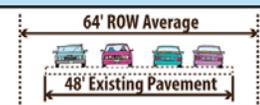
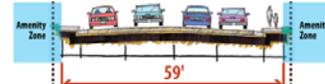
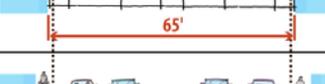


## Stakeholder #2 Meeting Summary, November 8, 2012

On November 8, 2012, from 4:00pm to 6:00pm, Stakeholder #2 meeting for the Westside Avenue Action Plan project was held at the Westside Community Center at 1628 W. Bijou St. The purpose of the meeting was to gather input on the range of alternatives presented and perform Level 1 (qualitative) screening to narrow the options. The meeting resulted in the stakeholders recommending to move forward with further analysis of three alternatives – 1, 3 and 5 – and to eliminate two alternatives – 2 and 4 – from further consideration.

The alternatives are as follows:

SEGMENT 2 CROSS SECTION ALTERNATIVE		#	STAKEHOLDERS' RECOMMENDATION	
				
	4 LANES (existing condition with sidewalk)	1		Further analysis
	2 LANES (includes raised median)	2		Eliminate due to access impacts
	3 LANES (includes a two-way left turn lane)	3		Further analysis
	4 LANES (includes raised median)	4		Eliminate due to access impacts
	5 LANES (includes a two-way left turn lane)	5		Further analysis

Members from the Westside Avenue Action Plan project team including representatives from El Paso County, City of Colorado Springs, City of Manitou Springs, Colorado Department of Transportation, and the project consultants Felsburg, Holt and Ullevig (FHU), NES, Summit Economics, Nolte Vertical Five (NV5), and Bachman PR were present to discuss the information presented.

### Public Open House

A brief summary of the September 18, Open House was given. The display boards from that meeting were also on display.

### Economic Analysis

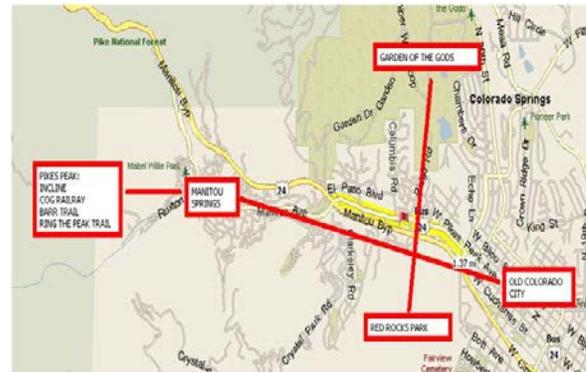
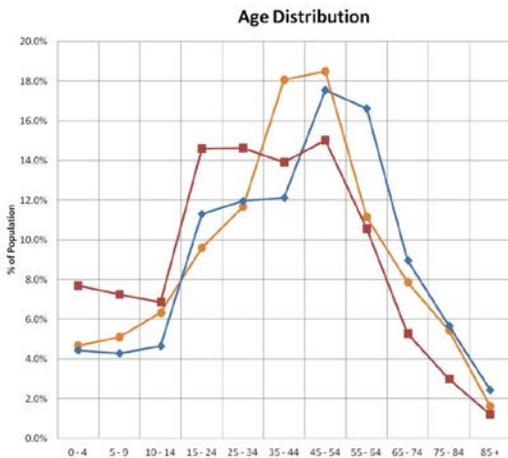
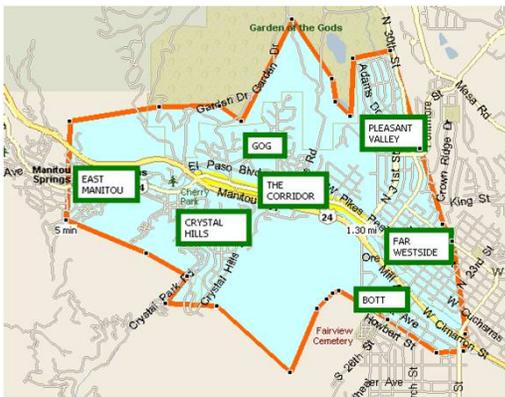
Tom Binnings from Summit Economics presented an economic analysis of the West Avenue Market Area (WAMA). He discussed the area's housing value, the age distribution of the residents and the area's unique

**Stakeholder Meeting #2, November 8, 2012**  
**Page 2**

location. He presented the conclusions from the economic analysis. Those conclusions are:

- Strong redevelopment potential (vs. new development) since corridor assets have reached the end of their lifecycle and because the corridor is located in a unique area
- Demographics will likely change as aging Baby Boomers will be replaced by young professionals and active middle aged individuals looking to downsize

He included several graphics which are included below:



**Land Use**

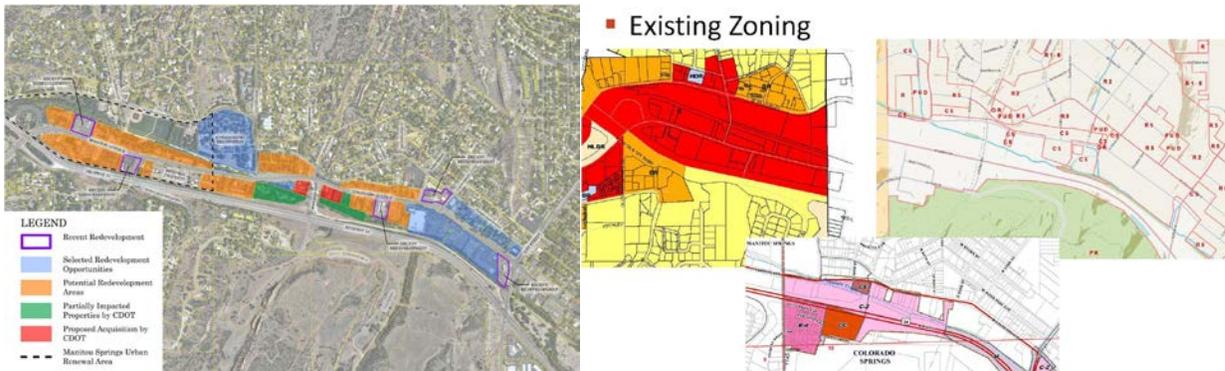
Tim Seibert from NES gave an overview of the Land Use. He discussed the regional influences, neighborhood growth, commercial growth and physical constraints. He also reviewed the study area zoning and discussed the recent redevelopment and areas of potential redevelopment. He also presented the conclusions from the Land Use Analysis. Those conclusions are:

- Significant growth in the region is limited by many factors
  - Existing Zoning and approvals
  - Site Constraints: topography, floodplain/Fountain Creek, Highway 24
  - Limited land area for development

Stakeholder Meeting #2, November 8, 2012  
Page 3

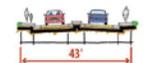
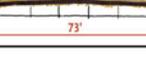
- Incremental Growth of small parcels most likely
  - Existing ownership patterns is limiting
  - Small parcel sizes would require accumulation of property
- Very limited vacant land
  - Requires redevelopment or reinvestment of property
  - Replacing of existing uses

He included various maps and graphics ( included below):



**Future Travel Demand**

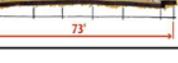
Todd Frisbie from FHU provided an overview of traffic projections and future travel demand along the corridor. He discussed five typical sections and the overall accident reduction and effect on speed for each one. Each typical section has a positive benefit to safety, but the smaller sections (fewer lanes) also reduce travel speeds.

SEGMENT 2 TYPICAL SECTIONS	OVERALL ACCIDENT REDUCTION	EFFECT on SPEED
<b>2 LANES</b> (includes raised median) 	50%	↓ 29 mph
<b>3 LANES</b> (includes a two-way left turn lane) 	35%	↓ 32 mph
<b>4 LANES - EXISTING CONDITION</b> 	No Change	Average Speed: 35 mph
<b>4 LANES</b> (includes raised median) 	40%	↑ 37 mph
<b>5 LANES</b> (includes a two-way left turn lane) 	25%	↑ 37 mph

He also reviewed the future traffic flow and the change in travel time for each of those five typical sections. He explained that future traffic volumes are expected to be 15 percent higher than today. He said that each section has capacity to handle the projected traffic flow with room to add additional capacity. Future traffic

**Stakeholder Meeting #2, November 8, 2012**  
**Page 4**

flow estimates cited are likely higher than what they actually will be, given the general lack of large redevelopment opportunities in the corridor that could generate significantly new levels of traffic.

SEGMENT 2 TYPICAL SECTIONS	FUTURE TRAFFIC FLOW vs. TYPICAL SECTION CAPACITY	CHANGE in TRAVEL TIME
<b>2 LANES</b> (includes raised median) 		+20 seconds
<b>3 LANES</b> (includes a two-way left turn lane) 		+10 seconds
<b>4 LANES - EXISTING CONDITION</b> 		Existing Travel Time: 1 minute, 40 seconds
<b>4 LANES</b> (includes raised median) 		-10 seconds
<b>5 LANES</b> (includes a two-way left turn lane) 		-10 seconds

There was some discussion as to how and when the current traffic counts were obtained and how traffic projections were calculated. The current traffic counts were conducted in mid-June, right before the Waldo Canyon Fire, as well as again in early August. The team is confident they captured peak season traffic and therefore have developed traffic projections based on current traffic data.

There were also questions about whether traffic projections accounted for future development / redevelopment and if bicycles were considered. Traffic modeling did take into account future development / redevelopment potential. Bike traffic is a consideration but will be discussed in detail during the next stakeholder workshop.

In conclusion, all typical sections analyzed meet and exceed the future traffic flow needs of the corridor and improve safety in the corridor by reducing the number of accidents. However, the smaller typical sections (fewer lanes) better address the community values of reduced speeds without an appreciable change in travel time and have fewer property impacts.

**Alternative Development**

Steve Murray from FHU reviewed the Alternative Development. He reported that there is a logical flow to screening alternatives:

- Start with Roadway Cross Sections
- Next, Bike Alternatives
- Next, Bridge to Ridge
- Finally, Spot Options and Intersections

which would result in a Preferred Alternative. The following graphic illustrates those steps:

Stakeholder Meeting #2, November 8, 2012  
Page 5



As each of the alternatives were presented, the Stakeholders were reminded that regardless of which alternative emerges as the best in meeting the project goals, the project team was committed to curb and gutter and five-foot sidewalks throughout the corridor, as is working with Colorado Springs Utilities on underground utilities.

The five alternatives presented were:

Westside Avenue Action Plan  **Level 1 Screening - Segment 2, Cross Section Alternatives**

SEGMENT 2 CROSS SECTION ALTERNATIVE	MOBILITY	SAFETY	ECONOMIC VITALITY	COMMUNITY VALUES
<p>66' ROW Average</p> <p>4L Existing Pavement</p> 	<p>#</p> <p>1</p> <p>Criteria include consideration for accessible pavement, curb, accessible and wheelchair access.</p> <p>Accommodates projected traffic volumes.</p>	<p>Criteria include consideration for pedestrian accommodations, vehicle access, and wheelchair access.</p> <p>Does not address safety. Consistent with low speed access, and requires pedestrian safety.</p>	<p>Criteria include consideration for good access to business, increase curb cut locations, and parking.</p> <p>Similar to the DuBalling Alternative, safe access provided for left turning vehicles.</p>	<p>Criteria include consideration for parking, safe access to business, increase curb cut locations, and parking.</p> <p>Safe business access is hindered without curb lanes, and travel speeds are unchanged.</p>
	<p>2</p> <p>Accommodates projected traffic volumes, but eliminates access.</p>	<p>Improves safety by eliminating 50% of all accidents, and improves pedestrian safety.</p>	<p>The raised median prevents left turn access which hinders economic vitality.</p>	<p>Along low traffic speeds, but does not provide good access to business.</p>
	<p>3</p> <p>Accommodates projected traffic volumes, however the travel time to the center will increase.</p>	<p>Improves safety by eliminating 37% of all accidents, and improves pedestrian safety.</p>	<p>The two way left turn lane accommodates access throughout the corridor and helps to support economic vitality.</p>	<p>Reduces the travel speed in the center, accommodates mobility access, improves safety while maintaining property impacts.</p>
	<p>4</p> <p>Accommodates projected traffic volumes, but eliminates access.</p>	<p>Improves safety by eliminating 40% of all accidents, and improves pedestrian safety.</p>	<p>The raised median prevents left turn access which hinders economic vitality. Cross-section width could negatively impact on the parking.</p>	<p>No left turn access to businesses, and travel speeds may increase.</p>
	<p>5</p> <p>Accommodates projected traffic volumes.</p>	<p>Improves safety by eliminating 37% of all accidents, and improves pedestrian safety.</p>	<p>The two way left turn lane helps accommodate access, but the cross-section width could impact the economic use of the parcel.</p>	<p>The center turn lane helps with left turn access, but the width of the alternative will impact existing parcels.</p>

✗ Least meets the criterion   
 ◐ Partially meets the criterion   
 ✔ Best meets the criterion

EL PASO COUNTY      FELSBERG HOLT & ULLEVIG      (Gateway to Revitalization)      (Gateway to Revitalization)

There was discussion regarding the various alternatives. Based on the project goals, community values, as well as input regarding access, safety, speed and mobility, the Stakeholders recommended moving forward with further analysis of three alternatives:

- #1 – four lanes (with consideration for limited left turns through use of right in, right out access)
- #3 – three lanes (includes a two-way left turn lane)
- #5 – five lanes (includes a two-way left turn lane)

The Stakeholders are anticipated to meet again in mid-January 2013.