

ConnectCOS: Frequently Asked Questions

- 1) What is the difference between light rail and heavy rail? Are both being considered? How will ConnectCOS address regional transit concerns?
 - Light rail can stop faster and can run on street level and is more suited for travel within a city with multiple stops through a city. Heavy rail is more regionally based and runs within its own right-of-way.
 - ConnectCOS is likely not considering rail systems as transportation solutions at this time as these types of improvements usually require higher density development and dedicated rights of way. However, building connections to existing passenger lines or lines that are part of larger regional networks is being considered.
 - ConnectCOS is working with Mountain Metro Transit (MMT) and other regional partners to address regional transit concerns and identify investments to enhance current transit systems.

- 2) How are transportation improvements being identified and prioritized? Will improvements be made equally across all sections of the city?
 - The goal framework identified through early public and stakeholder engagement serves as the primary guide for the study. A data driven analysis identifies needs where the system could better support each of the goal areas.
 - There are a variety of inputs that are being used to identify potential investments that would improve performance relative to the six goals, including previous studies, public input, city staff guidance, and technical expert analysis.
 - These improvements are not yet prioritized, or specific projects scoped. That will occur later in 2021. The project team will share information on the expected benefit and cost of various investments to illustrate choices.

- 3) Who makes the decision of what gets included in the final plan? Will everything that gets recommended be implemented? How does the city plan to fund all these improvements?
 - The final plan will be reviewed and adopted by City Council. Advisory boards including the Citizens Transportation Advisory Board (CTAB), the Active Transportation Advisory Committee (ATAC) and others will also influence the final plan. The public will have an opportunity to provide input on the draft final plan prior to City Council submittal.
 - The final plan will include a list of recommended improvements and projects along with potential funding opportunities. The types of funding that might be available include Pikes Peak Regional Transit Authority (PPRTA), 2C or other ballot measures, city general fund, grant opportunities, and other funding sources.

- 4) How much collaboration is there between the city, county and state for regional transportation solutions?
- The project team is working closely with representative stakeholders (members of the ConnectCOS Community Advisory Committee) to identify opportunities to collaborate at all three levels.
 - The Community Advisory Committee (CAC) meets at major project milestones and decisions points or where specific guidance is needed. The following agencies are participating in the CAC:
 - i. City Council District 5
 - ii. Colorado Department of Transportation
 - iii. City of Colorado Springs Police Department
 - iv. City of Colorado Springs Airport
 - v. El Paso County Public Works
 - vi. Front Range Passenger Rail Commission
 - vii. Parks, Recreation and Cultural Services
 - viii. Pikes Peak Area Council of Governments
- 5) How much coordination is there between ConnectCOS and the other (recent/current) studies being conducted in Colorado Springs? How are they interrelated?
- ConnectCOS has reviewed and incorporated relevant studies. The findings and decisions of these studies are being considered within the ConnectCOS goal framework. The project team includes representatives of several city departments to identify opportunities to collaborate and discuss current efforts.
- 6) How will parking impacts be considered?
- Parking is an important aspect of a functional and mutually supportive multi-modal transportation system.
 - As a citywide plan, ConnectCOS will not likely address specific parking solutions. However, strategies that enhance the integration of parking into an overall transportation vision will be considered.
- 7) Will there be more bikeways and trail improvements as a result of ConnectCOS?
- ConnectCOS is considering the functionality of the network for every mode of travel including car, bike, pedestrian, and transit, and the needs of each type of user. Improvements in all these networks is highly likely to meet the goals established.