

Platte Avenue Corridor Study Community Workshops Summary

Platte Avenue Functional Objectives

What are the Functional Objectives?

In order to translate the ConnectCOS goals (safety, reliability, sustainability, equity, connectivity, and accessibility) to the needs of the Platte Avenue Corridor and to identify the strategies and solutions that will address those needs, the project team came up with an intermediate step of defining Platte Avenue's function. The question of functionality is paramount because of the diverse character areas and the diversity of people and uses that the corridor serves. Based on these functions, what could be achieved with reasonable transportation related investments can be discussed.

Ted Ritschard, Olsson, presented the six functional objectives in draft form and went through each of the six functional objectives, below.

The Platte Avenue Corridor should...

- 1) Maintain and enhance east-west connectivity and capacity for current and future traffic as the primary function of the corridor, considering travel times, network connectivity, and activity centers served.
- 2) Support Downtown as a destination – while connectivity between I-25 and the eastern reaches is important, the character of the Downtown portion of the corridor should prioritize the vision for Downtown
- 3) Establish a consistent identity for the corridor while integrating and enhancing the different character areas and the transitions between
- 4) Integrate the corridor into the community to create an 'Avenue', visual connections, and context-specific placemaking opportunities
- 5) Invest in the corridor to support the significant opportunity presented by Platte Ave to positively impact Citywide economic and equity outcomes
- 6) Provide safe, efficient, and comfortable transportation options along and across the corridor to enhance mobility for those who drive, ride, walk, or roll (mobility devices, wheelchairs, scooters, etc)

The objectives as they are currently written were drafted with input from the project team, as well as the Platte Avenue Corridor Executive Oversight Committee (EOC) and the Community Advisory Committee (CAC). The next step in finalizing the six functional objectives was to get community input during the workshops.

Activity #1: Participant Feedback on Functional Objectives

Angela Woolcott, Kearns & West, led workshop participants into an exercise using Poll Everywhere. Participants across all three workshops were asked to rank each of the six draft functional objectives as: (a) strongly agree, (b) agree, (c) disagree, or (d) strongly disagree. If answers were received that suggested workshop participants either disagreed or strongly disagreed with a functional objective, the project team revisited the functional objective for further conversation as a group. If there are no discussion summary items for a function objective below, then the majority of respondents either agreed with the functional objective as it is currently worded, or they opted not to participate in additional discussion.

Below are the aggregate results of the polling exercise and summary of the discussions around each of the functional objectives if additional discussion was merited.

- 1) **Maintain and enhance east-west connectivity and capacity for current and future traffic as the primary function** of the corridor, considering travel times, network connectivity, and activity centers served.

A. Strongly Agree	29%
B. Agree	50%
C. Disagree	11%
D. Strongly Disagree	11%

Discussion Summary:

- The word primary may not be the best use of wording. Some participants are concerned it puts too much emphasis on this particular objective.
- Though traffic is important, there are many businesses who prefer pedestrian traffic to automobile traffic, especially in the Knob Hill area.
- The Knob Hill Art District is expanding their mural program from Knob Hill to Downtown. They will be hosting art tours along the corridor. Sponsors of this program are concerned about the speed and amount of car traffic between Union and Circle Avenues.
- Some workshop participants mentioned they do not use Platte Avenue for east-west travel and commuting because of the amount of congestion, the slowness of travel as a result of the many traffic lights, and the lack of attractiveness of the corridor.
- The character of Platte Avenue is different from many of the other east-west corridors in Colorado Springs. It's important to think about the unique identity of Platte Avenue and its unique function compared to the other corridors.
- Currently, Platte Avenue is classified as a principal arterial¹.

¹ Principal arterial means a road which carries the major portion of trips entering and leaving an urban area as well as outlying rural and recreation areas. Interstates, freeways, highways, and expressways are all examples of principal arterials.

- 2) Support **Downtown as a destination** – while connectivity between I-25 and the eastern reaches is important, the character of the Downtown portion of the corridor should prioritize the vision for Downtown.

A. Strongly Agree 56%
B. Agree 40%
C. Disagree 4%
D. Strongly Disagree 0%

Discussion Summary:

- Platte Avenue could be something special, a gateway to Downtown. Using visual cues that create wayfinding and consistency along the corridor could contribute to a sense of identity and pride.

- 3) **Establish a consistent identity** for the corridor while integrating and enhancing the different character areas and the transitions between.

A. Strongly Agree 37%
B. Agree 60%
C. Disagree 3%
D. Strongly Disagree 0%

- 4) **Integrate the corridor into the community** to create an ‘Avenue’, visual connections, and context-specific **placemaking** opportunities.

A. Strongly Agree 66%
B. Agree 34%
C. Disagree 0%
D. Strongly Disagree 0%

- 5) **Invest in the corridor** to support the significant opportunity presented by Platte Ave to positively impact Citywide **economic and equity outcomes**.

A. Strongly Agree 30%
B. Agree 56%
C. Disagree 15%
D. Strongly Disagree 0%

Discussion Summary:

- One participant voiced the end goal should not necessarily be economic benefits as much as engineering related improvements as well as social wellbeing.

- Many workshop participants asked for clarification on the word “equity”. Equity has a broad range of definition and understanding. In this context, equity means providing everyone with mobility choices that serve their needs, as well as looking at the compatibility of a transportation network with the land uses around it. Workshop participants recommend clarifying the meaning and mobility specificity of the word “equity” in the context of the above statement.
 - Workshop participants asked for further definition on the word “outcomes”. What are the outcomes we are trying to get to?
 - One workshop participant, who is a Platte Avenue resident, voiced concern that Platte Avenue is a commuter route. They are concerned about making changes (i.e. improvements) to contribute to large goals such as the economy when other corridors may be better suited for this.
 - Other workshop participants stated the importance of equity in this context to lift all residents of the corridor into the same economic opportunity.
- 6) Provide **safe, efficient, and comfortable transportation options** along and across the corridor to enhance mobility for those who drive, ride, walk, or roll.
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| A. Strongly Agree | 75% |
| B. Agree | 25% |
| C. Disagree | 0% |
| D. Strongly Disagree | 0% |