

# Downtown Transit Center Relocation

## City Council Presentation

Mountain Metropolitan Transit  
August 21, 2017





# Project Information

To learn more about the *Downtown Transit Station Relocation Study* and the next generation of Colorado Springs transit, visit our project website:

<https://coloradosprings.gov/MetroStation>



# Steering Committee

Mayor-appointed members assembled early 2017: nine community stakeholders, two City Council members, and seven city and county staff.

Committee Charge: Ranking and prioritizing finalist sites for a new Downtown transit center, and making a clear recommendation to the Mayor for action.

## Fits, Starts & Lessons

6 previous studies in 18 years

June 1998  
4 Sites

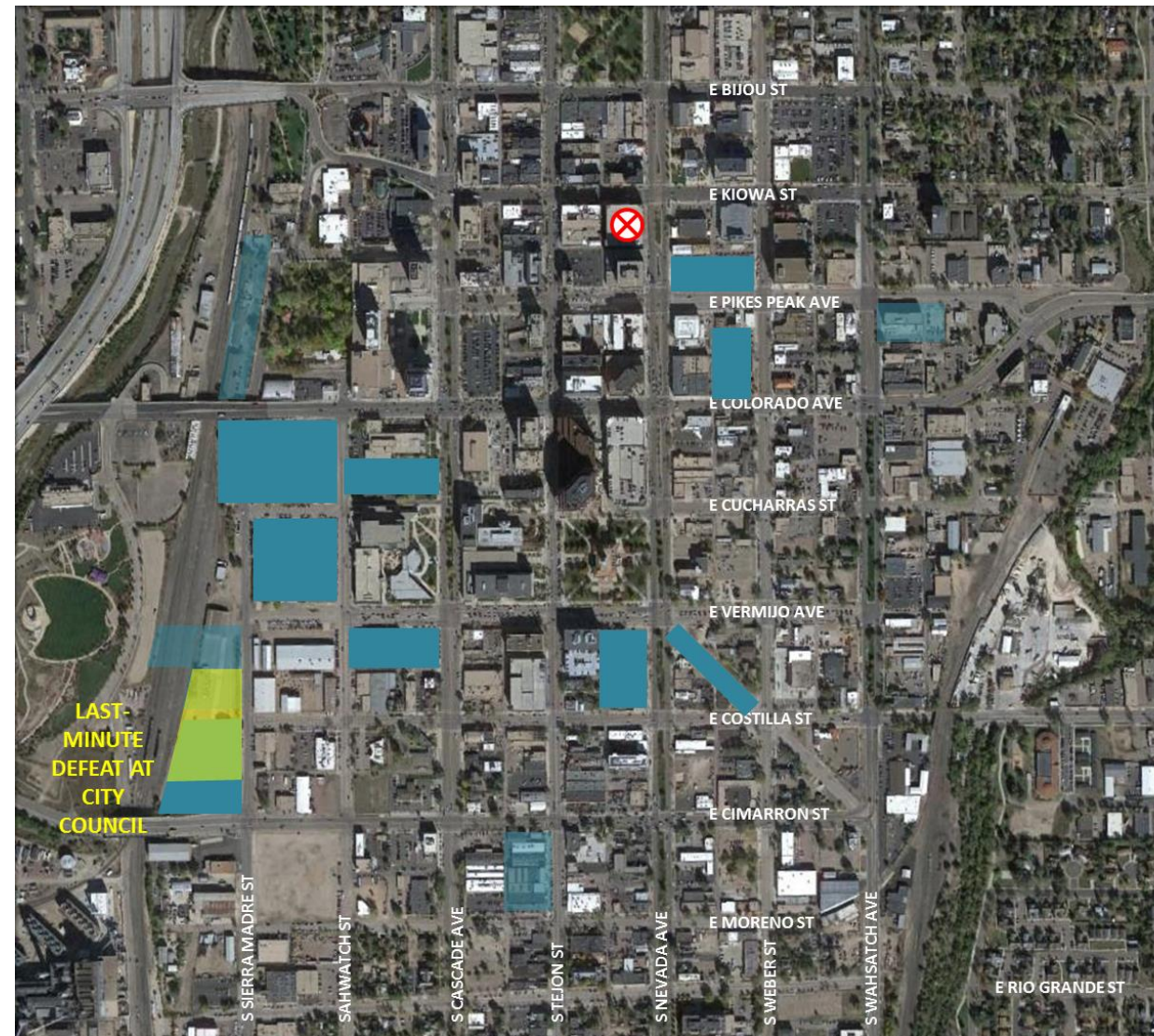
August 2000  
3 Sites  
DT core shifts south  
New development  
Start over (19)

October 2001  
3 Sites  
Start over (15)

April 2003  
4 Sites  
Evaluated 4 sites 'in proximity' to 2001 site

June 2005  
1 Site

June 2009  
1 Site  
References and returns to 2001 site and 2003 refinement



# Why Now?



## **Operation**

- Existing site 40 years old & at capacity
- No room for expansion
- No room for additional modes

## **Safety and Access**

- Mixed vehicle/ pedestrian flow is unsafe
- ADA access is difficult
- Slow boarding times

## **Experience**

- Dark and uninviting
- No amenities

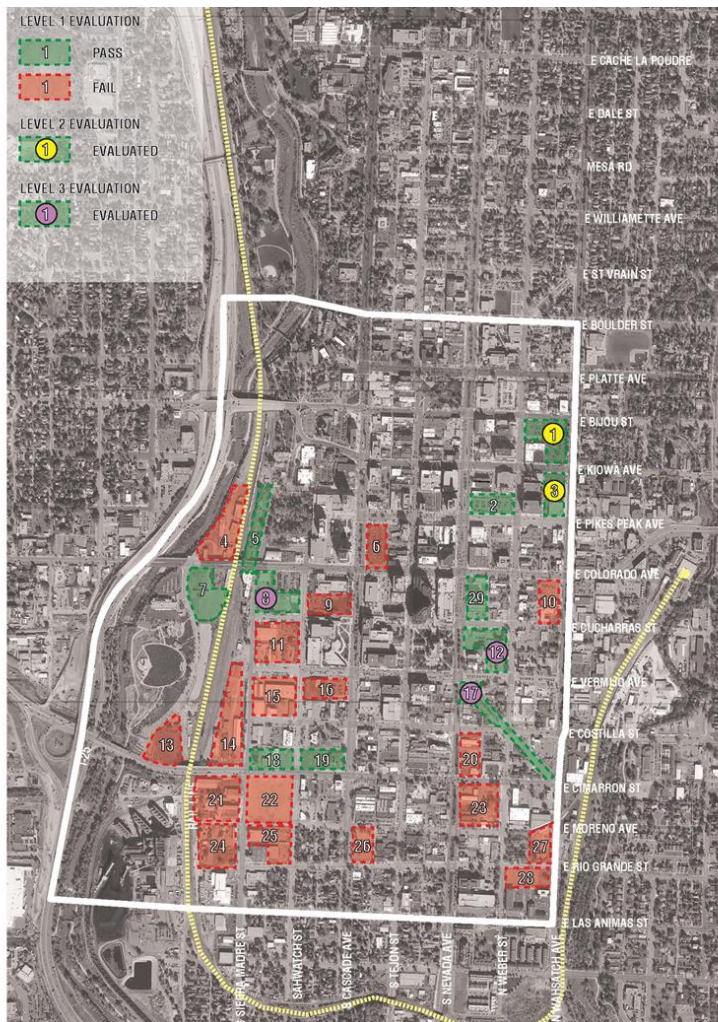
## **Economic Revitalization**

- Highest and best use of the location
- Mature area

# DTC Relocation Study Project Area



# Project Overview



## Level II Differentiators --

11 sites narrowed to 5 for comparative analysis based on:

- **Community input**
- **Technical/operational requirements**
  - Site size
  - Accessibility
  - Traffic
  - Connectivity
  - Environmental
- **Site acquisition**
  - Site ownership
  - Cost
  - Federal funding partnership opportunities
- **Study schedule and budget**

# Site Selection

## 5 Sites for Level 3 Analysis

### SITE 1

*Not advanced to Level 3*

- Active existing use (First Presbyterian parking lot)
- No response to owner outreach



### SITE 3

*Not advanced to Level 3*

- Size constraints



### SITE 8

*Advanced to Level 3*

- Potential site in 2001 & 2003 studies
- Grade change offers unique development potential
- Site owner open to joint development



### SITE 12

*Advanced to Level 3*

- Direct access to Nevada (high-frequency bus corridor)
- Site owner open to joint development



### SITE 17

*Advanced to Level 3*

- NW Pueblo Ave adjacent to Nevada (high-frequency bus corridor)
- Public ROW (ownership)
- Potential site in 1998 and 2000 studies





# Site 8 Analysis

Site 8 Strongest Configuration



Studies



Positives	Challenges
15 bays	
Joint development	Joint development
Central location – on western side of study area/existing Terminal	Less-efficient bus routing
Adjacent to rail	Not adjacent to high-frequency corridor (Nevada Ave.)
	Need new signal at Colorado and Sahwacht
10 ft. Grade change	10 ft. Grade change
	No access from Colorado Ave. (elevation differential)
	Some routing configurations will take buses past child care center (north of Colorado)

# Site 12 Analysis

Site 12 Strongest Configuration



Studies



Positives	Challenges
15 bays	
Joint development	Joint development
Adjacent to high-frequency corridor (Nevada Ave.)	Would likely require Nevada median cut (historic?)/Nevada volumes may make this movement difficult
Downtown location – close proximity to existing Terminal	
Efficient bus routing	Not adjacent to rail
Adjacent to Signature Street (Vemijo)	Adjacent to Signature Street (Vemijo)

# Site 17 Analysis

Site 17 Strongest Configuration



Studios



North Block



South Block

Positives	Challenges
15 bays	
Public ROW ownership	Adjacent parcel access issues/parking
NW Pueblo Ave. adjacent to high-frequency corridor (Nevada Ave.)	Adjacent owner objections
Downtown location – close proximity to existing Terminal	
Efficient bus routing	Not adjacent to rail
Geographic separation over 2 sites (MMT and Bustang/Greyhound separated)	Geographic separation over 2 sites (2 blocks needed)
Adjacent to Signature Street (Vemijo)	Adjacent to Signature Street (Vemijo)
Cimarron offers direct access to I-25 (.8 mile)	
Close proximity to rail spur (east of Wahsatch)	

# Modernizing Infrastructure

- Multimodal
- Smart Design
- Access for All
- Consistent with City Strategic Plan Goals



# Programming Building & Site

**WAITING ROOM**



**FOOD VENDOR**



**BIKE STORAGE**



**OTHER POSSIBILITIES**



# The Opportunity

## 3 Essentials:

1. **Alignment:** Align and support Experience Downtown MP, Southwest Downtown development and broader City economic development goals
2. **Design:** Smart design, multi-modal, stimulate mixed use & P3
3. **Access:** Access for all types of riders and modes



# The Recommendation

## Site # 8: Leading Choice

- Olympic Museum catalyst
- Proximity to Main Line Rail
- Unique Design Potential
- Potential To Be a True Multimodal Facility



# Economic Development Tool

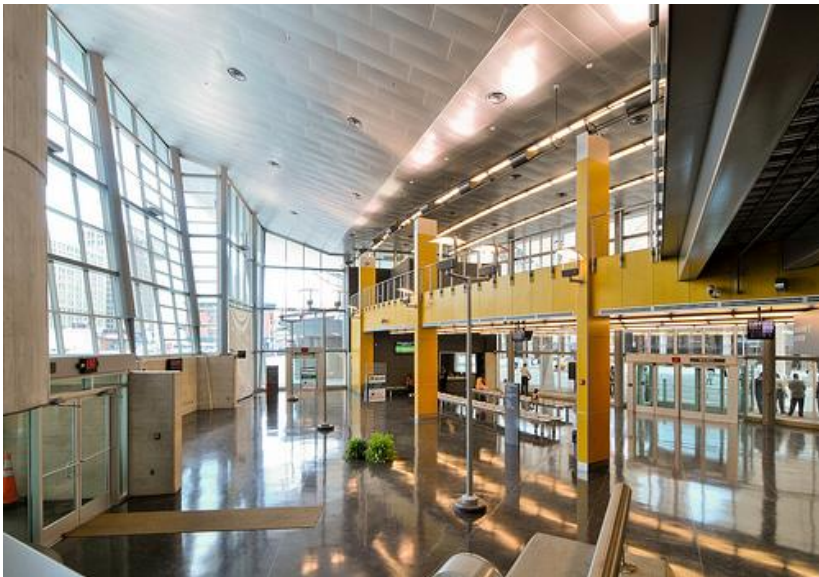


- Potential to leverage P3s
- Mixed-use development – incorporate private sector
- Successful results!

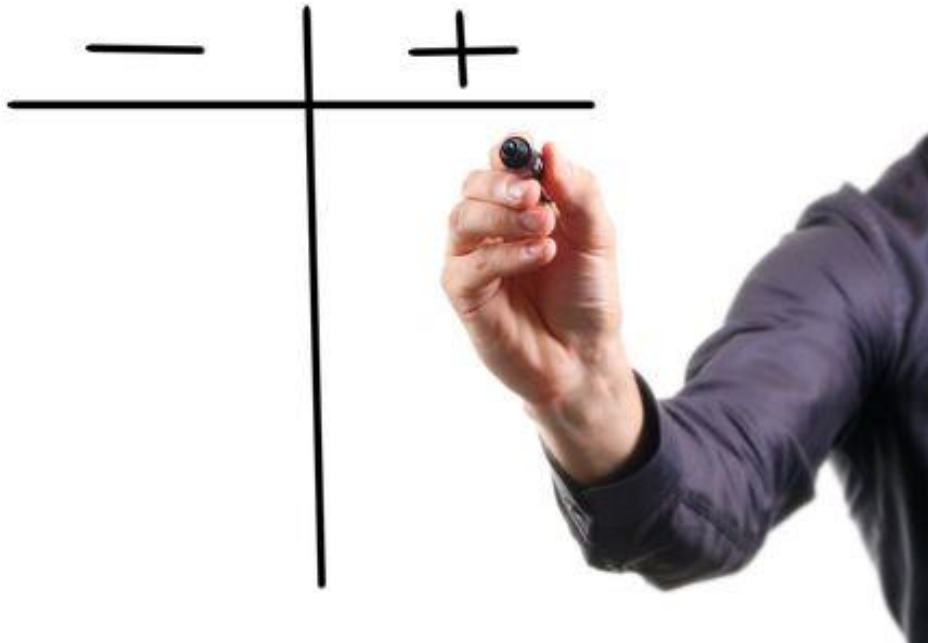


# What is at Stake?

Infrastructure Improvement  
Transit: Essential City Function  
Economic Development



# Advantages



Timing is right

Funding Availability

Leverage

# Moving Forward

1. Support
2. Continued Steering Committee Engagement
3. Launch RFP processes



# Thank you!

Questions & Discussion

