

WESTSIDE AVENUE ACTION PLAN
Stakeholder Workshop #3
Westside Community Center
Thursday, Jan. 17, 2013
4-7 p.m.

Introductions

- The final of three Stakeholder workshops began with opening remarks by André Brackin, El Paso County Engineer.
- He explained that this is a large collaborative effort focusing on a unique 1-mile stretch of roadway that enables us to bring four agencies together (El Paso County, City of Colorado Springs, Manitou Springs and the Colorado Department of Transportation).
- André introduced Commissioner Sallie Clark, El Paso County District 3
 - She explained that the Pikes Peak Rural Transportation Authority will fund the project, “so not only are we able to plan the project, but we will have the funding to construct it.”
 - Stakeholder participation is important to map out the priorities and get community input to identify improvements.
- Public input is vital to ensure the project reflects public desires/interests.
- More than 50 business and property owners, residents, elected officials and other interested people participated in the workshop and introduced themselves:

<i>Name</i>	<i>Organization/Resident</i>	<i>Name</i>	<i>Organization/Resident</i>
Mark Snyder	Mayor, Manitou Springs	Commissioner Sallie Clark	El Paso County
Al Brody	Bike Colorado Springs	Mike Crepeau	Hotel San Ayre
Pete Coggeshall	Resident	Mark Austin	Amanda’s Fonda
Jim Bensberg	CS City Council candidate	Emily Lindsey	PPACG, Resident
Steve Dubay	CS Fire Department	Dave Menter	Mountain Metro Transit
Bob Fling	Resident	Dustin Gorden	Resident
Cmdr. Pat Rigdon	Colorado Springs Police Department	Lisa Lundquist	Resident
Mary Gallivan	Grandview Neighborhood Watch	Rich Hostak	CS Cycling Club
Kenyon Jordan	Westside Pioneer	Chief Joe Ribeiro	Manitou Springs Police Department
Dave Van Ness	Old Colorado City Merchants Association	Carol Schmitz	Resident
Bonnie Lapora	Grandview Neighborhood Watch	Cary Vogrin	Papa Murphy’s Pizza
Susie Brock	El Colorado Lodge	Chris Marne	Resident
Dave Munger	Council of Neighbors and Organizations	Carl Schueler	City of Colorado Springs
Liz Rockwell	Resident	Daryl Slinkard	Resident
Tom Reinhard	Amanda’s Fonda	Chris Baum	OWN
Peter Eberhard	Red Rocks Shopping Center/JFRCO, LLC	Nancy Fortuin	Resident
Phil Marne	Resident	Paul Cartwright	Resident
Ray Winn	Resident	Eddie Misczak	Resident

Lisa Streisfeld	CDOT	Sebina Geber	Mel Haven Lodge
Patty Froehle	Resident	Anila Dibac	Business Owner
Charlie Paterson	Resident	Joel Beck	OWN
Allen Beauchamp	CS Cycling Club	Eddie Klein	Resident
Eric Bala	Rainbow Lodge	Dharmesh Dibac	Business owner
Dharmesh Dibac	Business Owner	Joe Byerly	Goodwill
Joe Byerly	Goodwill	Nancy Garrigan	Unique to Antique
Travis Garrigan	Unique to Antique		
<i>Westside Avenue Action Plan Consultant Team attendees</i>			
André Brackin	El Paso County		
Kathleen Krager	City of Colorado Springs		
Tim Roberts	City of Colorado Springs		
Carl Schueler	City of Colorado Springs		
Dave Watt	CDOT		
Dan Folke	City of Manitou Springs		
Bruno Pothier	City of Manitou Springs		
Bob Felsburg	Fellsburg Holt & Ullevig		
Steve Murray	Fellsburg Holt & Ullevig		
Todd Frisbie	Fellsburg Holt & Ullevig		
Jessica Myklebust	Fellsburg Holt & Ullevig		
Colleen Gulliotte	Fellsburg Holt & Ullevig		
Beverly Frisbie	Fellsburg Holt & Ullevig		
Tim Seibert	NES		
Todd Cartwright	NV 5		
Lisa Bachman	Bachman pr		
Barry Grossman	Bachman pr		

- Steve Murray of FHU provided an overview of the project, the corridor boundaries, and the jurisdictions involved (noted above).
- He explained that, for the purpose of the study, the corridor is divided into three segments:
 - **Segment 1:** from Beckers Lane west to the US 24 interchange
 - **Segment 2:** Beckers Lane east to 33rd Street: the segment with the opportunity for the greatest improvements
 - **Segment 3:** 33rd Street east to 31st Street, the segment that carries the most traffic in the corridor
- The goal of the study is to develop a vision for this corridor that improves safety for drivers, pedestrian and bicyclists and that can serve as a catalyst for economic vitality.
- The process is community values-driven based on input received from stakeholders during previous workshops.
- Steve provided an overview of the study's progress to date.
 - He summarized each of the Workshops, Chartering meeting and the public open house held to date.
 - He reviewed the complete list of alternatives initially analyzed, and discussed the status of the three remaining alternatives undergoing further analysis.

- Tonight's meeting goals and objectives: Review and discuss the implications of the three remaining alternatives, which all include curb and gutter, sidewalks, provisions for bicycle lanes, and buried utility lines:
 - 3-lane option (one traffic lane in each direction with a center turn lane)
 - 4-lane option (same as the existing configuration)
 - 5-lane option (two traffic lanes in each direction with a center turn lane)

- Barry Grossman of Bachman pr reviewed the public involvement process, and the goals and objectives of the study.
 - The public involvement process during the study has been open, transparent and extensive on the part of stakeholders and the public.
 - Recommendations made by the technical team thus far have been made based on community values established by stakeholders.
 - The preferred alternative will be selected by the agencies (El Paso County, Colorado Springs, Manitou Springs and the Colorado Department of Transportation), with community input provided during each stakeholder workshop and during the public open house considered.

- Todd Frisbie of FHU answered questions raised during the previous workshop:

Q: What are the historic traffic volumes?
A: We researched 12 years of Colorado/Manitou avenue traffic data and found that traffic growth has been flat.

Q: How has tourism impacted traffic volumes in the corridor?
A: We do know that tourism season does result in higher traffic projections; however, historically tourism has not increased much in the last 20 years. The traffic counts we collected were conducted during peak tourist season and were higher than any previous year from 1996 to 2006.

Q: Have you compared this corridor to others with similar characteristics that have been converted from 4-lane roadways to 3-lane roadways?
A: We looked at similar roadway conversions in Colorado and other states. We found a reduction in accidents and decreased speeds in each of the corridors we studied that converted from 4-lane roadways to 3-lane roadways.

- Jessica Myklebust of FHU reviewed the Community Values established during earlier meetings:
 - Economic Vitality
 - Ensuring full access to businesses
 - Don't preclude parking opportunities
 - Maintain the history and connection between Old Colorado City and Manitou Springs

- Safety
 - Ensuring all modes of travel are considered
 - Ensuring emergency response agencies are not negatively impacted
 - Improving visibility by improving street lighting
- User Mobility
 - Improving mobility (and safety) by slowing traffic speeds
 - Don't preclude other modes of travel (buses, bicycles, etc.)
- Livability/Creek District
 - Ensure there's sufficient space for landscaping, trails and other amenities that will improve aesthetics
 - Emphasize the creek front and make it a destination
 - Enhance and emphasize the existing trail network
- Jessica also explained how to translate community values to become screening criteria. Not all the community values can easily become objective screening criteria.
 - The technical team did its best to convert all the community values to the following screening criteria:
 - Safety
 - Access
 - Slower Travel Speed
 - Corridor mobility
 - Side Street Delay
 - Environmental
 - Property impacts
 - Transit access
 - Livability
- Barry Grossman reviewed the stakeholder workshop ground rules:
 - Each stakeholder represents a broader community
 - Think beyond your personal preferences
 - Consider the participating agencies, business owners, and others who use the corridor
 - Ensure everyone has a voice in the workshop discussions
 - The alternatives must be evaluated against the community values
 - Remember, not everyone will get everything they want. The goal is general consensus and support
- Bob Felsburg of FHU reviewed the three alternatives (typical sections) that the group would be analyzing. Corridor maps helped stakeholders visualize the impacts of each of the three alternatives and computer traffic flow simulations helped them visualize how the number of through traffic lanes impact access and traffic speeds. Stakeholders then scored each alternative against the screening criteria, arriving at group consensus.
 - **Question:** I see three typical section options. What about a fourth that limits W. Colorado/Manitou avenue traffic to local trips and destination stops?

Answer: That isn't feasible unless you're going to set up checkpoints to check identification to screen drivers. However, if traffic is slowed through this corridor, those seeking a faster through route will use US 24, which is the goal.

- Bob Felsburg reviewed the preliminary screening process completed by the project team. The results are based on community values. He urged the group to review the project team's scores and provide recommendations if changes are needed.
- Post workshop feedback
 - Red team:
 - Does not support the 4-lane or the 5-lane option
 - Safety score should be downgraded to 1
 - Environmental score should be downgraded to 1
 - Potential alternative solution recommended by one member of the group: Convert W. Colorado to 5 lanes up to Columbia Street and reduce it to 3 lanes west of Columbia (this recommendation, however, was not supported by the rest of the members of this group)
 - Green team:
 - Prefers 3-lane alternative
 - The 4-lane alternative would have exponential negative community impacts
 - Group wants the corridor to be a destination, and the 5-lane option would move traffic through the corridor too fast
 - Blue team:
 - Prefers the 3-lane alternative
 - The 5-lane alternative has greater environmental impact. The more concrete that is added increases storm water runoff
- The teams were more critical of 4- and 5-lane alternatives. In most cases, the teams scored them lower than the technical team.

Question: Will bike lanes be marked?

Answer: That is still undetermined. However, the final decision is easier to make now that we have consensus on the roadway cross-section.

Question: Is CDOT abandoning Colorado/Manitou avenues?

Answer: CDOT is looking to relinquish responsibility for the avenue. Transferring the right-of-way to local jurisdictions is CDOT's goal, which could happen within the next 6 months. Money also will be transferred from CDOT to the local jurisdictions to support maintenance until the corridor is reconstructed.

Comment: "We all agree on the type of roadway we want. We've done our job by providing our input. Personally, I don't see a need for bike lanes on the corridor. There's already an established bike route on Pikes Peak Avenue."

Comment: “Consider moving Colorado Avenue to the south to eliminate the “bump” at Ridge Road and to mitigate the existing curve.”

While a final decision by the project team has yet to be made, by the end of the January 17 workshop, stakeholders overwhelmingly recommended that the 3-lane option be carried forward for the next phase of more detailed design analysis. The option preferred by the stakeholders includes one through traffic lane east- and west-bound with a center left-turn lane. Stakeholders indicated they preferred the 3-lane option because it slows traffic, improves vehicle and pedestrian safety, and provides room for amenities the business owners and residents identified as important considerations for the future economic vitality of the corridor.

Lisa Bachman of Bachman pr thanked the stakeholders for their ongoing involvement and participation and reminded them that another community public open house would be scheduled within the next few months to present the stakeholder’s recommendation to the public-at-large and to obtain their feedback. She also encouraged the stakeholder’s to remain involved, as their continued input and involvement would be needed into the more detailed design process of the recommended alternative.

The stakeholder’s recommendation of the 3-lane option enables the project team to move to the next phase of more detailed design and begin looking at other aspects of the corridor, such as the Midland Trail, undergrounding utilities, intersection designs, drainage issues and alignments, as well as aesthetic elements of the corridor such as street lighting, sidewalks and signage.