

ConnectCOS

TRANSPORTATION PLAN FOR A **MOBILE** COMMUNITY

City Council Presentation
March 14, 2023



ConnectCOS Transportation Plan



What it is:

- **Citywide analysis of needs relative to goals**
- **Identifies “Big Rock” Investments and Strategies**
- **Targets Key Themes**
- **Recommends Actions and Strategies**
- **Defines modal networks**
- **Adopted by ordinance**
 - **Major Thoroughfare Plan**

What it isn't:

- **Granular enough to be prescriptive**
- **Not just a project list or a 20-year prioritized and funded program**

ConnectCOS Transportation Plan



Provides

- **20-year look ahead**
- **Goal-determined needs**
- **Unconstrained Response to Needs (Projects and other Action)**

Limits

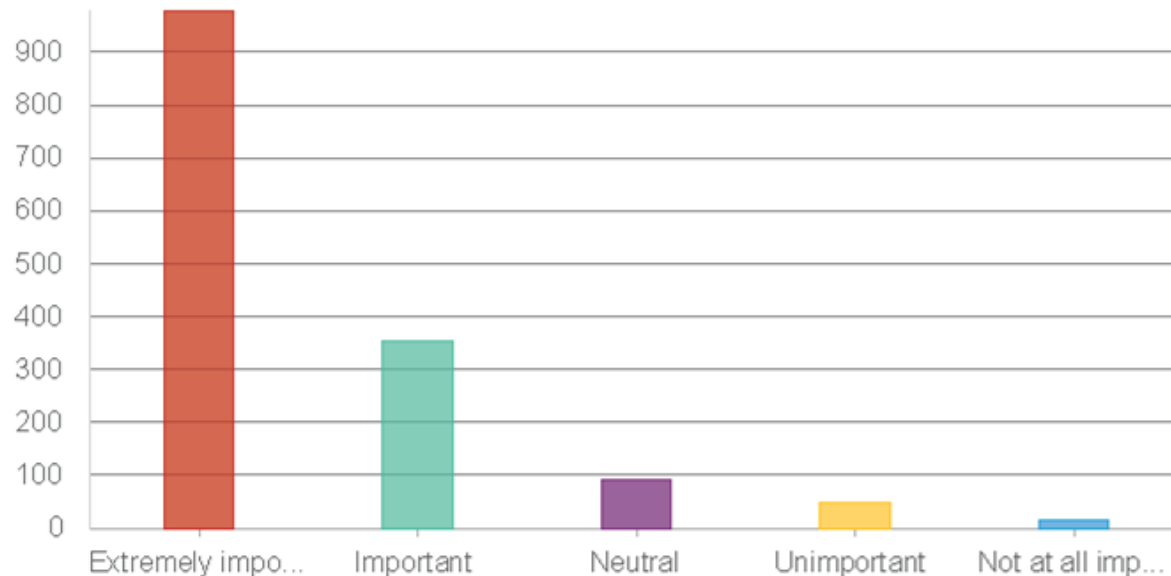
- **Should be updated in 5-7 years to address changes**
 - **Funding**
 - **Priorities**
 - **Technologies**
- **Needs remain until addressed or goals change**

Public Engagement



- **Community Advisory Committee**
- **Stakeholders**
- **Public**

How important is it for the people of Colorado Springs to have transportation choices?



| Engagement Activity | Level of Community Engagement |
|---|--|
| CAC Meetings | 8 |
| Stakeholder Interviews and Follow-up Meetings | 21 |
| Strengths & Weaknesses Community Survey using Social Pinpoint | 1700 responses 600 map-based comments |
| Virtual Public Meeting 1 | Nearly 150 participants |
| Virtual Community Office Hours | 60 participants over 4 sessions |
| Priorities & Strategies Community Survey using MetroQuest | 800+ responses |
| Virtual Public Meeting 2 | Nearly 130 participants |
| Digital Comment Card | 44 responses |
| In-person Public Open Houses by Council District | 6 |

Technical Analysis



- **Goal Framework**
- **Review**
- **Development of potential projects**
- **Project evaluation**
- **ConnectCOS and PPRTA Outcomes**

How do we improve the system?



Safe



Equitable



Sustainable



Efficiently
Reliable



Accessible



Connected

Crashes
Emergency Response
Work Zones
Personal Safety

Appropriate to Need
Distributed Investments
Context Specific

Economy
Environment
Quality of Life

Reliable Travel Times
People Capacity
Good Repair

Intuitive
Comfortable
Seamless Modal Connections

Desired Land Use
Neighborhoods
Activity Centers
Regional Economy

- **Assess where the system is not meeting goal expectations (Needs)**
- **Identify actions that would generate high return in performance (Solutions)**

Modal Networks

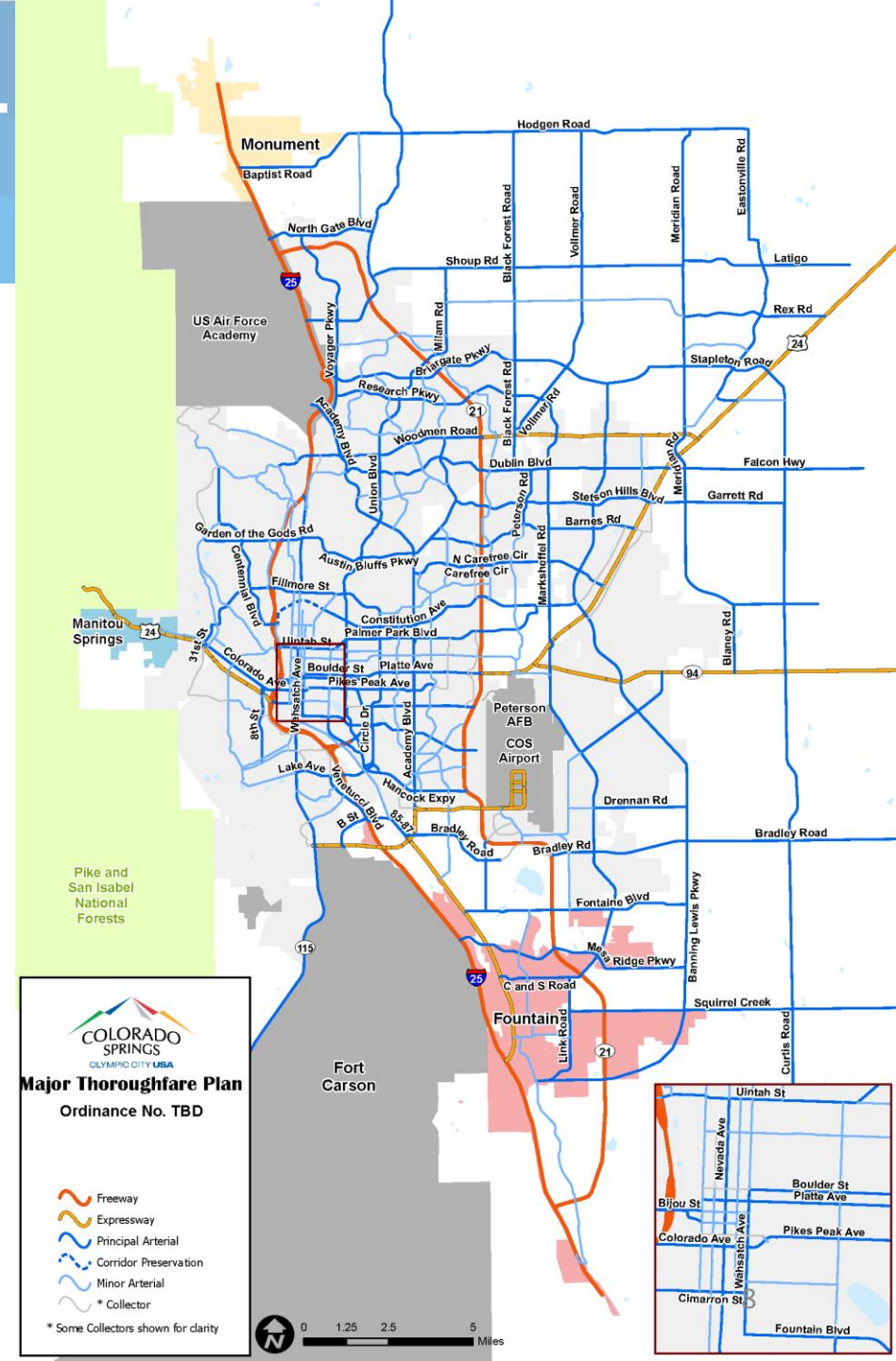


- **Roads**
- **Transit**
- **Active Modes (Bike, Pedestrian)**

Major Thoroughfare Plan (MT

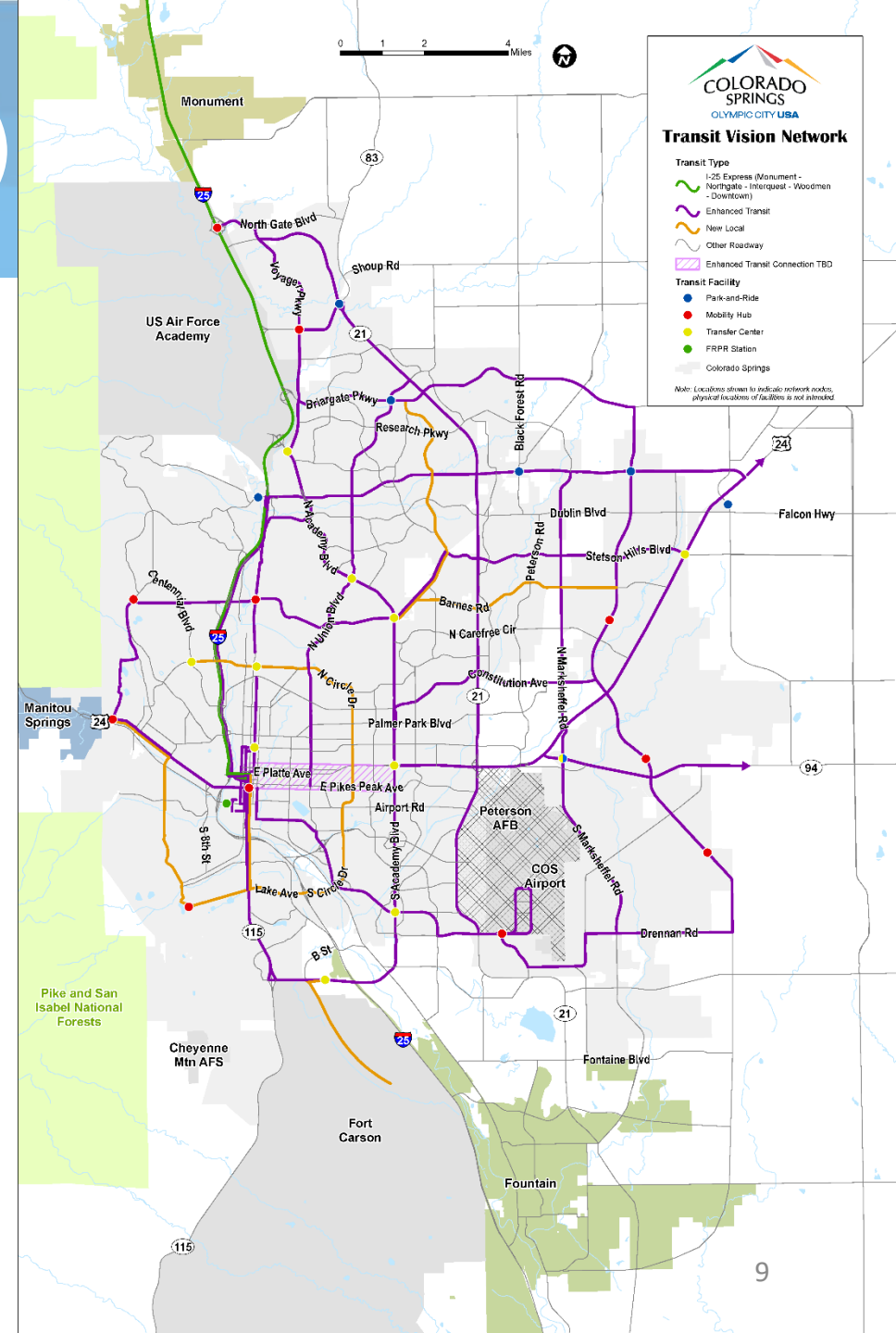
The MTP is part of City code:

- Part of the codified Intermodal Transportation Plan that governs how the City operates and how it grows and develops.
- Guides the development of appropriately sized transportation facilities to serve the needs of the community as development occurs by:
 - Directing transportation design standards
 - Identifying right-of-way that needs to be preserved for transportation facilities as growth occurs or areas that may be annexed in the future.



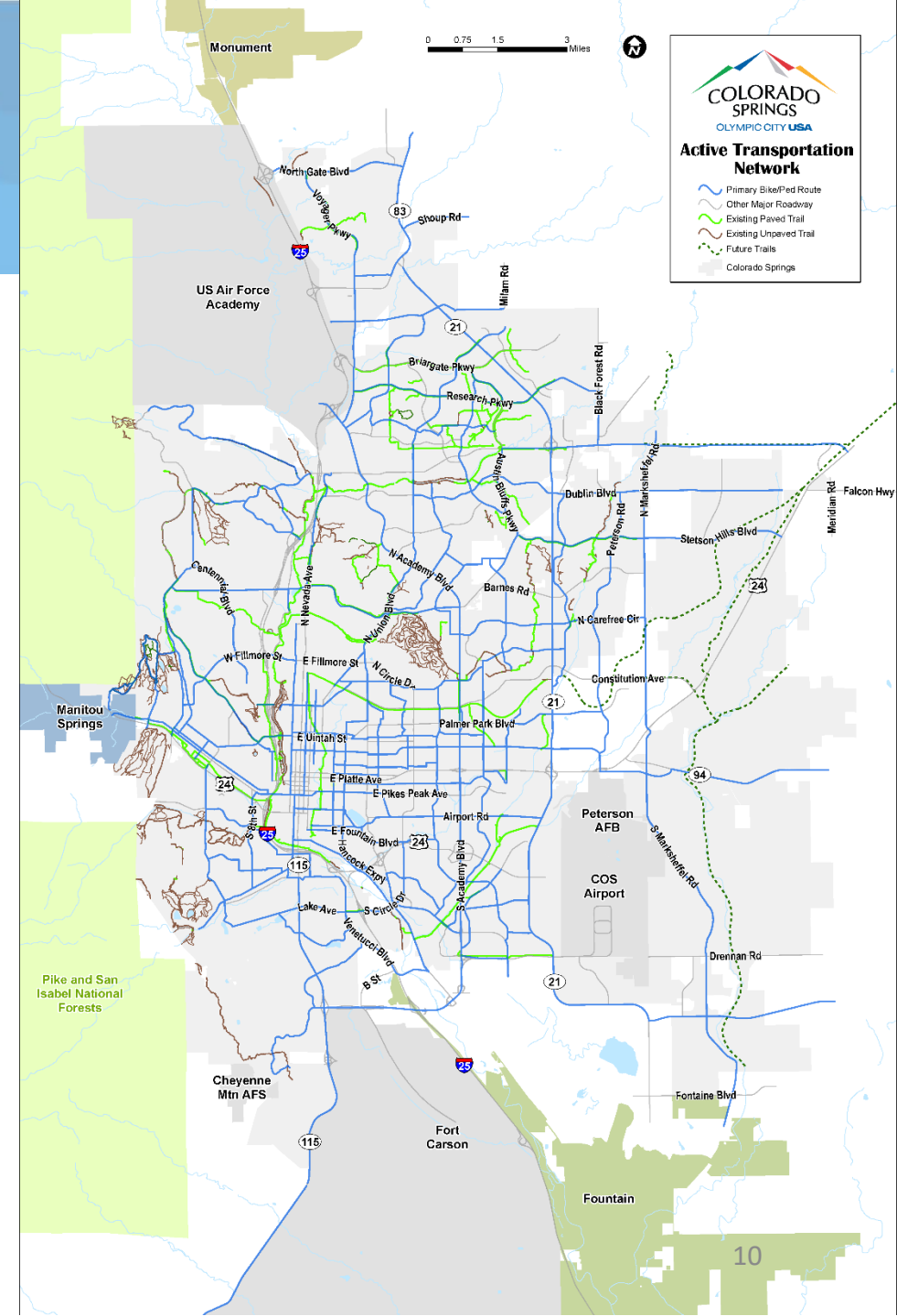
Transit Vision Network (TVN)

- **Next Level Transit**
 - **Enhanced Transit**
 - **Transit facilities**
- **Communicate intent**
- **Direct future studies**

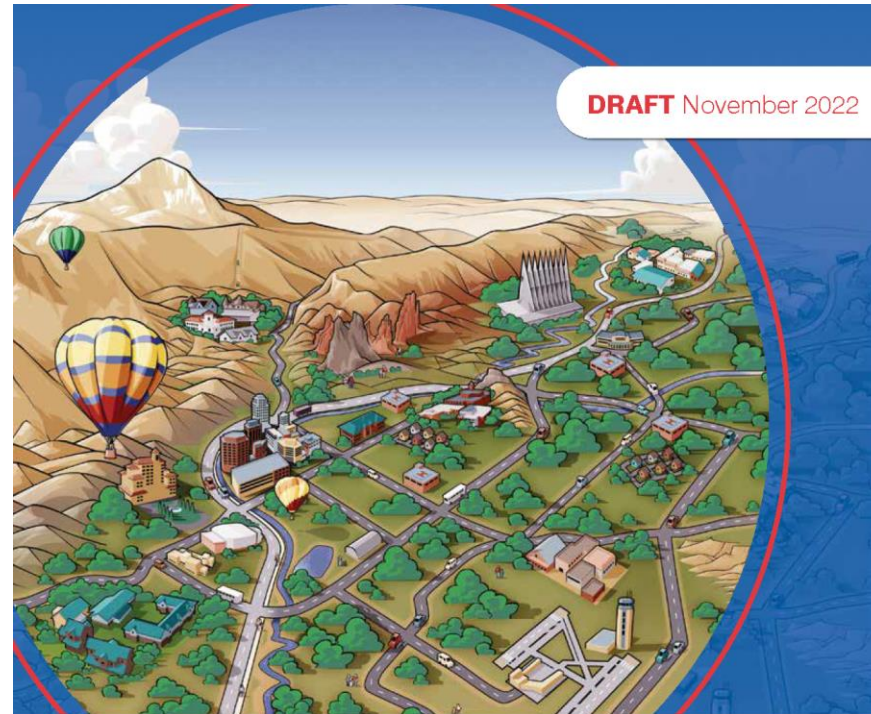


Active Transportation Network

- **Establish functional network for Bikes and Pedestrians**
 - **Off-Street**
 - **On-Street dedicated**
- **Communicate intent**
- **Direct future studies**



ConnectCOS – The Plan



ConnectCOS
TRANSPORTATION PLAN FOR A **MOBILE** COMMUNITY



Plan Outline



- **Purpose**
- **Engagement**
- **Vision and Goals**
- **Network Assessment**
- **Citywide Needs and Strategies**
 - **Regional connections**
 - **Developing Technology**
 - **Right of Way Allocation**
 - **Maintenance**
 - **Travel Demand Management**
- **Recommendations**
 - **Projects**
 - **Modal Networks**
 - **Major Thoroughfare Plan**
 - **Truck Routes and Freight**
 - **Transit Vision Network**
 - **Active Transportation Network**
 - **Implementation and Next Steps**
 - **Funding**
 - **Future Planning**

Comments on the Draft Plan



- **174 comments submitted through the website**
 - 161 during the formal comment period
 - 13 after the close of the formal comment period
- **252 comments emailed to the project email**
 - 122 during the formal comment period
 - 130 after the close of the formal comment period
- **426 total comments**

A Range of Comments

“This Plan continues the charade that transit/bicycle/pedestrian improvements solve the traffic issues/congestion for the future.”

“Unfortunately, the document is heavily focused on motorized transportation, in particular automobile traffic.”

“Why have you rubber-stamped subdivision after subdivision knowing full well the traffic nightmare it would cause?!?!”

Key Themes



- **Prioritize citywide network connectivity including E/W**
- **Historic Neighborhood Preservation**
- **Support for multimodal travel to help reduce congestion**
 - **Conflicting views on where this should be done in the city**
- **Interest in regional passenger rail**
- **Support for increased bicycle facilities and safety features**
 - **Concern about bicycle lanes being on congested roadways citing safety and traffic issues**
 - **Desire to ensure current facilities are maintained and improved**
 - **Desire for new facilities to focus on increasing connectivity safely**

Key Themes (continued)



- **Support for enhanced transit service throughout the city**
 - **Getting downtown from various sectors of the city**
 - **Additional services besides bus transit (light-rail, subsidized rideshare)**
- **Desire to preserve community character**
 - **Concerns on widening North Nevada**
 - **Concerns about Constitution extending to I-25**
- **Desire for a better understanding of what happens next (when a project is funded)**

Changes from DRAFT Plan



- **Refinements based on feedback from public and CTAB**
 - **North Nevada Corridor**
 - **East West Mobility**
 - **Reference Vision Zero style goals for safety (CTAB Recommendation)**

North Nevada Corridor Changes



North Nevada Safety Study Project #158

- **Major Thoroughfare Plan Change**
- **Additional Project Guidance developed with neighborhood**

North Nevada Transit Project #143

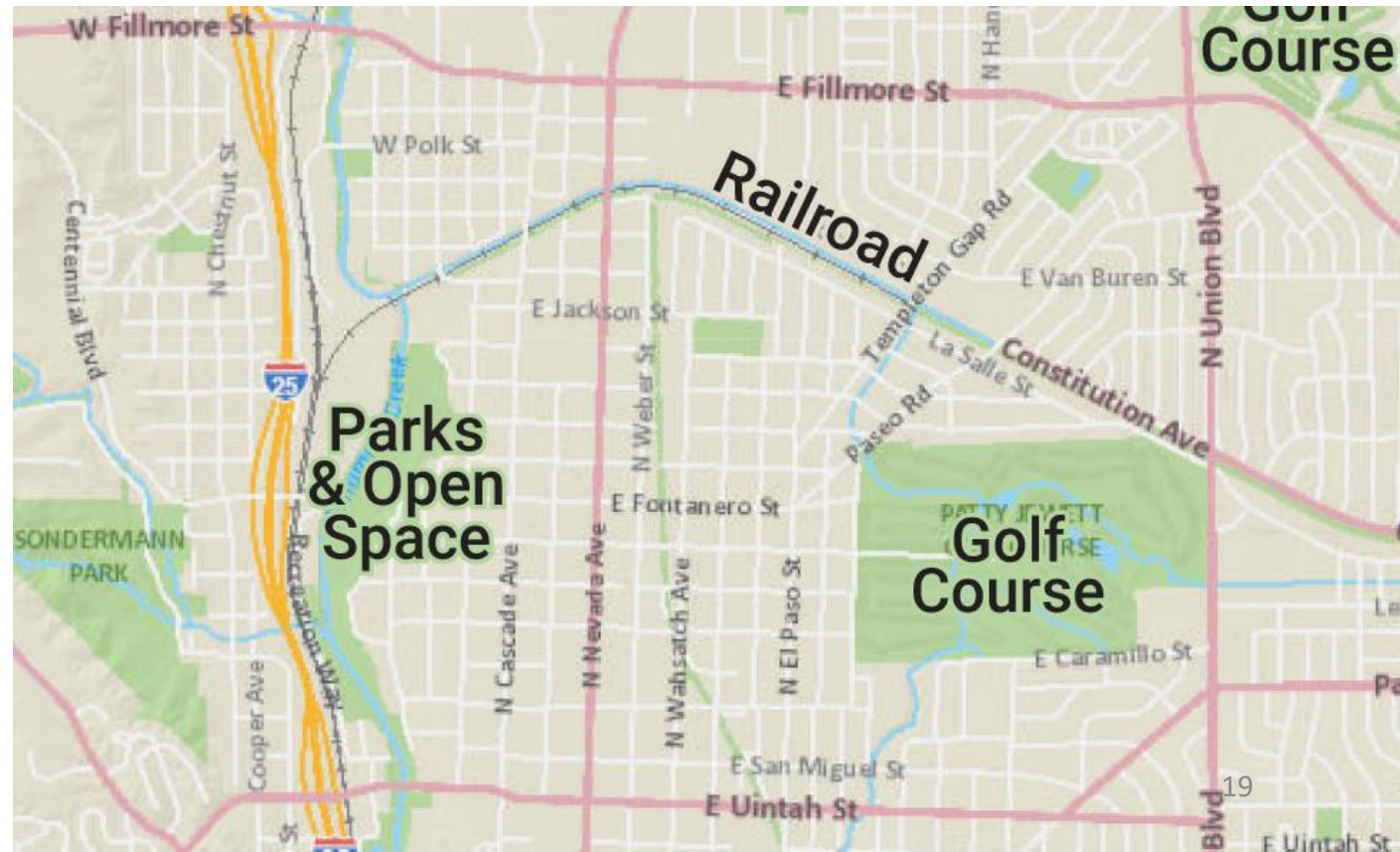
- Nevada/Weber Enhanced Transit Corridor Feasibility, Planning and Design
- Changed from implementation to planning, environmental clearance, funding and functional assessment through public process

| The project will: | The project will not: |
|---|--|
| Be conducted through a public process in partnership with affected neighborhoods | Consider an alternative of more than two traffic travel lanes in each direction |
| Evaluate, identify, and implement improvements to enhance safety, mitigate traffic speeds through consideration of a full spectrum of traffic calming strategies | Consider an alternative that impacts existing medians and trees or reduces or eliminates parking or driveways except as necessary to implement accepted strategies |
| Implement design characteristics consistent with traffic operations of 30 mph or lower. | Eliminate or reduces school safety zones |
| Enhance walkability including street crossings for pedestrian and cycling safety | Forcefully acquire additional right of way |
| Be consistent with the ConnectCOS Goal framework, PlanCOS guidance including the Urban Core Street Typology, and in pursuit of the equitable distribution of non-local traffic to the entire arterial street grid as described in the ONEN Master Plan adopted by City Ordinance in 1991. | “Kick the can down the road”, but will recommend a specific way forward that averts future revisits of the same discussion |

Central COS East-West Mobility Study



- **Project #105-Recommended Study**
 - **Improve mobility for all modes**
 - **Add transit functionality in travelshed**
 - **Consider alternatives other than widening in constrained ROW**
 - **Potential uses for rail ROW while maintaining Rock Island Trail/Legacy Loop**



Central COS East-West Mobility Study



- **Staff Recommended Changes from Continued Engagement**
 - **Town Hall Meetings**

| Project # | Original Name | Limits | Original Description |
|-----------|---|--------------------|---|
| 105 | Constitution Ave Feasibility Study - I-25 to Union Blvd | I-25 - Union Blvd | Conduct study to determine the feasibility of extending Constitution Ave from Union Blvd west to I-25 as a limited access, multi-modal roadway while minimizing neighborhood and school impacts |
| | New Name | | New Description |
| 105 | Central Colorado Springs E-W Mobility Study - I-25 to Powers Blvd | I-25 - Powers Blvd | Conduct study to determine multimodal strategies for improving east -west mobility while prioritizing the value of existing neighborhoods within the study area bounded by I-25 on the west, Powers Blvd to the east and including the Fillmore Street and Uintah Street corridors. Consider regional influences of planned projects and updated information from the Transit Vision Network and future approved updates to the Regional Transit Plan and Regional Travel Demand Model. |

- **CTAB Specific Recommendation**



Alternatives may only consider the use of any Constitution extension for transit or non-motorized travel, alternatives that propose uses for car and truck travel lanes will not be considered.

ConnectCOS Plan and Planning Commission



- **Planning Commission Recommended Approval with Staff recommended changes from Draft Plan**
 - **Changes to Central COS East-West Mobility Study Project #105**
 - **Removal of Project #106 – Constitution Extension Preliminary Engineering Study**
 - **Changes to North Nevada Safety and Transit Projects #143 and #158**
 - **Addition of “Vision Zero” principles for Safety based on CTAB Recommendation**
- **Commission discussed but approved motion did not include CTAB Recommendation**

Central COS East-West Mobility Study



- **Council directed changes**

- **Project #105**

| Project # | New Name | | New Description |
|-----------|--|--------------------|--|
| 105 | Central Colorado Springs E-W Mobility Study - I-25 to Powers Blvd | I-25 - Powers Blvd | Conduct a study to determine multimodal strategies for improving east-west mobility while prioritizing the value of existing neighborhoods within the study area bounded by I-25 on the west, Powers Blvd to the east, and including of the Fillmore Street and Uintah Street corridors. The study will not consider an extension of Constitution Avenue between Paseo and I25. The study will consider regional influences of planned projects and updated information from the Transit Vision Network and future approved updates to the Regional Transit Plan and Regional Travel Demand Model. |

- **Other Action**



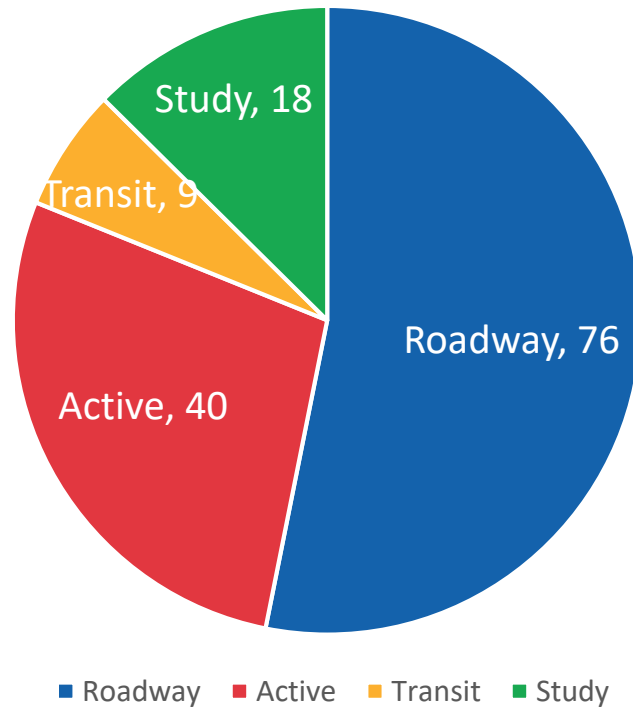
The railroad right of way should only be considered for use as an urban greenway and as an active transportation corridor continuing its highly valued function in the Legacy Loop trail system. Council further directs that actions be taken to encourage the railroad right of way become part of the City's park system.

ConnectCOS Recommended Projects



Needs-based Project Summary

Category of Projects



| Critical Corridor | # Projects | # Segments |
|-------------------------------|------------|------------|
| Academy | 10 | 3 |
| Austin Bluffs | 6 | 1 |
| Briargate | 2 | 1 |
| Colorado | 10 | 1 |
| Fillmore | 11 | 2 |
| 31 st /Fontmore St | 6 | 1 |
| Garden of the Gods | 6 | 1 |
| Hancock | 6 | 1 |
| Interquest | 3 | 1 |
| Marksheffel | 6 | 2 |
| MLK Bypass | 1 | 1 |
| Nevada | 27 | 4 |
| Platte | 13 | 2 |
| Powers | 13 | 3 |
| Union | 6 | 4 |
| US 24 | 4 | 1 |
| Woodmen | 10 | 2 |
| TOTAL | 140 | |

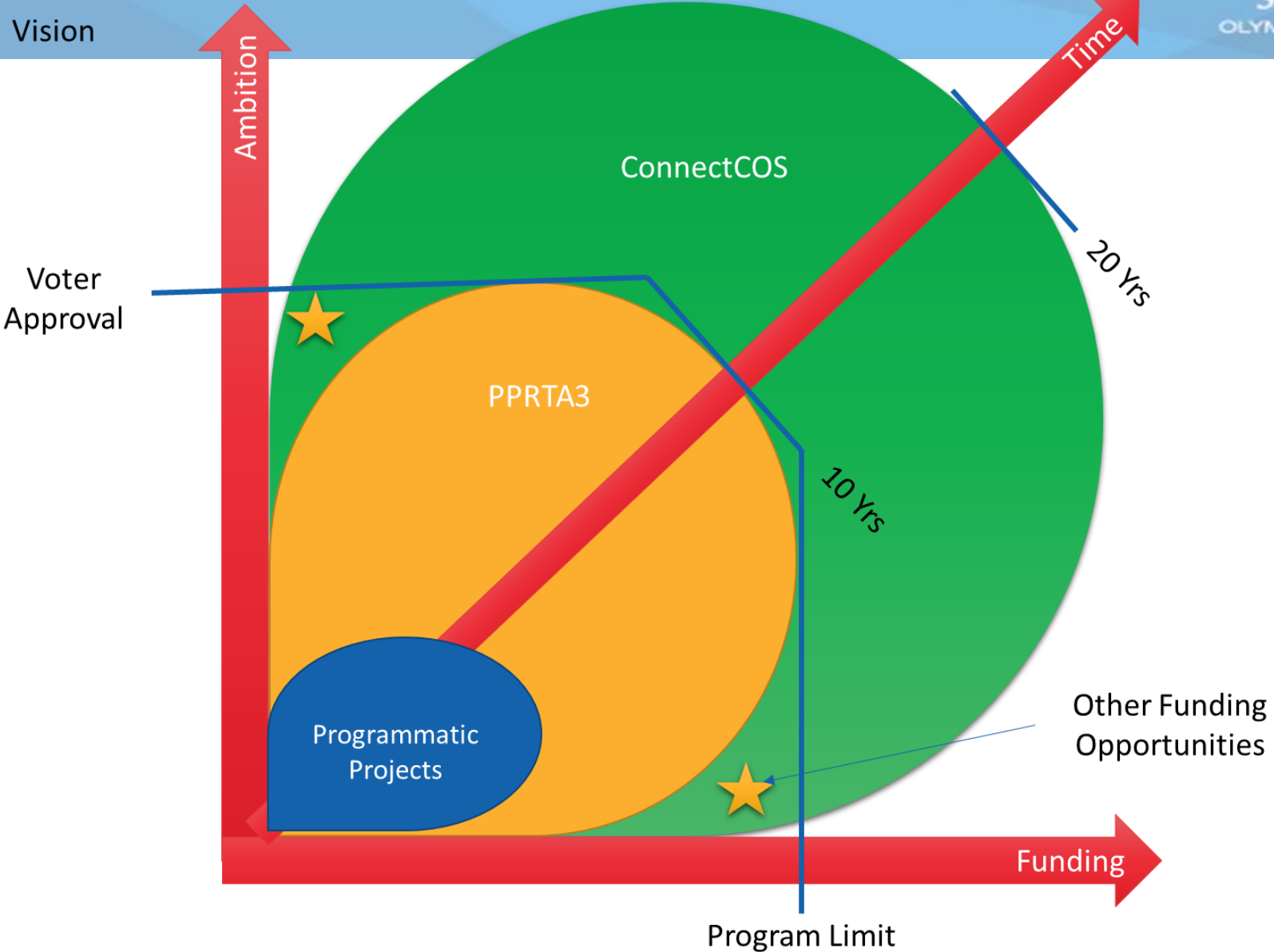
- **All Roadway projects include multimodal elements**
- **72 projects associated with multiple critical corridors, 13 associated with more than 2 critical corridors**
- **34 site specific + 9 trail programs**
- **51 sidewalk projects**
- **38 on-street bikeway**
- **69 targeting capacity at congestion hotspots**

Other Programs



| | |
|-------------|--|
| PR01 | State and Federal Discretionary Grant Match Fund |
| PR02 | Companion Drainage Improvements for Roadway Projects |
| PR03 | Congestion and Incident Management |
| PR04 | Emergency Bridge Fund |
| PR05 | Intersection Improvements |
| PR06 | On-Street Bikeway Improvements |
| PR07 | Roadway Safety and Traffic Operations |
| PR08 | Sidewalk Infill Improvements |
| PR09 | Traffic Signal Systems Upgrades (City-wide) |
| PR10 | Transit Fleet Supplement |
| PR11 | Transit Service Enhancements |
| PR12 | Transit Stop and Station Improvements |

PPRTA vs ConnectCOS



Summary



- What's new?
- What do I get?
 - Drivers
 - Transit Riders
 - Walk, Ride, or Roll
- Schedule

What's New?



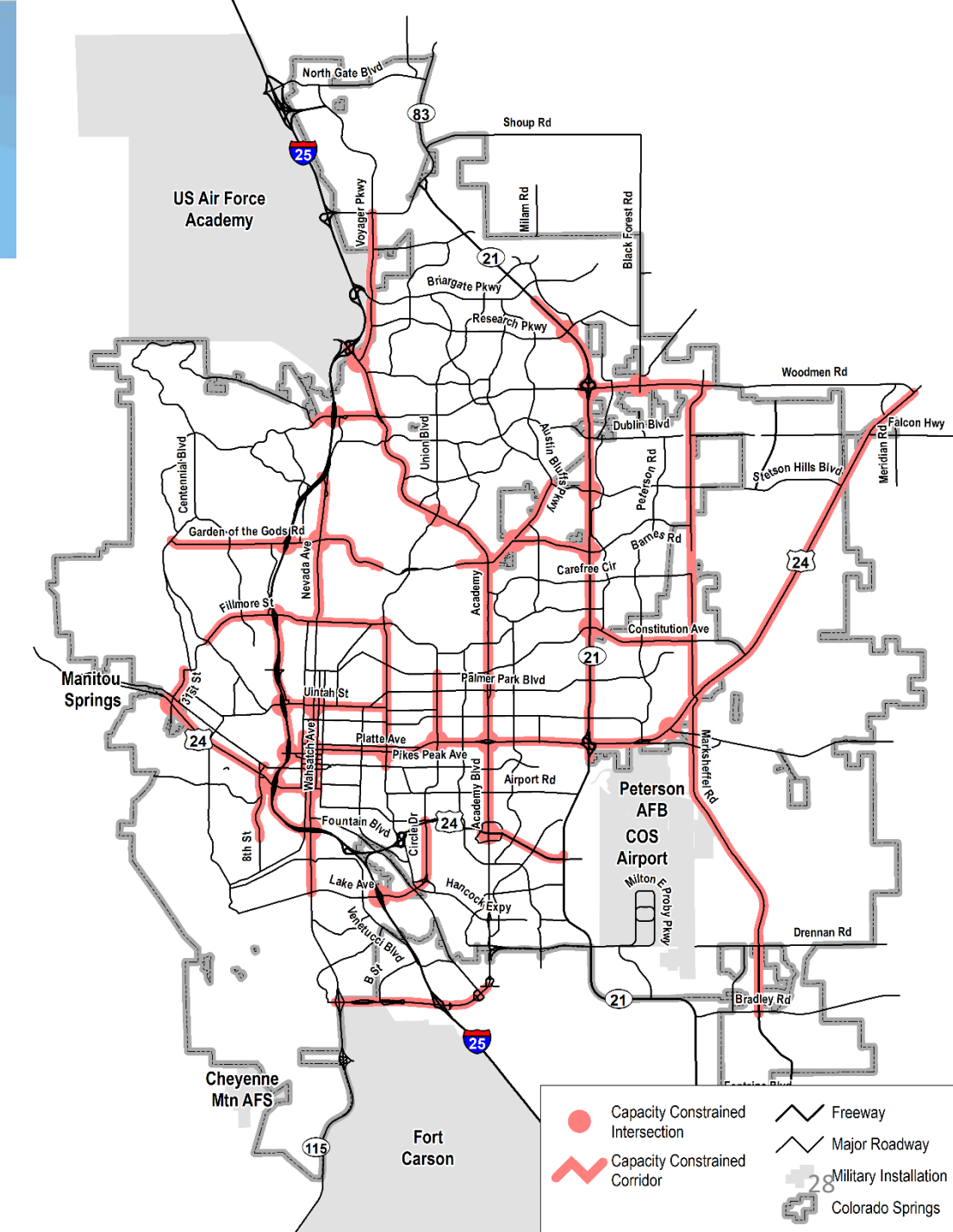
- Ongoing functionality
 - Actions developed from an assessment of goal performance
 - Six different goals define the needs
 - Needs-driven actions
 - Needs list remains until actions address
- Transit Vision Network
 - How to take transit to the next level
- Active Transportation Network
 - Considers only off street or dedicated on-street facilities
- Systemwide strategies
 - Context specific design typologies
 - Right of Way allocation

What Do You Get?

Comment:

“This Plan continues the charade that transit/bicycle/pedestrian improvements solve the traffic issues/congestion for the future.”

“Congestion” based on analysis of Calendar Year 2019 data set and measures of performance including delay (Level of Service) and travel time index



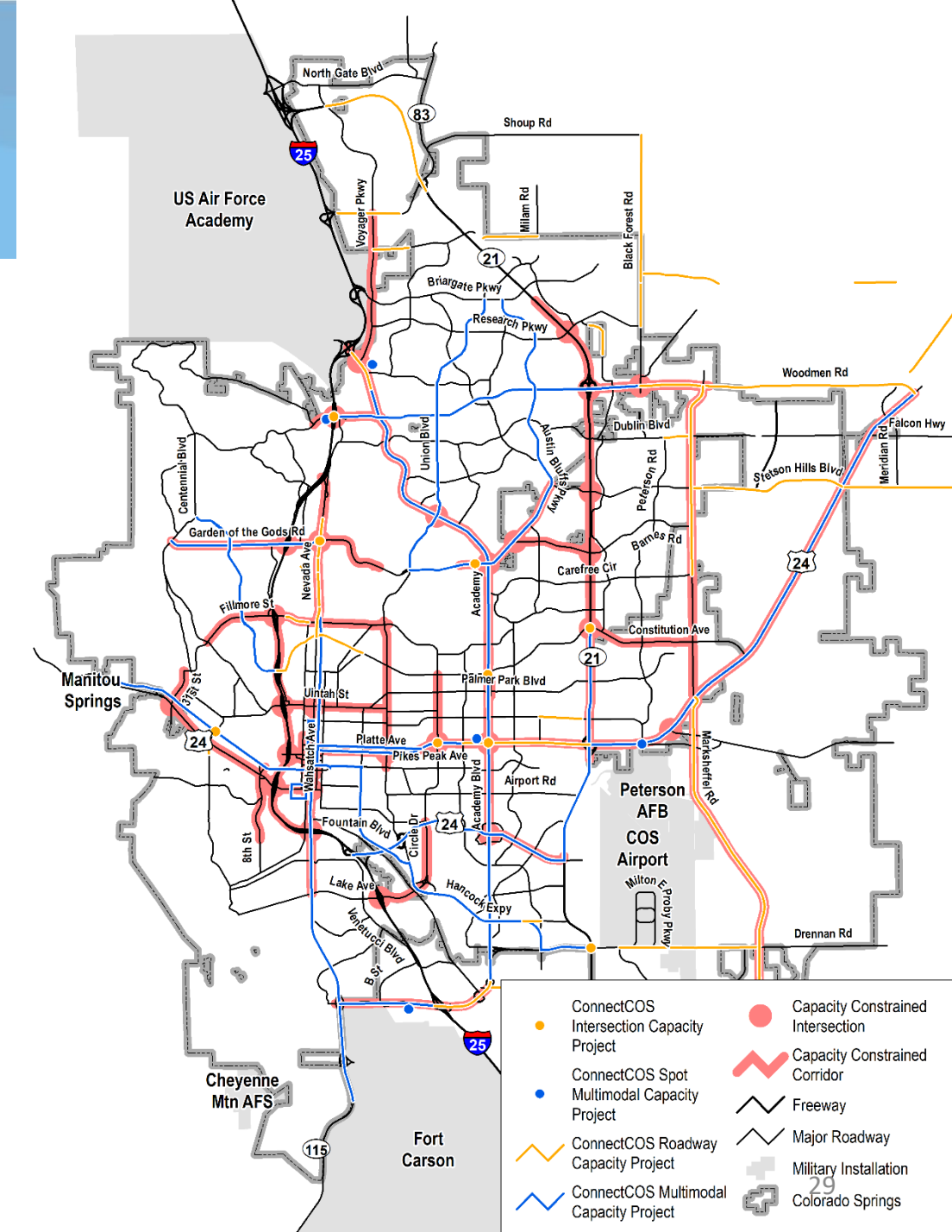
What Do You Get?

Comment:

“This Plan continues the charade that transit/bicycle/pedestrian improvements solve the traffic issues/congestion for the future.”

- Response: 69 projects that target capacity improvements at known congestion hotspots

“Congestion” based on analysis of Calendar Year 2019 data set and measures of performance including delay (Level of Service) and travel time index



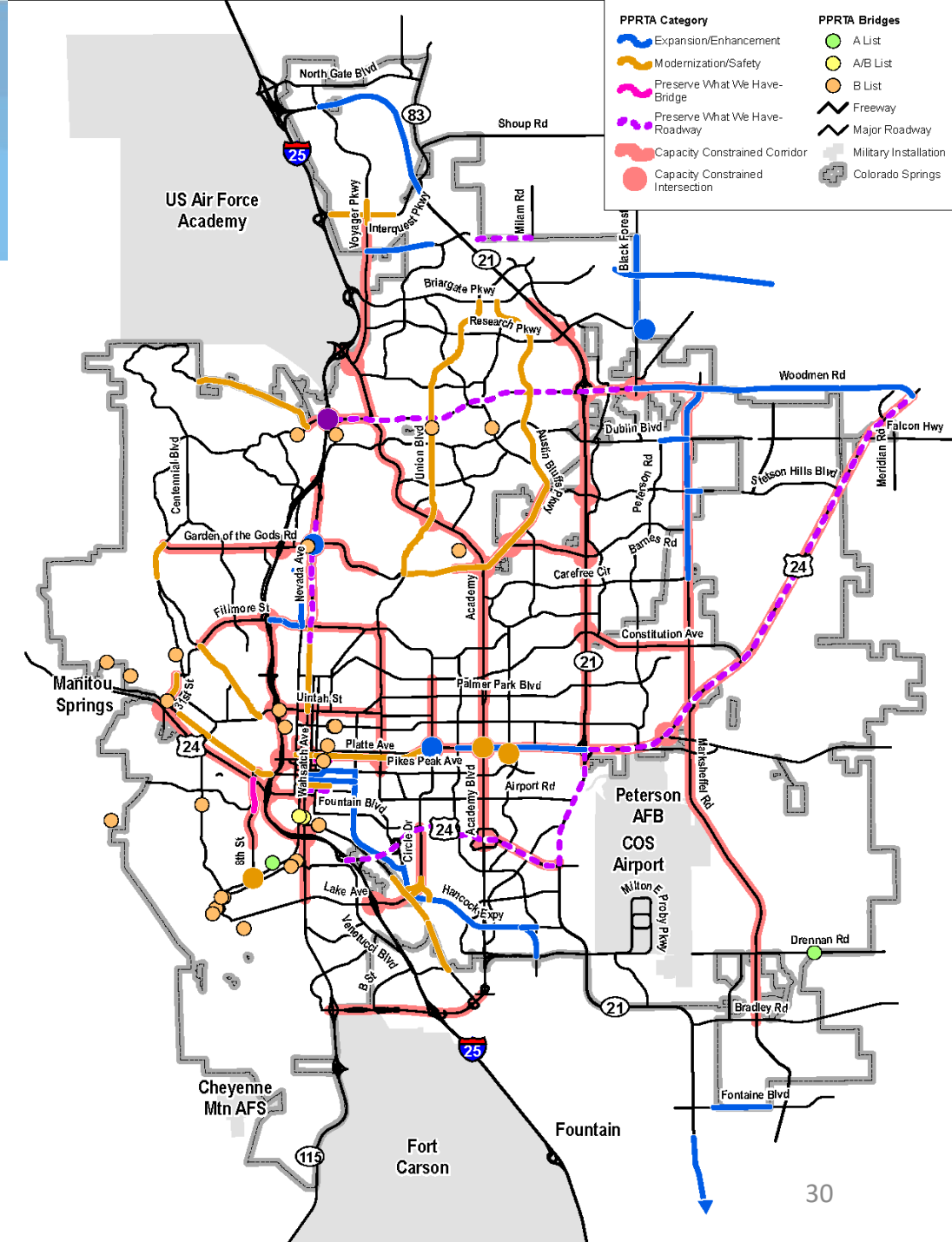
PPRTA Roadway Projects

Comment:

“This Plan continues the charade that transit/bicycle/pedestrian improvements solve the traffic issues/congestion for the future.”

- Response: 69 projects that target capacity improvements at known congestion hotspots
- PPRTA 3 includes a mix of corridor and intersection improvements

“Congestion” based on analysis of Calendar Year 2019 data set and measures of performance including delay (Level of Service) and travel time index



What Do You Get?



Comment: “Unfortunately, the document is heavily focused on motorized transportation, in particular automobile traffic.”

Transit to the Next Level

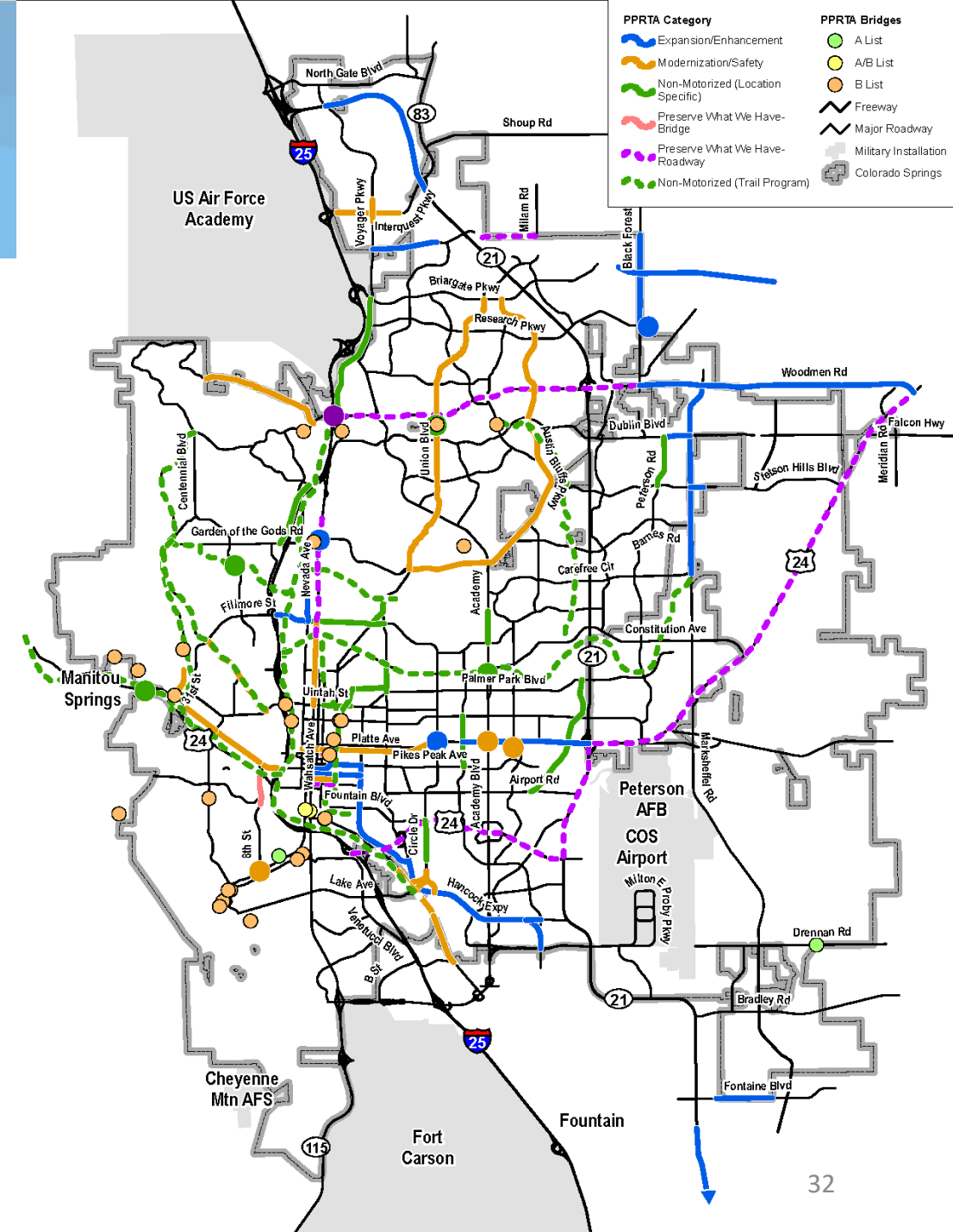
- Transit Vision Network
- Transit Capital Programs with increased funding in PPRTA3
 - Transit Fleet Supplement
 - Transit Service Enhancements
 - Transit Stop and Station Improvements

Active Modes (Bike, Pedestrian)

- Active Transportation Network
 - Recognizes need for dedicated facility network
- Commitment to trails with nine programs in PPRTA3 plus 34 site specific projects

PPRTA Projects

- Multimodal Investments
 - Expansion/Enhancement
 - Modernization/Safety
 - Preservation/Bridge
 - Trail Programs and Projects
 - Transit Programs and Flexibility
- Range
 - Geography
 - Project size



Schedule

