

## Colorado Springs Platte Avenue Corridor Study

Community Advisory Committee (CAC) Meeting #7, Wednesday, October 19, 2022  
Meeting Summary

### Meeting Purpose & Goals

- Update CAC on engagement and technical efforts since the last meeting and outline upcoming milestones
- Discuss key locations for alternatives refinement and course of refinement action
- Gather input from the CAC on updated draft recommendations

### Welcome

The project team welcomed members to the seventh CAC meeting and reviewed the meeting's purpose and agenda. Attendees were encouraged to introduce themselves via the chat function. A complete list of attendees is provided after next steps.

### Study Update

Since the CAC's last meeting, the project team has continued to engage community stakeholders. Lyle DeVries (Felsburg Holt & Ullevig (FHU)) reviewed the outcomes of the previous CAC meeting, which focused on the Spring in-person open houses and the August Central Platte Community Workshop.

The Central Platte Community Workshop, which took place in August 2022, aimed to identify ideas for meeting the study's functional objectives outside the one-way couplet treatment by expanding alternative ideas. Lyle shared that during the workshop, themes emerged regarding the following topics:

- Desire to minimize changes to Platte Avenue through the Middle Shooks Run character area, which included keeping the wide medians west of Hancock Avenue.
- Desire for design to incorporate strategies to support safety and security in the Knob Hill character area
- Desire to improve north-south connectivity through the central corridor encompassing both Middle Shooks Run and Knob Hill character areas

As an outcome of the workshop, the project team was able to develop additional alternatives for Boulder Street, the El Paso Bridge, and the Boulder Street and Platte Avenue intersection.

In addition to the community workshop, the project team has continued to engage with stakeholders in the Downtown and Knob Hill character areas. Lyle shared that the project team recently met with the Platte Avenue Business and Neighborhood Association as a follow-up to the community workshop. This meeting discussed opportunities for the Knob Hill area, including speed management, access management, multimodal crossing, and the Boulder Street and Platte Avenue intersection. Additionally, the project team met with the Downtown Partnership to confirm continued refinements on the downtown draft recommended alternatives.

### Alternative Focus Areas

Before discussing the refined alternatives, Lyle provided additional context on the study's geographic parameters, functional objectives, and the evolution of the study's updated draft alternatives. As the project team prepares the final report, recommended alternatives may require flexibility and take the following forms:

- Multiple options with if-then statements based on the context that the proposed recommendation would be an option if "x" were to happen.
- Multiple options accounting for future flexibility to allow the City to adopt the recommendation based on what happens in the next 20-30 years.
- A singular option means there is a clear recommended option for that segment.

Lyle then transitioned the CAC to focus on specific areas with updated draft alternatives. Each update was presented, allowing CAC members to provide comments, questions, or support for each option. Each alternative detailed below references the specific slide sections within the presentation. For additional information or to view the graphics associated with each alternative, please see **Appendix A: Community Advisory Committee Meeting # 7 Presentation**.

East-West Bicycle Connection

The project team has explored refining bicycle connections along the corridor (slides 15-17 in Appendix A). The updated draft alternative would connect Bijou Street bicycle facilities to the Shooks Run Trail to provide an east-west connection. The project team has proposed Bijou Street due to high congestion at the Platte Avenue and Circle Drive intersections. As the project team refines these recommendations, they will consider potential future timing and the extent possible to include bicycle facilities on Boulder Street due to expressed interest in connecting the hospital and other community locations.

CAC members shared it is essential to create more extensive bicycle connectivity; however, it is equally important to consider how bicycles can access destinations along these routes. CAC members advocated that designing roads where both cars and bicycles can access the same destinations creates similar experiences across modes.

North-South Bicycle Connection

Building off CAC comments, Lyle then previewed the updated draft recommendation for the north-south bicycle connection, focusing on the U.S Olympic Training Center to Memorial Park (slides 18-22 in Appendix A). Based on connectivity options in the area, the project team is proposing an enhancement to Farragut Avenue as a bicycle route. This route would include a controlled pedestrian crossing of Platte Avenue and Pikes Peak Avenue and improvements to Hancock Avenue's north-south bicycle crossing.

The table below shows the project team's criteria for understanding the advantages and disadvantages of bicycle infrastructure on Union Boulevard, Meade Avenue, and Farragut Avenue.

**Table 1.** North-South bicycle connections advantages & disadvantages

Option	Advantages	Disadvantages
Shared-use path on Union Blvd. (west side)	<ul style="list-style-type: none"> <li>• 4' or wider sidewalk already exists</li> <li>• Current signalized crossings at major intersections</li> <li>• Separates users</li> <li>• Connections to Willamette bicycle route</li> </ul>	<ul style="list-style-type: none"> <li>• Busier, more stressful corridor for multimodal users</li> <li>• Would require more reconstruction of path, access points, etc.</li> </ul>
Bike boulevard on Meade Ave.	<ul style="list-style-type: none"> <li>• Less stressful corridor for multimodal users</li> <li>• Direct connection at USOPC/Boulder St.</li> </ul>	<ul style="list-style-type: none"> <li>• Current unsignalized crossings of major corridors</li> </ul>
Bike lane on Farragut Ave.	<ul style="list-style-type: none"> <li>• Less stressful corridor for multimodal users</li> <li>• Traffic calming/diversions at Platte Avenue</li> <li>• Direct connection at Memorial Park/Pikes Peak Ave.</li> </ul>	<ul style="list-style-type: none"> <li>• Current unsignalized crossings of major corridors</li> <li>• Potential removal of parking</li> </ul>

CAC members asked if the updated draft alternatives consider including audio at crosswalks to allow visually impaired individuals to know when it is safe to cross or not cross the street. The City confirmed the addition of pedestrian audio push buttons at 75 signalized intersections city-wide. The project team will also consider accessible crossing as part of their design considerations.

Additional comments on north-south connectivity confirmed that Farragut is the crossing currently used when biking. Despite the challenges of the current intersection, it was confirmed to be the most natural intersection for bicycles to cross Platte Avenue.

Downtown Area Recommendations

These recommendations are similar to what was presented at the open house in the Spring; however, they have undergone continued refinement (slides 23-25 in Appendix A). The project team is proposing the following:

- Lane reallocations along Platte Avenue, Bijou Street, and Kiowa Street
- Restricted left turns at Platte Avenue and Nevada Avenue
- Emphasis on the flexible pedestrian environment and streetscaping with reallocated road space.

As the project team finalizes the proposed recommendations, they will look to refine design elements that produce visuals for the pedestrian plaza and review the conditions associated with delivery truck stoppages within the roadway of Bijou Street and Kiowa Street.

Discussion with CAC members centered on how a protected intersection near the Palmer High School (Platte Avenue and Nevada Avenue) could incorporate optimized safety for all users, including vehicles, pedestrians, bicycles, and scooters. This kind of intersection would be designed for all users, and those traveling through would not have to think twice about how to navigate this intersection. Project team members responded that this is a possibility as the Cascade Avenue intersection; however, it is not currently considered for the Platte Avenue and Nevada Avenue intersection.

### Union Boulevard Intersection Operations

The project team has continued to analyze Union Boulevard at both the Platte Avenue and Boulder Street intersections to understand current and future traffic conditions (slides 26-30 in Appendix A). This area presents a challenge due to the anticipation of worsening traffic conditions. To address these concerns, the team is proposing the following options:

- Option A: Sequenced widening of both the Boulder Street and Platte Avenue intersections on Union Boulevard at distinct time intervals
- Option B: One-way operations from Boulder Street and Platte Avenue to Wahsatch Avenue
- Defer decision based on future vision until roughly 2035 to determine when significant widening would need to take place if Platte Avenue and Boulder Street remain two-way roads

As the project team continues to refine updated draft alternatives for the Union Boulevard intersection operations, they will evaluate the feasibility of widening Union to six (6) lanes with considerations to property impacts. Additionally, the project team will determine the appropriate treatment of Option B, as it should still be considered a possibility.

CAC members considered that the updated options would impact the City's downtown portion and surrounding neighborhoods, especially if the proposed widening goes as far west as Hancock Avenue. CAC members raised concerns about reconsidering this option to understand what needs to happen at these intersections to keep all modes moving through the intersection. The project team responded that their approach is to remain flexible with this recommendation to allow it to be responsive to future changing conditions.

### El Paso Area

The El Paso Area is an additional focus area with multiple options included within the updated draft alternatives (slides 31-34 in Appendix A). The team proposes a preliminary and secondary option for this section of Platte Avenue and the El Paso bridge.

The preliminary choice, Option A, will provide a park cover over Platte Avenue at the El Paso bridge. This option relates to stakeholder feedback heard throughout the process and during the latest community workshop confirming that the community values this area as an east-west trail crossing, and their preferences for a well-lit crossing. This option would require additional funding and evaluation of current structures.

The secondary choice, Option B, would raise Platte Avenue to at-grade and create an at-grade trail crossing for the Middle Shooks Run trail. This option will be considered if the park cover (Option A) is not feasible due to instability or unanticipated risks.

The project team continues to refine these options. They will look to incorporate additional detail around the condition of the walls, determine the technical design feasibility of Option A, exploration of at-grade trail crossing configuration, and evaluation of noise regarding the El Paso bridge.

CAC members were interested to discuss how these two options would function. The project team confirmed for those who had clarifying questions that the park cover would remain above Platte Avenue, which would continue to function under the bridge. Regarding Option B, CAC members expressed concerns about including an at-grade crossing for the trail and expressed it would adversely impact trail users. CAC members asked about the cost of both options to which the project team responded they were still investigating the cost. Additional questions centered around if there were other choices besides the at-grade trail crossing; however, the project team shared an elevated bridge crossing would cause significant visual impacts. Lastly, the discussion closed with an emphasis on if you have something that works well but costs more money; then we should dedicate the necessary funds to a functional option.

Platte Avenue and Academy Boulevard Quadrant Road Intersection Implementation

In the Eastern Reaches character area, the project team has updated draft alternatives for the Platte Avenue and Academy Boulevard quadrant road intersection (slides 35-37 in Appendix A). The proposed intersection would keep Academy Boulevard above Platte Avenue; however, the current ramps would be removed. This would limit turning off Academy Boulevard, enhancing the environment for bicycles and pedestrians. This alternative will continue to be refined in coordination with future development opportunities and to provide improved transit options.

The greatest challenge with this proposed alternative is implementation. This will require sequencing to coordinate well with redevelopment, bridge conditions, Platte Avenue lane widening, and transit decisions. The final recommendations will look to map out the various implementation scenarios with an emphasis on flexibility to accommodate the best timing.

Platte Avenue and Boulder Street intersection Treatment

This focus area has the following options to consider for the Platte Avenue and Boulder Street intersection (slides 38-41 in Appendix A):

- Option A: Do nothing which maintains current east-west vehicle crossing; however, it provides inadequate pedestrian crossing and driver confusion.
- Option B: Create a high tee intersection which restricts high conflict vehicle movements while providing additional protection for pedestrian crossing. The disadvantage of this option is that vehicles crossing Platte Avenue would be diverted. Additionally, this option would require property along Platte Avenue to be affected.
- Option C: Provide a Platte Avenue and Boulder Street intersection treatment that would provide landscaping and traffic calming elements. The disadvantages to this option include a multi-lane roundabout can cause confusion, hinder efficiency, and make pedestrian crossing difficult.

The project team will continue to refine these options by evaluating east-west connection either through this intersection or through neighborhoods, reviewing safety findings, and identifying potential gateway treatments. CAC members asked for clarification on traffic numbers through this area, which tend to be relatively low and very localized, even during peak hours.

**Next Steps**

Lyle concluded the meeting by thanking the CAC members for their attendance and continued engagement in the study. The project team will present at the Citizen Transportation Advisory Board (CTAB) and then to City Council during an upcoming working session. CAC members can expect a final meeting in early 2023 to preview and circulate the draft report for review.

**Participants**

**Project Team Attendees**

Name	Organization
Ted Ritschard	Olsson
Lyle DeVries	FHU
Angela Jo Woolcott	Kearns & West
Zach Barr	Kearns & West
Caitlin Sheridan	Kearns & West
Aaron Egbert	City of Colorado Springs
Todd Frisbie	City of Colorado Springs

**Community Advisory Committee (CAC) Attendees**

Name	Organization
Jerry White	Bike Colorado Springs
Paula Krantz	Bike Colorado Springs
Steve Smith	Colorado Springs Fire Department
Chelsea Gondeck	Downtown Partnership
Danelle Miller	Pikes Peak Area Council of Governments (PPACG)
John Liosatos	Pikes Peak Area Council of Governments (PPACG)
Paul Spotts	The Independence Center
Allen Beauchamp	Trails and Open Space Coalition

**Appendix A: Community Advisory Committee Meeting # 7 Presentation**

This page is intentionally left blank. Please see subsequent pages for the slides presented at the meeting on Wednesday, October 19, 2022.

DRAFT

# Platte Ave.

A **ConnectCOS** Community Corridor  
Community Advisory Committee  
Meeting #7

October 19, 2022 | 3:30 PM to 5:00 PM

Virtual Meeting



# Meeting Goals

- Update the Committee on efforts since last meeting and outline coming milestones
- Discuss key locations for alternatives refinement and course of refinement action
- Gather input from the Committee on updated draft recommendations



# Agenda

- Study Update
- Discussion of focus areas
- Next Steps

# Study Update

- Review of last meeting
- Recent Engagement
- Upcoming items

# Review of prior CAC Meeting

- Held July 28, 2022
- Reviewed outcomes from Spring in-person open houses and June meeting with Middle Shooks Run neighbors
- Discussed CAC involvement in the Central Platte Community Workshop, which was held in early August to identify ideas for meeting study functional objectives outside of the one-way couplet

# Recent Meetings

- August Central Platte Community Workshop
  - Conversations focused on expanding alternative ideas
  - Feedback included:
    - Minimize changes to Platte Ave through Middle Shooks Run; including keeping wide median west of Hancock
    - Implement design strategies to support Knob Hill safety and security
    - Improve north-south connectivity throughout Central corridor
  - Emerged with ideas for Boulder section options, evaluation of El Paso park cover, additional options for Platte/Boulder intersection

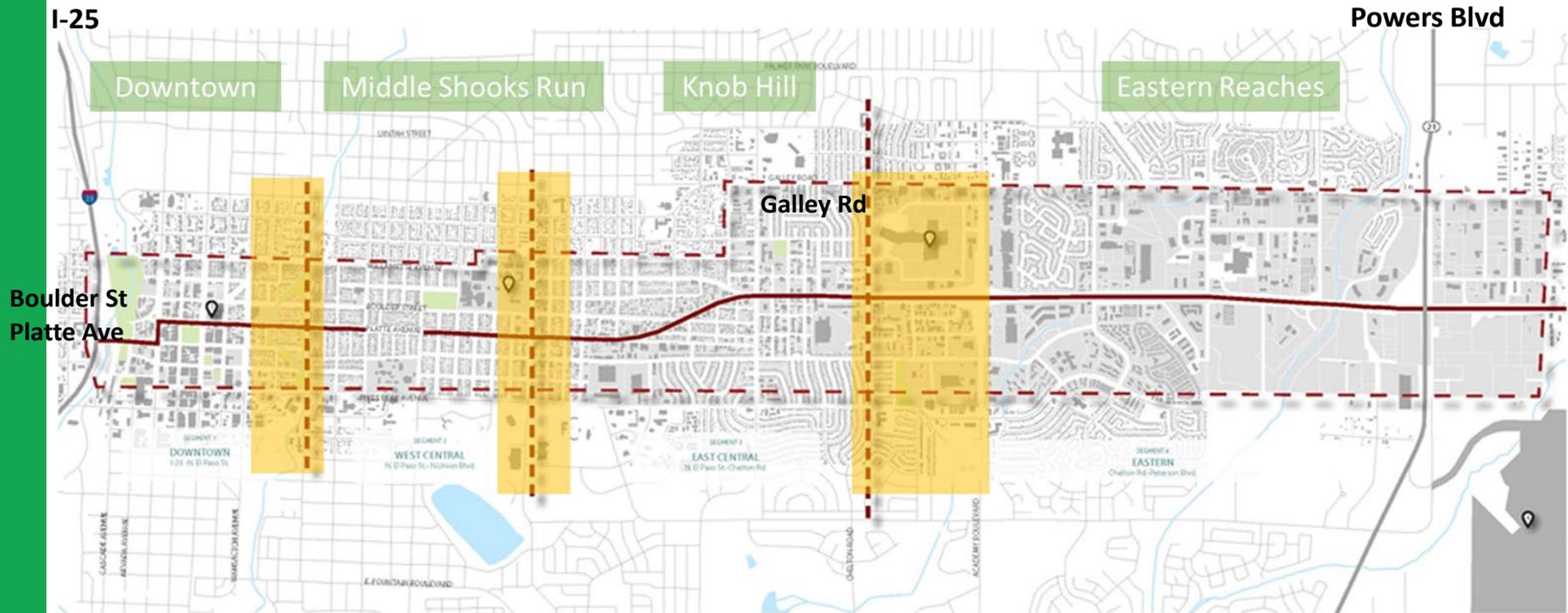
# Recent Meetings (cont.)

- Platte Avenue Business and Neighborhood Association
  - Follow up to Central Platte workshop
  - Discussed opportunities to most effectively complement Platte Avenue context with study outcomes
  - Areas of emphasis included:
    - Speed management
    - Access management
    - Boulder/Platte intersection
    - Multimodal crossings
- Downtown Partnership
  - Stakeholder meeting held to confirm and refine downtown direction

# Upcoming study items

- CTAB (Citizens Transportation Advisory Board) Presentation: November 1, 2022
- City Council Work Session: December 12, 2022
- Draft Plan Completion: January/February, 2023

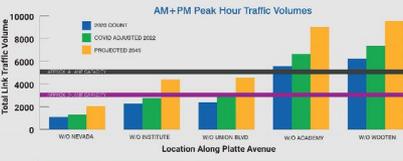
# Platte Avenue Corridor Study Area



# Corridor Draft Recommendations (May 2022)

## CORRIDOR-WIDE DRAFT RECOMMENDATIONS

### Traffic Needs



#### Level of Service Definitions

Average Total LOS	Delay (sec/veh)
A	< 10
B	10 to < 20
C	20 and < 35
D	35 and < 55
E	55 and < 80
F	> 80

#### Top Platte Avenue Intersection Bottlenecks

Current	2045
1 Platte/Circle	Platte/Murray
2 Platte/Murray	Platte/Circle
3 Platte/High	Platte/Wyoming
4 Platte/Cascade	Platte/Union
5 Platte/Union	Platte/Cascade
6 Platte/Chelton	Platte/Chelton
7 Platte/Wyoming	Platte/Tejon

#### ANALYSIS SCENARIO

LOS	Delay	Level of Service
95%	86%	97%
75%	75%	77%

Nearly all intersections currently operate at unacceptable levels.

Future growth would cause some intersections to degrade.

Right-of-way capacity improvements allow ability to absorb those intersections to unacceptable levels.

Alternatives perform at similar levels.

### Traffic Solutions

#### Findings

The following roadway could operate acceptably with lower travel times:

- Highway 103
- Highway 104
- Highway 105
- Highway 106
- Highway 107
- Highway 108
- Highway 109
- Highway 110
- Highway 111
- Highway 112
- Highway 113
- Highway 114
- Highway 115
- Highway 116
- Highway 117
- Highway 118
- Highway 119
- Highway 120

Platte Avenue through the Middle Shooks Run and Knob Hill neighborhoods does not require additional travel lanes.

Additional lane capacity is needed along Platte Avenue east of Chelton Road.

To provide sufficient traffic capacity and maximize operational efficiency into the future, the Draft Recommended Alternative delivers a solution tailored to the context:

#### Recommended Strategies

**Widening:** Physical addition of lanes.

**Efficiency Actions:** Improving the operation of infrastructure in place.

**Application:** Additional travel lanes are recommended where growth exceeds existing lane capacity.

**Study Recommendation:** Platte Avenue through the Middle Shooks Run and Knob Hill neighborhoods does not require additional travel lanes. Additional lane capacity is needed along Platte Avenue east of Chelton Road.

**Benefit(s):** Reduced travel capacity to better absorb increases of corridor.

## Platte Ave. A ConnectCOS Community Corridor



Conduct Peak Hour Traffic counts (2022). Increase by 15-20% to account for COVID traffic adjustment and growth to 2027. Increase by 20-40% to Year 2045.

Analyze Level of Service for movements at 28 intersections. Quantify current and future operations. Identify top traffic bottlenecks along the corridor.

Summary: The Draft Recommended Alternative delivers a solution tailored to the context. It provides sufficient traffic capacity and maximizes operational efficiency into the future.

### Draft Recommendations



### Further Description

#### DOWNTOWN:

The draft recommended alternative for Downtown emphasizes maintaining functionality of the downtown grid and implementing recommendations of the existing Commerce Development master plan. On Platte Avenue, this includes reconfiguring the street as a flexible space with one travel lane in each direction. This change supports:

- Increased safety for visitors and future high-density.
- A flexible street section that could enhance events at Acadia Park consistent with the Historic-District Master Plan.
- Sufficient traffic carrying capacity for forecast traffic.

Traffic analysis, including green projection through 2045, of the lane reduction indicates no need to assume these movements will move to other streets through Downtown. Such adjustments are equally necessary where delay reaches certain thresholds. Those thresholds are not met in a few locations along Platte Avenue between Highlands and Cascade.

Generally, the draft recommended lane reduction in the Howe Row area would provide benefits to supporting the Experience Downtown master plan by reducing speeds to enhance safety and providing additional pedestrian space that increases access to businesses. Traffic volumes at this lane reduction also indicate no delay threshold changes to current travel patterns.

#### MID-CORRIDOR:

Between Highlands Blvd and the intersection of Platte Ave and Boulder St (near Circle Dr), the draft recommended alternative includes expansion of Platte and Boulder as a one-way corridor to increase efficiency of the mid-corridor section to better serve traffic movements with adjacent areas.

The roadway corridor provides a comparable level of service for traffic in the primary space (one-way travel lane) and allows the public to have better access to the services of the area. These improvements include:

- Increased ability to manage traffic capacity in urban neighborhoods and provide more signalized crossings for transit and pedestrians.
- Enhanced safety for visitors and future high-density.
- Reduced street crossing widths to enhance safety for bikes and pedestrians.
- Provision of space for dedicated transit lanes that make transit travel time more competitive and can attract more riders.

More opportunities for on-street parking that residents save off-street when they need these mobility options.

Keep the status quo (one-way configuration) on this section of the corridor as existing traffic conditions are not expected to change significantly in the future as existing lanes become expanded. This one-way corridor provides flexibility to adapt to future conditions by changing space (transit lanes) that could be used in the future for transit or other purposes.

The draft recommended alternative better supports economic and quality growth in the corridor with transportation investments designed to support investment. Dedicated transit lanes and the recommended improvements to the transit lane (one-way configuration) will provide a dedicated transit system that has been shown to attract transit investment and independent or shared transit development (TOD) or station around the country. The transit and TOD are a commercial area investment and are more competitive and can attract more riders.

Project led by PlanCOS.

#### EASTERN REACHES:

Additional capacity within the eastern portion of the corridor is provided by:

- Additional travel lanes (westbound) from Circle Dr to Howe Row Blvd.
- Improvements at key intersections including Union Blvd, Circle Dr, Murray Blvd, and Howe Row Blvd.

The draft recommended alternative also includes a reorganization of the Platte Avenue/Boiler intersection to improve traffic operations while providing the opportunity to locate an upgraded transit station proximate to the intersection. The draft also considers the recommended shared use path along Platte Avenue from Steel Creek to Circle Drive which would provide pedestrian and bicycle mobility and safety where there is currently very little east-west active transportation provision.

#### IDEAS CONSIDERED AND DISMISSED:

**Convert Bijou and Kiowa to two-way roadway Downtown**

Traffic operations analyses indicate this is not feasible without significant traffic operations impacts.

Traffic analyses indicate travel demand between 1/2 and Platte Avenue east of Downtown does not justify such a significant investment. There are also significant constraints to creating another crossing of the Creek, railroad, and historic parts.

**Relocate the General Palmer Statue away from the Platte Avenue**

This statue is an iconic part of community. Public Comment was split between moving it and protecting it where it stands. Modification are being recommended to improve safety and navigation through the intersection.

**Allocate space to the center of the roadway to have less benefit than allocating it to the pedestrian space.**

Input from residents indicated a strong preference for providing/enhancing on-street parking on both Platte and Boulder. A distribution of functions (vehicle lanes, transit, bike, and pedestrian) between Platte and Boulder allows for enhanced on-street parking.

# Focus Areas

- E/W Bike connection
- N/S Bike connection (USOPC to Memorial Park)
- Downtown Area recommendations
- Union Boulevard Intersection Operations
- El Paso Area
- Platte/Academy Quadrant Road Intersection Implementation
- Platte/Boulder intersection treatment
- Platte/Cascade intersection – I-25 Access

# Framework Items

- Alternatives at updated draft status
- Alternatives may be recommended as:
  - Multiple options with if-then statements
  - Multiple options for future flexibility
  - Singular recommendations
- Functional Objectives and Ambitions provide decision support

# Functional Objectives

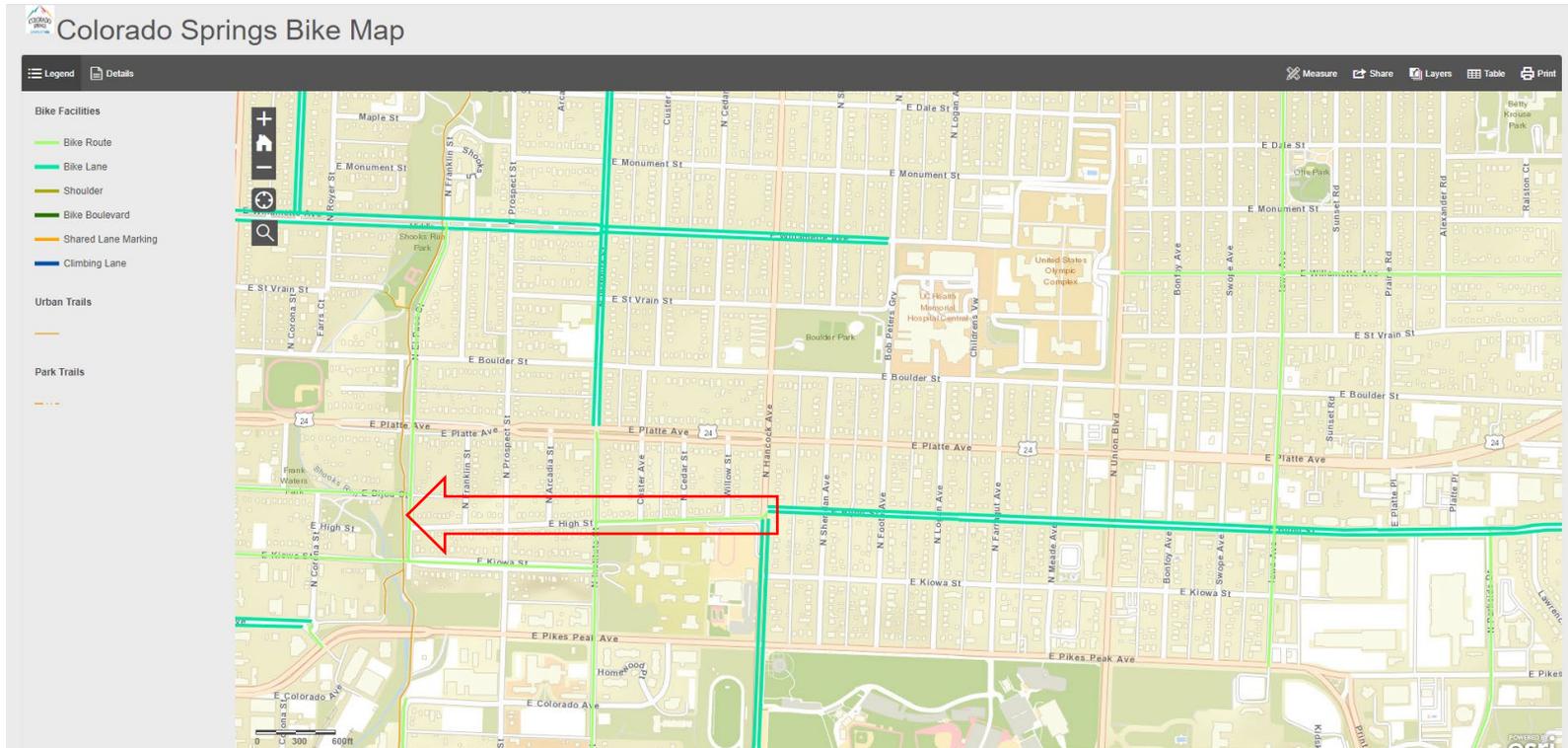


## The Platte Avenue Corridor should...

- **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.
- 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
- **Establish a consistent identity** for the corridor while integrating and enhancing the different character areas and the transitions between
- **Integrate the corridor into the community** to create an ‘Avenue’, visual connections, and context-specific **placemaking** opportunities
- **Invest in the corridor** to support the significant opportunity presented by Platte Ave to positively impact Citywide **economic and equity outcomes**
- Provide **safe, efficient, and comfortable transportation options** along and across the corridor to enhance mobility for those who drive, ride, walk, or roll

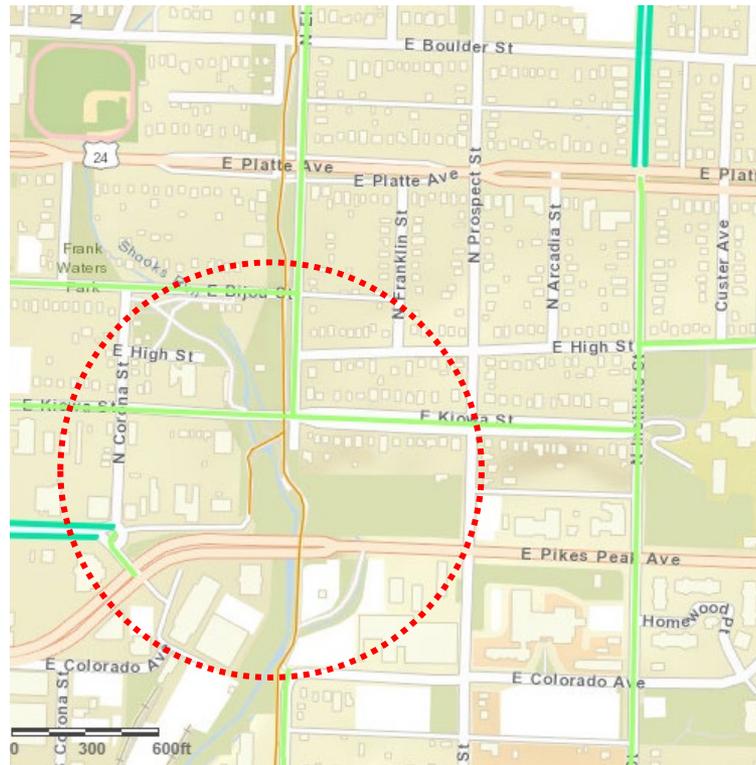
# Alternatives Focus Areas

# E/W Bicycle Connection



<https://coloradosprings.maps.arcgis.com/apps/MapTools/index.html?appid=7f65384de8e54fc4a80f2a7732c686e6&mlid=31961?mlid=5601&mlid=5601>

# E/W Bicycle Connection



<https://coloradosprings.maps.arcgis.com/apps/MapTools/index.html?appid=7f65384de8e54fc4a80f2a7732c686e6&mlid=31961?mlid=5601&mlid=5601>

## E/W Bicycle Connection

### **Draft Recommendation:**

- Connect Bijou Street bicycle facility to Shooks Run Trail to provide E-W connection

### **Next steps and refinements:**

- Address potential future timing and extent of bicycle facilities on Boulder Street

# N/S Multimodal Connection (USOPC to Memorial Park)



# N/S Multimodal Connection (USOPC to Memorial Park)



# N/S Multimodal Connection (USOPC to Memorial Park)



## N/S Multimodal Connection (USOPC to Memorial Park)

Option	Advantages	Disadvantages	Other Considerations
<b>Shared-use path on Union Blvd. (west side)</b>	<ul style="list-style-type: none"> <li>• 4' or wider sidewalk already exists</li> <li>• Current signalized crossings at major intersections</li> <li>• Separates users</li> <li>• Connections to Willamette bike route</li> </ul>	<ul style="list-style-type: none"> <li>• Busier, more stressful corridor for multimodal users</li> <li>• Would require more reconstruction of path, access points, etc.</li> </ul>	<ul style="list-style-type: none"> <li>• Kate's previous conversations with USOPC on connections</li> </ul>
<b>Bike boulevard on Meade Ave.</b>	<ul style="list-style-type: none"> <li>• Less stressful corridor for multimodal users</li> <li>• Direct connection at USOPC/Boulder St.</li> </ul>	<ul style="list-style-type: none"> <li>• Current unsignalized crossings of major corridors</li> </ul>	<ul style="list-style-type: none"> <li>• TBD</li> </ul>
<b>Bike lane on Farragut Ave.</b>	<ul style="list-style-type: none"> <li>• Less stressful corridor for multimodal users</li> <li>• Traffic calming/diversions at Platte Avenue</li> <li>• Direct connection at Memorial Park/Pikes Peak Ave.</li> </ul>	<ul style="list-style-type: none"> <li>• Current unsignalized crossings of major corridors</li> <li>• Potential removal of parking</li> </ul>	<ul style="list-style-type: none"> <li>• TBD</li> </ul>

## N/S Multimodal Connection (USOPC to Memorial Park)

### **Draft Recommendation:**

- Enhance Farragut Ave as bicycle route, including controlled pedestrian crossings of Platte Ave and Pikes Peak Ave
- Advance improvements to Hancock Ave as N/S connection

# Downtown Area Recommendations

## Downtown Character Area



The draft recommended alternative at the Platte Avenue/Nevada Avenue intersection would retain the existing General Palmer statue while restricting left turn movements at the intersection. A narrowed Platte Avenue would be more efficient and safe for crossing pedestrians, and the additional median refuge made available along Nevada Avenue would assist with east-west pedestrian crossings.

Draft recommended alternative: Looking West toward the Platte Avenue/ Nevada Avenue Intersection



(See Plan View)

## Bijou/Kiowa Right-of-Way Reallocation



The draft recommended alternative would retain the function of Kiowa and Bijou Streets as a one-way couplet through downtown. Though each are currently 3 lanes wide, traffic volumes can be accommodated in 2 lanes. A lane reallocation is recommended to provide additional pedestrian space within the Right-of-Way of both roadways.

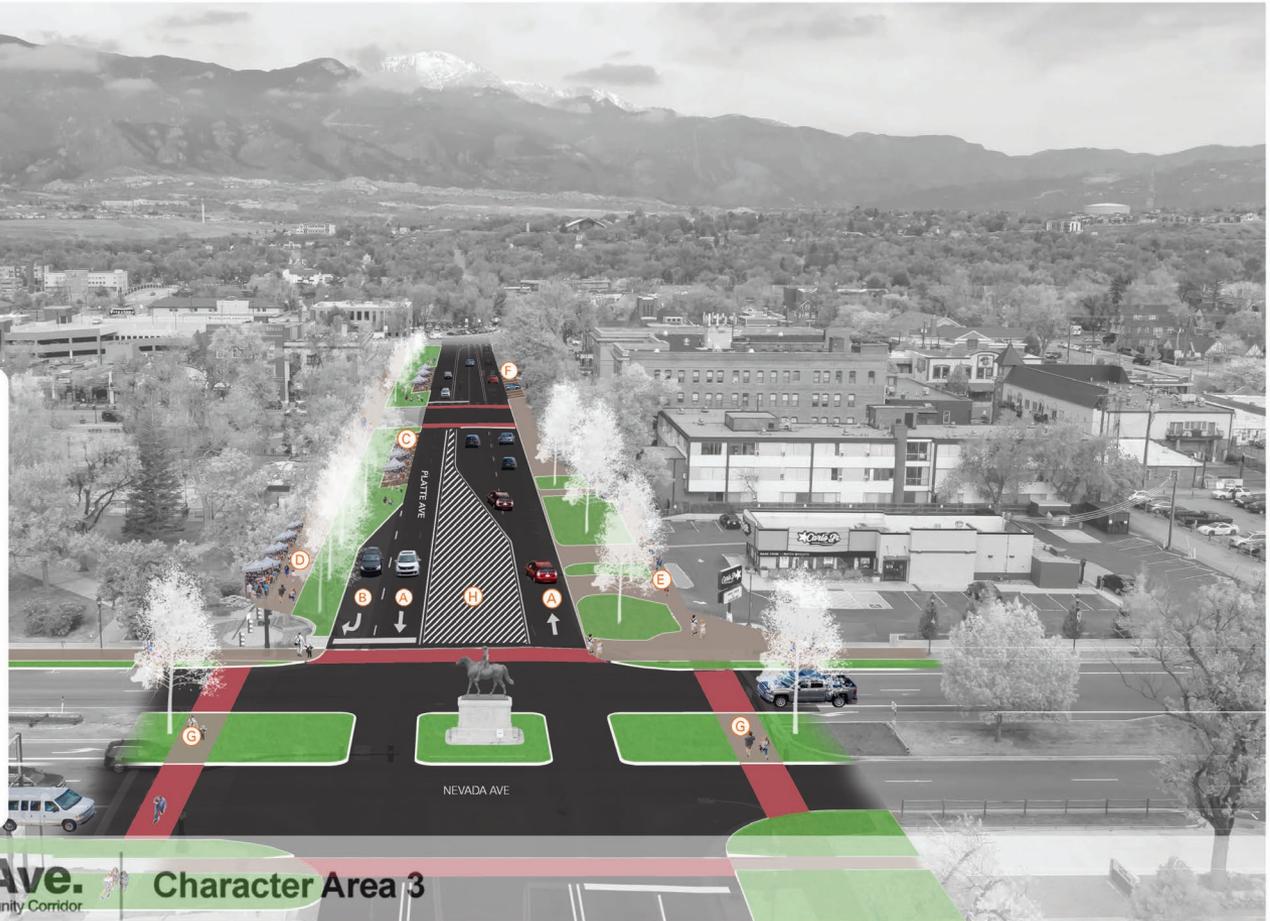
## Plan view



- Create more continuous pedestrian plaza feel along edges
- Provide additional visual depictions, including Platte/Tejon

**LEGEND**

- (A) 11' Drive Lane
- (B) 11' Turn Lane
- (C) 18' Diagonal Parking/Flexible Space
- (D) 16' Flexible Sidewalk
- (E) 12' Sidewalk
- (F) 18' Diagonal Parking
- (G) Improved Pedestrian Crossings
- (H) Painted Median



OLORADO SPRINGS  
A CITY OF COLORADO

**Platte Ave.** Character Area 3  
A ConnectCOS Community Corridor

# Downtown Area Recommendations

## **Draft Recommendations:**

- Implement lane reallocations along Platte, Bijou and Kiowa
- Restrict Left turns at Platte/Nevada
- Emphasize flexible pedestrian environment with space made available by reallocation

## **Next steps and refinements:**

- Refine design elements to produce visuals for pedestrian plaza. Utilize Tejon/Platte intersection example
- Review conditions associated with delivery truck stoppages within roadway along Bijou and Kiowa

# Union Blvd Intersection Operations

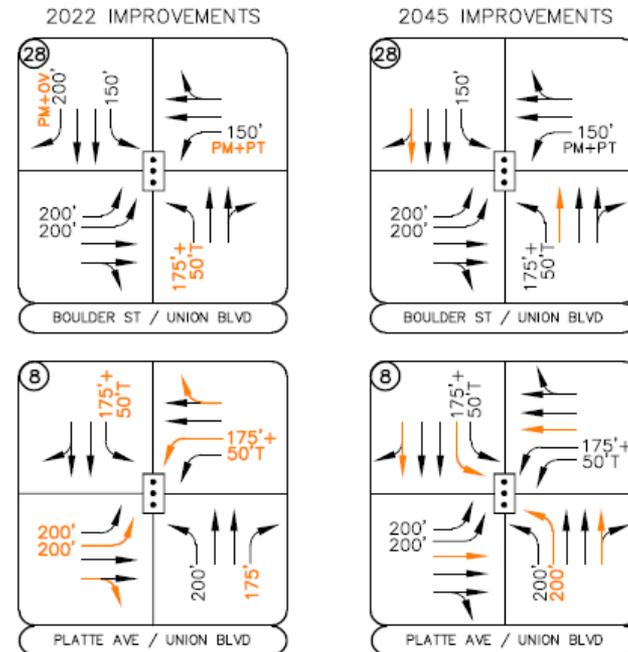
**CONDITION:** The Union Boulevard intersections with Platte Avenue and Boulder Street require treatment in the future to maintain acceptable operations. Turn lane queuing exceeding available storage length and delay along intersection approaches are of particular concern.



# Union Boulevard Intersection Operations

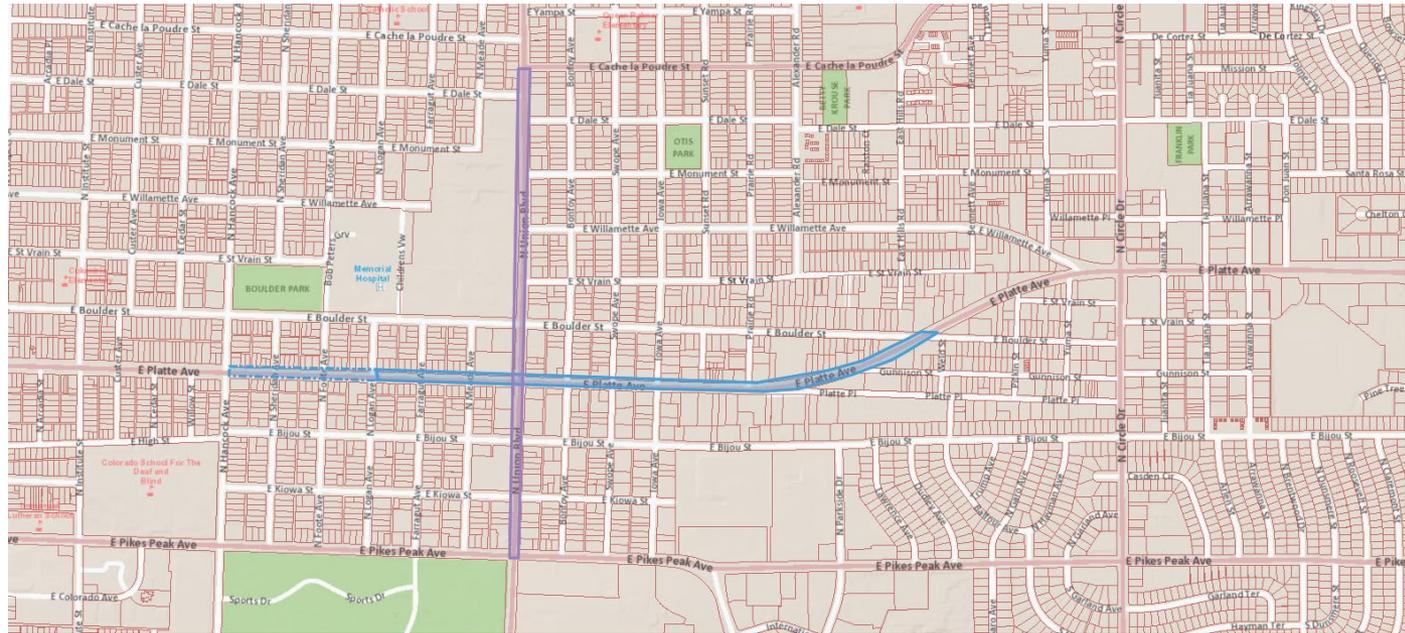
## Option A: Widening

- Sequencing/timing of widening
  - Need second EB/WB left turns lane
  - Need second NB/SB left turns lane
  - Need third NB/SB through lanes in (through both Platte and Boulder)
  - Need third EB/WB through lanes (Platte) in 2045



# Wideni

- Initial turn lane extension/addition efforts likely feasible without significant impacts to Right-of-Way
- Widening to provide additional through lanes along Platte Avenue and Union Boulevard would require:
  - Definition of appropriate transition points
  - Consideration of potential property impacts and other trade-offs with study functional objectives



# Union Boulevard Intersection

## Operations Option B: One-way operations from

Buffered bicycle lane/parking option on Boulder



**Platte/Boulder One-Way Couplet (Wahsatch to Platte/Boulder split) and lane reallocation**

- Dedicated transit lanes and enhanced bus stops
- Wider streetscape and enhanced pedestrian experience

**Two-way cycle track  
on Platte**

**Improved  
north/south bike  
and pedestrian  
connections**

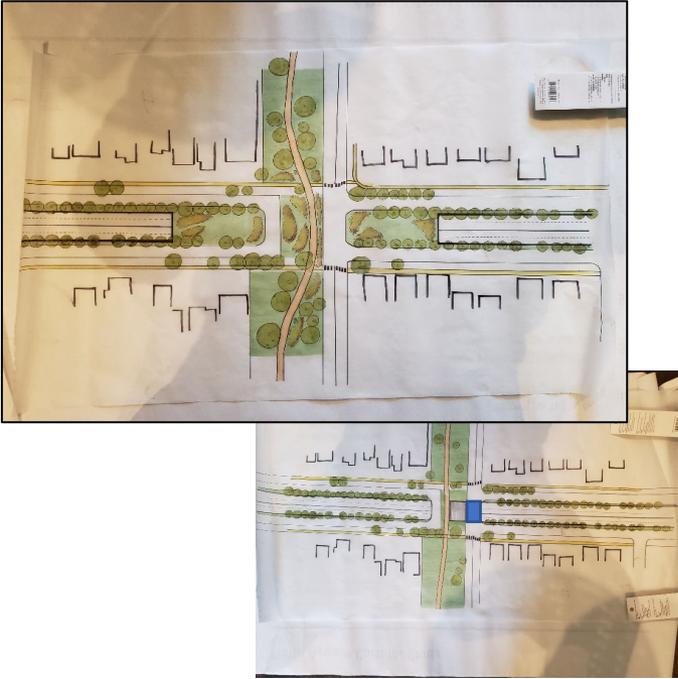
# Union Boulevard Intersection Operations – Potential Path Forward

- To address congestion concerns, construct needed 2022 improvements to Platte/Union intersection; consider including 2030 improvements
- Maintain Option B as viable longer term vision option
- Defer decision on future vision (Option A vs. Option B) until roughly 2035, when major widening likely would be needed if Platte and Boulder remain two-way

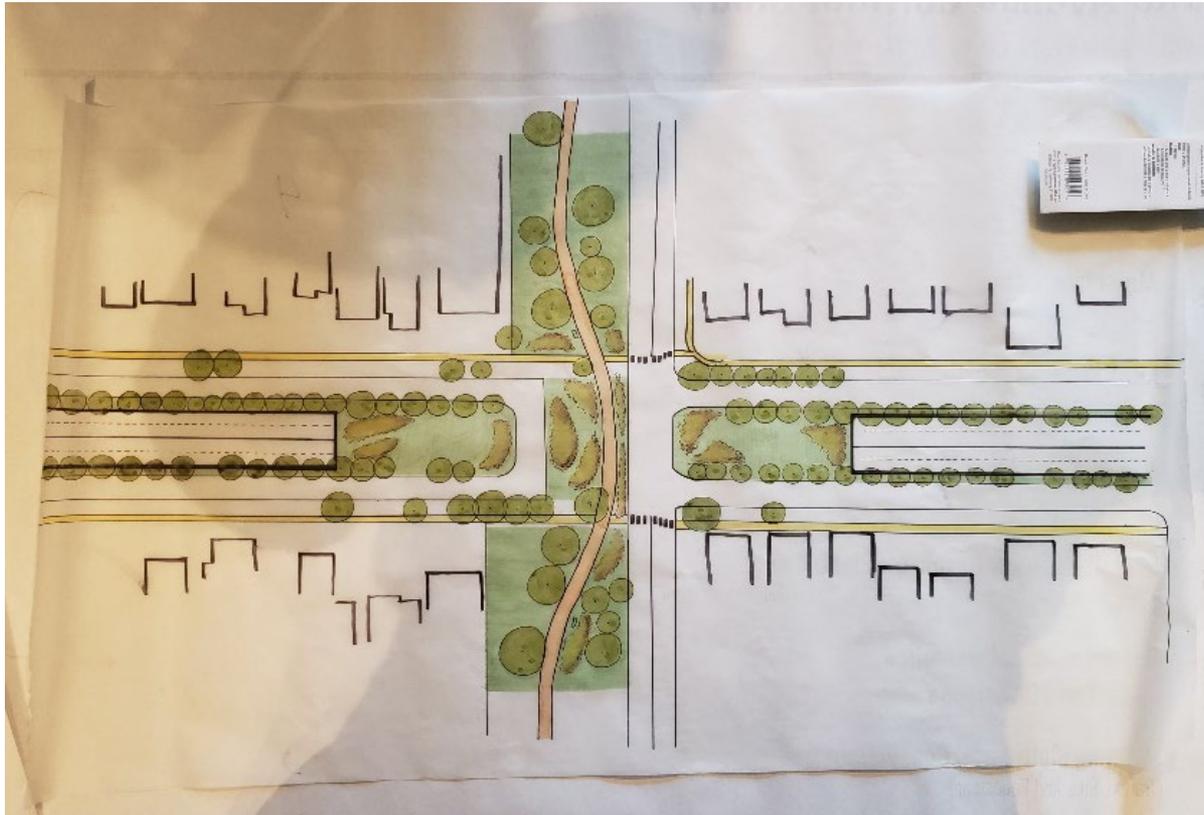
## Next steps and refinements:

- Evaluate design feasibility of Union area widening to 6 lanes, including limits of widening and property impacts
- Determine appropriate treatment of Option B – do not preclude

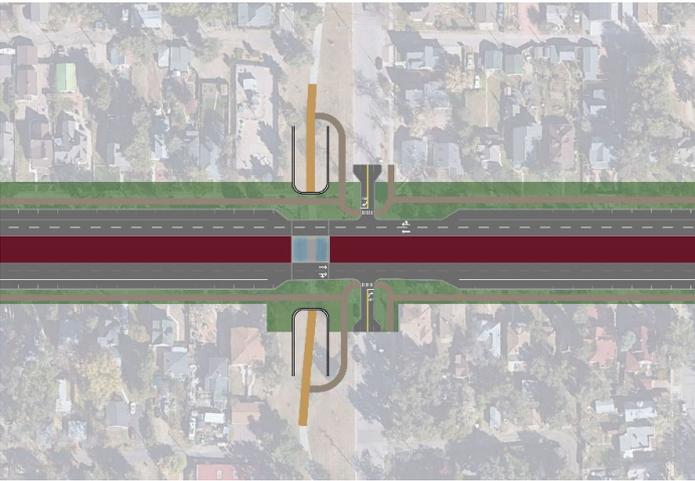
# El Paso Area

Option	Visual	Advantages	Disadvantages	Refinement
<p data-bbox="121 739 146 762">A</p> <p data-bbox="204 691 282 808">Park Cover</p>		<p data-bbox="1012 415 1161 511">Place-enhancing opportunity</p>	<ul data-bbox="1219 415 1476 682" style="list-style-type: none"> <li>• Relatively more Costly</li> <li>• Constructability issues with wall/abutments , etc.</li> <li>• Uncertainty of wall life</li> </ul>	<ul data-bbox="1505 415 1733 893" style="list-style-type: none"> <li>• Understand vertical clearance constraints/w all height</li> <li>• Determine need to connect El Paso</li> <li>• Address appropriate east-west dimension of park cover</li> </ul>

# Park Cover View



# El Paso Area

Option	Visual	Advantages	Disadvantages	Refinement
<p>B</p> <p>At-Grade</p>		<ul style="list-style-type: none"> <li>• Less Costly</li> <li>• Eliminates retaining walls and minimizes inherent risk in keeping them</li> </ul>	<ul style="list-style-type: none"> <li>• Trail options limited</li> <li>• Removes parallel parking roadways</li> </ul>	<ul style="list-style-type: none"> <li>• Address potential for Shooks Run Trail to cross Platte at a different location such as Shooks Run drainage alignment</li> <li>• Determine need to connect El Paso</li> </ul>

# El Paso Area – Potential Recommendation

- Preliminary recommendation is Option A – Park Cover. Provides excellent place-enhancement opportunity. Further physical investigation of Option A will refine expectations for E-W extent
- Option B – At-grade is an option that could emerge as the future direction if the Park cover proves infeasible due to wall instability and risks

## Next steps and refinements:

- Incorporate more detailed wall condition results.
- Determine technical design feasibility of park cover
- Explore optimal at-grade trail crossing configuration for community
- Noise evaluation unlikely to be helpful

Platte/Academy  
Quadrant Road  
Intersection  
Implementation



# Platte/Academy Quadrant Road Intersection Implementation



Quadrant roadway layouts are conceptual in nature. Future planning and design efforts will refine the concepts based on impacts to property, structures, Right-of-way, cost and other factors

# Platte/Academy Quadrant Road Intersection

## **Draft Recommendation:**

- Implement Quadrant Road Intersection in logical sequence with Platte Avenue widening, transit investments and (re)development activity

## **Next steps and refinements:**

- Evaluate Academy bridge condition and future options

# Platte/Boulder Intersection Treatment

## Option A: Do Nothing

### Advantages:

- Maintains E/W vehicle Crossing

### Disadvantages:

- Inadequate pedestrian crossing
- E/W offset can cause driver confusion



# Platte/Boulder Intersection Treatment

## Option B: High Tee intersection\*

### Advantages:

- Restricts higher conflict movements
- Dual protected pedestrian crossings

### Disadvantages:

- Vehicle Crossing of Platte diverted
- Affects property access from Platte



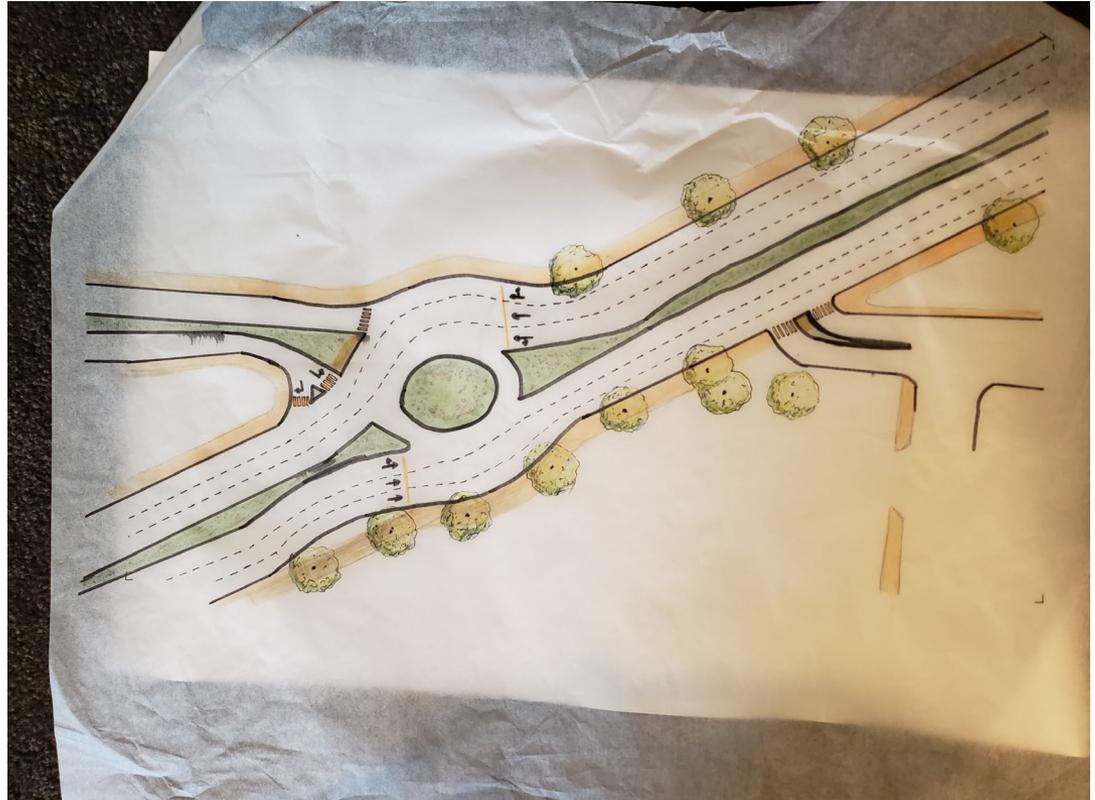
# Platte/Boulder Intersection Treatment

## Advantages:

- Provides landscape space for gateway feature(s)
- Traffic calming element

## Disadvantages:

- Multi-lane roundabout can introduce confusion
- Would hinder efficiency of E/W vehicle travel
- Pedestrian crossings difficult



# Platte/Boulder Intersection Treatment

## Next steps and refinements:

- Evaluate routing to connect neighborhoods if E-W connection is not provided at intersection
- Review safety findings with current configuration
- Identify potential gateway treatments

# Platte/Cascade Intersection – I-25 Access Concept



- Southbound bike lane is moved to the right-most lane
- Reinstate the channelized right between Cascade and Bijou at a much tighter angle

# Next Steps

- CAC meeting 10/19
- CTAB meeting 11/1
- Council Work Session 12/12