

Platte Avenue Corridor Study Community Workshops Summary *Knob Hill & Eastern Reaches*

The sections that follow cover in more detail the hands on virtual activities which occurred during the workshop focused on the character areas of Knob Hill and the Eastern Reaches. This workshop took place on Monday, August 16th, 2021. This portion of the study area includes Platte Avenue and the surrounding neighborhoods between Union Boulevard and Chelton Road. This segment includes Knob Hill Arts District, Citadel Mall, and Academy Boulevard.

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 changes¹ 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 the

¹ 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.

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 Knob Hill and Eastern Reaches character areas (Figures 1 and 2) as well as a summary of the discussions that followed.

**What is your vision for the future of Platte Avenue?
Knob Hill Character Area**

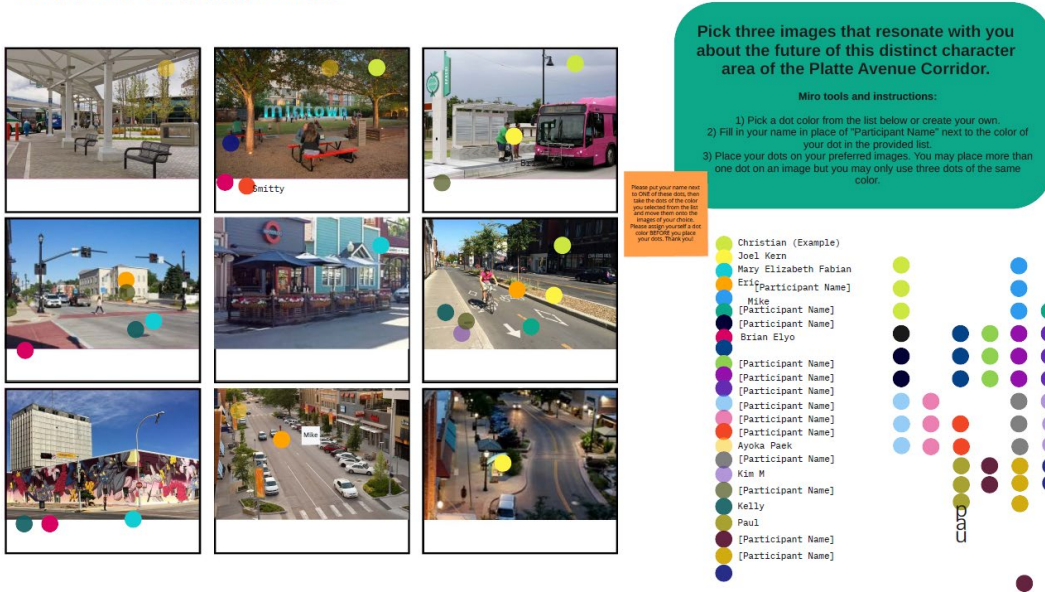


Figure 1: Platte Avenue Corridor Study Workshop Miro Board for Activity 2, Knob Hill Character Area

**What is your vision for the future of Platte Avenue?
Eastern Reaches Character Area**

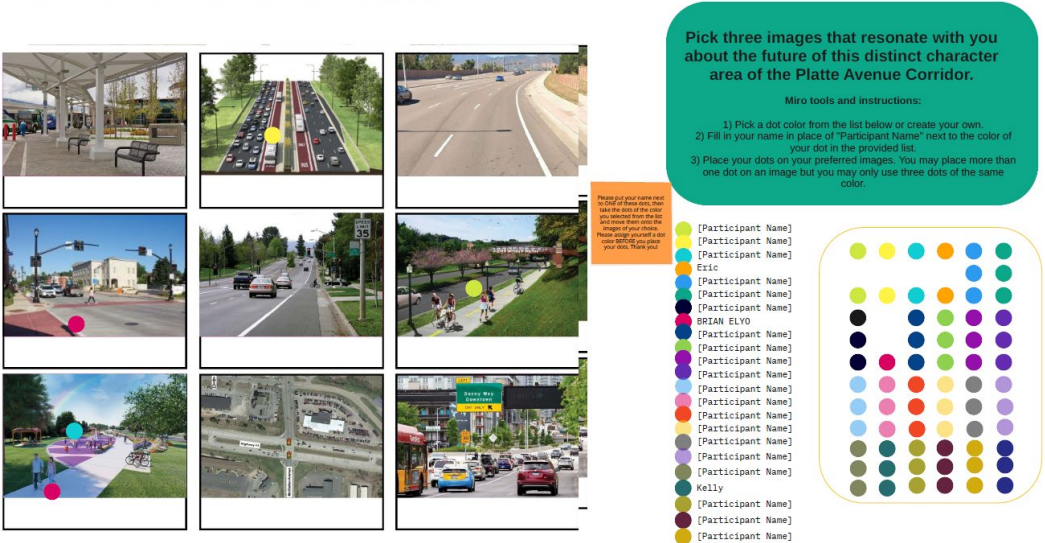


Figure 2: Platte Avenue Corridor Study Workshop Miro Board for Activity 2, Eastern Reaches Character Area

Discussion summary: likes & dislikes from workshop participants

- Workshop participants recommend more art and murals in this area.
- Participants also recommend walkability and fewer curb cuts as well as pedestrian oriented street crossings.
- Workshop participants like the outdoor sitting areas (such as picnic benches).
 - They recommend creating more gathering and break out spaces in underused parking areas.
- Responding to image 6 on Figure 1 (left to right), participants said we need better plantings and landscape enhancements that are tailored to the climate.
 - Participants like the aesthetics of raised medians with landscaping which softens the street and minimizes the impacts of asphalt.
- There is a preference for warmer and more inviting images with seating opportunities as well as a preference for places which are easily accessible and can be easily identified and found.
- Some participants commented that they like image 8 on Figure 1 (bottom middle) for on street parking with potential for bus/transit lanes.
- There is a preference for places with transit options or destinations that are not asphalt/auto oriented.

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 rails² 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 In this context, a guardrail is defined as a parameter or set of parameters in order to better understand transformational improvements.

(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 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 the summary of the outcomes from the visual budget exercise for the Knob Hill and Eastern Reaches character areas as well as a summary of the discussions that followed.

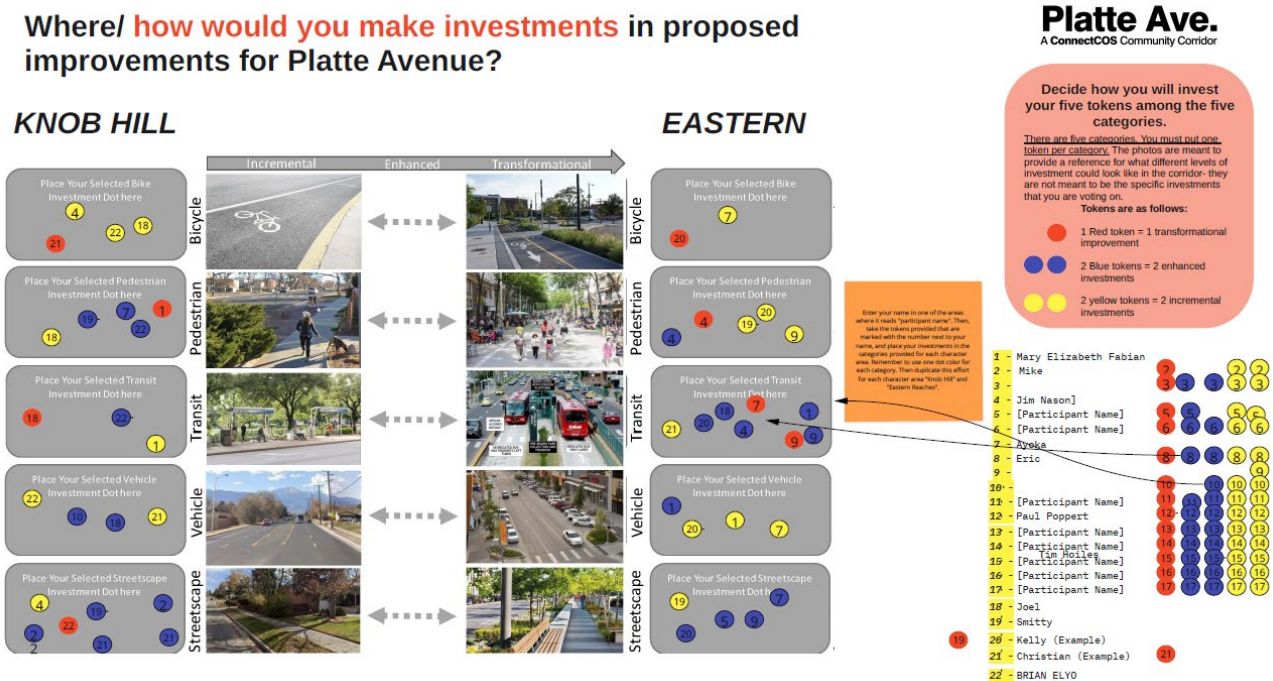


Figure 3: Platte Avenue Corridor Study Workshop Miro Board for Activity 3, Knob Hill & Eastern Reaches Character Areas

Discussion Summary:

- Transformational improvements around pedestrian connectivity are needed for these character areas. We need to enhance pedestrian access throughout the entire corridor.
- Additionally, creating transit that is safe and accessible will be important to making Platte Avenue a destination.
- Workshop participants commented that lesser investments are needed around bicycling because it is likely not possible to have one continuous bike lane along the corridor.
- We need more priority for streetscape improvements which attract people to the area and offer them the ability to visit and walk along the corridor.
 - If the streetscapes are improved for example, other things like bike lanes may come.
 - There is no walkability along Platte Avenue in the eastern reaches.
 - Along these lines, mobility improvements for underserved residents are critical to allowing them access to necessary services such as grocery stores.
- Workshop participants raised concerns that some level of investment in transit is critical to getting more transit riders. The current transit service experiences low ridership levels, although Platte Avenue has the highest transit ridership in the Mountain Metro Area.
- In general, the entire corridor needs more forward-thinking transit modes.
 - For example, there are currently many parking lots in these character areas which could serve other purposes such as use as transit hubs.
- Participants discussed the need to look at other urban areas for newer, more innovative transit modes and road cross sections.

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.

Knob Hill & the Eastern Reaches Character Areas

Name	Organization
William Harrell	Citizen Transportation Advisory Board (CTAB)
Scott Lee	COS Parking Enterprise
Richard Mulledy	COS: Stormwater Enterprise Manager
Paul Morrow	Pikes Peak Academy
Jim Nason	Jack Swigert Aerospace Academy
Don	Don's Garden Shop & Landscape Materials
Krista Lehr	Harding Nursery
Ayoka Paek	21 CES/CENB/ Peterson airforce base
Paul Poppert	21 CES/CENB/ Peterson airforce base

Name	Organization
Mary Elizabeth Fabian	Resident
Eric Becker	Platte Ave (in Knob Hill) Special Improvement Maintenance District
Elena Nunez	Colorado Springs Utilities
Allen Beauchamp	Trails and Open Space Coalition
DeMarcus Tillery	COS Fire Department
Joel B. Kern	COS Police Department
Tim Miles	Pikes Peak Traveland Inc.
Brian Elyo	Community artist
Muji Rieger	Community artist

**Additional invitations went to the following businesses and organizations: Platte Ave Special Improvement Maintenance District, Solid Rock Community Development Corporation, City Council (District 5), Colorado Springs Utilities, Pikes Peak Academy, AutoZone, Valley Hi Golf Course, James Monroe Elementary, Redemption Hill Church, Jobs Corps Admission Center, CSPD Training Academy, Clifford's Upholstery Inc, and Colorado Cyclist.*