

CHARTERING MEETING & SITE TOUR SUMMARY
Westside Community Center
June 18, 2012, 1pm

INTRODUCTIONS

- The project was introduced as a collaborative effort among El Paso County, the Cities of Colorado Springs and Manitou Springs, and the Colorado Department of Transportation.
- The consultant team leading this effort includes the local firms of Felsburg, Holt and Ullevig (FHU), NES, Summit Economics, NV5 and Bachman PR.
- In addition to representatives from the consultant team, present at the meeting were:

Name	Organization	Name	Organization
Andre Brackin	El Paso County	Craig Casper	Pikes Peak Area Council of Governments
Victoria Chavez	Colorado Department of Transportation	Commissioner Sallie Clark	El Paso County
Welling Clark	Organization of Westside Neighbors	Robert Cope	Colorado Springs
Mike Crepeau	Avenue Merchants Assoc.	Deputy Chief Steve Dubay	Colorado Springs Fire Department
Kristin Flannery	Colorado Springs Utilities	Dan Folke	Manitou Springs
Robert Frei	Colorado Department of Transportation	Councilwoman Lisa Czelatdko	Colorado Springs
Gwen Happ	Colorado Springs Utilities	Officer Tim Kippel	Colorado Springs Police Department
Dan Krueger	Colorado Springs	Officer Dan McCormack	Colorado Springs Police Department
Dave Menter	Mountain Metro Transit	Ann Nichols	Manitou Springs Urban Renewal Authority Board
Bruno Pothier	Manitou Springs	Chief Joe Ribeiro	Manitou Springs Police Department
Commander Pat Rigdon	Colorado Springs Police Department	Tim Roberts	Colorado Springs
Carl Schueler	Colorado Springs	Mark Slaugh	Colorado Springs Medical Cannabis Council
Councilwoman Coreen Toll	Manitou Springs	Dave Watt	Colorado Department of Transportation
Councilwoman Brandy Williams	Colorado Springs		

*Consultant team members in attendance were: Bob Felsburg, Todd Frisbie, Steve Murray and Jessica Myklebust from FHU; Tim Seibert from NES; John Radcliffe from NV5; Tom Binnings from Summit Economics; and Lisa Bachman and Barry Grossman from Bachman PR.

PROJECT OVERVIEW

- A short presentation was given on project goals, purpose and process.
- The goals for the project include:

- Provide Safe and Efficient Transportation
- Create Link Between Old Colorado City and Manitou Springs
- Create Catalyst for:
 - Economic Revitalization
 - Other Corridor Improvements
- Engage Stakeholders and Citizens
- The purpose of the project is to:
 - Assess Existing Conditions
 - Evaluate / Screen Multi-modal Alternatives
 - Prepare Conceptual Design and Cost Estimates
 - Develop Strategic Plan for Project Implementation
- The purpose of the project is not to address:
 - Panhandling
 - Homelessness
 - Crime
 - Annexation
 - Fountain Creek Channel Improvements
 - Rebranding the Community with a New Name
 - US 24 Improvements
- The project has a 10 to 11 month schedule (extended due to delays resulting from the Waldo Canyon fire)

TEAM CHARTER

- A presentation was given on the purpose and importance of establishing a team charter for the project.
- A draft of the team charter was sent to meeting participants prior to the chartering meeting. They were asked to review the charter and suggest any changes. Minor changes were suggested by meeting participants which were incorporated into the final charter agreement.
- Participants signed the team charter.
- The group was also reminded about the first Stakeholder Meeting, which will be held at the Westside Community Center on June 25, at 4:00pm. *Note: due to the Waldo Canyon fire, that meeting was postponed. Reschedule still pending.*

COLORADO AVENUE SITE TOUR

- Following the team charter discussion, meeting participants were divided into five smaller groups at different tables.
- Each of the tables had a map set that contained the project corridor, a copy of the charter agreement, and a set of maps for the site tour. Consultant team members were assigned as group leaders to a table to facilitate discussion among the group for the entire meeting.
- Each member was given a clipboard with sheets to record their observations and take notes. The bus stopped at two locations where meeting participants exited the bus and group leaders walked the corridor with their group and facilitated corridor observations and understanding.
- After returning from the site tour, meeting participants discussed their observations.
- To organize the discussion, participants discussed issues affecting three segments of the corridor. These segments are defined below with corresponding issues observed by meeting participants.

Segment 1 (US 24 Interchange to Beckers Lane)

- Too many curb cuts
- Little separation between parking lots and roadway
- No non-motorized improvements
- Speeds too high
- Lack of drainage infrastructure
- Blighted condition of corridor
- Lack of landscaping
- Lack of sidewalks/crosswalks feels unsafe for pedestrians
- Constrained corridor – lots going on
- Buildings too close to roadway
- Some sidewalks and curbs with new development
- Too many signs

Segment 2 (Beckers Lane to 33rd Street)

- Creek erosion
- Existing bridge at Columbia Street is too narrow
- Lack of adequate traffic control at intersections
- Need to sort out jurisdictional control
- Inadequate transit facilities
- Columbia Street intersection is confusing
- Historic structures
- Ridge Road intersection needs improvements
- Trail connections to amenities (missing link to Midland)
- Improvements could have private property impacts
- Need to protect existing vegetation
- Floodplain – standing water on field
- Creek erosion impacting structural stability of buildings
- Private sewer lines across creek are a problem

Segment 3 (33rd Street to 31st Street)

- Due to increased intensity of land use this segment needs capacity
- Demographic information
- Lack of on-street bike lanes
- Need to coordinate improvements with other bridge and drainage projects in the area
- Adequate off-street parking available for businesses
- Lots of RV traffic need to consider lane width