

## **Platte Avenue Corridor Study Community Workshops Summary**

### ***Middle Shooks Run***

*The sections that follow cover in more detail the hands on virtual activities which occurred during the workshop focused on the character area of Middle Shooks Run. This workshop took place on Wednesday, August 18<sup>th</sup>, 2021. This portion of the study area includes Platte Avenue and the surrounding neighborhoods between Wahsatch and Union Boulevard. This segment includes Middle Shooks Run.*

### **Activity #2: Participant Feedback on Visual Preference Survey**

#### ***What is your vision for the future of Platte Avenue?***

Sarah Franklin, Kearns & West, gave a brief tutorial of Miro and conducted a short series of warm-up exercises to allow participants practice using the Miro tool bars and possible ways to engage with the exercises that follow. Then, Angela Woolcott, Kearns & West, led workshop participants in the first of two Miro exercises (workshop activity #2).

The purpose of this exercise was to help workshop participants envision a spectrum of potential transformational changes<sup>1</sup> and receive feedback on specific corridor character elements and amenities they liked most. This activity asks participants to assess a series of photos on a virtual presentation board and indicate which photos resonate with them as a vision for their character area of Platte Avenue. The photos represent potential placemaking and transit improvements and depict visions for community spaces and places to gather as well as streetscape, roadway, and other signature improvements which could be unique to each character area.

Participants are given three virtual dots of the same color, and each participant is assigned a different dot color. Participants selected their preferred photos by moving their allotted dots on up to three photos that aligned with their vision for Platte Avenue. They may also place more than one dot on an image, but they may only place three dots on the board.

Next, facilitators from the project team engaged participants in small group discussions to understand what elements depicted in the photos prompted them to select the images as the most desirable as well as what they liked and disliked about the photos provided. They also asked questions about where specific features of a photo might be most desired within

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<sup>1</sup> Transformational in this context describes changes to urban form and public right of way which has long lasting social, economic, and environmental impacts beyond aesthetic upgrades. These changes often require more resources than changes incremental in scale might require.

the character area. Conversations also included additional feedback from workshop participants on elements they wanted to see in the character area but were not represented in the photos.

Below is a summary of the outcomes from the visual preference survey for the Middle Shooks Run character area (Figure 1) as well as a summary of the discussions that followed.

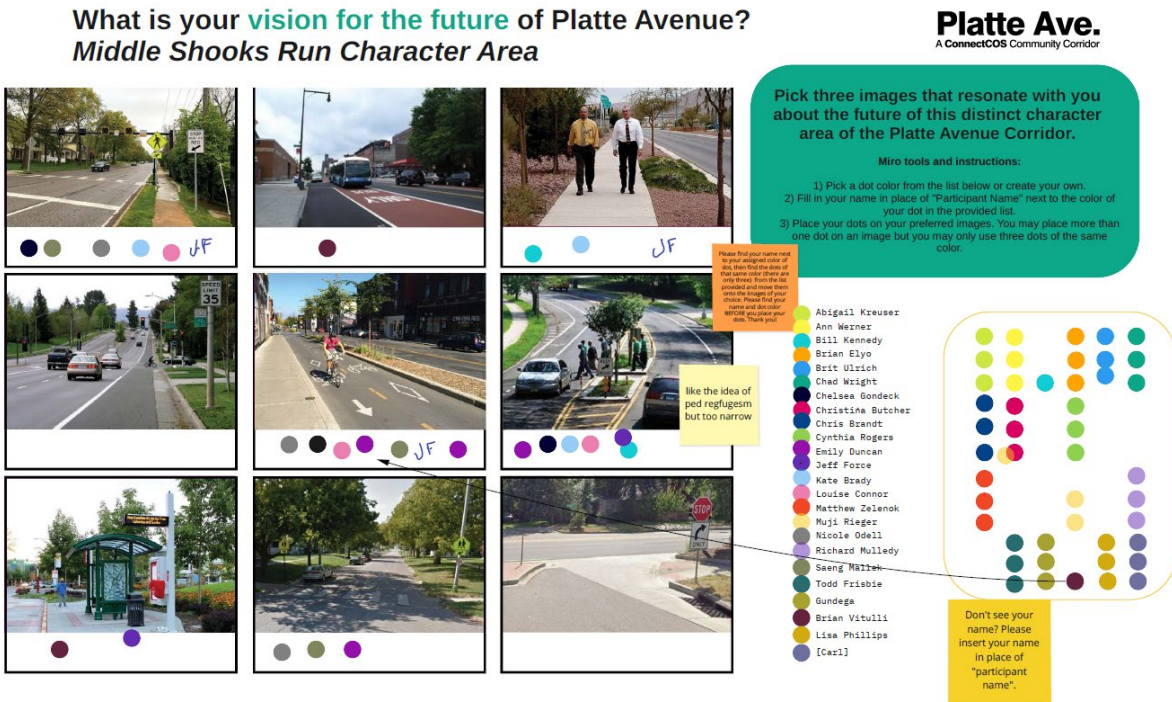


Figure 1: Platte Avenue Corridor Study Workshop Miro Board for Activity 2, Middle Shooks Run Character Area

Discussion summary: likes & dislikes from workshop participants

- Likes for images 1,3, and 5 on Figure 1(left to right): tree lined streets, bike lane, trail access, accessibility to downtown, people on the street. All of these things give the street a neighborhood feel and contribute to public safety.
- Participants discussed that multimodal options as well as the separation of modes is important.
- Participants raised concerns that there should be more examples of traffic calming in the images that are provided and that traffic calming measures are important to this area.
- Pedestrian refuges are also very important. Trees and tree canopy can be a natural way to provide pedestrian refuges.
- Some workshop participants who are residents feel that the historic medians are iconic and historic to the neighborhoods and crucial items to keep, as well as keeping the existing trees.

- Raised sidewalks would also be helpful for pedestrians.
- Consider the access to the hospital; emergency response impacts are critical.
- The Olympic Center brings athletes with disabilities to this area. We should design improvements with athlete safety in mind.

### **Activity #3: Participant Feedback on Budget Exercise**

#### ***Where and how would you make investments in proposed solutions for Platte Avenue?***

Next, Ted Ritschard, Olsson, led workshop participants into the second and final of the two Miro exercises (workshop activity #3).

The purpose of this exercise was to engage participants in trade-off scenarios and encourage them to prioritize transformational and incremental changes which are most desired, understanding that not all changes can be made. Additional discussion touched on the guard rails<sup>2</sup> that make transformational improvements truly transformational. Participants were presented with another series of photos that were categorized by mode (bicycle, pedestrian, transit, vehicle, and streetscape). The series of photos for each category represented a spectrum of three investments:

(1) Incremental investments: defined as investments requiring minimal resources or investment dollars. Incremental investments tend to be shorter term solutions.

*For example, in the bicycle category, the incremental investment could be a standard, on-street bike lane, separated from traffic with road striping.*

(2) Enhanced investments: defined as interventions requiring more than minimal resources. These investments may be longer-term solutions that are less impactful, though in some cases more efficient or resourceful, than a transformational change may be.

*For example, in the case of the bicycle category, an enhanced investment could be a buffered bike lane. A buffered bike lane is an on street lane, separated from traffic by a protective buffer.*

(3) Transformational investments: defined as large scale changes which require a significant level of resources and often result in long lasting social, economic, and environmental outcomes.

*In the case of the bicycle example, the transformational investment could be a separated, perhaps elevated, multi-use path.*

Participants were given five tokens: one red token to invest in a transformational improvement, two blue tokens to invest in two enhanced improvements, and two yellow tokens to invest in two

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<sup>2</sup> In this context, a guardrail is defined as a parameter or set of parameters in order to better understand transformational improvements.

incremental improvements. Participants were instructed to put one token in each of the five aforementioned categories (there must be one token per category).

Next, facilitators from the project team engaged participants in small group discussions to understand why workshop participants made certain investment decisions.

Below is a summary of the outcomes from the visual budget exercise for the Middle Shooks Run character area as well as a summary of the discussions that followed.

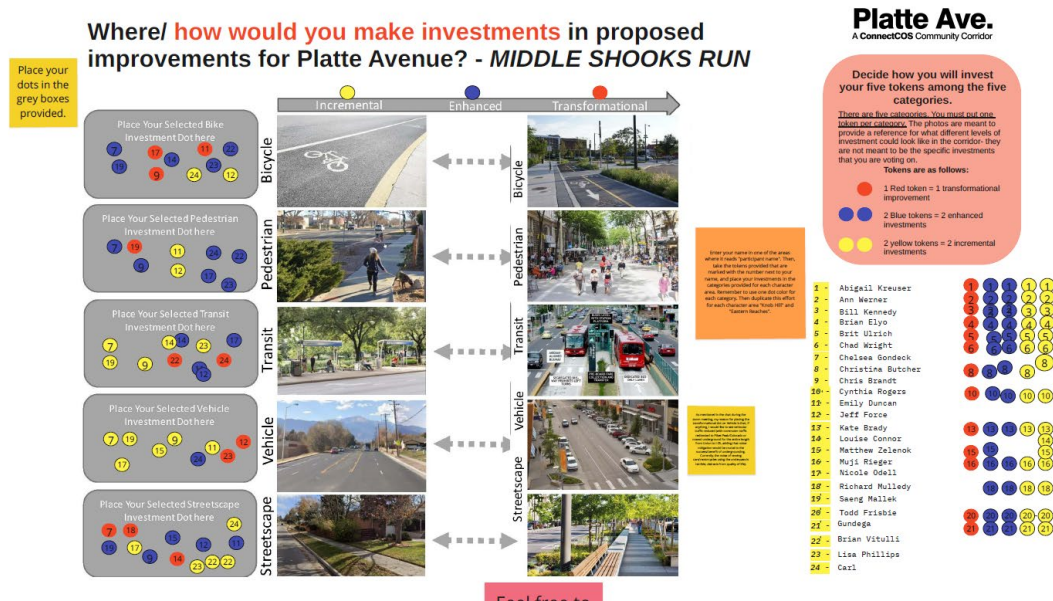


Figure 2: Platte Avenue Corridor Study Workshop Miro Board for Activity 3, Middle Shooks Run Character Area

**Discussion Summary:**

- Workshop participants who are also bike advocates discussed that we need safe ways to get east-west with bikes through separated bicycle infrastructure. Bicycles are important for both recreation and transit.
- Some participants voiced that the streetscapes in this character area already have some positive characteristics. For this reason, they prefer incremental improvements in the streetscape category as well as maintaining the current character.
- For the workshop participant who voted for transformational improvements in the vehicle category, this was specifically related to moving emergency response traffic.
- The project team asked workshop representatives from the Olympic Training Center to discuss how athletes currently get around.
  - The response is that athletes do not typically take public transportation because they have private transportation available. They are also able to rent or check out cars for their use. Additionally, they may prefer biking since they typically travel short distances and are only in town for short periods of time.

- Typically when biking or bike training, athletes tend to use Boulder street instead of Platte Avenue.
- Workshop participants and residents in the Middle Shooks Run character area commented on the need for changes in landscape along the entire corridor as well as the preservation of tree canopy and creation of new canopy where possible.
- Mixing bikes with Platte traffic might not be a good idea given there are other options (Boulder or Willamette).
- Participants raised concerns that there should be more examples of traffic calming in the images that are provided and that traffic calming measures are important to this area.
- Workshop participants mention the importance for the landscape to change character as you go through the different areas of the corridor, and for the function of these areas to match corresponding land uses.

## Community Workshop Participants

The table below shows the stakeholders who were in attendance on the day of the scheduled workshop. Invitations went out to a larger group of stakeholders and community members as referenced in the bottom of the table.

### Middle Shooks Run

<b>Name</b>	<b>Organization</b>
<b>Kate Brady</b>	COS Planning/Bicycle
<b>Mark Hopewell</b>	Active Transportation Advisory Committee
<b>Stephanie Johnson</b>	Platte Avenue Business & Neighborhood Association
<b>Ann Werner</b>	Pikes Peak Area Council of Governments (PPACG)
<b>Nicole Odell</b>	Bike Colorado Springs
<b>Jeff Force</b>	Memorial Hospital
<b>Lee Patke</b>	Greccio Housing
<b>Saeng Mallek</b>	US Olympic Training Center
<b>Bill Kennedy</b>	US Olympic Training Center
<b>Chad Wright</b>	Colorado Springs Housing Authority
<b>Louise Conner</b>	Middle Shooks Run Neighborhood Association (MSRNA)
<b>Matthew Zelenok</b>	Resident
<b>Todd Frisbie</b>	City of Colorado Springs
<b>Chelsea Gondeck</b>	Colorado Springs Downtown Partnership

*\*Additional invitations went to the following businesses and organizations: COS Planning/Bicycle Active Transportation Advisory Committee, Platte Avenue Business & Neighborhood Association, Columbia Elementary School District 11, Colorado School for the Deaf and the Blind, New Life Baptist Church, Red Shield Corps Community Center, Rocky Mountain Cycle Plaza, Andy's Meat Market, The Black Sheep, Queen Palmer Elementary School, St. Mary's Highschool, Sunny Vista Living Center, The Salvation Army Colorado Springs Corp, Dutch Bros Coffee, American Furniture Galleries, Elevation Pro Gym*