a critical role in identifying corridor-wide solutions. Empower participants to act as a resource and source for information for other community members regarding the Platte Avenue Corridor Study.
- 5) Celebrate neighborhood culture and identity that varies across the four-character areas by identifying corridor wide solutions that are specific and unique to each segment. Workshop participants will help the project team identify the elements that make each character area unique and tailor solutions in response.

## Virtual Workshop Tools

During the Platte Avenue Corridor Study Character Area Workshops, The project team used a platform called Miro, which is an application through Zoom, to support our collaborative brainstorming sessions. [Miro](#) is a live, digital, collaborative whiteboard that allows multiple participants to contribute their thoughts simultaneously and anonymously on a given topic via sticky notes and other graphic visual tools. To ensure everyone was prepared to engage productively during our limited workshop time, we asked participants to take 10-15 minutes in advance of the meeting to review this [YouTube Tutorial: How to Navigate a Miro Board](#) and read the additional information on Miro tips and tricks which was sent out prior to the meeting. With this recommended tutorial and tips information, participants gained familiarity with the Miro functions that were to be used in the workshops. An additional tutorial was given on the day of the workshop, prior to starting the Miro exercises.

For anyone who was unable to attend a virtual workshop, the outcomes of the workshops are included in this summary, packaged with relevant materials and will be posted to the project webpage.

## Workshop Participation Process

The project team made targeted as well as open invitations to stakeholders using a variety of methods and platforms. Geo-targeted invitations were made to business and property owners, residents, workforce, City staff, as well as transportation and land use experts and were

reflective of the workshop dates and character areas. The majority of outreach used a grassroots approach and included making personal phone calls and email invitations to many local businesses, organizations, schools, community centers, and religious institutions located on or adjacent to Platte Avenue.

Invitations were also shared publicly along with information on how to RSVP for the workshops, via the project website as well as Next Door. Lastly, all stakeholders who had previously participated in the Platte Avenue Corridor Study either through focus groups, stakeholder interviews, or as a member of the Community Advisory Committee (CAC), were organized based on proximity to character area and invited to the workshop date most relevant to their location and interests. CAC members offered recommendations for local businesses, property owners, and community leaders, and these individuals were also invited to attend the workshops. A full list of CAC members can be found on the project webpage (<https://coloradosprings.gov/project/platte-avenue-corridor-study>).

Everyone who was invited or expressed interest in participating was given workshop details including an agenda, description of activities, Miro tutorial, and Zoom information via email as well as calendar invitation. If a stakeholder or member of the public was unavailable on the scheduled date of the workshop that pertained to their character area, they were invited to attend a different workshop on one of the other two workshops dates. In some cases, a select few of the participants expressed interest in attending more than one workshop. A list of workshop participants is available at the end of this summary.

***Below is a detailed summary of what occurred and was shared during the workshops. All workshops followed a similar format and structure, covering the same content early on in the workshop agenda, though deviating in format to engage participants in “hands on” virtual activities focusing on the specified character area.***

## Workshop Opening & Introductions

The meeting facilitator, Angela Woolcott, Kearns & West, welcomed attendees and provided introductions to the members of the Platte Avenue Corridor Study project team. Angela invited workshop participants to enter their names and organizations into the chat box as well as any affiliation they have to the project. After participants had done this, Angela read aloud the names, organizations, and affiliations of everyone in attendance.

Angela then discussed the workshop goals, listed in the section above, and the workshop participation guidelines which encouraged participants to:

- Be collaborative and provide productive ideas and feedback to the team to help the study be successful,
- Respect the ideas of others; and
- Focus on the task at hand and help everyone stay on agenda.

All workshop agendas included a project overview, a virtual tour of the character areas using drone video taken from segments of the corridor, an overview as well as group poll and

discussion of the draft functional objectives, and two exercises in Miro which included a visual preference survey as well as a budgeting exercise.

Angela referenced the diversity of workshop participants present and expressed that some workshop participants are already familiar with the Platte Avenue Corridor Study while other participants are new to learning about the project and why the City of Colorado Springs is studying Platte Avenue. To ensure everyone was starting with a baseline understanding of the project, each workshop began with a project overview.

## Project Overview

Next, Ted Ritschard, Olsson, gave workshop participants an overview of the Platte Avenue Corridor Study, why the study is taking place, and what has been done to date. The Platte Avenue Corridor study is connected to and is a pilot corridor project of [ConnectCOS](#), which is the 20-year transportation master plan for the City of Colorado Springs. Platte Avenue was identified early in the ConnectCOS process as a critical city corridor, whose study area runs from 1-25 to Powers Boulevard.

ConnectCOS strives to identify transportation and mobility improvements based on six primary goal areas: safe, equitable, sustainable, efficiently reliable, accessible, and connected (Figure 1). The goal framework helps define future transportation improvements for the City of Colorado Springs. By assessing where the current system is not meeting the goal framework, we can understand where the current needs are as well as identifying actions to address these needs.



Figure 1: ConnectCOS Goal Framework.

## Overall Process

Currently, the Platte Avenue Corridor Study project team is narrowing in on the transition point between needs and solutions. Ted reviewed the timeline for the project (Figure 2) and noted that the project team is moving into the phase of developing initial strategies for the corridor that will then become recommended projects. The workshops are critical to moving into the solutions phase of the project. Towards the end of 2021, the project team will produce a draft of the final plan document for the Platte Avenue Corridor.





Figure 2: Platte Avenue Corridor Study Project Timeline (as of August 2021).

### Character Areas & Current Conditions

Next, Ted Ritschard, Olsson discussed the study area of the project which runs from I-25 to Powers Boulevard and further explained how the character areas help the project team with their analysis. As mentioned in earlier sections of this summary, the character areas define segments of the corridor based on the unique characteristics of that segment. There are four character areas: (1) Downtown, (2) Middle Shooks Run, (3) Knob Hill, and (4) Eastern Reaches. Character areas are fluid; they do not have physical boundaries, but rather transition zones where one character area blends into the other to create a continuous study area and corridor (Figure 3). It is important to both address the needs of the individual character areas while also assessing those needs within the context of the entire corridor.

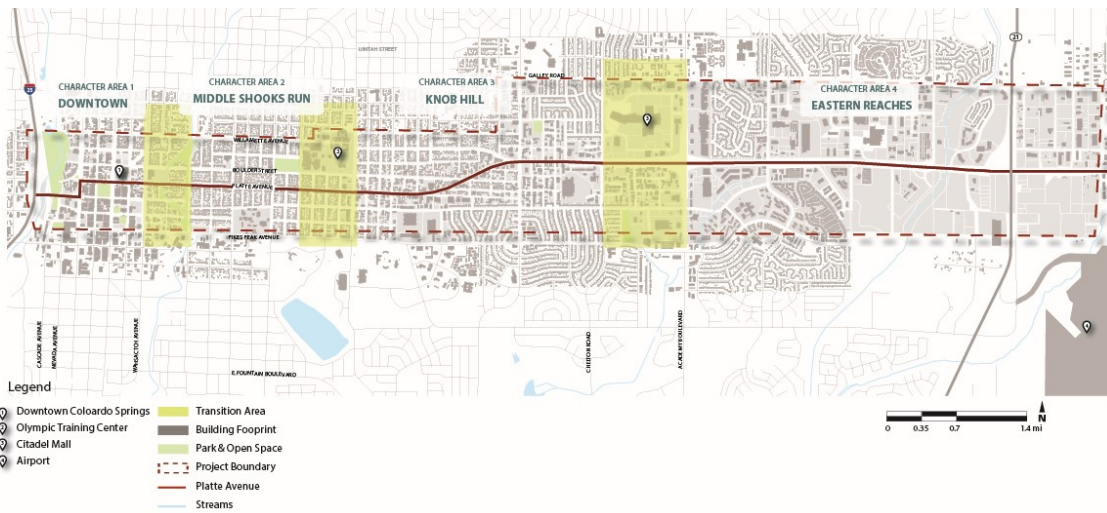


Figure 3: Platte Avenue Corridor Study Project and Character Areas.

**How do we define a corridor?** A corridor includes the major roadway but also any adjacent roadways or networks that exist such as trail and transit routes as well as the context of adjacent neighborhoods.

Ted verbally led participants through a brief video of the character area(s) being covered in the individual workshops. Each character area video included a closing frame of all four character areas in comparison. This viewpoint showcased how different the character areas are and the different challenges presented.

## **Workshop wrap-up & next steps**

In closing, Angela Woolcott, Kearns & West, encouraged workshop attendees to invite additional participants to subsequent workshops that could add value to the study. The Miro exercise stayed open following each workshop until 10 pm in order to allow participants to go back and add their comments or adjust their exercise activity.

Aaron Egbert, City of Colorado Springs, reiterated how helpful the workshop participation is to the next steps in the Platte Avenue Corridor Study. The project team will utilize findings from the workshops to refine the functional objective for the corridors and start to narrow in on potential solutions and recommendations.

Each workshop summary includes a list of stakeholders who were invited and who participated. Please visit the individual workshop summaries for information on attendance and character area specific stakeholder feedback.

## **Platte Avenue Corridor Study Community Workshops Summary**

### ***Platte Avenue Functional Objectives***

#### **What are the Functional Objectives?**

In order to translate the ConnectCOS goals (safety, reliability, sustainability, equity, connectivity, and accessibility) to the needs of the Platte Avenue Corridor and to identify the strategies and solutions that will address those needs, the project team came up with an intermediate step of defining Platte Avenue's function. The question of functionality is paramount because of the diverse character areas and the diversity of people and uses that the corridor serves. Based on these functions, what could be achieved with reasonable transportation related investments can be discussed.

Ted Ritschard, Olsson, presented the six functional objectives in draft form and went through each of the six functional objectives, below.

The Platte Avenue Corridor should...

- 1) Maintain and enhance east-west connectivity and capacity for current and future traffic as the primary function of the corridor, considering travel times, network connectivity, and activity centers served.
- 2) Support Downtown as a destination – while connectivity between I-25 and the eastern reaches is important, the character of the Downtown portion of the corridor should prioritize the vision for Downtown
- 3) Establish a consistent identity for the corridor while integrating and enhancing the different character areas and the transitions between
- 4) Integrate the corridor into the community to create an 'Avenue', visual connections, and context-specific placemaking opportunities
- 5) Invest in the corridor to support the significant opportunity presented by Platte Ave to positively impact Citywide economic and equity outcomes
- 6) Provide safe, efficient, and comfortable transportation options along and across the corridor to enhance mobility for those who drive, ride, walk, or roll (mobility devices, wheelchairs, scooters, etc)

The objectives as they are currently written were drafted with input from the project team, as well as the Platte Avenue Corridor Executive Oversight Committee (EOC) and the Community Advisory Committee (CAC). The next step in finalizing the six functional objectives was to get community input during the workshops.

## Activity #1: Participant Feedback on Functional Objectives

Angela Woolcott, Kearns & West, led workshop participants into an exercise using Poll Everywhere. Participants across all three workshops were asked to rank each of the six draft functional objectives as: (a) strongly agree, (b) agree, (c) disagree, or (d) strongly disagree. If answers were received that suggested workshop participants either disagreed or strongly disagreed with a functional objective, the project team revisited the functional objective for further conversation as a group. If there are no discussion summary items for a function objective below, then the majority of respondents either agreed with the functional objective as it is currently worded, or they opted not to participate in additional discussion.

Below are the aggregate results of the polling exercise and summary of the discussions around each of the functional objectives if additional discussion was merited.

- 1) **Maintain and enhance east-west connectivity and capacity for current and future traffic as the primary function** of the corridor, considering travel times, network connectivity, and activity centers served.

A. Strongly Agree	29%
B. Agree	50%
C. Disagree	11%
D. Strongly Disagree	11%

### Discussion Summary:

- The word primary may not be the best use of wording. Some participants are concerned it puts too much emphasis on this particular objective.
- Though traffic is important, there are many businesses who prefer pedestrian traffic to automobile traffic, especially in the Knob Hill area.
- The Knob Hill Art District is expanding their mural program from Knob Hill to Downtown. They will be hosting art tours along the corridor. Sponsors of this program are concerned about the speed and amount of car traffic between Union and Circle Avenues.
- Some workshop participants mentioned they do not use Platte Avenue for east-west travel and commuting because of the amount of congestion, the slowness of travel as a result of the many traffic lights, and the lack of attractiveness of the corridor.
- The character of Platte Avenue is different from many of the other east-west corridors in Colorado Springs. It's important to think about the unique identity of Platte Avenue and its unique function compared to the other corridors.
- Currently, Platte Avenue is classified as a principal arterial<sup>1</sup>.

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<sup>1</sup> Principal arterial means a road which carries the major portion of trips entering and leaving an urban area as well as outlying rural and recreation areas. Interstates, freeways, highways, and expressways are all examples of principal arterials.

- 2) Support **Downtown as a destination** – while connectivity between I-25 and the eastern reaches is important, the character of the Downtown portion of the corridor should prioritize the vision for Downtown.

A. Strongly Agree 56%  
B. Agree 40%  
C. Disagree 4%  
D. Strongly Disagree 0%

Discussion Summary:

- Platte Avenue could be something special, a gateway to Downtown. Using visual cues that create wayfinding and consistency along the corridor could contribute to a sense of identity and pride.

- 3) **Establish a consistent identity** for the corridor while integrating and enhancing the different character areas and the transitions between.

A. Strongly Agree 37%  
B. Agree 60%  
C. Disagree 3%  
D. Strongly Disagree 0%

- 4) **Integrate the corridor into the community** to create an ‘Avenue’, visual connections, and context-specific **placemaking** opportunities.

A. Strongly Agree 66%  
B. Agree 34%  
C. Disagree 0%  
D. Strongly Disagree 0%

- 5) **Invest in the corridor** to support the significant opportunity presented by Platte Ave to positively impact Citywide **economic and equity outcomes**.

A. Strongly Agree 30%  
B. Agree 56%  
C. Disagree 15%  
D. Strongly Disagree 0%

Discussion Summary:

- One participant voiced the end goal should not necessarily be economic benefits as much as engineering related improvements as well as social wellbeing.

- Many workshop participants asked for clarification on the word “equity”. Equity has a broad range of definition and understanding. In this context, equity means providing everyone with mobility choices that serve their needs, as well as looking at the compatibility of a transportation network with the land uses around it. Workshop participants recommend clarifying the meaning and mobility specificity of the word “equity” in the context of the above statement.
  - Workshop participants asked for further definition on the word “outcomes”. What are the outcomes we are trying to get to?
  - One workshop participant, who is a Platte Avenue resident, voiced concern that Platte Avenue is a commuter route. They are concerned about making changes (i.e. improvements) to contribute to large goals such as the economy when other corridors may be better suited for this.
  - Other workshop participants stated the importance of equity in this context to lift all residents of the corridor into the same economic opportunity.
- 6) Provide **safe, efficient, and comfortable transportation options** along and across the corridor to enhance mobility for those who drive, ride, walk, or roll.
- |                      |     |
|----------------------|-----|
| A. Strongly Agree    | 75% |
| B. Agree             | 25% |
| C. Disagree          | 0%  |
| D. Strongly Disagree | 0%  |



## **Platte Avenue Corridor Study Community Workshops Summary**

### ***Downtown***

*The sections that follow cover in more detail the hands on virtual activities which occurred during the workshop focused on the character area of Downtown. This workshop took place on Tuesday, August 17<sup>th</sup>, 2021. This portion of the study area includes Platte Avenue and the surrounding businesses between I-25 and Wahsatch Avenue.*

### **Activity #2: Participant Feedback on Visual Preference Survey**

#### ***What is your vision for the future of Platte Avenue?***

Sarah Franklin, Kearns & West, gave a brief tutorial of Miro and conducted a short series of warm-up exercises to allow participants practice using the Miro tool bars and possible ways to engage with the exercises that follow. Then, Angela Woolcott, Kearns & West, led workshop participants into the first of the Miro exercises (workshop activity #2).

The purpose of this exercise was to help workshop participants envision a spectrum of potential transformational changes<sup>1</sup> and receive feedback on specific corridor character elements and amenities they liked most. This activity asks participants to assess a series of photos on a virtual presentation board and indicate which photos resonate with them as a vision for their character area of Platte Avenue. The photos represent potential placemaking and transit improvements and depict visions for community spaces and places to gather as well as streetscape, roadway, and other signature improvements which could be unique to each character area.

Participants are given three virtual dots of the same color, and each participant is assigned a different dot color. Participants selected their preferred photos by moving their allotted dots on up to three photos that aligned with their vision for Platte Avenue. They may also place more than one dot on an image, but they may only place three dots on the board.

Next, facilitators from the project team engaged participants in small group discussions to understand what elements depicted in the photos prompted them to select the images as the most desirable as well as what they liked and disliked about the photos provided. They also asked questions about where specific features of a photo might be most desired within the

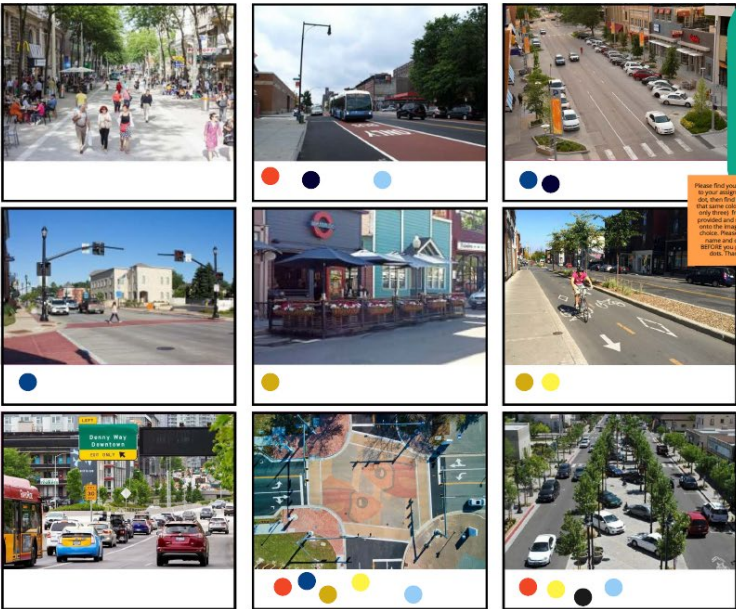
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<sup>1</sup> Transformational in this context describes changes to urban form and public right of way which has long lasting social, economic, and environmental impacts beyond aesthetic upgrades. These changes often require more resources than changes incremental in scale might require.

character area. Conversations also included additional feedback from workshop participants on elements they wanted to see in the character area but were not represented in the photos.

Below is a summary of the outcomes from the visual preference survey for the Downtown character area (Figure 1) as well as a summary of the discussions that followed.

### What is your vision for the future of Platte Avenue? Downtown Character Area



**Platte Ave.**  
A ConnectCOS Community Corridor

Pick three images that resonate with you about the future of this distinct character area of the Platte Avenue Corridor.

**Miro tools and instructions:**

- 1) Pick a dot color from the list below or create your own.
- 2) Fill in your name in place of "Participant Name" next to the color of your dot in the provided list.
- 3) Place your dots on your preferred images. You may place more than one dot on an image but you may only use three dots of the same color.

Please list your names next to your assigned color of dot. The first three dots of that same color of dot are only shown. From the list provided and move them onto the image of your choice. Please list your name and dot color. Thank you.

- Abigail Kreuser
- Chelsea Sondeck
- Craig Thayer
- Dawn Rickett
- Janna Wade
- Jeff Peterson
- Jim Godfrey
- Kazen Palus
- Kathline Brady
- Lara Disney
- Matt Kalish
- Muji Rieger
- Paul Spotts
- Rachel Beck
- Ryan Tefertiller
- Tezzy Johns
- Theresa McDonough
- Tina
- [Participant Name]
- [Participant Name]
- [Participant Name]
- [Participant Name]
- Kelly (Example)
- Dan Krueger

Don't see your name? Please insert your name in place of "participant name".

Figure 1: Platte Avenue Corridor Study Workshop Miro Board for Activity 2, Downtown Character Area

Discussion summary: likes & dislikes from workshop participants

- Participants were drawn to the intersection image because it is aesthetically pleasing, however some participants commented that it would be nice to see some bicycle infrastructure here.
- The pedestrian infrastructure images with more of an urban feel are also appealing.
- The image in the bottom right, image 9 of Figure 1 from left to right, is appealing due to the tree cover, traffic calming measures, and bike infrastructure.
  - However, other workshop participants expressed that Platte should not be narrowed to one lane because it will not address the growth in traffic due to it being an east/west corridor.

- Some workshop participants do not believe it is appropriate to have bicycles on Platte Avenue, especially due to the amount of parking located on either side of the street where bikes may have to bike between parked cars and moving traffic.
- We need to be able to move traffic through Downtown, but we want it to look nice and behave well.
- Some participants were faced with the difficulty of deciding between placing their dots on images that feature bus service vs. bicycle connections. Bus service is important to help move people to and through Downtown, though bike options are also appealing especially between Cascade and Nevada.
  - More bus lanes could help reduce vehicular trips which also addresses traffic volume.
- Participants recommend making investments in Art and especially using art at the intersections as a traffic calming measure.
- There was additional conversation as to whether the project team should consider utilizing Platte Avenue to support housing needs for the City; some residential uses along Platte could go vertical closer to the Downtown area.

### **Activity #3: Participant Feedback on Budget Exercise**

#### ***Where and how would you make investments in proposed solutions for Platte Avenue?***

Next, Ted Ritschard, Olsson, led workshop participants into the second and final of the two Miro exercises (workshop activity #3).

The purpose of this exercise was to engage participants in trade-off scenarios and encourage them to prioritize transformational and incremental changes which are most desired, understanding that not all changes can be made. Additional discussion touched on the guard rails<sup>2</sup> that make transformational improvements truly transformational. Participants were presented with another series of photos that were categorized by mode (bicycle, pedestrian, transit, vehicle, and streetscape). The series of photos for each category represented a spectrum of three investments:

- (1) Incremental investments: defined as investments requiring minimal resources or investment dollars. Incremental investments tend to be shorter term solutions.  
*For example, in the bicycle category, the incremental investment could be a standard, on-street bike lane, separated from traffic with road striping.*
- (2) Enhanced investments: defined as interventions requiring more than minimal resources. These investments may be longer-term solutions that are less impactful, though in some cases more efficient or resourceful, than a transformational change may be.  
*For example, in the case of the bicycle category, an enhanced investment could be a*

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<sup>2</sup> In this context, a guardrail is defined as a parameter or set of parameters in order to better understand transformational improvements.

*buffered bike lane. A buffered bike lane is an on street lane, separated from traffic by a protective buffer.*

- (3) Transformational investments: defined as large scale changes which require a significant level of resources and often result in long lasting social, economic, and environmental outcomes.

*In the case of the bicycle example, the transformational investment could be a separated, perhaps elevated, multi-use path.*

Participants were given five tokens: one red token to invest in a transformational improvement, two blue tokens to invest in two enhanced improvements, and two yellow tokens to invest in two incremental improvements. Participants were instructed to put one token in each of the five aforementioned categories (there must be one token per category).

Next, facilitators from the project team engaged participants in small group discussions to understand why workshop participants made certain investment decisions.

Below is the summary of the outcomes from the visual budget exercise for the Downtown character area as well as a summary of the discussions that followed.

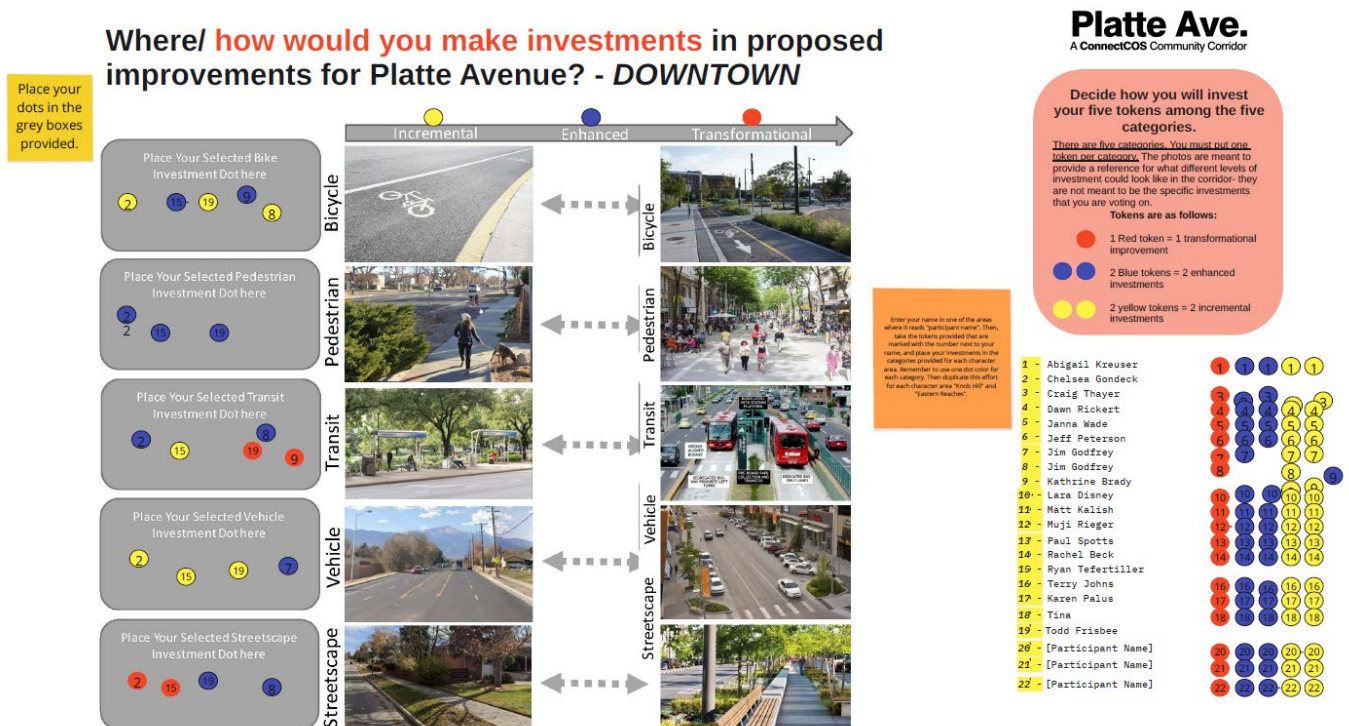


Figure 2: Platte Avenue Corridor Study Workshop Miro Board for Activity 3, Downtown Character Area



Discussion Summary:

*The discussion was organized around a series of guiding questions that participants responded to as well as time for open dialogue.*

- The project team asked the group of participants: “what does transformational transit mean to you for this corridor”?
  - Some workshop participants believe truly transformational improvements should address larger concerns of climate change.
  - If we had an efficient, modern transportation system, participants believe people will use it and because of this transit has the ability to be transformational.
- Other participants believe that transformational investments should happen at the streetscape level rather than the transit level. Enhanced streetscapes could be an opportunity for the entire corridor.
- Are there things specific to the streetscape that would make an investment transformational?
  - Participants commented that we could make improvements similar to what other areas of Downtown have. Current streetscape infrastructure has been long neglected on Platte Avenue.
  - They also commented that making investments in hard infrastructure leads to improved pedestrian character, improved safety, and improved investment in adjacent properties. By improving streetscapes, you improve all of the other investments, similar to a trickledown effect, which can be transformational in impact because of its multiplier effect.
- When the entire corridor is considered, how does bicycling fit in? Is biking incremental or enhanced?
  - Participants commented that there are already concerted efforts and projects in the works for bike signage and usage Downtown. For this reason participants decided to make incremental investments for bicycling that would support efforts already underway.
- Are there additional things that could improve corridor-wide bicycle connectivity?
  - Workshop participants commented that it may not make sense to integrate a bike network into the traffic grid along the entirety of Platte Avenue. There are adjacent streets that may be safer and more conducive to bicycling (this statement comes from a bicycle commuter).
- One workshop participant commented on pedestrian connectivity and safety especially around schools and at key intersections of Nevada and Wahsatch along Platte Avenue. They recommended building pedestrian bridges to help mitigate these safety issues and strengthen connectivity to Acacia Park.
- Workshop participants also commented on the critical need for tree canopy and greenspace to soften all the hardscape along Platte Avenue. Added greenspace can have a lot of ancillary benefit.

## Community Workshop Participants

The table below shows the stakeholders who were in attendance on the day of the scheduled workshop. Invitations went out to a larger group of stakeholders and community members as referenced in the bottom of the table.

**Downtown Character Area**

<b>Name</b>	<b>Organization</b>
<b>Abigail Kreuser</b>	Kreuser Gallery
<b>Chelsea Gondeck</b>	Downtown Partnership
<b>Craig Thayer</b>	NNE
<b>Dawn Rickert</b>	Property Owner
<b>Gayle Sturdivant</b>	City of Colorado Springs
<b>Jim Godfrey</b>	Pikes Peak Rural Transportation Authority (PPRTA)
<b>Karen Palus</b>	Parks, Rec and Cultural Services
<b>Kathrine Brady</b>	COS Planning/Bicycle
<b>Paul Spotts</b>	The Independence Center & Community Transit Coalition
<b>Ryan Tefertiller</b>	City of Colorado Springs Urban Design Manager
<b>Terry Johns</b>	School District 11 Facilities
<b>Todd Frisbie</b>	City of Colorado Springs
<b>Paul Morrow</b>	City Community Development Division
<b>Chad Wright</b>	Colorado Spring Housing Authority

*\*Additional invitations went to the following businesses and organizations: Colorado Springs Chamber, YMCA of the Pikes Peak Region, The Independence Center, Community Transit Coalition, Palmer High School District 11, Catalyst Campus for Technology, Prince Hall Masonic Lodge - Pikes Peak Lodge #5, Colorado Children's Academy Downtown, Divine Redeemer Catholic School, Borriello Brothers Real New York Pizza, Switchback coffee roasters, Beacon Hill Hardware, Moore Promotional Products, CRP Architects, First Presbyterian Church*



## **Platte Avenue Corridor Study Community Workshops Summary**

### ***Middle Shooks Run***

*The sections that follow cover in more detail the hands on virtual activities which occurred during the workshop focused on the character area of Middle Shooks Run. This workshop took place on Wednesday, August 18<sup>th</sup>, 2021. This portion of the study area includes Platte Avenue and the surrounding neighborhoods between Wahsatch and Union Boulevard. This segment includes Middle Shooks Run.*

### **Activity #2: Participant Feedback on Visual Preference Survey**

#### ***What is your vision for the future of Platte Avenue?***

Sarah Franklin, Kearns & West, gave a brief tutorial of Miro and conducted a short series of warm-up exercises to allow participants practice using the Miro tool bars and possible ways to engage with the exercises that follow. Then, Angela Woolcott, Kearns & West, led workshop participants in the first of two Miro exercises (workshop activity #2).

The purpose of this exercise was to help workshop participants envision a spectrum of potential transformational changes<sup>1</sup> and receive feedback on specific corridor character elements and amenities they liked most. This activity asks participants to assess a series of photos on a virtual presentation board and indicate which photos resonate with them as a vision for their character area of Platte Avenue. The photos represent potential placemaking and transit improvements and depict visions for community spaces and places to gather as well as streetscape, roadway, and other signature improvements which could be unique to each character area.

Participants are given three virtual dots of the same color, and each participant is assigned a different dot color. Participants selected their preferred photos by moving their allotted dots on up to three photos that aligned with their vision for Platte Avenue. They may also place more than one dot on an image, but they may only place three dots on the board.

Next, facilitators from the project team engaged participants in small group discussions to understand what elements depicted in the photos prompted them to select the images as the most desirable as well as what they liked and disliked about the photos provided. They also asked questions about where specific features of a photo might be most desired within

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<sup>1</sup> Transformational in this context describes changes to urban form and public right of way which has long lasting social, economic, and environmental impacts beyond aesthetic upgrades. These changes often require more resources than changes incremental in scale might require.

the character area. Conversations also included additional feedback from workshop participants on elements they wanted to see in the character area but were not represented in the photos.

Below is a summary of the outcomes from the visual preference survey for the Middle Shooks Run character area (Figure 1) as well as a summary of the discussions that followed.

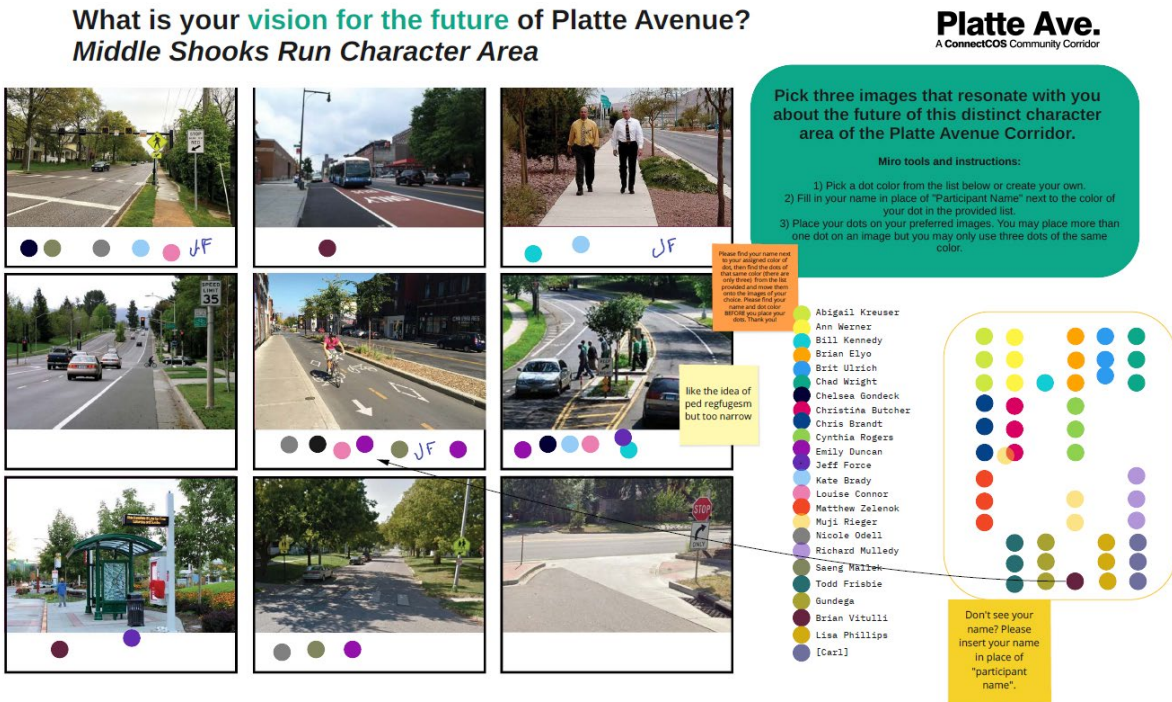


Figure 1: Platte Avenue Corridor Study Workshop Miro Board for Activity 2, Middle Shooks Run Character Area

Discussion summary: likes & dislikes from workshop participants

- Likes for images 1,3, and 5 on Figure 1(left to right): tree lined streets, bike lane, trail access, accessibility to downtown, people on the street. All of these things give the street a neighborhood feel and contribute to public safety.
- Participants discussed that multimodal options as well as the separation of modes is important.
- Participants raised concerns that there should be more examples of traffic calming in the images that are provided and that traffic calming measures are important to this area.
- Pedestrian refuges are also very important. Trees and tree canopy can be a natural way to provide pedestrian refuges.
- Some workshop participants who are residents feel that the historic medians are iconic and historic to the neighborhoods and crucial items to keep, as well as keeping the existing trees.

- Raised sidewalks would also be helpful for pedestrians.
- Consider the access to the hospital; emergency response impacts are critical.
- The Olympic Center brings athletes with disabilities to this area. We should design improvements with athlete safety in mind.

### **Activity #3: Participant Feedback on Budget Exercise**

#### ***Where and how would you make investments in proposed solutions for Platte Avenue?***

Next, Ted Ritschard, Olsson, led workshop participants into the second and final of the two Miro exercises (workshop activity #3).

The purpose of this exercise was to engage participants in trade-off scenarios and encourage them to prioritize transformational and incremental changes which are most desired, understanding that not all changes can be made. Additional discussion touched on the guard rails<sup>2</sup> that make transformational improvements truly transformational. Participants were presented with another series of photos that were categorized by mode (bicycle, pedestrian, transit, vehicle, and streetscape). The series of photos for each category represented a spectrum of three investments:

(1) Incremental investments: defined as investments requiring minimal resources or investment dollars. Incremental investments tend to be shorter term solutions.

*For example, in the bicycle category, the incremental investment could be a standard, on-street bike lane, separated from traffic with road striping.*

(2) Enhanced investments: defined as interventions requiring more than minimal resources. These investments may be longer-term solutions that are less impactful, though in some cases more efficient or resourceful, than a transformational change may be.

*For example, in the case of the bicycle category, an enhanced investment could be a buffered bike lane. A buffered bike lane is an on street lane, separated from traffic by a protective buffer.*

(3) Transformational investments: defined as large scale changes which require a significant level of resources and often result in long lasting social, economic, and environmental outcomes.

*In the case of the bicycle example, the transformational investment could be a separated, perhaps elevated, multi-use path.*

Participants were given five tokens: one red token to invest in a transformational improvement, two blue tokens to invest in two enhanced improvements, and two yellow tokens to invest in two

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<sup>2</sup> In this context, a guardrail is defined as a parameter or set of parameters in order to better understand transformational improvements.

incremental improvements. Participants were instructed to put one token in each of the five aforementioned categories (there must be one token per category).

Next, facilitators from the project team engaged participants in small group discussions to understand why workshop participants made certain investment decisions.

Below is a summary of the outcomes from the visual budget exercise for the Middle Shooks Run character area as well as a summary of the discussions that followed.



Figure 2: Platte Avenue Corridor Study Workshop Miro Board for Activity 3, Middle Shooks Run Character Area

**Discussion Summary:**

- Workshop participants who are also bike advocates discussed that we need safe ways to get east-west with bikes through separated bicycle infrastructure. Bicycles are important for both recreation and transit.
- Some participants voiced that the streetscapes in this character area already have some positive characteristics. For this reason, they prefer incremental improvements in the streetscape category as well as maintaining the current character.
- For the workshop participant who voted for transformational improvements in the vehicle category, this was specifically related to moving emergency response traffic.
- The project team asked workshop representatives from the Olympic Training Center to discuss how athletes currently get around.
  - The response is that athletes do not typically take public transportation because they have private transportation available. They are also able to rent or check out cars for their use. Additionally, they may prefer biking since they typically travel short distances and are only in town for short periods of time.



- Typically when biking or bike training, athletes tend to use Boulder street instead of Platte Avenue.
- Workshop participants and residents in the Middle Shooks Run character area commented on the need for changes in landscape along the entire corridor as well as the preservation of tree canopy and creation of new canopy where possible.
- Mixing bikes with Platte traffic might not be a good idea given there are other options (Boulder or Willamette).
- Participants raised concerns that there should be more examples of traffic calming in the images that are provided and that traffic calming measures are important to this area.
- Workshop participants mention the importance for the landscape to change character as you go through the different areas of the corridor, and for the function of these areas to match corresponding land uses.

## Community Workshop Participants

The table below shows the stakeholders who were in attendance on the day of the scheduled workshop. Invitations went out to a larger group of stakeholders and community members as referenced in the bottom of the table.

### Middle Shooks Run

Name	Organization
<b>Kate Brady</b>	COS Planning/Bicycle
<b>Mark Hopewell</b>	Active Transportation Advisory Committee
<b>Stephanie Johnson</b>	Platte Avenue Business & Neighborhood Association
<b>Ann Werner</b>	Pikes Peak Area Council of Governments (PPACG)
<b>Nicole Odell</b>	Bike Colorado Springs
<b>Jeff Force</b>	Memorial Hospital
<b>Lee Patke</b>	Greccio Housing
<b>Saeng Mallek</b>	US Olympic Training Center
<b>Bill Kennedy</b>	US Olympic Training Center
<b>Chad Wright</b>	Colorado Springs Housing Authority
<b>Louise Conner</b>	Middle Shooks Run Neighborhood Association (MSRNA)
<b>Matthew Zelenok</b>	Resident
<b>Todd Frisbie</b>	City of Colorado Springs
<b>Chelsea Gondeck</b>	Colorado Springs Downtown Partnership

*\*Additional invitations went to the following businesses and organizations: COS Planning/Bicycle Active Transportation Advisory Committee, Platte Avenue Business & Neighborhood Association, Columbia Elementary School District 11, Colorado School for the Deaf and the Blind, New Life Baptist Church, Red Shield Corps Community Center, Rocky Mountain Cycle Plaza, Andy's Meat Market, The Black Sheep, Queen Palmer Elementary School, St. Mary's Highschool, Sunny Vista Living Center, The Salvation Army Colorado Springs Corp, Dutch Bros Coffee, American Furniture Galleries, Elevation Pro Gym*

## **Platte Avenue Corridor Study Community Workshops Summary *Knob Hill & Eastern Reaches***

*The sections that follow cover in more detail the hands on virtual activities which occurred during the workshop focused on the character areas of Knob Hill and the Eastern Reaches. This workshop took place on Monday, August 16<sup>th</sup>, 2021. This portion of the study area includes Platte Avenue and the surrounding neighborhoods between Union Boulevard and Chelton Road. This segment includes Knob Hill Arts District, Citadel Mall, and Academy Boulevard.*

### **Activity #2: Participant Feedback on Visual Preference Survey *What is your vision for the future of Platte Avenue?***

Sarah Franklin, Kearns & West, gave a brief tutorial of Miro and conducted a short series of warm-up exercises to allow participants practice using the Miro tool bars and possible ways to engage with the exercises that follow. Then, Angela Woolcott, Kearns & West, led workshop participants in the first of two Miro exercises (workshop activity #2).

The purpose of this exercise was to help workshop participants envision a spectrum of potential transformational changes<sup>1</sup> and receive feedback on specific corridor character elements and amenities they liked most. This activity asks participants to assess a series of photos on a virtual presentation board and indicate which photos resonate with them as a vision for their character area of Platte Avenue. The photos represent potential placemaking and transit improvements and depict visions for community spaces and places to gather as well as streetscape, roadway, and other signature improvements which could be unique to each character area.

Participants are given three virtual dots of the same color, and each participant is assigned a different dot color. Participants selected their preferred photos by moving their allotted dots on up to three photos that aligned with their vision for Platte Avenue. They may also place more than one dot on an image, but they may only place three dots on the board.

Next, facilitators from the project team engaged participants in small group discussions to understand what elements depicted in the photos prompted them to select the images as the most desirable as well as what they liked and disliked about the photos provided. They also asked questions about where specific features of a photo might be most desired within the

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<sup>1</sup> Transformational in this context describes changes to urban form and public right of way which has long lasting social, economic, and environmental impacts beyond aesthetic upgrades. These changes often require more resources than changes incremental in scale might require.





Discussion summary: likes & dislikes from workshop participants

- Workshop participants recommend more art and murals in this area.
- Participants also recommend walkability and fewer curb cuts as well as pedestrian oriented street crossings.
- Workshop participants like the outdoor sitting areas (such as picnic benches).
  - They recommend creating more gathering and break out spaces in underused parking areas.
- Responding to image 6 on Figure 1 (left to right), participants said we need better plantings and landscape enhancements that are tailored to the climate.
  - Participants like the aesthetics of raised medians with landscaping which softens the street and minimizes the impacts of asphalt.
- There is a preference for warmer and more inviting images with seating opportunities as well as a preference for places which are easily accessible and can be easily identified and found.
- Some participants commented that they like image 8 on Figure 1 (bottom middle) for on street parking with potential for bus/transit lanes.
- There is a preference for places with transit options or destinations that are not asphalt/auto oriented.

### **Activity #3: Participant Feedback on Budget Exercise**

#### ***Where and how would you make investments in proposed solutions for Platte Avenue?***

Next, Ted Ritschard, Olsson, led workshop participants into the second and final of the two Miro exercises (workshop activity #3).

The purpose of this exercise was to engage participants in trade-off scenarios and encourage them to prioritize transformational and incremental changes which are most desired, understanding that not all changes can be made. Additional discussion touched on the guard rails<sup>2</sup> that make transformational improvements truly transformational. Participants were presented with another series of photos that were categorized by mode (bicycle, pedestrian, transit, vehicle, and streetscape). The series of photos for each category represented a spectrum of three investments:

- (1) Incremental investments: defined as investments requiring minimal resources or investment dollars. Incremental investments tend to be shorter term solutions.  
*For example, in the bicycle category, the incremental investment could be a standard, on-street bike lane, separated from traffic with road striping.*

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<sup>2</sup> In this context, a guardrail is defined as a parameter or set of parameters in order to better understand transformational improvements.

(2) Enhanced investments: defined as interventions requiring more than minimal resources. These investments may be longer-term solutions that are less impactful, though in some cases more efficient or resourceful, than a transformational change may be.

*For example, in the case of the bicycle category, an enhanced investment could be a buffered bike lane. A buffered bike lane is an on street lane, separated from traffic by a protective buffer.*

(3) Transformational investments: defined as large scale changes which require a significant level of resources and often result in long lasting social, economic, and environmental outcomes.

*In the case of the bicycle example, the transformational investment could be a separated, perhaps elevated, multi-use path.*

Participants were given five tokens: one red token to invest in a transformational improvement, two blue tokens to invest in two enhanced improvements, and two yellow tokens to invest in two incremental improvements. Participants were instructed to put one token in each of the five aforementioned categories (there must be one token per category).

Next, facilitators from the project team engaged participants in small group discussions to understand why workshop participants made certain investment decisions.

Below is the summary of the outcomes from the visual budget exercise for the Knob Hill and Eastern Reaches character areas as well as a summary of the discussions that followed.

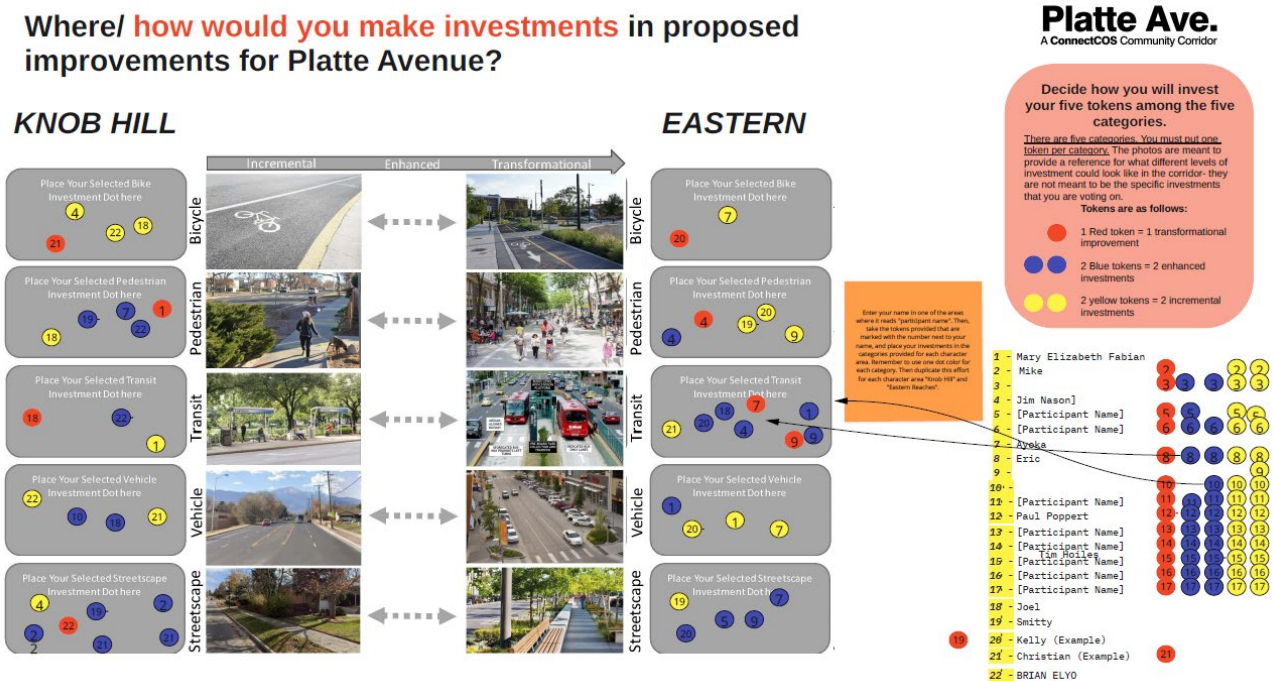


Figure 3: Platte Avenue Corridor Study Workshop Miro Board for Activity 3, Knob Hill & Eastern Reaches Character Areas

Discussion Summary:

- Transformational improvements around pedestrian connectivity are needed for these character areas. We need to enhance pedestrian access throughout the entire corridor.
- Additionally, creating transit that is safe and accessible will be important to making Platte Avenue a destination.
- Workshop participants commented that lesser investments are needed around bicycling because it is likely not possible to have one continuous bike lane along the corridor.
- We need more priority for streetscape improvements which attract people to the area and offer them the ability to visit and walk along the corridor.
  - If the streetscapes are improved for example, other things like bike lanes may come.
  - There is no walkability along Platte Avenue in the eastern reaches.
  - Along these lines, mobility improvements for underserved residents are critical to allowing them access to necessary services such as grocery stores.
- Workshop participants raised concerns that some level of investment in transit is critical to getting more transit riders. The current transit service experiences low ridership levels, although Platte Avenue has the highest transit ridership in the Mountain Metro Area.
- In general, the entire corridor needs more forward-thinking transit modes.
  - For example, there are currently many parking lots in these character areas which could serve other purposes such as use as transit hubs.
- Participants discussed the need to look at other urban areas for newer, more innovative transit modes and road cross sections.

## Community Workshop Participants

The table below shows the stakeholders who were in attendance on the day of the scheduled workshop. Invitations went out to a larger group of stakeholders and community members as referenced in the bottom of the table.

### Knob Hill & the Eastern Reaches Character Areas

Name	Organization
William Harrell	Citizen Transportation Advisory Board (CTAB)
Scott Lee	COS Parking Enterprise
Richard Mulledy	COS: Stormwater Enterprise Manager
Paul Morrow	Pikes Peak Academy
Jim Nason	Jack Swigert Aerospace Academy
Don	Don's Garden Shop & Landscape Materials
Krista Lehr	Harding Nursery
Ayoka Paek	21 CES/CENB/ Peterson airforce base
Paul Poppert	21 CES/CENB/ Peterson airforce base



Name	Organization
<b>Mary Elizabeth Fabian</b>	Resident
<b>Eric Becker</b>	Platte Ave (in Knob Hill) Special Improvement Maintenance District
<b>Elena Nunez</b>	Colorado Springs Utilities
<b>Allen Beauchamp</b>	Trails and Open Space Coalition
<b>DeMarcus Tillery</b>	COS Fire Department
<b>Joel B. Kern</b>	COS Police Department
<b>Tim Miles</b>	Pikes Peak Traveland Inc.
<b>Brian Elyo</b>	Community artist
<b>Muji Rieger</b>	Community artist

*\*Additional invitations went to the following businesses and organizations: Platte Ave Special Improvement Maintenance District, Solid Rock Community Development Corporation, City Council (District 5), Colorado Springs Utilities, Pikes Peak Academy, AutoZone, Valley Hi Golf Course, James Monroe Elementary, Redemption Hill Church, Jobs Corps Admission Center, CSPD Training Academy, Clifford's Upholstery Inc, and Colorado Cyclist.*

## Platte Avenue Corridor Study Summary of Public Engagement

### Platte Avenue Public Engagement Touchpoints

In December 2021 the Platte Avenue Corridor Study project team was scheduled to host a virtual public meeting to present draft improvements being proposed for this 6-mile corridor. Due to severe weather conditions (high speed winds causing internet outages across the city, etc.) the materials were converted to a digital presentation and video recording made available on the project website. To supplement the public process over the last two months the project team has continued to engage with corridor community members via digital bilingual flyers, email, social media and direct meetings.

The project team has held the following meetings:

- Two community office hour sessions. The first saw nine total participants, and five of those nine joined for the full two-hours. Attendance for the second office hour saw eighteen total participants. A summary of each office hour session can be found on the project website.
- Seven one-on-one stakeholder meetings from early-December 2021 and the project team continues to engage with community stakeholders throughout their technical analysis.
- Multiple meetings for residents and neighborhoods including the Middle Shooks Run Neighborhood, the Boulder Street Neighborhood Group, and residents at the intersection of Sheridan Avenue and Platte Avenue.

In addition to the engagement mentioned above, the team continues to track emails, social media comments, public comment card and survey responses to understand the community perspective around the Platte Avenue Corridor Study. The comment card and survey closed on January 31<sup>st</sup>, 2022, and received a total of 449 unique responses divided between the following:

- 354 unique survey responses<sup>1</sup>
- 95 unique comment card responses

### Platte Avenue Key Themes

While the Platte Avenue Corridor Study is divided into four distinct character areas, public feedback was not limited to one aspect of the corridor, see Figure 1: Comment by Character Area. Many of the public comments card responses collected focused on the corridor-wide impact of the study, while very few comments addressed the Eastern Reaches Character Area of the study.

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<sup>1</sup> The survey included numerous responses with resistance to any alternatives with insufficient information to provide a clear direction for further analysis.



### Comment by Character Area

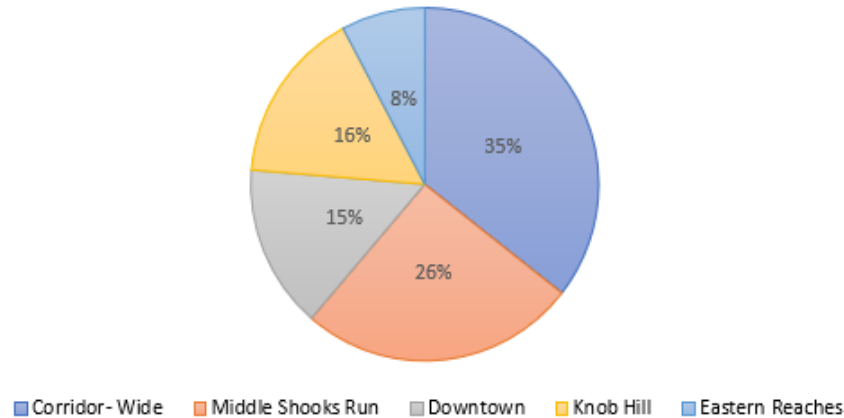


Figure 1: Comment by Character Area (Responses from the Platte Avenue Study Comment Card)

Despite the comment card’s focus on the corridor, attendees of stakeholder and community meetings helped to raise themes specific to each character area. Public feedback focused largely on the corridor-wide vision of Platte Avenue or the Central Corridor, which is made up of Middle Shooks Run and Knob Hill Character Areas. Feedback themes for each character area are the following:

#### Downtown Character Area:

- Concerns about traffic growth and lane reduction
- Mixed feelings about moving the General Palmer Statue
- Palmer High School drop-off operations
- Pedestrian safety
- Emergency Access
- Support of transformational alternatives

#### Central Corridor (Middle Shooks Run and Knob Hill Character Areas):

- Concerns about traffic growth and lane reduction
- Support for making North-South crossing easier for pedestrians and bikes
- Concerns about speed and noise
- Emergency Access to Memorial Hospital
- East-West Bike Infrastructure
- Right-of-Way Safety Concerns
- Prioritize On-Street Parking
- Shooks Run Trail is a community asset

Eastern Reaches Character Area:

- Support for widening Platte Avenue and keeping the “road” feel
- Support for shared path use
- Request for more details on quadrant intersections

A summary of the public feedback themes collected during this period of engagement are the following:

### **Study Process (Implementation Schedule)**

Throughout the public engagement process, the public expressed interest in learning more about how the study developed, and when the recommendations from the study would be implemented. Community members asked how their public feedback would be incorporated into final design, and when would these projects be approved for construction.

The project team is continuing to meet with stakeholders to refine the recommendations and will present refined alternatives to the public.

### **Study Needs and Current Conditions Analysis**

Regarding current condition analysis, feedback demonstrated that the public is concerned about worsening traffic, as the city continues to see population growth. Respondents and meeting attendees expressed concern that the current proposed alternatives would not account for current conditions or an increase of traffic.

Additionally, the public raised concerns about how lane reductions would support current and future traffic. Respondents to the public comment card expressed concern that lane reductions on Platte Avenue would increase traffic on parallel streets. The concern for increased congestion on parallel streets has also been expressed in the small community meetings, particularly around the proposed one-way couplet on Platte Avenue and Boulder Street. The public expressed concern that two lanes in each direction on Platte Avenue and Boulder Street would be unable to support traffic conditions; however, a one-way couplet that had three lanes in each direction would be more suited to the current traffic needs.

### **East West Connection**

From comment card participation, forty-two respondents indicated that the Platte Avenue Corridor remains a key East-West connection. Respondents expressed concerns around lane reductions increasing commute times, as well as making travel throughout the city more difficult. Respondents expressed wanting to understand how each alternative would affect drive times throughout the corridor.

Additionally, those who use Platte Avenue primarily as their primary East-West connection would like to see higher speed limits, and increased road capacity. While feedback from

residents along the Platte Avenue corridor recognize its function as a key connection; however, they would like to see lower speed limits through their neighborhoods.

**Incremental vs. Transformational Alternatives**

Comment Card responses largely focused on the transformative aspect of the proposed study, in comparison to the proposed draft incremental alternatives. Based on comment card data, see Figure 3, 64% of responses focused specifically on the transformational aspects of the Platte Avenue Corridor Study.

Draft Alternatives Feedback

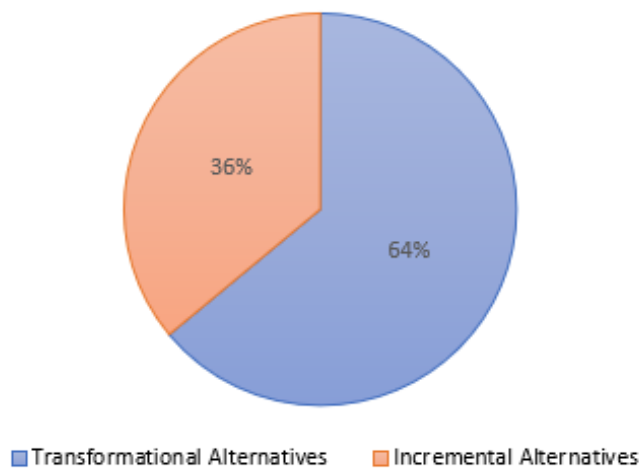


Figure 2: Draft Alternatives Feedback (from Comment Card data)

Comment card responses raised concerns about traffic capacity of a one-way couplet with Platte Avenue and Boulder Street. Additionally, many comment card responses advocated that no aspects of the study should be adopted, and rather, that Platte Avenue remains the same.

Stakeholder and community meetings also largely focused on the transformational alternatives proposed, particularly the one-way couplet configuration.

The public did raise concerns that none of the proposed alternatives include noise mitigation. Noise from vehicles and congestion has been cited as an issue by multiple meeting attendees and comment card responses. The public hopes to see the incorporation of noise mitigation into the recommended alternatives.

**Transformational Alternative: One-Way Couplet**

Community members and comment card participants expressed concern about how the one-way couplet would impact traffic on North-South streets, emergency response, and speed mitigation. In addition to community meetings and public feedback, the project team also met

with several stakeholders to discuss how the one-way couplet would impact their organization or community.

Concern from residents focused largely on how the proposed one-way couplet would change traffic patterns within their neighborhoods. As many North-South streets support residential parking, school pick-up, and church parking, their concern was how would cars navigate if they cannot go East-West solely on Platte Avenue or Boulder Street. Additionally, residents raised concerns about how turning lanes would function to access the North-South streets.

Additionally, the public expressed concerns about how emergency response would function if Platte Avenue and Boulder Street were to become one-way. Residents expressed concern that one-way streets or reduced lanes are a huge concern both for emergency response, as well as emergency evacuation. The project team has met with hospital stakeholders in the community and are continuing to work through how the one-way couplet would affect emergency operations.

Many public comments focused on speed limits and speed mitigation. Speed and noise mitigation was brought up by many residents within the Middle Shooks Run neighborhood, as well as by other residents who live along Platte Avenue. Residents expressed that currently speed is an issue with many people picking up speed as they pass through the Central Corridor on their way to downtown. Residents expressed the incorporation of slower speed limits and traffic signal synchronization as part of the proposed alternatives.

### **Multimodal Transportation & Safety**

In addition to concerns about vehicle traffic congestion, the public raised concerns about the balance of the various transportation modes on Platte Avenue. Public feedback expressed skepticism that there were enough bike riders to justify the inclusion of additional bike infrastructure on Platte Avenue.

In terms of vehicle safety, the public expressed concerns that reducing lanes on Platte Avenue could create safety concerns for vehicles, particularly additional vehicular accidents.

The public remains skeptical of improved transit opportunities along the Platte Avenue Corridor. Many respondents expressed that including better transit facilities, particularly improved bus infrastructure, would not result in additional ridership. Residents expressed concerns that bus stops throughout the residential area of Platte Avenue would have a negative impact, particularly if bus stops are placed in people's front yards. The public also expressed concern about how a rapid-bus transit lane would reduce space for vehicles leading to additional traffic congestion. This sentiment was also expressed by those who provided opinions on social media.

The public also expressed their support of the incorporation of safety for all modes of transportation into the proposed alternatives. The public advocated that the draft

transformational alternatives would improve safety for all pedestrians, as well as for bicycles along the corridor. Particularly for pedestrians, public comments mentioned how the incorporation of green space would help pedestrians feel more comfortable traveling by foot throughout the corridor.

### **Neighborhoods and Community**

The project team has met with multiple residents who live along the corridor, including those in the Middle Shooks Run neighborhood and the 800 block of Boulder. While in these meetings, it became clear that parking is a priority for residential areas of the corridor. Residents expressed that Platte Avenue and Boulder Street must retain parking, as current parking spaces are limited on these roads, as well as, on parallel North-South streets. Based on the feedback, the project team has incorporated parking as an ambition of the Central Corridor portion of Platte Avenue. Residents also expressed their desires for this section of the corridor to reflect the residential character, particularly in the Middle Shooks Run area, which would include speed and noise mitigation.

Public comment card responses also had an emphasis on keeping the character of the corridor and hoped that with the proposed transportation improvements would lead to additional community improvements like reduced crime and litter. Responses also supported improvements that created additional green space along the corridor.

### **El Paso Bridge & Shooks Run Trail**

The El Paso Bridge in the context of noise mitigation, as well as current damage, has been a theme of the various community meetings. The public hopes that through the Platte Avenue Corridor Study, alternatives could address the current damage to the El Paso Bridge. The public also expressed hope that future solutions would mitigate the noise from loud cars both revving their engines and passing through the bridge's underpass.

Additional concern was shared by members of the community regarding the proposed alternative that would create an underground Shooks Run Trail. Those in the Middle Shooks Run neighborhood feel as though the path is an integral part of their neighborhood. Additional concerns from the public expressed concerns with other underground pedestrian trails in terms of safety and places for homeless populations.

### **Next Steps**

The project team continues to meet with the community to collect and gather feedback about the draft alternatives. Additionally, the project team looks to continue to conduct technical analysis to proposed recommended alternatives that incorporate the public's feedback. The project team will be conducting on-going stakeholder meetings, joining existing community meetings, and hosting a public meeting in the Spring of 2022.

## **Platte Avenue Corridor Study Community Office Hours Summary- Session One**

*January 6<sup>th</sup>, 2022, 3 pm – 5 pm*

### **Platte Avenue Community Office Hours Background**

Following a recent virtual meeting recording (and related community survey) that was published before the end of the year, the Platte Avenue Corridor Study project team held two community office hours sessions in early 2022 (on January 6<sup>th</sup> and January 10<sup>th</sup>) to meet virtually with members of the public. Each session ran two hours in length and provided the option to join during the first hour, second hour, or both. The first session saw nine total participants, and five of those nine joined for the full two-hours. A summary list of attendees and project team participants can be found at the end of this summary.

The sessions were open to the public and announced through the Platte Avenue project webpage (<https://coloradosprings.gov/project/platte-avenue-corridor-study>), the Platte Avenue project distribution list, and the City of Colorado Springs social media channels, including Facebook and Next Door. The public was invited to join the virtual sessions using the Zoom link, posted to the project webpage.

### **Community Office Hours Opening & Introductions**

The primary goal of the community office hour session(s) was to allow members of the public to meet directly with members of the project team, comment on the project, and have their project-related questions answered. Participants were invited to use the raise their hand function to alert the group if they had a question. If participants did not feel comfortable unmuting to ask their question, or for those without access to a microphone, participants were encouraged to ask their questions or make comments using the chat box feature.

To begin the conversation and provide an overview of the recent draft alternatives presented in December, the project team walked through a short slide presentation. The contents of this presentation include a recap of recent public meeting material which is publicly available on the project website. The contents of these remarks are summarized and included in Appendix A of this summary report.

### **Participant Comments, Questions, and Summary of Response**

Please note that not every comment or question asked during the office hours received a direct and detailed response. The conversation was fluid, and what follows is a high-level overview of the questions asked and addressed (if applicable) during the conversation. The take-aways from this conversation also informed the creation of a Frequently Asked Questions (FAQ) document, which is available in the “project materials” section of the Platte Avenue Corridor Study project webpage (<https://coloradosprings.gov/platteavenue>). During the meeting the



following conversation themes emerged:

### **Study Need and Current Conditions Analysis**

- Several attendees asked what issues the study is looking to address. The project team explained that the Platte Avenue Corridor Study is part of a larger city-wide master transportation plan called ConnectCOS. Early on in that process, Platte Avenue was identified as a priority corridor. For more than ten years now the city has recognized that Platte Avenue is a critical east/west corridor that serves greater network connectivity needs and warranted additional analysis.
- Another topic that arose was what metrics were being utilized as part of the ongoing technical analysis. The city project manager discussed how the planning horizon aligns with PlanCOS and ConnectCOS - which are both considered a 20-year planning horizon. In terms for forward-looking trends and issues, the city is trying to align with forecasted future land use changes as well as technology improvements. For example, the area near Citadel Mall has investment potential, as it covers a lot of underutilized land.
- Attendees also raised questions about the order of the project going forward. The project team explained that the decision on alternatives is down the road dependent on money sources and immediate needs of the city.

### **Traffic and Congestion**

- Attendees asked about the comparison of traffic volumes on streets like Union Boulevard, Academy Boulevard, Nevada Avenue, Powers Boulevard, and Platte Avenue as it relates to vehicle traffic in the city's downtown area. The project team provided insight to their detailed traffic analysis looking at current and future traffic volumes based on the Pikes Peak Area Council of Governments (PPACG) Travel Demand model. Through this analysis, the project team determined that many people travel on Platte. Additionally, many people also travel North and South allowing the traffic to decrease while traveling West. It is due to delays and congestion around the Union Boulevard intersection that the project team is considering the one-way couplet as part of their drafted transformational alternatives.
- In addition to traffic and congestion, attendees asked about the treatment of Platte Avenue through the corridor's business district. The project team is making recommendations in these areas in order to create a safer commuter and pedestrian environment. The project team has heard from the Knob Hill Arts District that traffic speeds and pedestrian crossings are a concern in the corridor's business district. Attendees in the meeting echoed their support for a more walkable corridor.
- The project team has introduced the concept of a "stroad", which builds on the definitions of both road and street. While a road functions to move people from point A to point B and a street function to generate wealth, a "stroad" is a combination of both. A "stroad" causes conflicts between vehicles and other modes of transportation, influencing areas such as residential neighborhoods or business districts.

## **Bicycle and Pedestrian Accommodations**

- When discussing the Central Corridor portion of Platte Avenue, attendees had questions about the balance of bike lanes, transit lanes, and parking. The project team explained that all current street parking in residential areas will be preserved, while also proposing an additional transit and bike lanes. One attendee commented that in their experience the best scenario would be what the city did with Weber Street with parking, bicycle, travel, and protected parking.

## **Parking**

- Attendees from the Middle Shooks Run and 800-Block neighborhood on Boulder Street explained that parking remains a major issue, and the reduction of parking would cause additional issues for residents. The necessity of parking along Platte Avenue and Boulder Street due to local businesses, churches, and schools make parking a necessity. Attendees also elaborated that a dedicated parking lane, particularly one that is protected, would help ensure the safety of those entering or leaving their vehicles.

## **Public Process**

- Attendees asked questions around the public engagement and involvement of businesses along the Platte Avenue corridor. In the early stages, the project team reached out to city stakeholders (other city departments and advocacy organizations) in order to coordinate and work together on the Platte Avenue Corridor Study. The team, then, selected project-specific stakeholders to make up a Community Advisory Committee (CAC). This committee is to act like a sounding board before the project team presents their ideas to the public.
- Additionally, the project team provided an update on the public engagement process. The project team collected feedback through neighborhood meetings, stakeholder interviews, a comment card, and survey with a deadline of January 31<sup>st</sup>, 2022. The next steps of the study include the project team conducting additional technical analysis to refine alternatives for the corridor. A draft plan will then be shared with the community for another round of public engagement and feedback.

## **Land Use and Community**

- Attendees expressed their desire to protect the older trees planted in the Platte Avenue median, referencing the City of Colorado Springs' history of being known as the "tree city".
- Additionally, one attendee expressed their concern over the inclusion of bicycles and bike lanes on the corridor. They recommended not including bike lanes from Wasatch Avenue to Union Boulevard in order to preserve the medians, where many historical trees are planted.

## Community Office Hours Participants, Session One

The table below summarizes who was in attendance on the day of the scheduled office hours session from the Colorado Springs community and from the Platte Avenue Corridor Study project team.

### ATTENDEES

Attendee	Profile	Additional Notes
David Ware	Works on the Corridor	
Doug & Cindy	Residents	Platte Avenue
Christine	Resident	
Lee Trovas	Resident	Platte Avenue
Jean Lux	Resident	800 Block of Boulder Neighborhood
Cully	Resident	Bike COS Volunteer
Mike Chavez	City of Colorado Springs	
Fallon Gibbons	City of Colorado Springs	

### PROJECT TEAM

Name	Company
Dan Krueger	City of Colorado Springs
Aaron Egbert	City of Colorado Springs
Kelly Leadbetter	FHU
Ted Ritschard	Olsson
Angie Martell	Olsson
Zach Barr	Kearns & West
Sarah Franklin	Kearns & West

## Appendix A: Introductory Presentation

### Project Overview

Kelly Leadbetter, FHU, gave workshop participants a high-level overview of the Platte Avenue Corridor Study, why the study is taking place, and what has been done to date.

The Platte Avenue Corridor study is connected to and is a pilot corridor project of [ConnectCOS](#), which is the 20-year transportation master plan for the City of Colorado Springs. Platte Avenue was identified early in the ConnectCOS process as a critical city corridor.

ConnectCOS strives to identify transportation and mobility improvements based on six primary goal areas: safe, equitable, sustainable, efficiently reliable, accessible, and connected (Figure 1). The goal framework helps define future transportation improvements for the City of Colorado Springs. By assessing where the current system is not meeting the goal framework, we can understand where the current needs are as well as identifying actions to address these needs.



Figure 1: ConnectCOS Goal Framework.

### Study Area and Character Areas

The study area runs from I-25 to Powers Boulevard and is organized into four character areas. The character areas define segments of the corridor based on the unique characteristics of that segment. The four character areas are (1) Downtown, (2) Middle Shooks Run, (3) Knob Hill, and (4) Eastern Reaches. Character areas are fluid; they do not have physical boundaries, but rather transition zones where one character area blends into the other to create a continuous study area and corridor (Figure 2). It is important to both address the needs of the individual character areas while also assessing those needs within the context of the entire corridor.

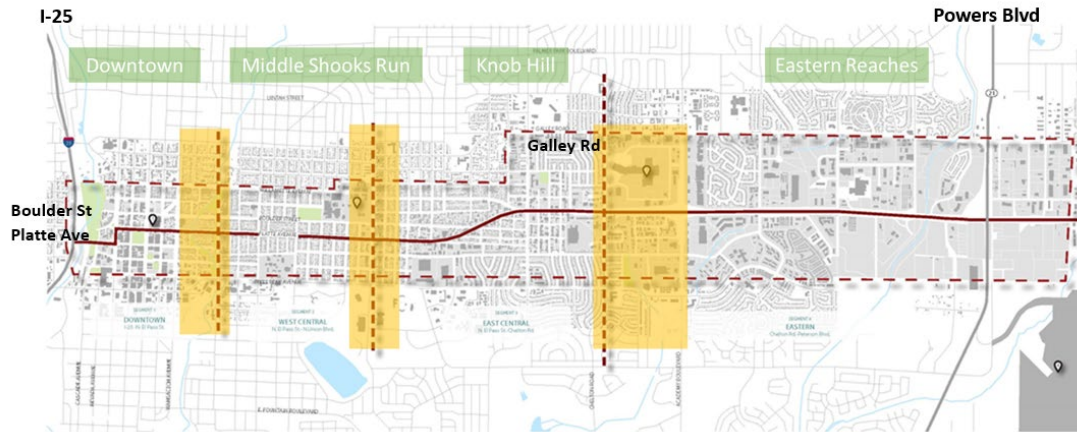


Figure 2: Platte Avenue Corridor Study Project and Character Areas.

**How do we define a corridor?** A corridor includes the major roadway but also any adjacent roadways or networks that exist such as trail and transit routes as well as the context of adjacent neighborhoods (Figure 3).

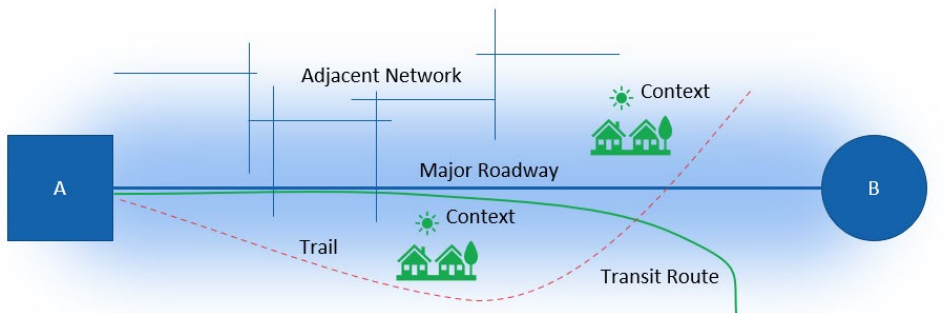


Figure 3: A depiction of the definition of a "corridor".

### Process and Timeline

Currently, the Platte Avenue Corridor Study project team is narrowing in on the final recommended alternatives and developing strategies for the corridor that will then become recommended projects. Public input is critical to finalizing the recommendations and moving into a draft of the final plan.

Recent opportunities for the general public to learn about the status of the project and provide input included: (1) watching the most recent public meeting, which was scheduled to take place on December 15<sup>th</sup> and was recorded due to city-wide storms and power outages, (2) responding to a virtual comment card which directed the public to comment and ask questions regarding what they saw and heard on the recording of the public meeting, and (3) a community survey offered from December 15<sup>th</sup>, 2021, through January 31<sup>st</sup>, 2022, which asked respondents to comment on the incremental versus transformational draft alternatives.

Towards the end of March 2022, the project team will produce a draft of the final plan document for the Platte Avenue Corridor. The project timeline and where the project team is within the context of that timeline, is depicted in the image below (Figure 4).

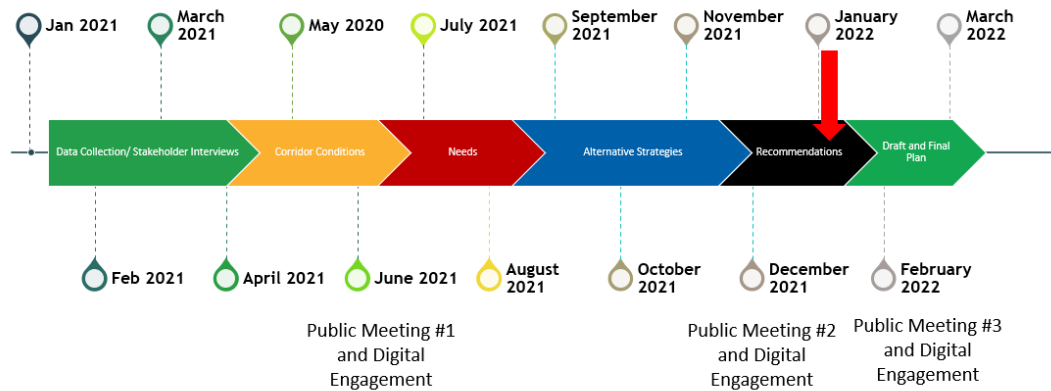


Figure 4: Platte Avenue Corridor Study Project Timeline (as of January 2022).

The FHU team goes on to discuss the process for developing strategy alternatives (Figure 5). The goals (mentioned in earlier sections of this summary), public and stakeholder input, and thorough technical analysis were critical in determining the current conditions, needs, and future phases of the project. The key phases include: (1) defining the current conditions and needs of the corridor, (2) coming up with the functional objectives<sup>1</sup> for Platte Avenue, (3) defining and contextualizing the ambitions for each of the four character areas of Platte Avenue, (4) coming up with a full menu of potential solutions, (5) narrowing and organizing those solutions into recommended alternatives that are incremental and transformational.

Incremental alternatives are defined as being effective in addressing the functional objectives and providing basic functional improvements based on the existing context and constraints; constraints could include things like funding, community support, etc. Transformational alternatives are defined as being more ambitious in support of all the functional objectives, as well as exploring what “could be” without existing constraints present. Transformational alternatives, for example, may come with added challenges and costs as well as added benefit and impact.

<sup>1</sup> Functional objectives are defined as statements that define Platte Avenue’s function and which translate the ConnectCOS goals (safety, reliability, sustainability, equity, connectivity, and accessibility) to the needs of the Platte Avenue Corridor.



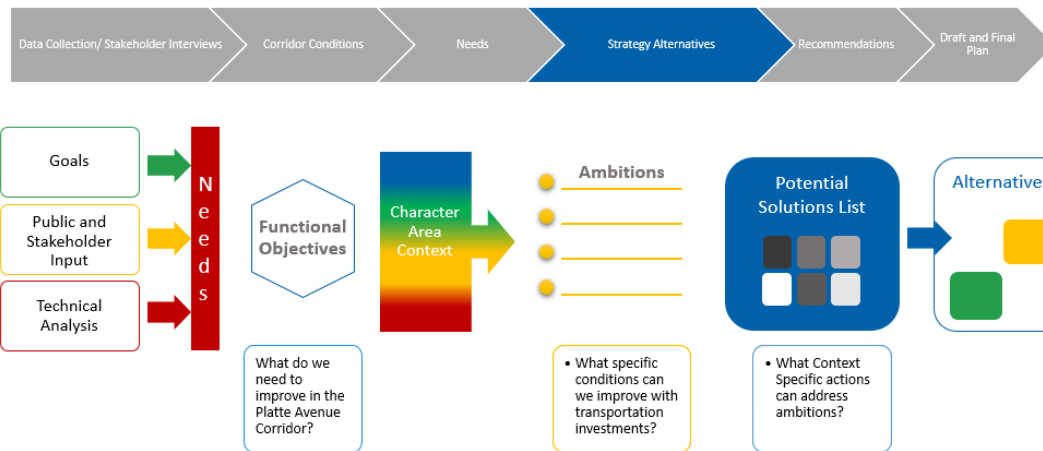


Figure 5: The process for developing strategy alternatives for the Platte Avenue Corridor.

Next steps are shown in Figure 6 below, public and stakeholder input will be used to define a recommended alternative (either the incremental or the transformational), and a draft plan and concept will be reached towards the end of quarter one, 2022.

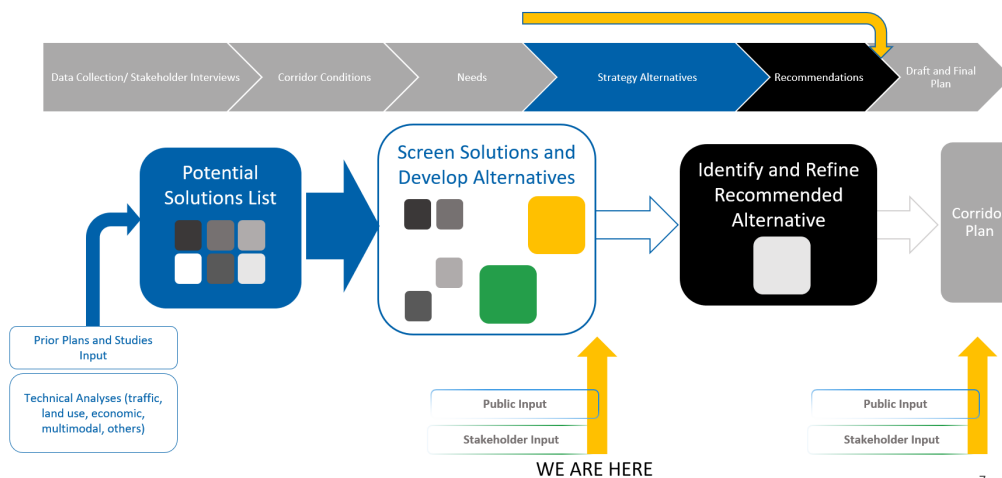


Figure 6: Next steps for developing strategy alternatives for the Platte Avenue Corridor.

## Feedback Opportunities & Next Steps

To close the project overview and initial presentation, members of the project team reviewed the current opportunities to provide input. They include:

- 1) Provide feedback by completing the digital comment card available on the project webpage (<https://coloradosprings.gov/platteavenue>). The comment card is available through January 31<sup>st</sup>, 2022.
- 2) Participate in the Platte Avenue Corridor Study Survey of Character Area Ambitions and Alternatives. The survey is available and linked to the comment card above, and a direct link is also available on the project website. The survey will also remain open through January 31<sup>st</sup>, 2022.

- 3) A recording of the most recent public meeting presentation and materials are available on the Platte Avenue Corridor Study project webpage.

The project team then reviewed where members of the public could find each of these opportunities on the project webpage as well as other resources and information available.

## **Platte Avenue Corridor Study Community Office Hours Summary – Session Two**

*January 10<sup>th</sup>, 2022, 4 pm – 6 pm*

### **Platte Avenue Community Office Hours Background**

Following a recent virtual meeting recording (and related community survey) that was published before the end of the year, the Platte Avenue Corridor Study project team held two community office hours sessions in early 2022 (on January 6<sup>th</sup> and January 10<sup>th</sup>) to meet virtually with members of the public. Each session ran two hours in length and provided the option to join during the first hour, second hour, or both. The first session saw nine total participants, and five of those nine joined for the full two-hours. A summary list of attendees and project team participants can be found at the end of this summary.

The sessions were open to the public and announced through the Platte Avenue project webpage (<https://coloradosprings.gov/project/platte-avenue-corridor-study>), the Platte Avenue project distribution list, and the City of Colorado Springs social media channels, including Facebook and Next Door. The public was invited to join the virtual sessions using the Zoom link, posted to the project webpage.

### **Community Office Hours Opening & Introductions**

The primary goal of the community office hour session(s) was to allow members of the public to meet directly with members of the project team, comment on the project, and have their project-related questions answered. Participants were invited to use the raise their hand function to alert the group if they had a question. If participants did not feel comfortable unmuting to ask their question, or for those without access to a microphone, participants were encouraged to ask their questions or make comments using the chat box feature.

To begin the conversation the project team and residents introduced themselves. The introductions included brief remarks from the project team and the City of Colorado Springs.

### **Participant Comments, Questions, and Summary of Response**

Please note that not every comment/question received a direct and detailed response. The conversation was fluid, and what follows is a high-level overview of the questions asked and addressed (if applicable) during the conversation. The take-aways from this conversation also informed the creation of a Frequently Asked Questions (FAQ) document, which is available in the “frequently asked questions” section of the Platte Avenue Corridor Study project webpage (<https://coloradosprings.gov/platteavenue>). During the meeting, the following conversation themes emerged:

### **Traffic and Congestion**

- During the meeting, several attendees asked about the proposed transformational alternative of a one-way couplet, and if this would create a higher need for people to travel the North-South streets of the Middle Shooks Run area. Additional concerns were raised about traffic speed enforcement and lane reductions.
- Attendees emphasized the need to dissuade racing and engine revving of vehicles traveling on Platte Avenue. Attendees raised that the El Paso Street bridge acts as a sound amplifier for revving engines. The project team is continuing to consider how noise mitigation could be incorporated into their draft alternatives. Regarding speed, the project team explained how signal timing for one-way streets are effective in moving traffic, while retaining optimal roadway capacity.
- Attendees also expressed concern over the traffic congestion at specific intersections along the corridor including the following: Filmore Street and MLK Bypass, East of Union Boulevard. The project team explained the Eastern Reaches character area is the busiest from a traffic volume standpoint, whereas traffic daily volumes decrease as you travel towards Downtown, where people chose different modes of transportation. Through the project team's traffic analysis, they hope to propose capacity improvements in areas of high need.
- While discussing traffic and congestion, one attendee raised concerns about how traffic patterns have changed due to the pandemic and questioned whether the current models reflect those changes. The project team has accounted for pre-pandemic levels and factored the capacity counts to reflect higher traffic volumes, which factored 20% higher during the morning commute and 12% higher during the evening commute.
- Residents expressed concern of congestion on Prospect Street between Boulder Street and Willamette Avenue, and they hope the proposed alternatives would not exacerbate the current problem. The residents would welcome changes to this area that would help alleviate the congestion, especially around school pick-up times.

### **Parking**

- Attendees raised concerns about parking, particularly in the Middle Shooks Run character area. The transformational alternative includes parking, whereas the incremental alternative does not include parking. Throughout the public engagement process, the project team has heard that parking remains a priority in this area and agree that parking is essential to include in future draft alternatives.
- In addition, Boulder Street residents raised concerns about the lack of safe parking. Many park on Prospect Street now; however, heavy parking on this narrow road leads to additional neighborhood congestion and restricted views for vehicles entering or leaving neighborhood alleys.

### **Bicycle, Pedestrian, and Transit Accommodations**

- Attendees discussed the city's bike network, as it relates to the inclusion of bike lanes on Platte Avenue. Initial questions centered on how the current bike network would be incorporated into the Platte Avenue Corridor Study. The project team explained that the incremental alternative for the Central Corridor would include bike lanes on Boulder Street only, while the transformational alternative would include bike lanes on both Boulder Street and Platte Avenue. Platte Avenue in the transformational alternative would feature a two-way bike facility. In response, one attendee stressed the need for balance between bikes and vehicle travel throughout this portion of the corridor.
- Attendees asked about how bike lanes on the Platte Avenue Corridor fit into the larger network, and why bike lanes are not placed on parallel streets. One attendee expressed that they do not see the need for bike lanes on Platte Avenue or Boulder Street due to the city's other functional East-West bike lanes. The project team explained from a macro level, the bike network and its incorporation into this study depends on safety. Through BikeCOS, Boulder Street has been envisioned to be part of the city's bike network; therefore, the project team had to incorporate it into their study. The project team is still considering the placement of bike lanes within the Platte Avenue Corridor.
- Attendees continued to discuss how the transformational alternatives inclusion of a center bike lane would be functional and safe. Attendees proposed the inclusion of protected bike lanes to create a buffer from vehicles traveling the corridor. One attendee referenced European cities' use of a bike and pedestrian space and asked if the current alternatives did not do this due to the expense of moving existing green space. The project team responded to explain that currently the cost is not a strong decision factor. The team defaulted to the on-street network, which currently puts bike lanes next to the sidewalk, where pedestrians and bikes ride at different levels.
- Attendees also had questions regarding the inclusion of additional lanes, such as bike and transit lanes on Boulder Street. One attendee expressed concern over the width of the street, and how it is not wide enough to include public transit. Additionally, if there is a dedicated bus lane, it would be important to consider the speed of the bus since the neighborhood has lots of kids, schools, and churches. Additionally, attendees questioned how pedestrians would cross the street with lanes dedicated to multiple modes of transportation, including vehicle, bike, and transit.

### **One-way Couplet**

- Attendees expressed that the transformational one-way couplet was the better of the two-options as compared to the incremental alternatives proposed for the Central Corridor area. Despite support, attendees but did raise concerns about how people would navigate the couplet, particularly when traveling North-South. Improved left-hand turn lanes would not negate the need for North-South crossing needs.
- Attendees also raised concerns about how emergency vehicles would navigate the one-way couplet. The project team explained that they are in current talks with first

responders and are looking at creative ways to address this issue. Additionally, the team is examining emergency routes and how the one-way couplet would impact these.

- Overall, attendees equated the one-way couplet to improved lane capacity along Platte Avenue and Boulder Street. Another attendee stressed that the goal should not be acceptable level of service, but the study should aim to improve levels of service and capacity. One attendee did raise that they would prefer to see three vehicle lanes on both Platte Avenue and Boulder, as they do not believe two vehicle lanes could handle the future traffic capacity.

### **Land Use and Community**

- Attendees questioned if the Platte Avenue Corridor Study considered the possible impacts on low-income populations. Additionally, attendees raised concerns that transportation and street improvements lead to higher housing costs. The project team acknowledged the shortage of affordable housing along the corridor. One of the study's goals is to make sure there are mobility options for all who live on the corridor to spur additional development. The project team does not anticipate having negative impacts towards housing and are looking for opportunities where underutilized lands can be better used within the community.
- Attendees also stressed the need for policy-related improvements particularly around infrastructure. The project team related infrastructure policy to the larger ConnectCOS plan, which is the city-wide master transportation plan. Platte Avenue Corridor Study is a pilot study and provides an opportunity to review policy and procedure within the larger plan.
- Attendees also discussed proposed alternatives for the walking trail near the El Paso Street bridge, including a proposed alternative that would route the Shooks Run Trail underground. Many attendees agreed that in other areas of the city, underground walking tunnels are too dangerous. Residents expressed how an underground trail would disrupt various neighborhood traditions, such as watching the New Year's fireworks.
- Lastly, attendees did express their support of a study that looks to make the city more walkable, bikeable, and accessible to multiple modes of transportation. They feel as though the City of Colorado Springs could lead the way, in comparison to other cities in the United States.



## Community Office Hours Participants, Session Two

The table below summarizes who was in attendance on the day of the scheduled office hours session from the Colorado Springs community and from the Platte Avenue Corridor Study project team.

### ATTENDEES

Attendee	Profile	Additional Notes
Marie & Husband Bear	Commuter	
Jack Keaton	Resident	800 Block of Boulder
Annie Beer	Works on the Corridor	Peak Vista CHC
Jason Thede	Commuter	
Carlos Perez	Commuter	
Steven Karkenny	Resident	Middle Shooks Run Neighborhood
Jean Lux	Resident	800 Block of Boulder Neighborhood
Beth Roalstad	Works on the Corridor	Homeward Pikes Peak
Chelsea Gondeck	Commuter and works on corridor	Member of the Platte Avenue CAC
Patricia	Resident	Platte Avenue,
Stephanie Vigil	Commuter	Running for representative in the Colorado State House, District 16
Patricia Yates	Commuter	
Evan MacDonald	Resident, Commuter, and Works on the Corridor	Works with the Colorado School for the Deaf and Blind
Lisa Phillips	Resident	Middle Shooks Run Neighborhood
Barbara Knove	Commuter	Mesa Springs Community Association
Bailey	Resident	Middle Shooks Run Neighborhood
Monique	Resident	Platte Avenue

### PROJECT TEAM

Name	Company
Dan Krueger	City of Colorado Springs
Aaron Egbert	City of Colorado Springs
Lyle DeVries	FHU
Amy Garinger	Kimley-Horn
Angela Jo Woolcott	Kearns & West
Caitlin Sheridan	Kearns & West

# ConnectCOS & Platte Avenue Corridor Study Open Houses Summary

## Introduction

In May and June 2022, nearly 200 members of the Colorado Springs community attended a series of six transportation planning open houses hosted by the City of Colorado Springs. The purpose of the meetings was to share a comprehensive update on two active projects: ConnectCOS and the Platte Avenue Corridor Study. The feedback collected from the community over the course of several weeks will be instrumental in refining recommended improvements to be included in each of the final plans. One open house was held in each of the six City Council Districts. The dates of the open houses were May 16, 17, 25, 26, 31 and June 7, 2022.

Initially, information about the Platte Avenue Corridor Study was set to be featured only at the open houses on May 16, 17 and 25; however, this plan was adjusted to include the May 31 and June 7 open houses as well, in response to growing community interest in that project.

All open houses were held from 4 – 6 p.m., and attendees were invited to drop by at their convenience. Community members were welcome to attend any of the open houses, regardless of where they lived or worked. Additional information on venue specifics can be found in Appendix A.

## Background

Following City Council's adoption of PlanCOS in 2019, the City of Colorado Springs launched ConnectCOS, a comprehensive citywide multimodal transportation plan to reflect the evolving transportation needs of the community. As part of the ConnectCOS efforts, Platte Avenue was identified as a priority east/west corridor for further analysis.

Due to the integrated nature of the two projects, combined open houses provided the public with an opportunity to understand how the technical analysis of ConnectCOS influenced the Platte Avenue Corridor Study. ConnectCOS builds upon a six-goal framework identified through stakeholder and public input to create a citywide transportation system that is safe, equitable, sustainable, efficiently reliable, accessible, and connected (see Figure 1). These same goals have been integrated into the Platte Avenue Corridor Study's evaluation criteria for recommended alternatives and improvements.



Figure 1: The ConnectCOS Goal Framework

The integrated planning process between PlanCOS, ConnectCOS, and the Platte Avenue Corridor Study also allows for increased transparency, targeted investments that meet the larger citywide goals, and familiarity with all projects. By featuring content for both projects, the open houses served to inform the public around the following key issues:

- Understanding transportation infrastructure-related needs throughout the City of Colorado Springs,
- Dispelling myths about transportation design and impact, and
- Forecasting future challenges and solutions for improvements.

The overarching goal for this engagement was to provide people living, working, and traveling around Colorado Springs an opportunity to participate in the studies and shape their outcome.

## Open House Overview

To encourage a higher level of interaction, each open house featured a series of informational stations arranged in a circular fashion around the room. An overview video explaining ConnectCOS and the Platte Avenue Corridor Study played on a loop outside the entrance to each venue.

Attendees were asked to sign in with their name, organization, and email address before being provided with a room legend and set of comment cards for ConnectCOS and the Platte Avenue Corridor Study. Included with the room legend were a set of participation guidelines. Attendees were asked to be collaborative and provide productive ideas and feedback to the team, as well as respect the ideas of others. In response to ongoing COVID-19 concerns, a guideline was included that encouraged attendees to maintain space between themselves and others when possible.

The room legend provided a suggested route for attendees to follow once inside. Each station along the route provided a sequential project update depicted through a series of informational

display boards staffed by members of the project teams. The ConnectCOS portion of the open house provided information about the project goal framework, findings of the completed technical analysis, feedback from residents, and next steps. Attendees would then proceed to a Pikes Peak Rural Transportation Authority (PPRTA) station which offered a background and overview of PPRTA as well as information about proposed project funding options and next steps. The Platte Avenue Corridor Study stations introduced the project by presenting the study's functional objectives, character area ambitions by neighborhood, and both incremental and transformational strategies. The next steps station included information about the project timeline as well as potential sources of funding.

Before leaving the open house, attendees were directed to a comment station where they could provide specific project feedback either digitally or handwritten. The same materials were also available on the project website for members of the community who were unable to attend in person.

## **Public Feedback Overview**

To ensure equity in the sharing of feedback, community members were able to provide input to the project team through various means. Public input at the open houses was collected via comment cards and through conversations with attendees. Many residents who had either attended the open houses or reviewed the materials on the project website opted to send comments via email.

In total, the project team received 62 emails from residents regarding ConnectCOS and the Platte Avenue Corridor Study. Most feedback, whether in support of or in opposition to the draft recommendations, centered around themes of safety, efficiency, cost, necessity, and community character. Below is a high-level sample of what was heard:

- A robust transit network, as part of the ConnectCOS project, was generally well-received by the public. Residents shared enthusiasm for the potential of additional transit options to eventually support a reduction in personal vehicle use. Still, some residents pointed out that the current transportation infrastructure requires many people to use personal vehicles. The future consideration of the Southwest Chief and Front Range Passenger Rail station in Colorado Springs was seen as positive, and residents were enthusiastic about direct service to the city. Residents looked forward to learning more about the related economic development opportunities once a site has been determined.
- Residents were supportive of any measures that might improve safety (e.g., a reduction in speeding and reckless driving), as well as improvements to signalized intersections and crosswalks.
- Bicycle and pedestrian safety were another priority as residents would like to see protected bike lanes and the inclusion of sidewalks in areas where there are currently none. Importance was also placed on repairs to current roads, such as filling potholes and repairing sidewalks.

- Support was shared for the Platte Avenue Corridor Study, particularly for the inclusion of bicycle lanes and increased multimodal transit. Like the ConnectCOS feedback, some residents expressed support for the one-way couplet with Platte Avenue and Boulder Street, highlighting its potential to accommodate multimodal efficiency and address speeding concerns along the corridor. However, most of the feedback collected was in opposition to the draft recommended (transformational) alternative that included the one-way couplet. Residents primarily expressed concerns related to impacts on neighborhood character and safety. Many respondents believed that the one-way couplet would lead to an increase in speeding, noise, and emissions which would negatively impact the character of the community and trigger a reduction in property values. Residents did not wish to see the medians removed as this would constitute a reduction of greenery. There was also concern that the one-way couplet would lead to increased use and speeds on the north/south roads between Platte Avenue and Boulder Street, which would comprise the couplet. Residents also shared the perception that access to Memorial Hospital and the various schools along the corridor would be hindered, and that crossing the road would become more hazardous.
- Questions were raised about where funding for each project would come from.

## Summary of Comment Card Feedback

Attendees were able to use different means of sharing feedback with the project team. Each open house attendee was provided with a comment card for ConnectCOS and the Platte Avenue Corridor Study, as well as the opportunity to complete the comment card digitally on a provided laptop.<sup>1</sup> In total, the project team received 26<sup>2</sup> unique comment cards for ConnectCOS and 121 comment cards for the Platte Avenue Corridor Study. The largest number of comment cards were submitted at, and following, the May 25 open house held at the City Administration Building.

The project team also received 55 emails from residents who had either attended an open house, learned about the open houses from others, or consulted resources on the project websites. Finally, the project team followed mentions of the two projects on social media.

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<sup>1</sup> Physical and digital comment cards consisted of identical questions.

<sup>2</sup> 31 unique comment cards were collected for ConnectCOS. Five responses focused solely on Platte Ave and Boulder St and thus were added to the total count of Platte Ave comments.

## Comment Card Feedback for ConnectCOS

### Transit

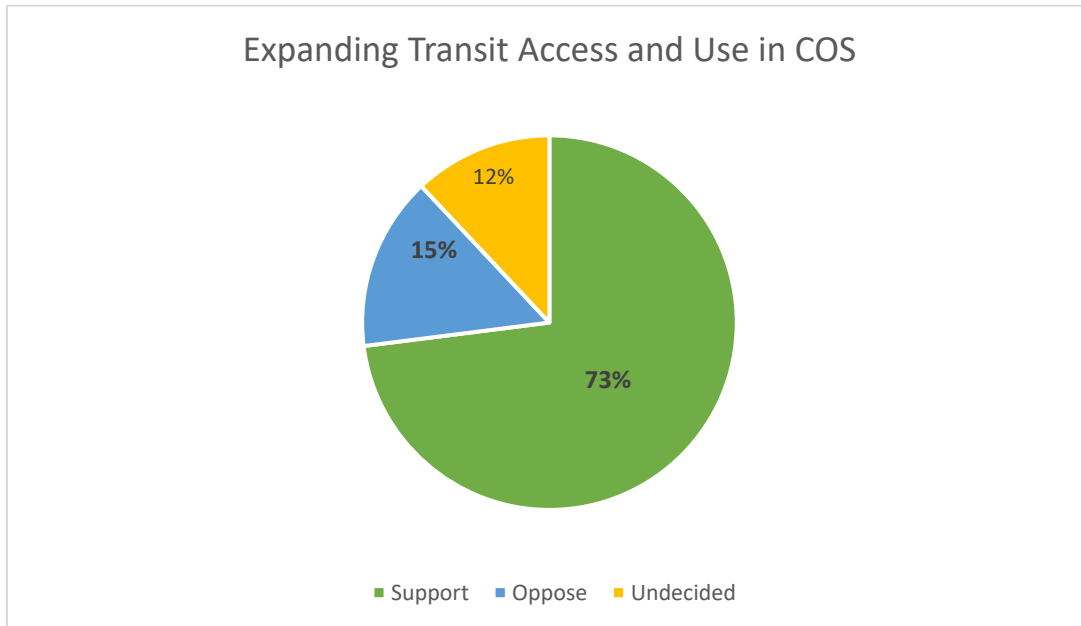


Figure 2: Of the 26 ConnectCOS responses received, the majority supported expanding access to transit services.

- Interest in discussing steps to provide mobility choices and avoid a singular focus on cars. On the issue of transit, respondents liked the prioritization of transit options when thinking about the future of Colorado Springs, in particular the potential to make access to transportation more equitable.
- Desire to see plans for where future bus stops will be placed. Interest was also expressed in seeing the plan overlaid with future Mountain Metropolitan Transit routes.
- Enthusiasm for a shuttle bus services to and from Downtown and other popular destinations.
- Enthusiasm in seeing that transit expansion was being given serious consideration and funding.

### Transportation Efficiency

- Hope that some of the suggested plans through ConnectCOS would lead to a better flow of traffic in certain areas. It was also shared that, as Colorado Springs continues to grow, it is important that planning is proactive and seeks to strengthen existing connectivity. There was also enthusiasm around the planned corridor extensions.
- Desire to see the ConnectCOS plan expanded to include a project focused on safety, mobility, and accessibility improvements for Uintah Street. Respondents characterized the street as an important east-west corridor.



- Discussion of methodologies used by the project team to look at transportation systems in relation to land use, and to build out transit options that matched development patterns.
- Emphasis on the importance of repairing potholes and maintaining existing streets.
- Supportive of the east-west connection at Constitution Avenue; however, those who expressed support would like the plan to consider how to also protect historic resources in the area.
- Emphasis on the preservation of historic communities.

### **Safety**

- The ability to manage traffic speeds in neighborhoods was seen as a positive, as was the increased walkability in neighborhoods and commercial areas. Regarding active transportation, respondents shared support for an increase in protected bike lanes if they increase rider accessibility to the larger City network.
- Appreciated the inclusion of other modes of transportation including bike and pedestrian crossing. Respondents suggested adding quicker responsive pedestrian signals throughout the City.
- There was a call for safety to be improved on West Uintah Street. The suggestions offered included placing a crosswalk near the King Soopers and introducing safety measures near the intersection at Uintah Street and 19<sup>th</sup> Street for drivers looking into the sun.

### **Next Steps**

- Desire to receive more specific information about how their neighborhoods, and lives, could be impacted by potential changes to the transportation system in Colorado Springs.
- Desire to see the list of all final projects from ConnectCOS as well as the projects that PPRTA will list on the ballot for PPRTA3.
- Desire to have more information about how to vote on these measures.

## Comment Card Feedback for the Platte Avenue Corridor Study

### Support

Respondents who supported the alternatives in the study cited improved safety, better traffic flow, and increased access to multimodal transportation as key reasons for the support.

### Safety

- Similar to the ConnectCOS feedback, respondents expressed support for measures to calm traffic and reduce speed, such as lane reductions and signal coordination, along the corridor.
- Shared that they supported changes to the intersection at Platte Avenue and North Nevada Avenue, including lowering or moving the General Palmer statue and prohibiting left turns onto North Nevada Avenue from eastbound Platte Avenue.

### Efficiency

- Shared that they thought a one-way couplet made sense as a mechanism for reducing congestion, speed, noise, and allowing access for multimodal transportation.
- Expressed satisfaction in seeing that on-street parking was preserved.
- Expressed the plan would allow ease of access in and out of downtown.
- Expressed that the plan proposed for the Eastern Reaches of the corridor would increase traffic capacity.

### Neighborhood Character

- Shared enthusiasm for beautification efforts in the Eastern Reaches segment such as the inclusion of medians and expansion of tree coverage.

### Multimodal Transportation

- Expressed excitement about a more bike and pedestrian friendly facilities in the Downtown portion of the corridor.
- Desire to see the corridor made more accessible for bicycles and pedestrians. Respondents expressed support for bicycle and pedestrian accessibility throughout the corridor, including the Eastern Reaches character area.
- Expressed excitement over the potential for increased bus use along the corridor, as well as a dedicated lane for buses. Respondents cited the reconstruction of the Academy Boulevard intersection would help fix transit issues and improve transportation for all modes throughout the City.
- Desire to see a bike path under or over the El Paso Street bridge. Many respondents named the bridge as vital to City connectivity and shared that they would like to see it repaired.
- Expressed support for improvements to the sidewalks along the corridor.

## Concerns

Respondents expressed concerns in the Eastern Reaches portion of the corridor in terms of lane expansion and road widening as well as concerns on the proposed quadrangle intersection. Residents expressed concern that these changes would affect current and future traffic patterns, particularly increasing congestion for other parts of the corridor. Additionally, respondents are concerned that this would create a more confusing intersection with Academy Boulevard in turn making it a safety issue for all modes.

Residents also shared concerns about the project, specifically the introduction of a one-way couplet. Respondents cited impacts to neighborhood character, safety, and access to the hospital, in addition to concerns about effectiveness in curtailing traffic and overall cost.

## Safety

- Concerns were shared that the implementation of a one-way couplet along with the reduction of lanes would pose a safety risk for residents living on Platte Avenue and Boulder Street.
- The safety of children living, or attending school, along Platte Avenue and Boulder Street was a consistent concern.
- The removal of the frontage/return roads on Platte Avenue through the El Paso Street area was a concern as it is perceived to make parking more dangerous.
- Residents shared that they did not want the (north-south) alleyways behind their homes used by people trying to cut between Platte Avenue and Boulder Street.
- Concerns were raised that access to Memorial Hospital would be negatively impacted by the one-way couplet configuration. Respondents worried that parking would be more difficult and that individuals experiencing mobility challenges would need to walk further. Additionally, questions were asked about how the change could impact access for ambulances going to the hospital.
- While a number of respondents appreciated the inclusion of bicycle lanes and focus on making the corridor safer for cyclists and pedestrians, it was suggested that if the bicycle lanes were not protected, they would not be used.
- Respondents shared that they would not like to see an underpass created where the Shooks Run Trail meets El Paso Street.

## Effectiveness

- Questions were raised about the feasibility of a one-way couplet for Platte Avenue and Boulder Street and the reallocation of lanes on each road. Respondents expressed concern that it would lead to an increase in traffic rather than a reduction.
- Residents shared that connectivity was not an issue for them, living near the Platte Avenue corridor, as they rarely traveled downtown.
- Residents shared that they would not like to see more bike lanes added because of the perception that existing bike lanes are not used often enough.

## Neighborhood Character

- The most consistent grievance shared was around the impact to neighborhood character. Residents did not want to see a project go forward that could damage the aesthetic of the Platte Avenue and Boulder Street neighborhoods, or that could negatively impact property values.
- Residents shared a strong desire to see the medians left in place.
- Residents expressed concerns that traffic would increase and contribute to greater levels of noise in the neighborhood.
- Respondents viewed the neighborhoods along Boulder Street as important to preserving Colorado Springs history and culture.
- Respondents said they would like changes to other routes considered instead of Boulder Street.
- Respondents shared concerns about the impact that construction would have on their daily lives.
- Beyond the character of the neighborhoods, respondents expressed dissatisfaction with broader changes made within Colorado Springs, and a perception that this is an attempt to make Colorado Springs more like Denver.

## Cost

- Respondents expressed frustration with the perceived cost of the project and potential impact to taxpayers.
- Respondents shared they would like to see the money spent on repairing existing roads.
- Respondents felt the project was subsidizing urban sprawl.

## Hospital Access

- Respondents shared concerns that access to Memorial Hospital, and response times for emergency vehicles, could be limited should the couplet be introduced.
- Questions were raised about whether rules pertaining to parking on neighborhood roads for hospital staff, or access to the hospital from Willamette Street, would need to be changed should the couplet be introduced.



## Workshop Agenda and Participants

The workshop agenda included focus group meetings, technical team working sessions and public meetings. The table indicates the different groups specifically invited to participate (Stakeholders) and the general public meetings.

Activity	Study Team	CAC	EOC	Stakeholders	General Public
<b>Day 1 Activities (August 1, 2022)</b>					
<b>Morning: Focus Group Meetings</b> <ul style="list-style-type: none"> <li>Introduction to the project and meeting goals</li> <li>Break-out group discussion: understand range of functions, challenges and focus on specific solutions</li> <li>Group debrief and share ideas</li> <li>Select list of priorities and possible solutions and options to consider</li> </ul>					
<b>Afternoon: Technical Team Work Session #1</b> <ul style="list-style-type: none"> <li>Create graphics to express the focus group's ideas. Create questions for the public meetings.</li> </ul>					
<b>Evening: Public Session #1</b> <ul style="list-style-type: none"> <li>Evaluate and narrow range of alternatives</li> <li>Get public feedback for team to refine ideas on Day 2</li> </ul>					
<b>Day 2 Activities (August 2, 2022)</b>					
<b>Morning: Stakeholder Session to Refine Alternatives</b> <ul style="list-style-type: none"> <li>Discussing and confirming direction for alternatives refinement</li> </ul>					
<b>Afternoon: Technical Team Work Session #2</b> <ul style="list-style-type: none"> <li>Refine promising ideas alternatives</li> <li>Prepare presentation for Public Session #2</li> </ul>					
<b>Evening: Public Session #2</b> <ul style="list-style-type: none"> <li>Evaluate refined alternatives</li> <li>Define next steps and action steps to advance design solutions</li> </ul>					

### Notes:

**Study Team:** The consultants and City staff involved in the day-to-day management and conduct of the study.

**CAC:** The Study Community Advisory Committee has been involved throughout the study as a cross section of community representatives providing regular community input and response to study analyses and findings

**EOC:** The Study Executive Oversight Committee has been involved throughout the study in supporting study decisions and providing staff guidance to technical aspects.

**Stakeholders:** Individuals representing the following groups were invited to join in the workshop sessions:

Colorado Springs City Council	Palmer High School	Bike Colorado Springs
Middle Shooks Run Residents	Transit users	Olympic and Paralympic Training Center
Knob Hill Residents	Middle Shooks Run Business Owner	El Paso County School District 11
UC Health	Knob Hill Business Owner	Trails and Open Space Coalition
Columbia Elementary School	Knob Hill Urban Arts District	

**General Public:** Advance postcards advertising the public sessions went out to approximately 500 central corridor residents, and the meeting times and location were posted on the project website.







The following tables provide a summary of the discussions held within each of the four focus group meetings:

Focus Group Topic	Purpose for Focus	Main Concerns	Potential Solutions	Key Takeaways
<p><b>El Paso Street/Platte Avenue Area</b></p>	<p>The El Paso and Platte Ave. intersection is a critical and unique point along the corridor. Its aging infrastructure makes it an issue that must be addressed regardless of what decisions are made. Its configuration, while it allows for Shooks Run Trail to run over the intersection, does cut off north south traffic for some users. Both speed and noise are a major concern at this intersection. The goal for this group was to determine solutions that help address these concerns and include considerations for different modes of transportation.</p>	<ul style="list-style-type: none"> <li>• Noise                             <ul style="list-style-type: none"> <li>○ The sound bounces off the walls and it is loud</li> </ul> </li> <li>• Safety                             <ul style="list-style-type: none"> <li>○ People often speed through this area; Platte seems to attract drivers interested in speeding</li> <li>○ Speeds seem to slow in downtown area</li> <li>○ Would like more enforcement of speed limits</li> </ul> </li> <li>• Vehicular and Pedestrian Connectivity across Platte Ave                             <ul style="list-style-type: none"> <li>○ Maintaining pedestrian connectivity across Platte Ave is a priority</li> <li>○ The neighbors are split on whether it's critical to maintain vehicular connectivity. Has been closed for a year at this point.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Strategies to reduce traffic noise                             <ul style="list-style-type: none"> <li>○ Cover Platte for greater length than current structures</li> <li>○ Install noise absorbing barriers along tunnel walls</li> <li>○ Pavement treatments such as rubberized asphalt</li> <li>○ Noise cameras</li> </ul> </li> <li>• Platte elevation options                             <ul style="list-style-type: none"> <li>○ Keep Platte Ave at the current elevation</li> <li>○ Raise Platte</li> <li>○ Raise Platte Halfway</li> </ul> </li> <li>• Speed                             <ul style="list-style-type: none"> <li>○ Potential ideas for speed management include:                                     <ul style="list-style-type: none"> <li>▪ Speed bumps, Signalization, Speed cameras, Noise cameras</li> <li>▪ Roundabout traffic control at intersection of El Paso/Platte</li> <li>▪ Typical section adjustments, including:   <ul style="list-style-type: none"> <li>▪ 1-Lane each direction – Boulder + Platte</li> <li>▪ Introducing bikes/pedestrians into the typical section</li> <li>▪ Travel lane width reduction</li> </ul> </li> </ul> </li> </ul> </li> <li>• Other notes                             <ul style="list-style-type: none"> <li>○ Keep trail as unofficial "park"</li> <li>○ Consider construction impacts of solution ideas</li> </ul> </li> </ul>	<p>Improving the safety and reducing the noise of this intersection is important as well as maintaining the parklike quality of the trail. Whatever the structural solution, it would need to consider these items.</p>
<p><b>Middle Shooks Run</b></p>	<p>The Middle Shooks Run area is a historic neighborhood with wide boulevard streets that give it a unique character that is loved by its residents. However, throughout the area there are a number of issues that need to be addressed, including the El Paso Street bridge with the Shooks Run trail Bridge, safety, and noise. The goal for this group was to identify optimal transportation investment to support a range of land use and development scenarios. .</p>	<ul style="list-style-type: none"> <li>• Costumer + In + Out</li> <li>• Construction impacts to access</li> <li>• Maintain vegetated medians + Edges</li> <li>• Speed + Safety on Platte</li> <li>• Want to naturally slow with trees</li> </ul>	<ul style="list-style-type: none"> <li>• Boulder as the location for bike lane</li> <li>• Platte sidewalks widen for cycling</li> <li>• Circle Dr. Platte Intersection improvements + union (overpass or roundabout)</li> <li>• Maintain parking on northern side of Platte</li> <li>• Dedicated bus lane or boulder or pull over area</li> <li>• Maintain grade separation El paso Bridge</li> <li>• More street lights</li> <li>• Remove signal at institute</li> <li>• Address humps at instructions</li> <li>• Add lighting to reduce crime</li> <li>• Businesses neighborhood watch</li> <li>• Encourage revitalization/redevelopment in commercial areas.</li> </ul>	<p>It is important to use a variety of design interventions to improve the overall safety and experience along this section of the Platte Ave. Corridor. Additionally, maintaining and enhancing the characteristics of Middle Shooks Run. Figuring out how to transition traffic from a highway setting to a neighborhood setting is critical to helping with speed and safety.</p>





Focus Group Topic	Purpose for Focus	Main Concerns	Potential Solutions	Key Takeaways
<p><b>Knob Hill Area</b></p>	<p>The Knob Hill area is filled with many various businesses. However, in its current condition, its existing streetscape features are aging, there are few protected pedestrian crossings, the medians sometimes make it impossible to transvers safely causing concerns for safety and accessibility, especially for disabled people. Identifying optimal transportation investment to support potential redevelopment and understand safety concerns in the area was the goal of this group.</p>	<ul style="list-style-type: none"> <li>• <b>Safety/ Crime</b> - Local business owners who were in attendance feel vehicles utilize high speed and the cut through movements to commit crimes and then speed off into the adjacent neighborhoods. Consider potential design solutions to help improve the situation</li> <li>• <b>Speed</b> - High speeds on Platte Avenue from Union to Circle seen as contributing to crime</li> <li>• <b>Access/Cut through traffic</b> - Local business owners who were in attendance see issues with late night vehicles cutting through private property in the N-S direction. Per their accounts, vehicles will start on Platte and then race through the businesses between Platte and Boulder in the northern direction and move into the residential neighborhood.</li> <li>• <b>Land Use</b> - Non-active store fronts</li> <li>• <b>Accessibility</b> – ADA Access; there are deficient ADA paths/routes throughout the neighborhood</li> <li>• <b>Pedestrian Connections east of Platte</b> <ul style="list-style-type: none"> <li>○ There are limited accessible pedestrian routes connecting the neighborhood east of the Platte/Boulder intersection, to the west.</li> <li>○ Some crosswalk linkages are missing</li> <li>○ Sidewalk infrastructure on Boulder Street needs attention/currently some areas are non-ADA compliant</li> </ul> </li> <li>• <b>Medians</b> - Desire for more artwork in the medians</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Crime/ safety</b> – Reduce Speed to help prevent and lessen crime; incorporate more lighting and pedestrian activity: a more vibrant neighborhood with increased pedestrian foot traffic would create more eyes on the street and potentially help with crime; reconsider use of surface parking lots and potential activation</li> <li>• <b>Boulder – Platte Intersection</b> <ul style="list-style-type: none"> <li>○ Incorporate Bike and Pedestrian facilities</li> <li>○ Existing affordable housing that we should keep/neighborhood character</li> <li>○ Local business owners who were in attendance proposed either a roundabout or removing the thru movement and restricting access at the intersection</li> </ul> </li> <li>• <b>Streetscape opportunities</b> <ul style="list-style-type: none"> <li>○ Improve lighting, widen sidewalks, and incorporate more artwork in the medians</li> </ul> </li> <li>• <b>Improve Pedestrian/ADA connectivity</b> <ul style="list-style-type: none"> <li>○ Install more crosswalks, add new ADA compliant sidewalks and ramps along Boulder from Union to Platte.</li> </ul> </li> </ul>	<p>It is important to activate the store fronts, improve the conditions of pedestrian infrastructure and connectivity throughout this section of the corridor. Creating a well-designed pedestrian environment that promotes walkability and lower speeds could help support the City in dealing with crime and safety issues in this area.</p>





Focus Group Topic	Purpose for Focus	Main Concerns	Potential Solutions	Key Takeaways
<p><b>Overall Platte Avenue Design</b></p>	<p>For as much as the Platte Ave. Corridor varies along its length the concerns and needs vary as well. Finding solutions that are able to address the current and future needs of the corridor need to vary and be flexible to fit within the existing conditions to meet future needs of the corridor. The focus of this group was to determine solutions that align transportation character with neighborhood characteristics</p>	<ul style="list-style-type: none"> <li>• Continuity of each “District” transitions, seeking continuity between Knob Hill and Middle Shooks Run</li> <li>• Would like to see a balance between speed and capacity</li> <li>• Providing an efficient roadway that makes optimal use of the right-of-way</li> <li>• Build upon characteristics of existing areas, seek to maintain and improve identities of each of the “sections”</li> <li>• The City of Colorado Springs needs an evacuation plan for all the new development and residential high rises planned (2,000 more housing units)</li> <li>• Need to understand corridor use patterns of people and traffic volumes going to and coming from especially from downtown area. Ensure clear definition of problems.</li> <li>• Noted that some traffic avoids the El Paso underpass</li> <li>• Intersection at Union &amp; Platte – both N&amp;S and E/W directions – blocks up traffic rush &amp; lunch hour times. Need to wait through 2 stops light</li> <li>• Future growth of Olympic Training Center – How does this affect future development?</li> <li>• Union used by athletes and staff – “Gateway to Olympic City”</li> </ul>	<p><b>Wahatsch to Hancock</b></p> <ul style="list-style-type: none"> <li>• Roundabout at intersection</li> <li>• Would like to see multi-modal solutions, and Boulder Street road-diet with bike lanes makes sense</li> <li>• Need to develop an overall map of existing bicycle lanes and trails to develop a City-wide bike map to identify missing links and connections needed</li> <li>• Willamette possible bike route</li> <li>• Bike one side and parking other side at Boulder</li> <li>• Some residences only parking option is street parking; Will likely need to maintain parking on both sides of Platte Avenue because some residents have no alleys or garages</li> <li>• Complete overhaul of El Paso – seek to open up</li> <li>• Medians are big asset, help with walkability</li> </ul> <p><b>Hancock to Union</b></p> <ul style="list-style-type: none"> <li>• Union and Platte Avenue intersection worse intersection in the area for traffic congestion</li> <li>• Leave buses on Boulder Street</li> <li>• Bike lanes shouldn’t be on Platte Avenue</li> <li>• Does Boulder Street really need a transit lane?</li> </ul> <p><b>Union to Circle</b></p> <ul style="list-style-type: none"> <li>• Angled back-in parking – tested on other streets monitoring speeds</li> <li>• Transition from higher speed to neighborhood</li> <li>• Would a roundabout at Boulder Street/Platte Avenue work to control speeds?</li> <li>• Would like to maintain Platte Avenue as a four-lane roadway between Union Boulevard and Boulder Street</li> <li>• Would like to keep medians but increase size/greenspace (greenspace slows traffic)</li> <li>• Boulder Street sidewalk widening needed in this section</li> <li>• Would support Boulder Street as a “multi-modal couplet” working with other east-west streets to accommodate bicycle and transit modes</li> <li>• Should consider ways to direct/guide traffic to Pikes Peak Avenue from Platte Avenue at Union Boulevard and Circle Drive</li> <li>• Guide/Divert Traffic around Platte &amp; Union and Platte and Circle over to Pikes Peak</li> </ul>	<p>Solutions need to vary to address specific context needs through the corridor. The corridor shouldn’t homogenous, but rather celebrate and elevate the different characteristics of the corridor. Cycling and Pedestrian infrastructure needs to be improved, especially around the Olympic training facility and hospital.</p>



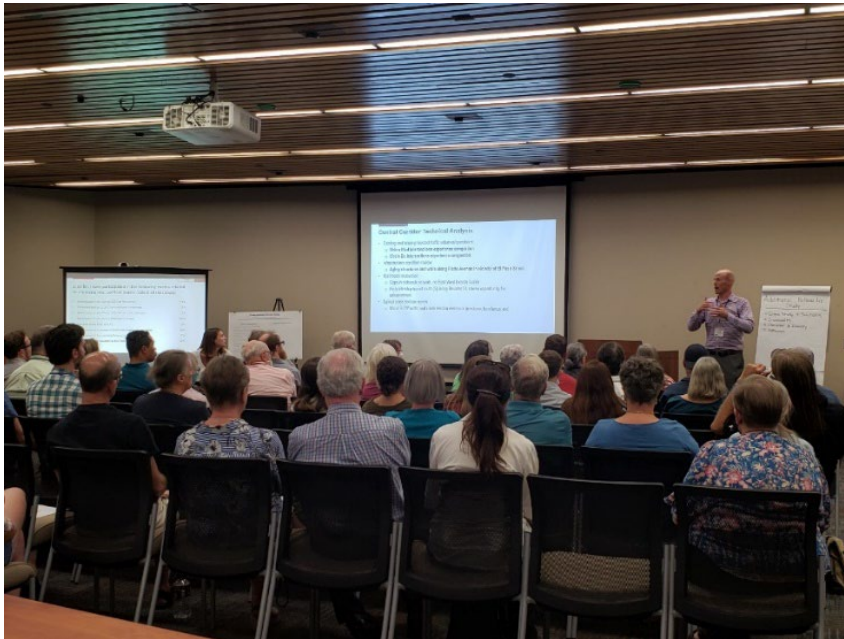
## Public Session #1

Date: August 1<sup>st</sup>, 2022

Time: 5:30 pm to 7:00 pm

### Overview

This was an opportunity for the general public to participate and give feedback to the ideas and solutions developed during the stakeholder breakout sessions earlier in the morning. During this meeting attendees were asked a series of questions throughout the presentation via keypad polling. The purpose was to find out what ideas for potential solutions were favorable and should be considered further. At the end of the presentation, the floor was opened up for Q&A. Some of the questions for the keypad polling allowed participants to respond “other” to a question. In these cases, participants were asked to fill out comment cards with their responses. There were 49 participants during the Public Session.





## Debriefing Session with Stakeholders

Date: August 2<sup>nd</sup>, 2022

Time: 9:30 am – 10:30 am

### Overview

Stakeholders that participated during the Day 1 Focus Group meetings were invited to meet on the morning of Day 2 to review and discuss key takeaways from Public Session 1 and confirm/provide direction for the team to continue studying possible solutions for the Central Platte Corridor area. Additional graphics were created by the technical support team to express the ideas for consideration in the evening public session, Public Session #2.

## Public Session #2

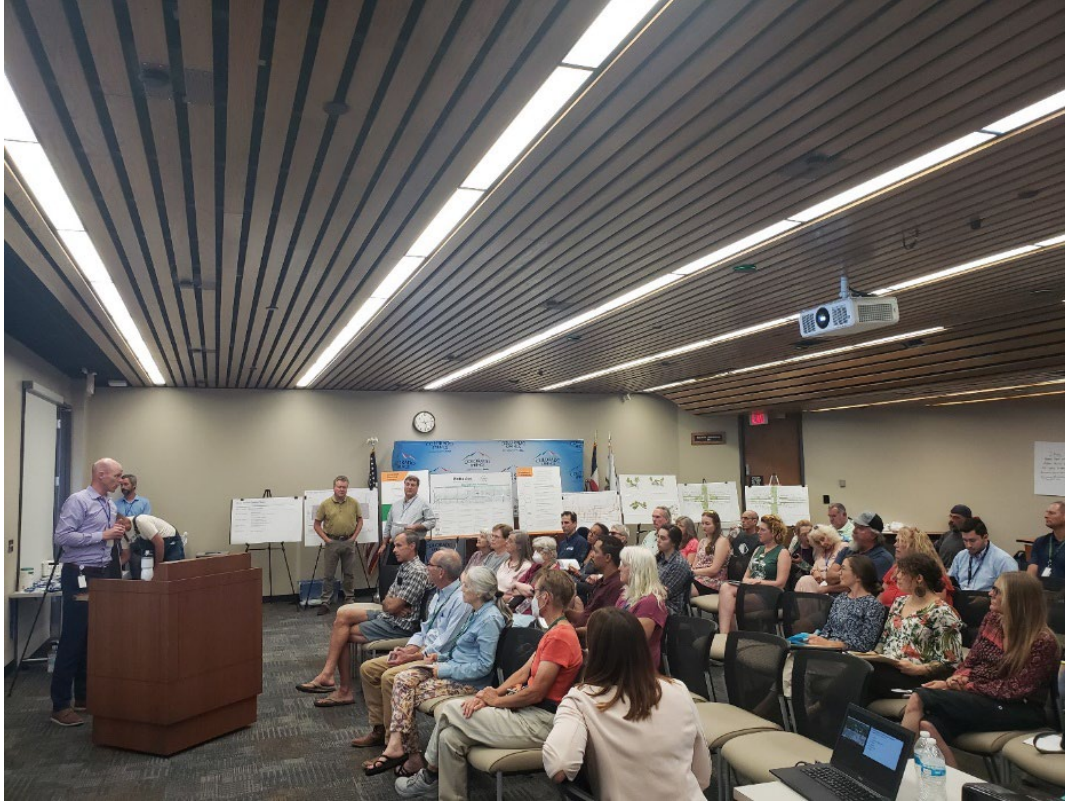
Date: August 1<sup>st</sup>, 2022

Time: 4:00 pm to 6:00 pm

### Overview

This was the second opportunity for the general public to respond to further developed potential solutions that were discussed the previous day and narrowed down. Like the previous public meeting, the meeting started with a presentation during which participants were asked to respond to a series of questions surrounding what was being shown via keypad polling. The purpose was to understand what resonated with the community and identify ideas that should continue to be explored as potential solutions for both the Middle Shooks Run and Knob Hill areas. At the end of the presentation a Q&A was held to answer any further questions. Some of the questions used during the keypad polling allowed participants to respond “other” to a question. In these cases, participants were asked to fill out comment cards with their responses. There was a total of 47 participants that attended the second Public Session.





## Summary of Progression of Ideas

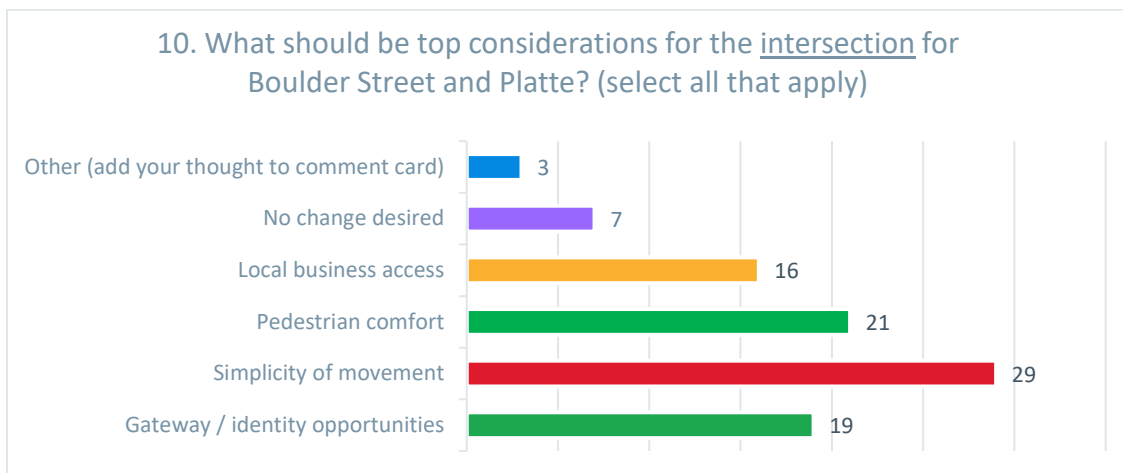
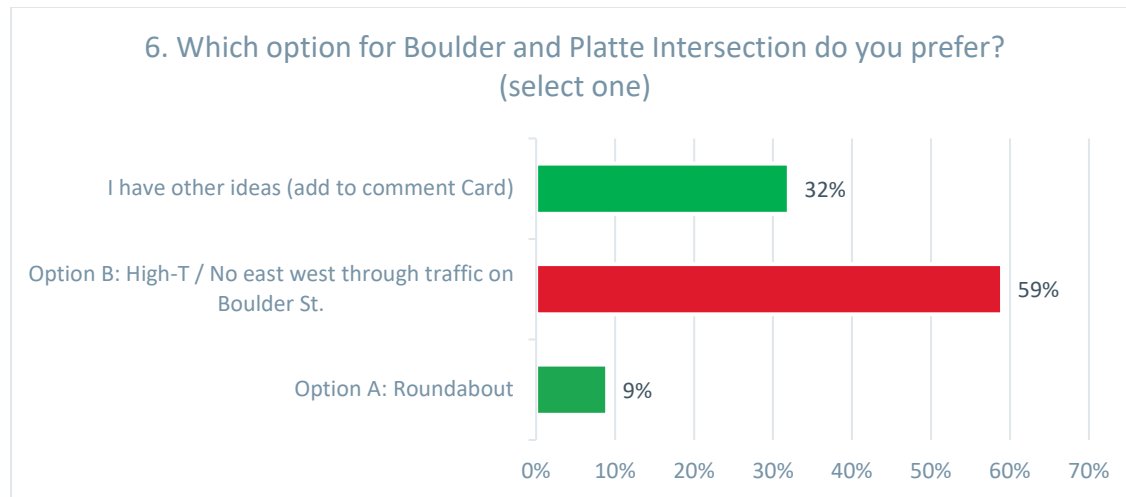
This section describes key areas addressed throughout the workshop and findings that emerged from the collaborative efforts; described below by location.

### 1. Knob Hill Area Treatments

#### Platte/Boulder Intersection

Alternatives for the intersection of Platte Ave. and Boulder St. were explored during the Workshop. During the Stakeholder Focus Group Meetings, the idea of reconstructing the current signalized, skew-angle intersection as a roundabout was discussed as well as an enhanced High T intersection that would restrict east-west through movements to enhance intersection efficiency and safety. Both options were presented during Public Session #1, with the roundabout option not gaining much support. Many people expressed concerns about the visual portrayal of the roundabout and shared questions and concerns about the functionality of a roundabout as well as the potential impacts on local businesses.

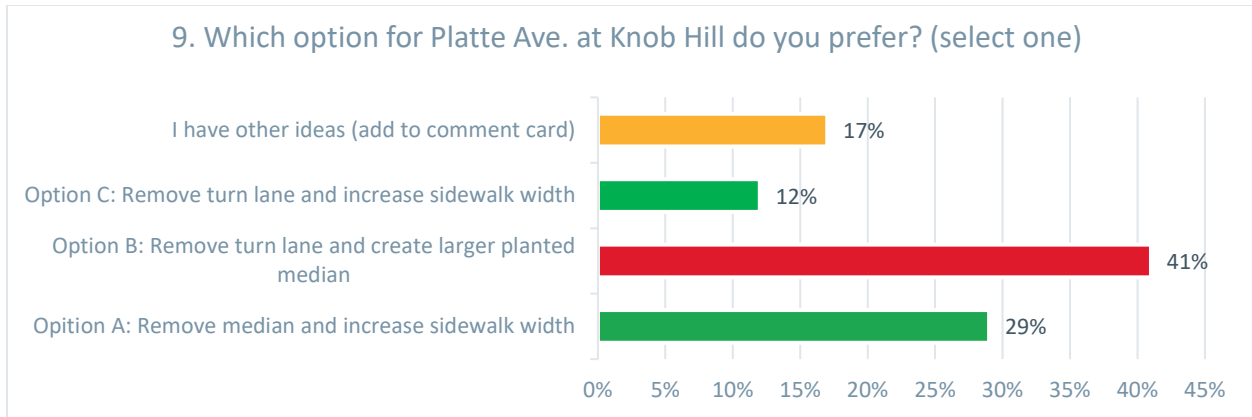
During day 2, a more detailed High T intersection was developed as a potential alternative for this area and participants of the public session were asked about top considerations for this intersection.



### Platte Avenue Street Section

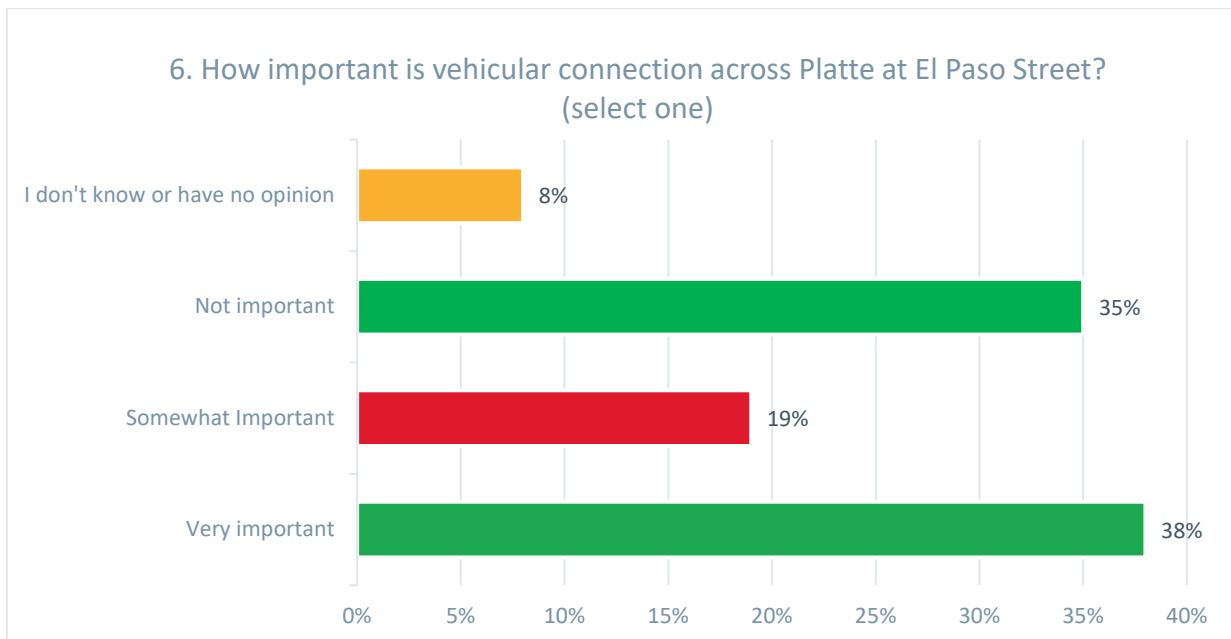
There was also focus given to exploring the best typical section for Platte Ave. in the Knob Hill area, looking for solutions that focused on enhancing the pedestrian experience, creating a safer and more walkable environment, improving navigability for disabled users, and supporting potential future redevelopment. Various street sections were presented, and public session attendees responded with their preferences. Most respondents preferred to remove a center left turn lane to create a larger planted median. However, some expressed a preference to remove the median and increase sidewalk width. It was repeatedly highlighted that current conditions are dangerous for people trying to traverse the area, and there was significant discussion on strategies to reduce speed that could also help support future crime reduction in the area.





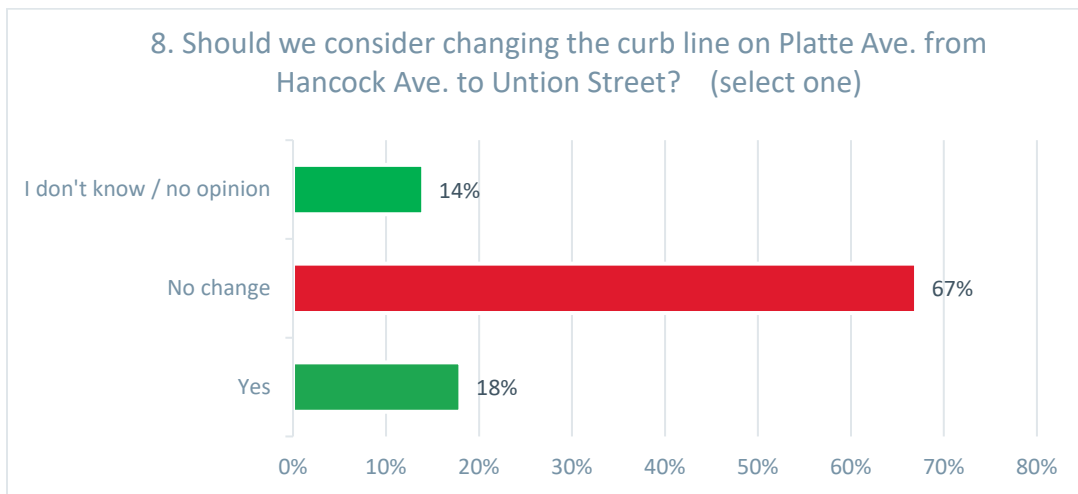
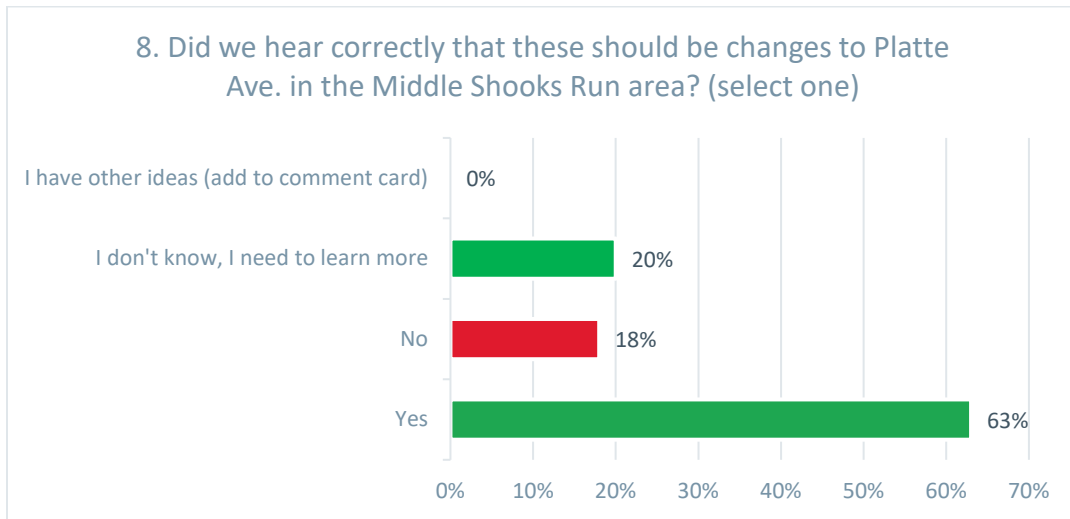
## 2. El Paso Structures

Given the aging condition of multiple structures proximate to and along the El Paso Street alignment at Platte Avenue and the need for infrastructure improvements to this area in the near future, stakeholders and the study team evaluated options. Different design alternatives for the bridges were presented, including at-grade and similar to the current tunneled (Platte Avenue depressed) alternatives. Most poll respondents at Public Session #1 indicated they prefer Platte Ave. remain tunneled. During the second day the team developed more visuals to explore what a tunneled alternative would look like. Questions explored functional needs for this crossing and adding a capped parklike green space above Platte Avenue was highly supported. Aspects of noise, speed, crime and having vehicular access along El Paso Street were also discussed and will be considerations in developing a recommended alternative for this area. As shown, poll respondents were split on the importance of a vehicular connection across Platte Avenue at El Paso Street.

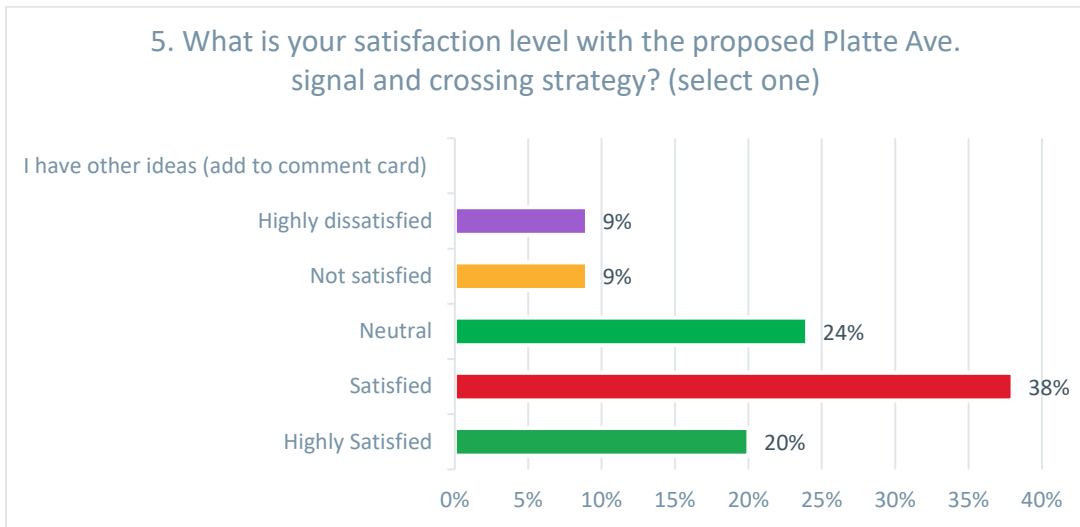


### 3. Platte Avenue Design

With the forecasted potential traffic growth and the need to address future change along Platte Ave., the team and Stakeholders studied the overall roadway design, considering all mobility modes: traffic, transit, bicycles, and pedestrians. Key intersections along Platte Ave. were also discussed and studied, specifically the intersections of Hancock Ave. and Union Street. The street section along Middle Shooks Run was studied, and the general direction was to preserve the existing trees and medians in this area. A street section that showed reduced drive lanes at 11', increased sidewalk width on one side, and maintaining the existing planted median was presented to the community. This alternative received support as the preferred direction for the Middle Shooks Run area, as displayed in poll results below:



An overall signal and north-south crossing of Platte Avenue strategy were also presented during Public Session #2, and participants agreed with new potential proposed crossing locations along Platte Ave. When the design of the intersections happens, there will need to be further studies conducted to properly design and mitigate noise and crime. Safety of pedestrians and cyclists is important and making sure that we are designing to accommodate a variety of users and comfort levels is a key goal of the project.



#### 4. Boulder Street Design/ East-West Bike Connections

Platte Avenue had low support from participants as being a location to create on-street bike accommodation, and only slightly greater interest of having multiuse paths included in this section of Platte Avenue. For that reason, other locations were considered as opportunities to support bike and/or transit lanes as part of this overall corridor approach for multimodal movement. General consensus was to have a dedicated bike lane along Boulder St. and also consider a bike lane on Bijou Street. Both options will continue to be explored. A Boulder Street shared bike and transit lane was also suggested by Stakeholders for exploration.

