

Council Work Session

March 7, 2022



Connect**COS**
TRANSPORTATION PLAN FOR A **MOBILE** COMMUNITY

Outline

- Background
- Public Engagement
- Technical Process
- Outcomes
- Next Steps

Plan Purpose

- Identify Transportation Related Investments that:
 - Support implementation of Community Goals identified in PlanCOS
 - Support and Synthesize other relevant Plans

PlanCOS
LEADING THE WAY TO OUR FUTURE



ConnectCOS
TRANSPORTATION PLAN FOR A **MOBILE** COMMUNITY

Regional

Moving Forward 2045
Park System Master Plan

Mode Specific

COS Bikes!
2045 Regional Transit Plan

Area & Neighborhood

Experience Downtown
North Nevada
Ivywild

Policy Plans

Complete Streets Policy Framework
RetoolCOS

Integrated Planning Process

- Increases transparency building trust
- Targets investments at things that matter
- Reduces “blind spots” created by familiarity





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

How do we improve the system?

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



Status

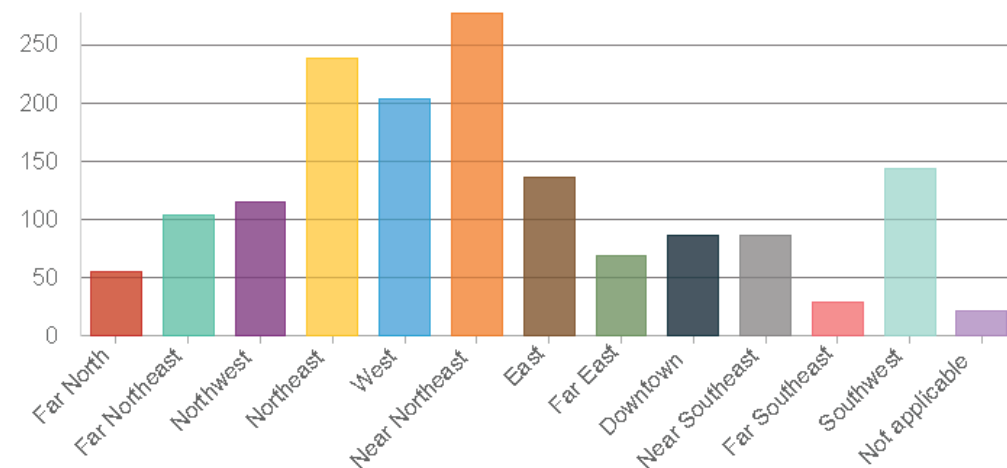
- Project List
 - Screening for late breaking developments with staff
 - Refining scope descriptions
- Coordinating with PPRTA Program Development
 - PPRTA Project list
 - Project Scoring
- Preparing for next steps of stakeholder, CAC, and public engagement

Public Engagement

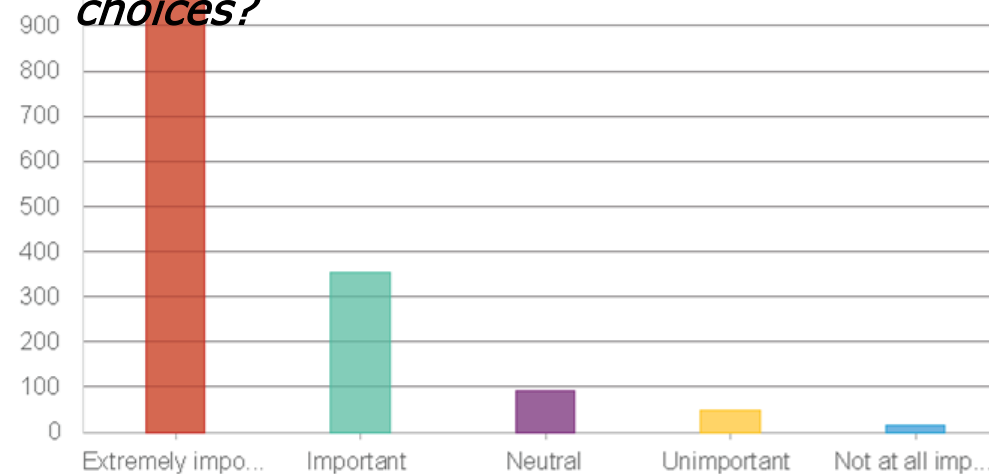
Outreach To-date

- COVID Pivot – Virtual Presence
 - Project website
 - Public survey and interactive map
 - Social Media and Email Blasts
- Strengths and Weaknesses survey and map comments snapshot (Sep 2020)
 - Over 1700 Responses
 - Over 600 map-based comments
- Virtual Public Meeting (Feb 2021)
- Priorities and Strategies survey (Aug 2021)

Where do you live?

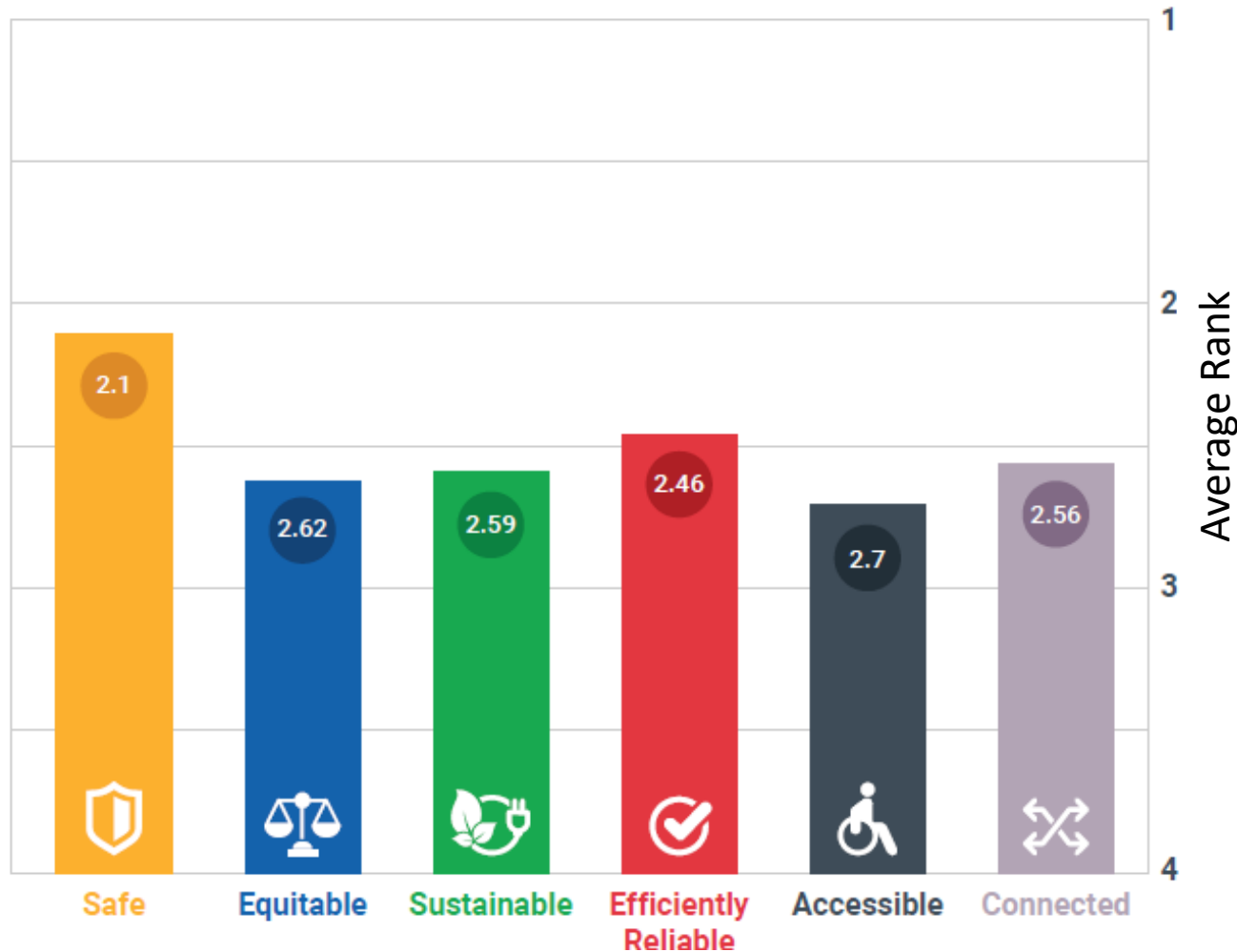


How important is it for the people of Colorado Springs to have transportation choices?



Rank Top 4 Goal Areas

WHICH OF THE SIX GOAL AREAS DO YOU THINK ARE MOST IMPORTANT?



Average Rank: the average ranking when ranked in the top 4.

Speaking of Priorities

Goals Rated Most Important	Respondent Top Rated Strategies (for these goals)			CAC Variances
Safe	Roadway crossings for bikes and ped's	Intersections	Prioritize projects that promote active mode short trips	Pedestrian and bus stop lighting
Accessible	Sidewalks, ramps, ADA compliance	Make hubs that create activity centers and mode connections	Wayfinding	More physical separation between modes
Efficiently Reliable	Improve signal timing	Prioritize travel choices	Construct more grade separations	Invest in transit to make travel time competitive
Connected (CAC)	Increase transit and active mode connections to key destinations	Local transit connections to regional transit	Expand current roadways to meet future demand	N/A

Tradeoffs

SIZE OF PROJECT

Would you rather...

Use funding now for small project to address current needs (51%)

Neutral (11%)

Wait to accumulate larger amounts of funding to pursue larger projects in the future (37%)

WHERE WE TRAVEL

If we had the same amount of money to spend...

Make it easier to travel within Colorado Springs (61%)

Neutral (5%)

Make regional travel along the I-25 corridor easier (34%)

WHERE WE INVEST

If we had the same amount of money to spend...

Spend transportation invest evenly throughout the City (33%)

Neutral (7%)

Focus investments where need for access to transportation is greatest (60%)

LOCAL PRIORITIES:

If we had the same amount of money to spend...

Take better care of the existing transportation system (47%)

Neutral (7%)

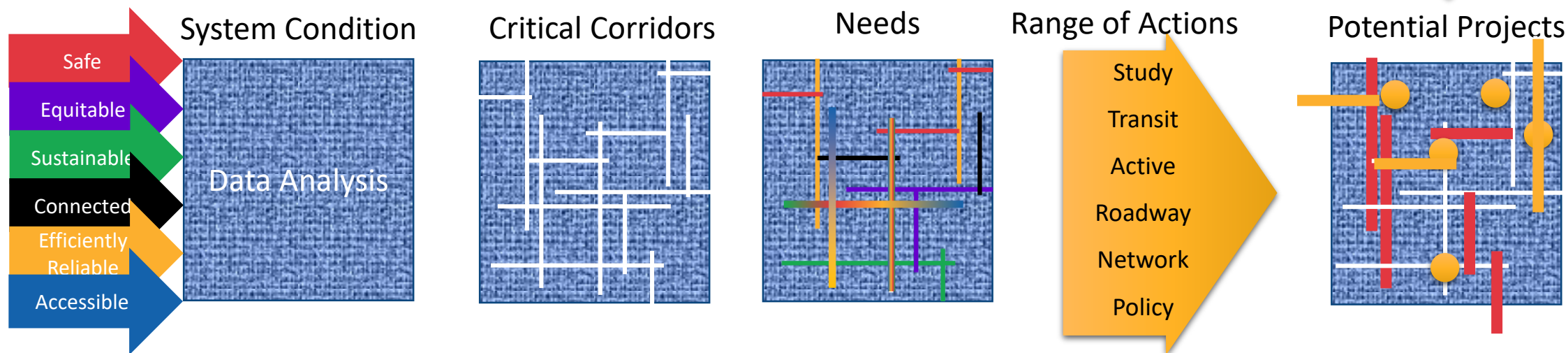
Expand the transportation system with new facilities and services (46%)

Technical Analysis Update

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

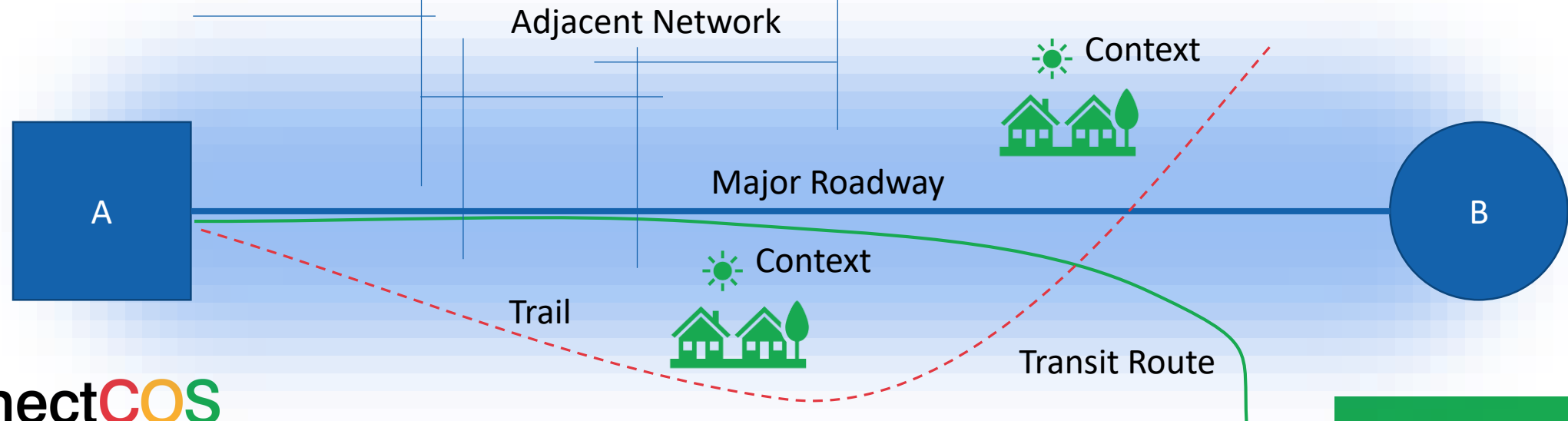
Project Development

- State of the System
- Most critical corridors
- Goal defined Needs in these corridors
- Consider a full range of actions to address these needs
- Reconcile with previous recommendations (existing plans)



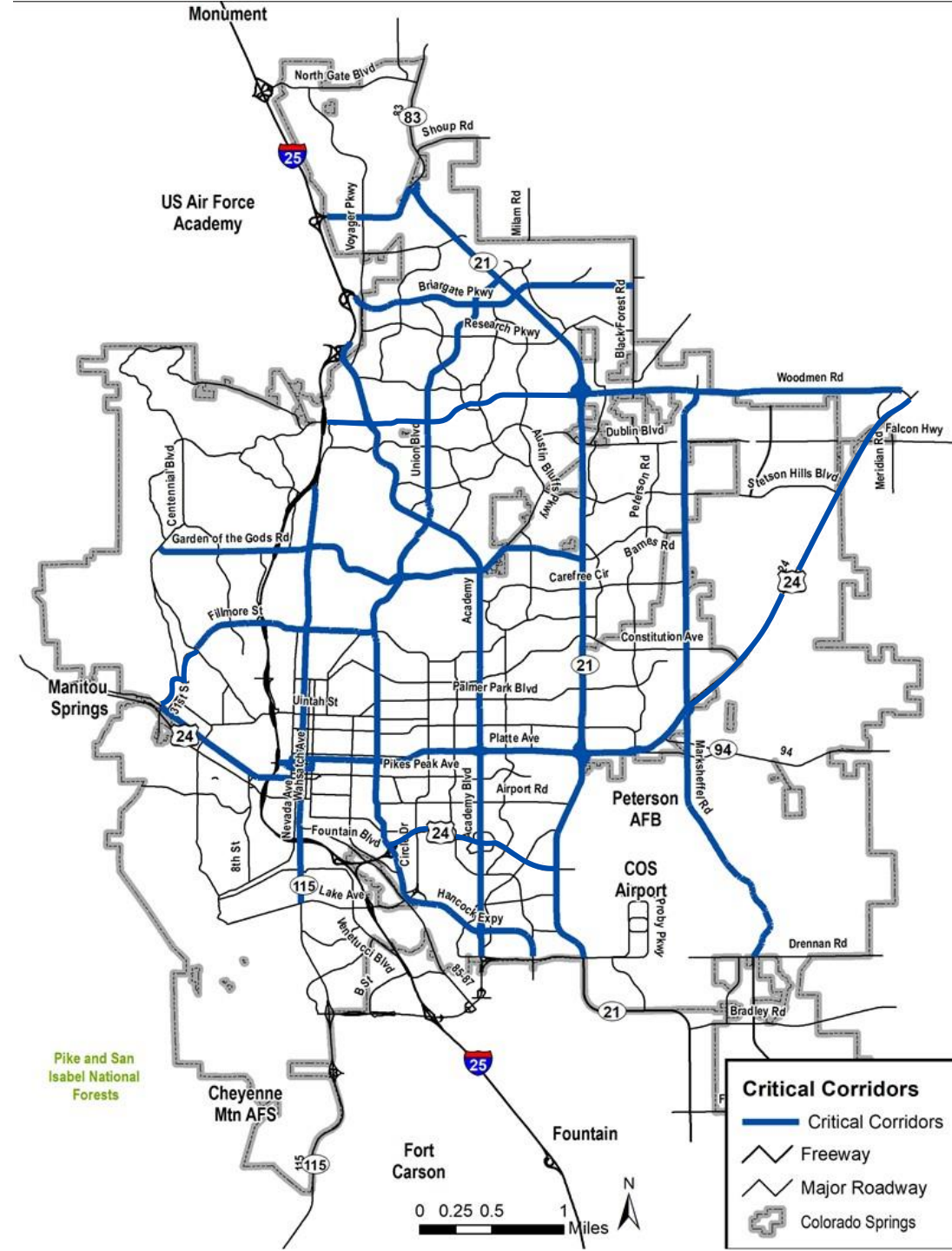
Corridor Evaluation for Needs and Solutions

- Tied to Goal Areas
 - Consistent and translatable
 - Transparency in decisions
- Corridors – think “travel sheds” that connect destinations, not just the named roadway



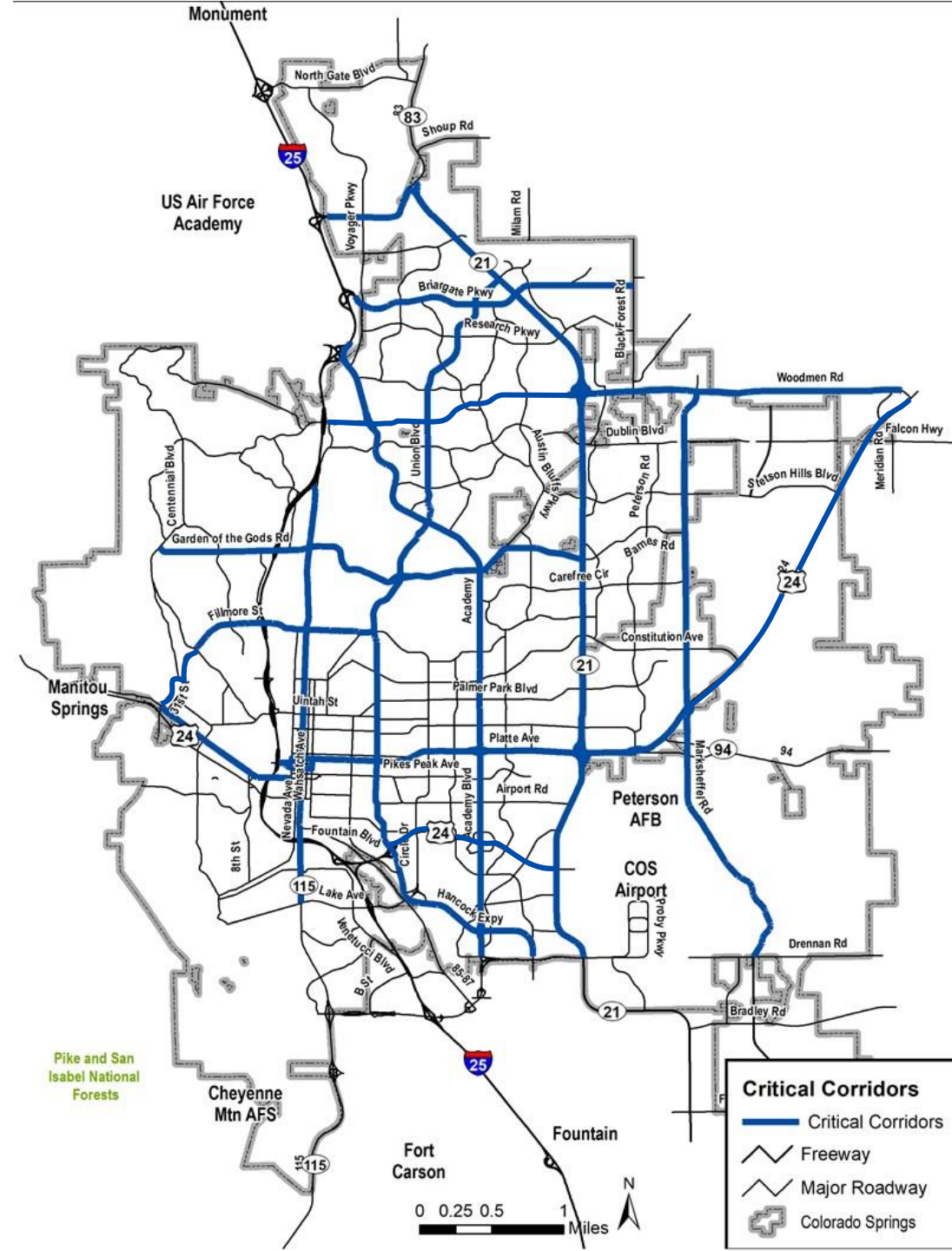
East-West Corridors:

- **Interquest Parkway**
 - I-25 to Powers
- **Briargate Parkway**
 - Voyager Pkwy to Black Forest Rd
- **Woodmen Road**
 - I-25 to Powers Blvd*
 - Powers Blvd to US24
- **Garden of the Gods Road**
 - 30th Street to Nevada Ave*
- **Austin Bluffs Road**
 - Nevada Ave to Barnes Rd
- **Fillmore Street/31st Street**
 - US24 to Mesa Road*
 - Mesa Road to I-25
 - I-25 to Union Blvd
- **Colorado Avenue**
 - 31st St to Cascade Ave
- **Platte Avenue/US24 East**
 - I-25 to Academy Blvd
 - Academy Blvd to Marksheffel Rd
 - Marksheffel Rd to Woodmen Rd*
- **Hancock Expressway**
 - Circle Dr to Milton Proby Pkwy
- **US24/Fountain Blvd***



North-South Corridors:

- **Nevada Avenue**
 - I-25 to Fillmore St
 - Fillmore St to Uintah St
 - Uintah St to UPRR
 - UPRR to Lake Ave
- **Union Blvd**
 - Powers Blvd to Academy Blvd
 - Academy to Fillmore St
 - Fillmore St to Pikes Peak Ave
 - Pikes Peak Ave to Hancock Expy
- **Academy Blvd**
 - I-25 to Austin Bluffs Pkwy
 - Austin Bluffs Pkwy to Platte Ave
 - Platte Ave to Milton Proby Pkwy
- **Powers Blvd**
 - Shoup Rd to Woodmen Rd
 - Woodmen Rd to Constitution Ave
 - Constitution Ave to Milton Proby Pkwy
- **Marksheffel Road**
 - Woodmen Rd to US24
 - US24 to Drennan Rd



Evaluating Needs Safe

Crashes



- Concerning crash rates (modes, severity)

Emergency Response

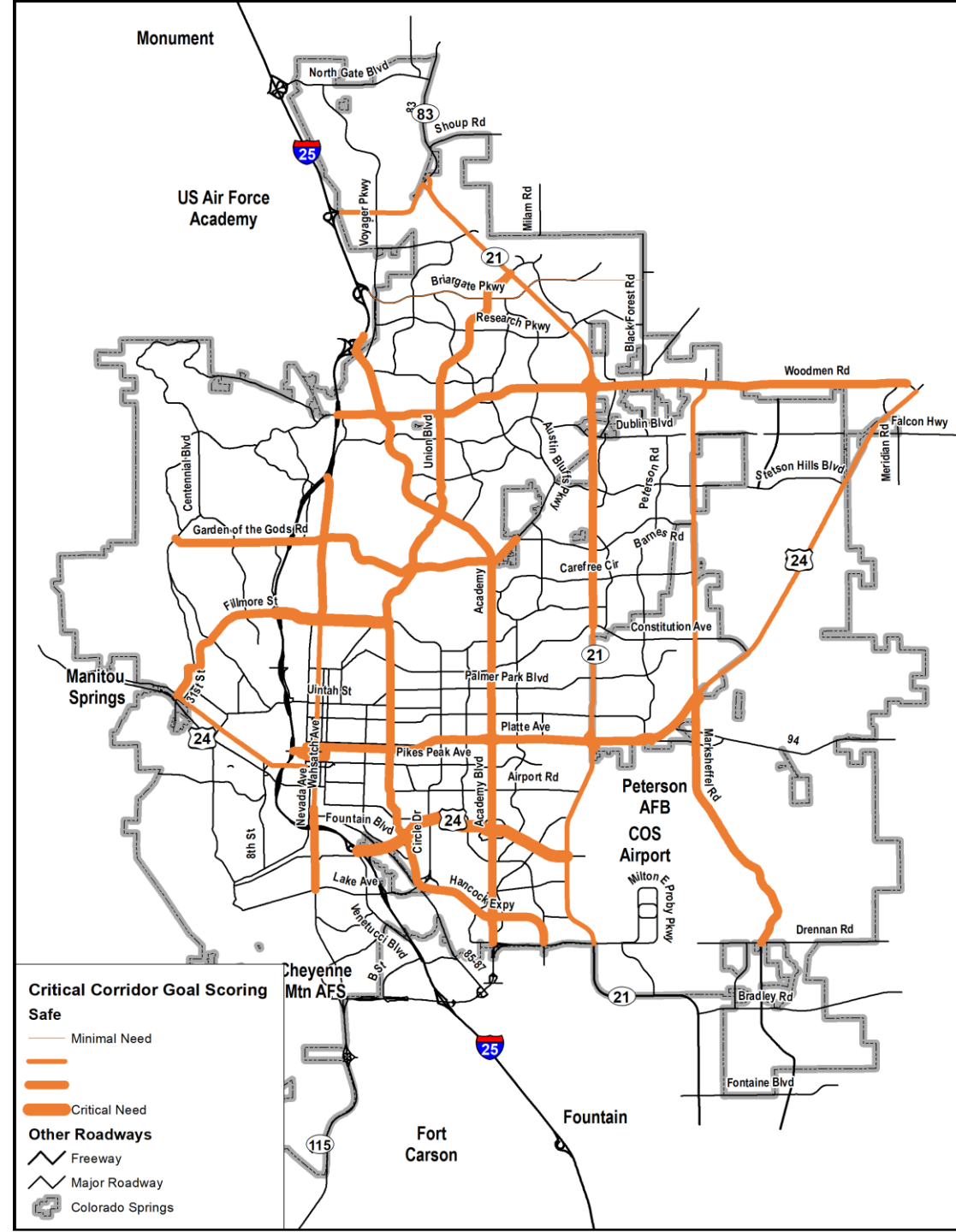


- Limited parallel facilities
- Evacuation Route

Personal Safety



- Minimal lighting
- Minimal safe crossings



Evaluating Needs Equitable

Appropriate to Users

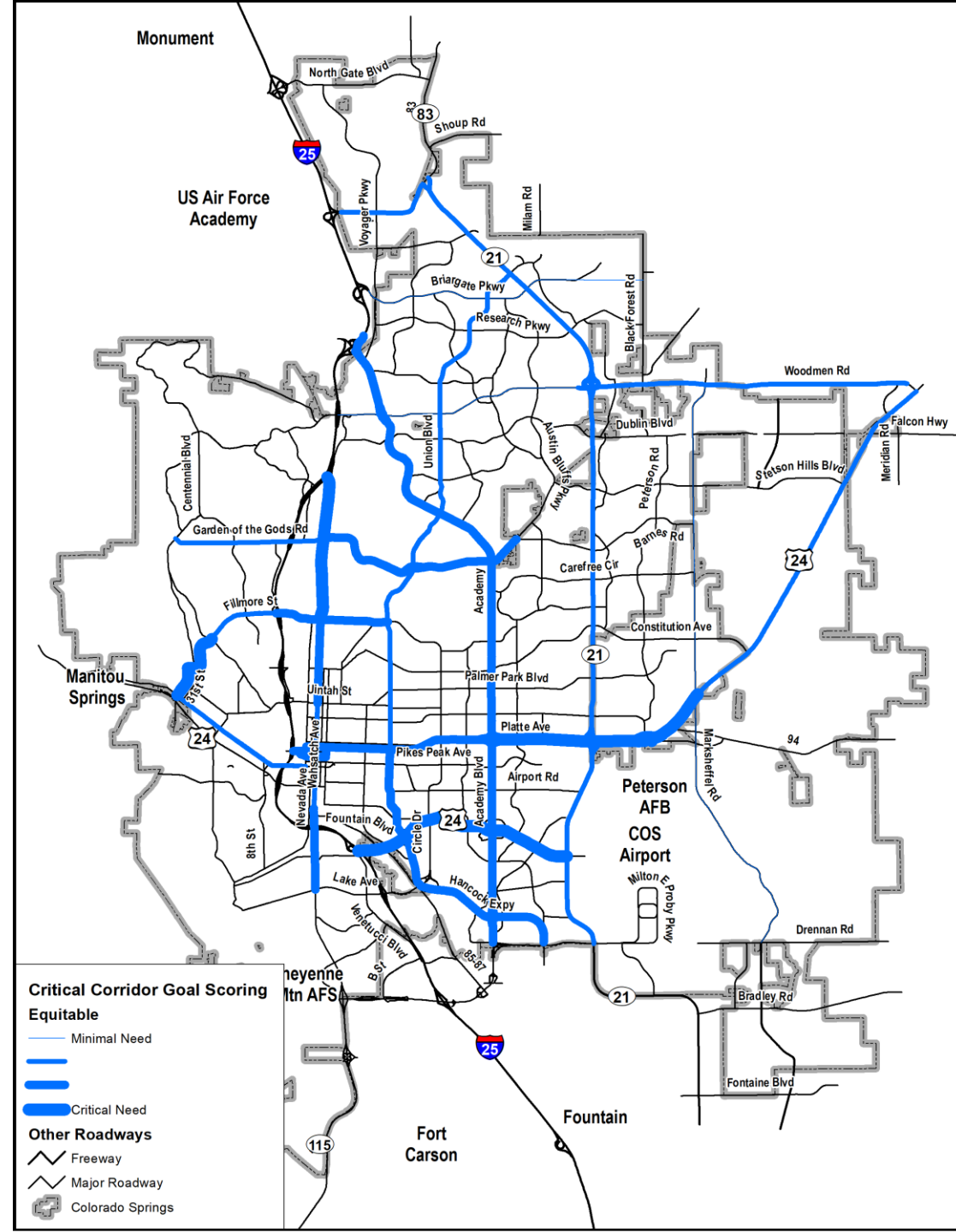


-High social need populations with inadequate mobility choices

Context Specific



-High mobility need populations/ high transit propensity with inadequate mobility choices



Evaluating Needs Sustainable

Economy



- Multiple economic designations
- High economic priority for City

Environment

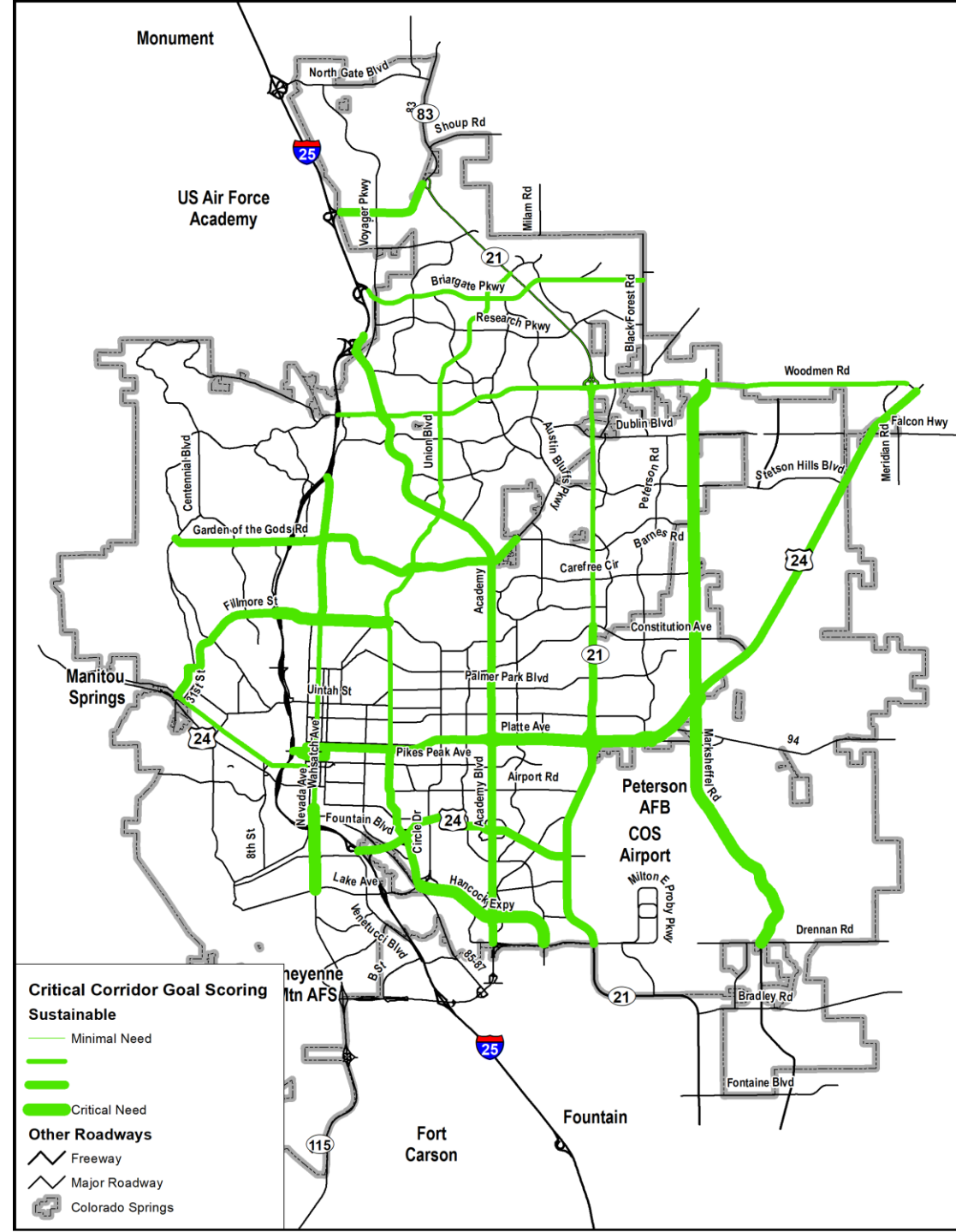


- Environmental considerations exist
- No access to greenspace

Quality of Life



- No Essential services
- Services not accessible by multiple modes



Evaluating Needs

Reliable

Travel Times



-Poorest 30% performing roadway

People Capacity

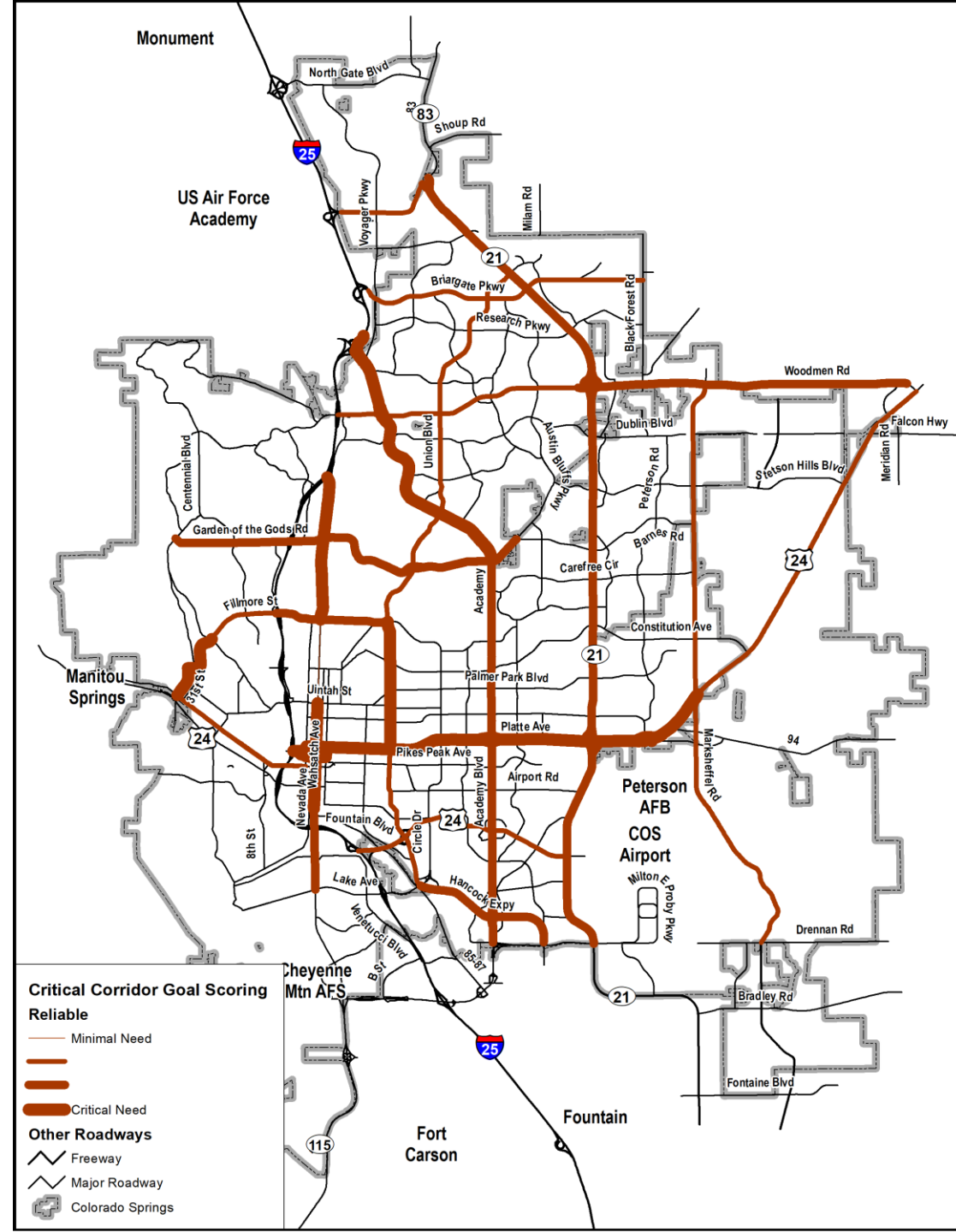


-Current or future reliability challenge with no additional capacity available

Good Repair



-Infrastructure reported to be in less than acceptable condition



Evaluating Needs Accessible

Intuitive



- Lots of tourists/visitors
- Navigation issues due to signage, geometry, or other

Comfortable

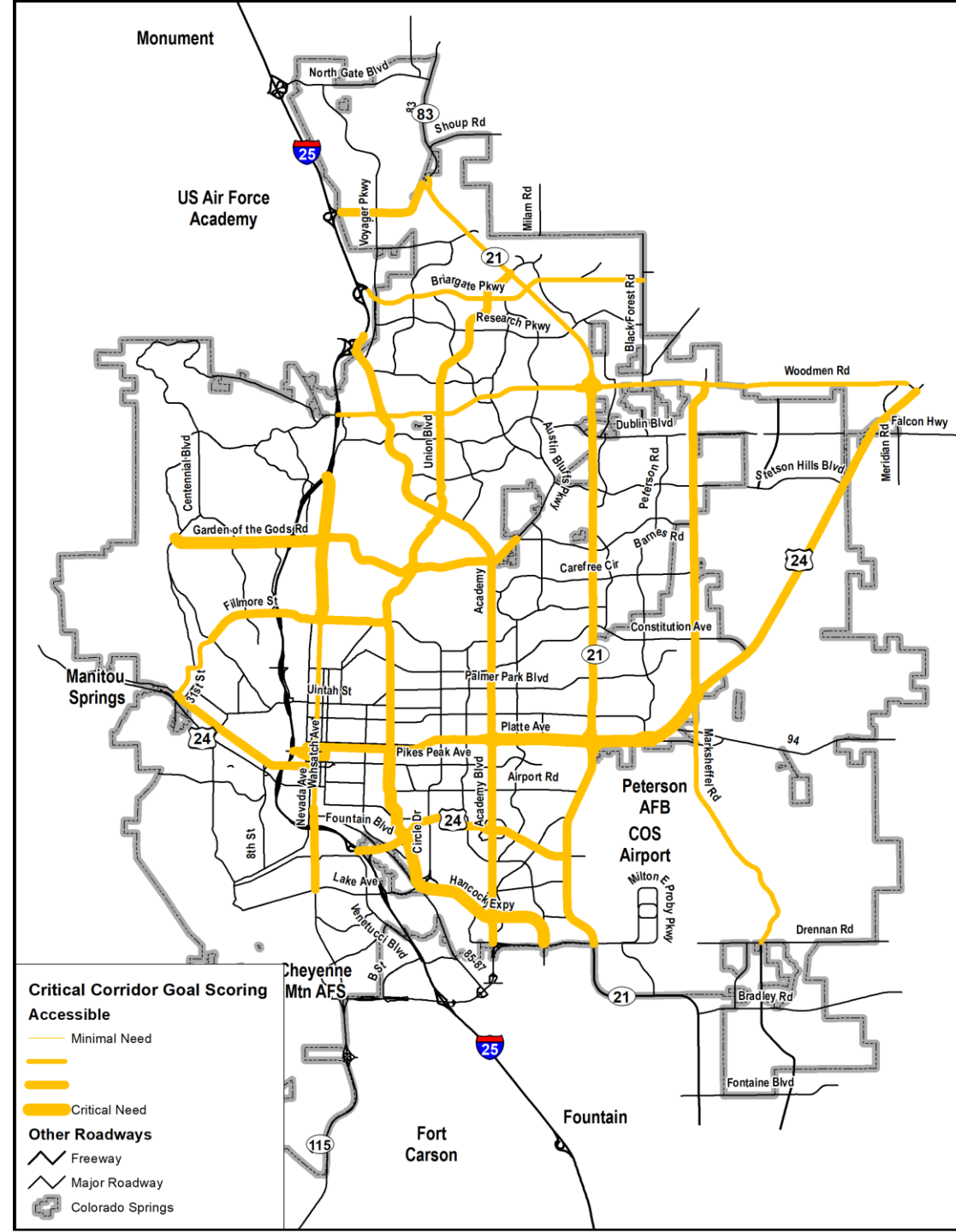


- Interaction between modes discourages the use of one or more modes
- Topography limits mode choice

Modal Connections



- Minimal opportunity to transfer between modes
- Transfer locations are illogical or not accessible



Evaluating Needs Connected

Desired Land Uses



-Corridor facilities not appropriate for or will not accommodate future desired land uses

Neighborhoods

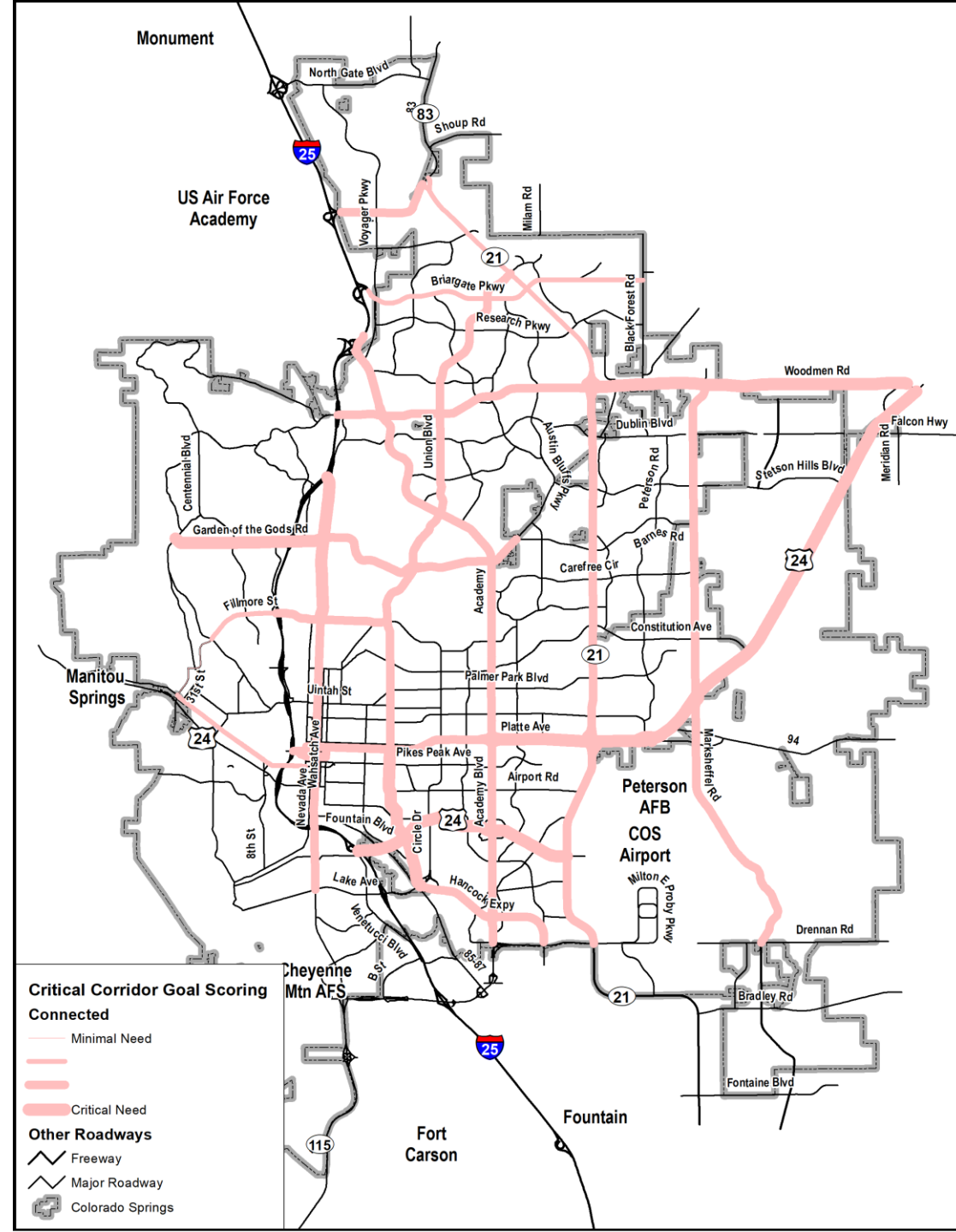


-Road creates a significant physical barrier between neighborhoods or services

Activity Centers



-Corridor hosts local and/or regional activity centers, but has no multi-modal connectivity



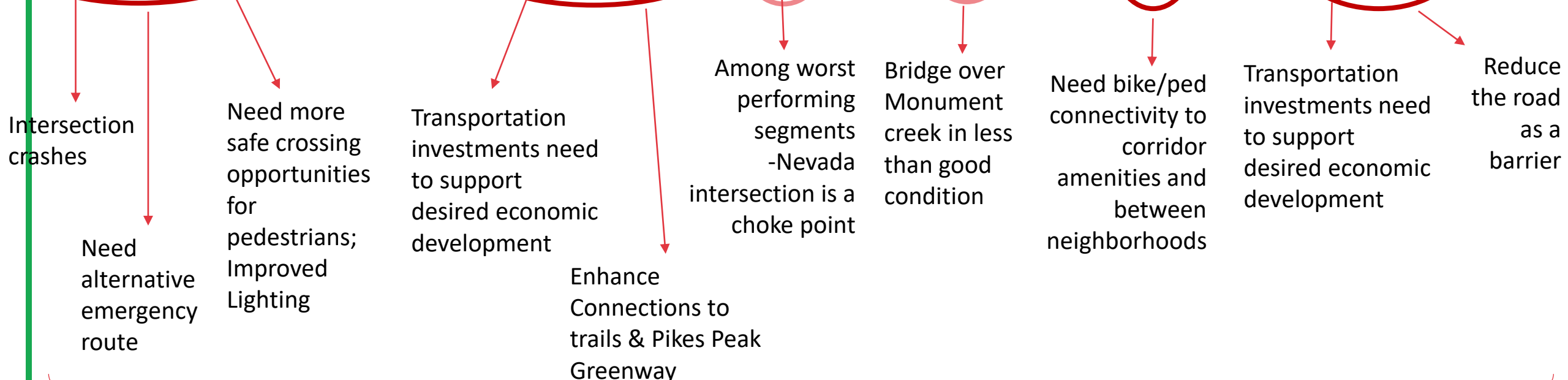
ConnectCO S Critical Corridor Needs

- Relative Comparison
- Darkest shade identified as "critical" need
- Lighter shades still have needs

Workshopped	Corridor #	Corridor	Segment	SAFE			EQUITABLE		SUSTAINABLE			RELIABLE			ACCESSIBLE			CONNECTED		
				Crashes	Emergency Response	Personal Safety	Appropriate	Context	Economy	Environment	Quality of Life	Travel Time	Person Capacity	Good Repair	Intuitive	Comfortable	Connections	Land Use	Neighborhood	Economy
N	1	Nevada Avenue	I-25 to Fillmore St																	
N	1	Nevada Avenue	UPRR to Lake Ave																	
		Nevada Avenue	Fillmore St to Uintah St																	
N	1	Nevada Avenue	Uintah St to UPRR																	
Y	2	Union Blvd	Pikes Peak Ave to Circle Dr																	
Y	2	Union Blvd	Academy Blvd to Fillmore St																	
Y	2	Union Blvd	Powers Blvd to Academy Blvd																	
Y	2	Union Blvd	Fillmore St to Pikes Peak Ave																	
N	3	Academy Blvd	Platte Ave to Milton Proby Pkwy																	
N	3	Academy Blvd	I-25 to Austin Bluffs Pkwy																	
N	3	Academy Blvd	Austin Bluffs Pkwy to Platte Ave																	
N	4	Powers Blvd	Woodmen Rd to Constitution Ave																	
N	4	Powers Blvd	Constitution Ave to Milton Proby Pkwy																	
N	4	Powers Blvd	Shoup Rd to Woodmen Rd																	
N	5	Marksheffel Road	US 24 to Woodmen																	
N	5	Marksheffel Road	Drennan Rd to US 24																	
N	6	Interquest Parkway	I-25 to Powers Rd																	
Y	7	Briargate Parkway	Voyager Pkwy to Black Forest Rd																	
N	8	Woodmen Road	Powers Rd to US-24																	
Y	8	Woodmen Road	I-25 to Powers Rd																	
Y	9	Garden of the Gods Road	Centennial Blvd to Nevada Ave																	
Y	10	Austin Bluffs Road	Nevada Ave to Barnes Rd																	
N	11	Fillmore Street	Mesa Road to I-25																	
Y	11	Fillmore Street	I-25 to Union Blvd																	
Y	11	Fontmore Road/31st Street	Mesa Road to US 24																	
N	12	Colorado Avenue	31st St to Cascade Avenue																	
N	13	Platte Avenue	Academy Blvd to Marksheffel Rd																	
N	13	Platte Avenue	I-25 to Academy Blvd																	
N	15	Hancock Expressway	Circle Dr to Milton Proby Pkwy																	
Y	15	US 24	Marksheffel Rd to Woodman Rd																	
Y	16	MLK Bypass	I-25 to Powers Rd																	

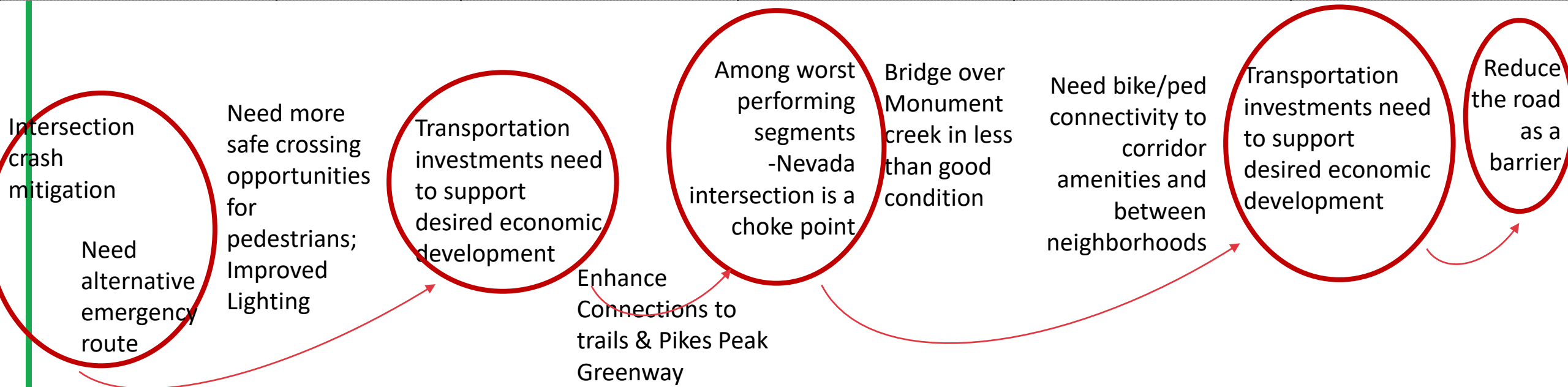
Project Development

SAFE			EQUITABLE		SUSTAINABLE			RELIABLE			ACCESSIBLE			CONNECTED		
Crashes Refined Score	Emergency Response Refined Score	Personal Safety Refined Score	Appropriate Refined Score	Context Refined Score	Economy Refined Score	Environment Refined Score	Quality of Life Refined Score	Travel Time - Refined Score	Person Capacity Refined Score	Good Repair Refined Score	Intuitive Refined Score	Comfortable Refined Score	Connections Refined Score	Land Use Refined Score	Neighborhood Refined Score	Economy Refined Score
4.0	3.0	4.0	2.0	3.0	4.0	3.0	4.0	4.0	2.0	3.0	2.0	4.0	2.0	4.0	3.0	2.0



- Identified needs highlight commuter pressure
- Pedestrian comfort & connectivity needs

SAFE			EQUITABLE		SUSTAINABLE			RELIABLE			ACCESSIBLE			CONNECTED		
Crashes Refined Score	Emergency Response Refined Score	Personal Safety Refined Score	Appropriate Refined Score	Context Refined Score	Economy Refined Score	Environment Refined Score	Quality of Life Refined Score	Travel Time - Refined Score	Person Capacity Refined Score	Good Repair Refined Score	Intuitive Refined Score	Comfortable Refined Score	Connections Refined Score	Land Use Refined Score	Neighborhood Refined Score	Economy Refined Score
4.0	3.0	4.0	2.0	3.0	4.0	3.0	4.0	4.0	2.0	3.0	2.0	4.0	2.0	4.0	3.0	2.0



- Minimize additional future vehicular demand on Fillmore/ increase E/W people moving capacity
- Create multi-modal connections

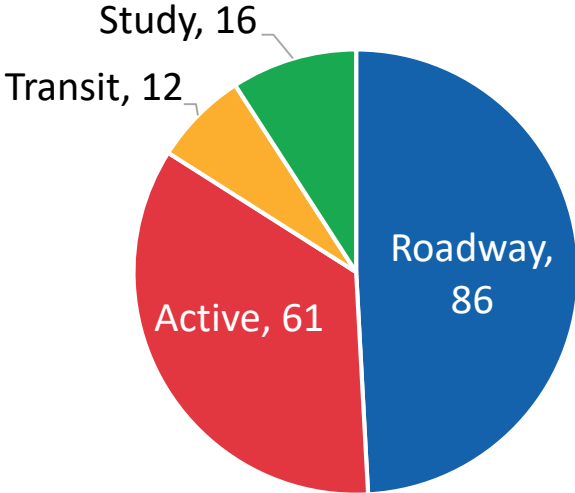
Potential Projects Summary

- Over 250 potential projects
- Multiple Sources:

City Plans including:	Regional/State Plans	Other Inputs
<ul style="list-style-type: none"> • Envision Shooks Run 	<ul style="list-style-type: none"> • Moving Forward 2045 	<ul style="list-style-type: none"> • Needs Analysis and project team workshops
<ul style="list-style-type: none"> • Renew North Nevada, Transportation, and Transit Plans 	<ul style="list-style-type: none"> • PPRTA B List 	<ul style="list-style-type: none"> • City Staff Input
<ul style="list-style-type: none"> • Midland Corridor Study 	<ul style="list-style-type: none"> • Colorado Freight Plan 	<ul style="list-style-type: none"> • Public and Stakeholder
<ul style="list-style-type: none"> • COSBikes! 	<ul style="list-style-type: none"> • Regional Non-motorized Plan 	<ul style="list-style-type: none"> • Emerging Needs <i>BLR, Annexation, FRPR, etc.</i>
<ul style="list-style-type: none"> • Platte Ave Corridor Study 	<ul style="list-style-type: none"> • Regional Transit Plan 	<ul style="list-style-type: none"> • Bridge Program

Needs-based Project Summary

Category of Project



Critical Corridor	# Projects	# Segments
Academy	13	3
Austin Bluffs	6	1
Briargate	3	1
Colorado	8	1
Fillmore	13	2
31 st /Fontmore St	7	1
Garden of the Gods	4	1
Hancock	5	1
Interquest	3	1
Marksheffel	6	2
MLK Bypass	1	1
Nevada	29	4
Platte	17	2
Powers	11	3
Union	9	4
US 24	4	1
Woodmen	8	2

- 76 projects are associated with multiple critical corridors
- 13 are associated with more than 2 critical corridors

GARDEN OF THE GODS ROAD (30th St to Nevada Ave)

GARDEN OF THE GODS ROAD (30th St to Nevada Ave)



Critical Corridor Goal Needs

Safe	Equitable	Sustainable	Reliable	Accessible	Connected



ConnectCOS Projects

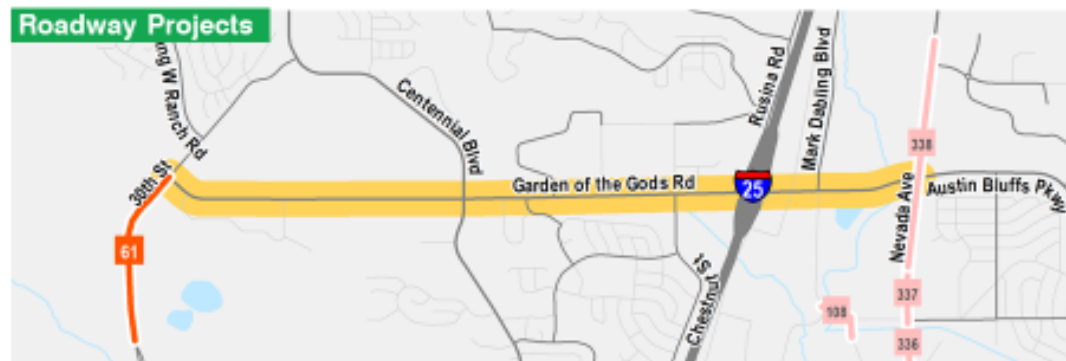
Index	Name	Category	Top 3 in:			
			Category	Goal Area	Full Corridor	Subarea
92b	Garden of the Gods Transit Service and Station Enhancements	Transit	✓		✓	✓
344	Sinton Trail Improvements	Active			✓	✓
51	Sinton Trail Underpass at Centennial Boulevard	Active			✓	
477	Tech Center Drive Multi-use path	Active				
61	30th St Corridor Improvements - Mesa Road to Garden of the Gods Road	Road				

ConnectCOS Goal Relevancy

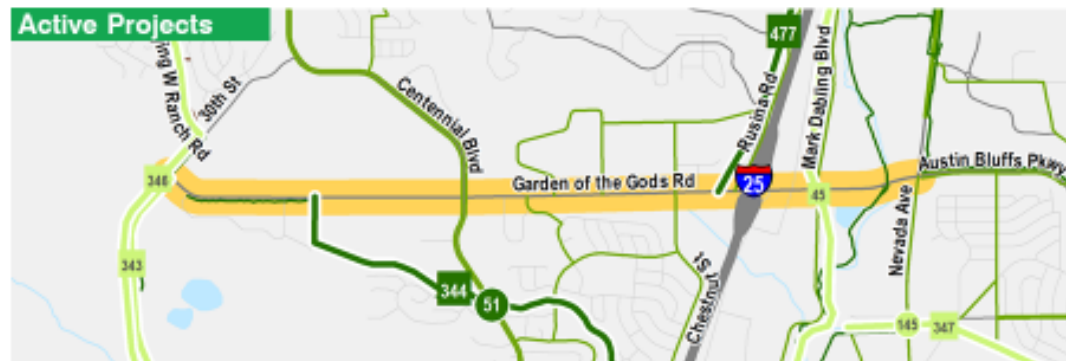
Recommended Studies

Index	Name
92a	Garden of the Gods Enhanced Transit Feasibility Study

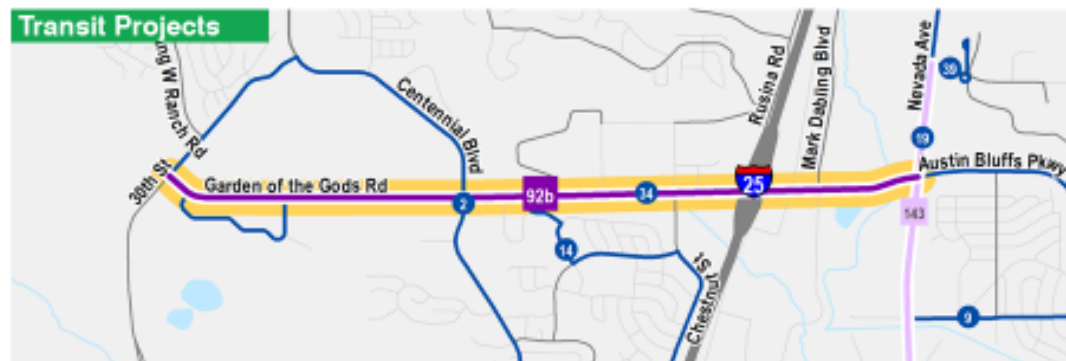
Roadway Projects



Active Projects



Transit Projects

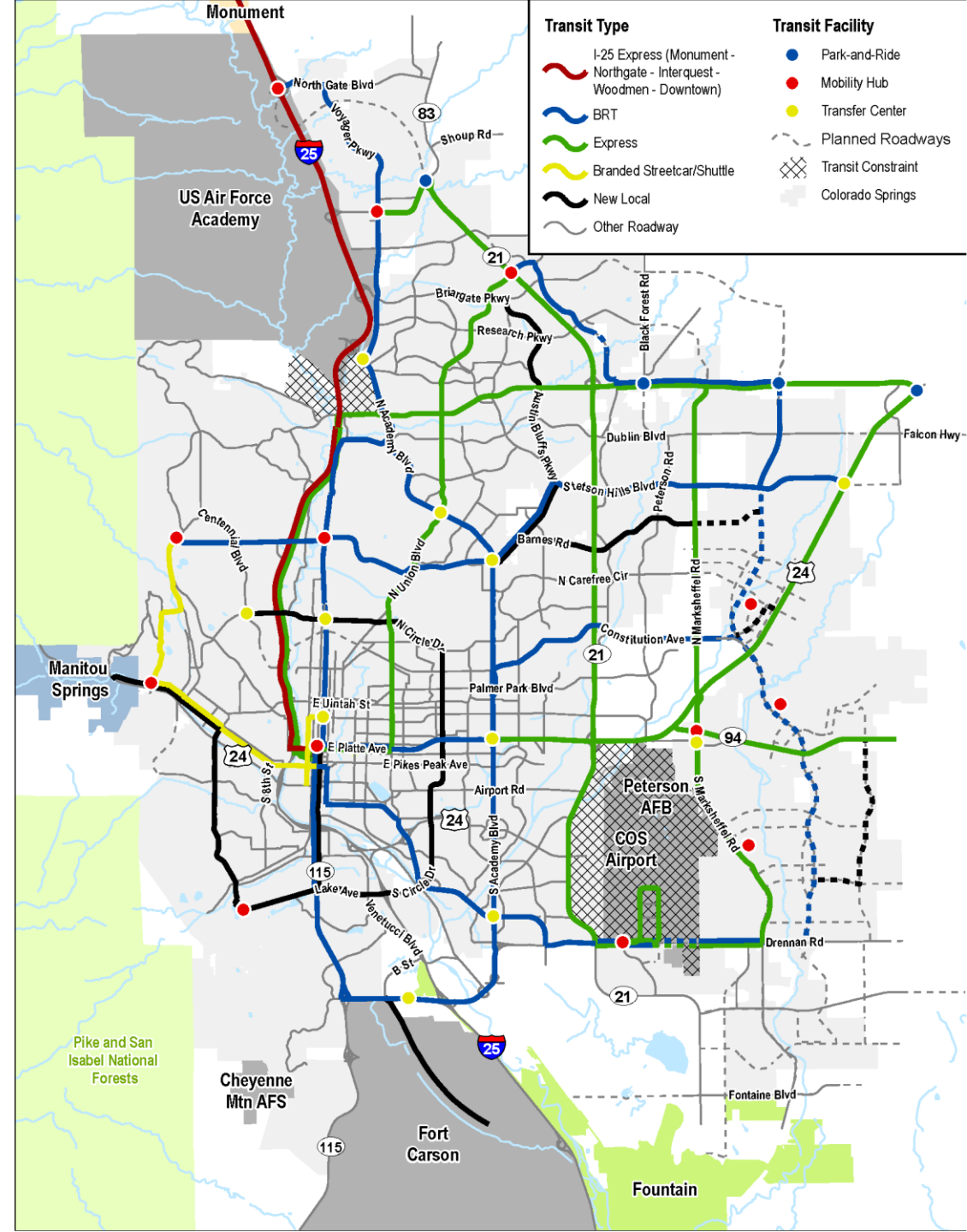


ConnectCOS Plan Development

- Includes recommended Projects
- Other Actions
 - City wide strategies
 - Policy
 - Funding strategies
- Updates as needed
 - Major Thoroughfare Plan
 - Truck Routes

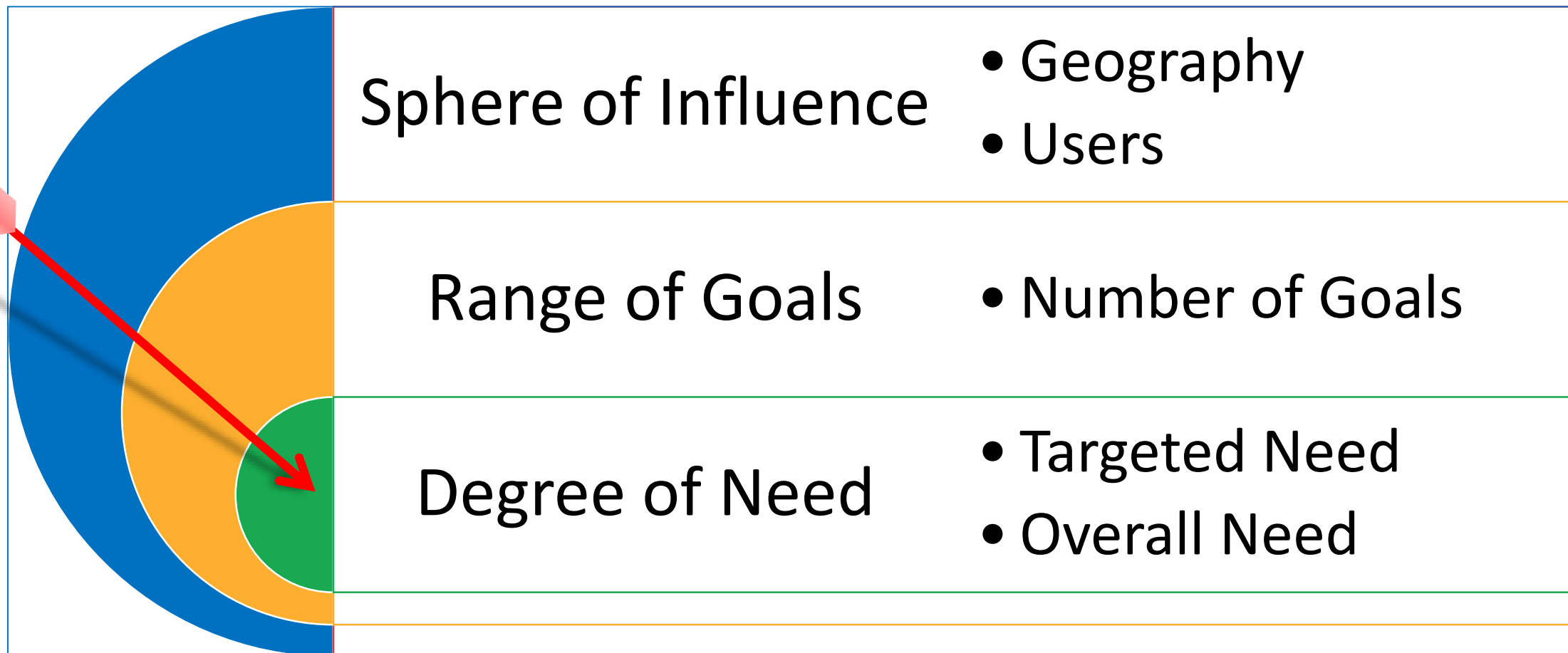
Travel Choices – Transit

- Transit Vision Network
 - Describe future vision for transit system
 - Support PlanCOS goal to “elevate transit to the next level”
 - Provide guidance for Major Throughfare Plan update
 - Provide information for development community

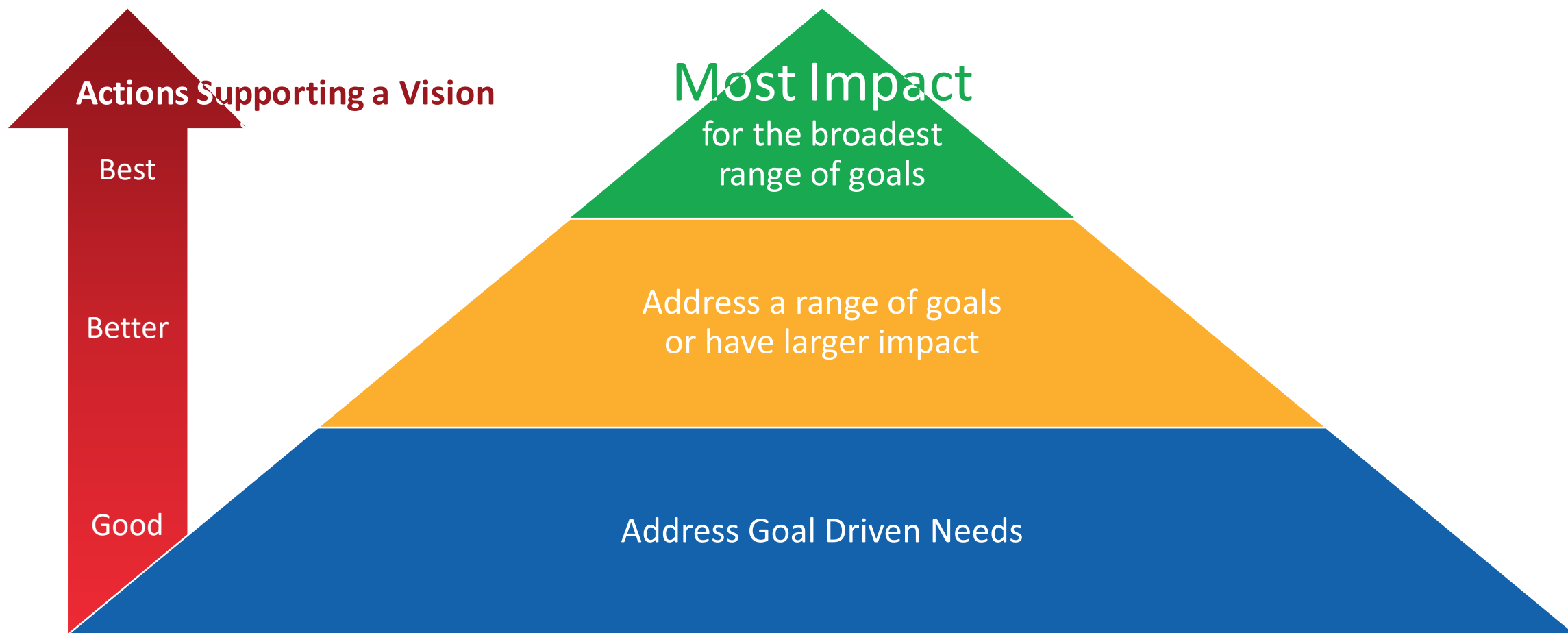


Project Prioritization

ConnectCOS Project Relevancy



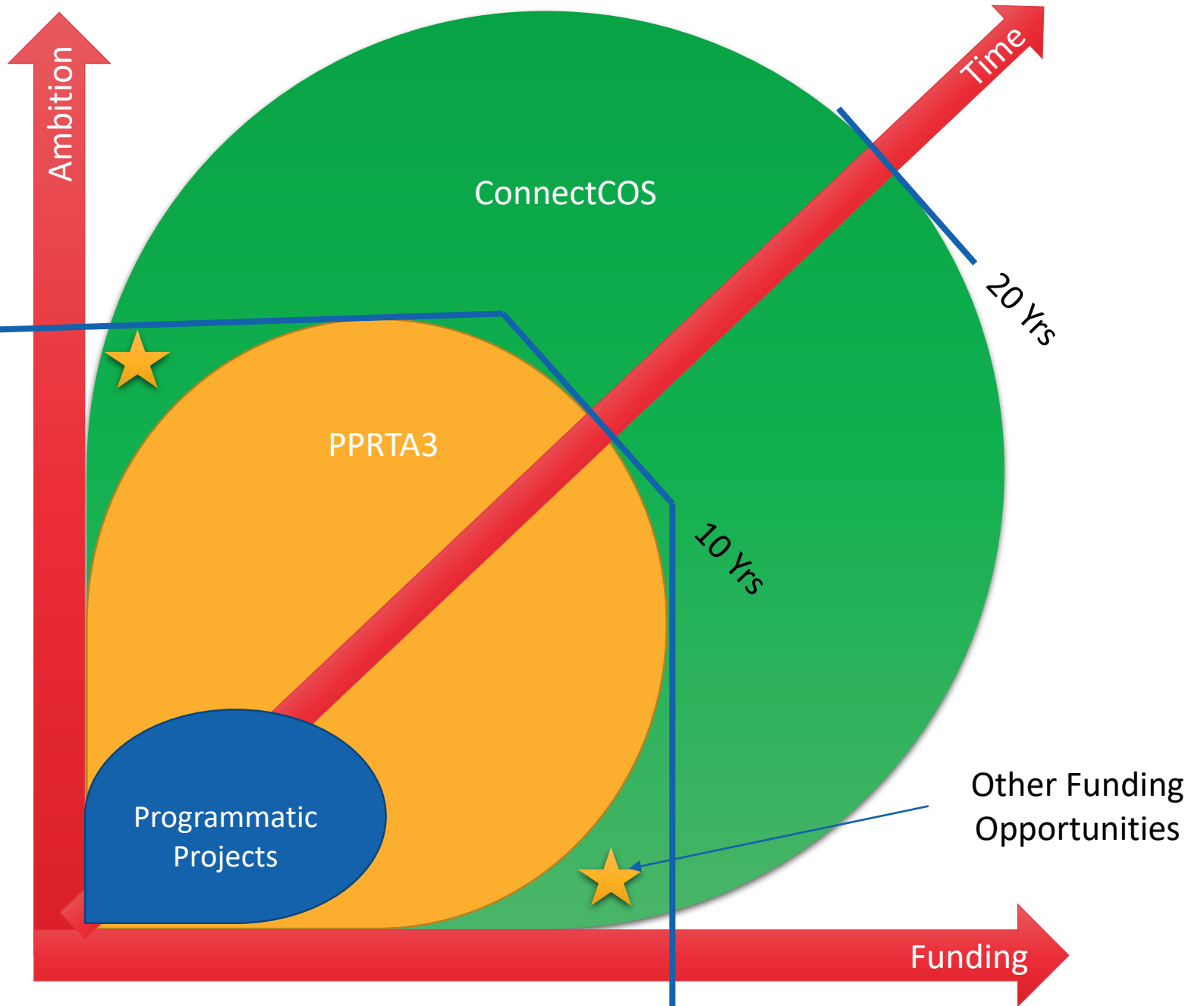
ConnectCOS Project Relevancy Tiers



PPRTA vs ConnectCOS

Vision

Voter Approval



Understanding ConnectCOS and PPRTA

- PPRTA List is a 10-year constrained program
- ConnectCOS is a 20-year Vision Plan for advancing PlanCOS
- Why some ConnectCOS projects will end up in PPRTA and others will not:
 - Other Funding Opportunities
 - Federal, State Programs
 - Grants
 - Timing
 - Programmatic projects
 - Sidewalk, Stops, and Stations (transit)
 - Emergency Bridge Fund
 - Intersection Improvements
 - Missing Sidewalk
 - On Street Bikeway
 - Roadway Safety