

**-Meeting Summary-
North Nevada Transit Connectivity Study
Citizens Advisory Committee (CAC) Meeting #2
November 7, 2019**

Attendees

Citizens Advisory Committee Members:

Arthael Alexander, The Independence Center &
Community Transit Coalition
Alex Armani-Munn, Downtown Partnership
Stephannie Finley Fortune, University of
Colorado at Colorado Springs
Peter Frantz, Old North End Neighborhood
Association Board
Jennifer Furda, University of Colorado at
Colorado Springs
Jim Godfrey, PPRTA Citizens Advisory
Committee

Andy Gunning, PPACG
Monica Hobbs, Near North End Neighborhood
Association
Leonard Kendall, Downtown Partnership
Linda Kogan, University of Colorado at Colorado
Springs
John Liosatos, PPACG
Melissa Marts, PPACG Area Agency on Aging
Tim O'Donnell, Downtown Residents Coalition
Grant Smith, Cragmor Neighborhood
Association

Project Team

Brian Vitulli, Mountain Metro Transit
Rick Nau, Kimley-Horn Project Manager
Kyle McLaughlin, Kimley-Horn
Chris Joannes, Kimley-Horn

Sheryl Machado, GBSM
Hannah Rimar, GBSM

Welcome & Introductions

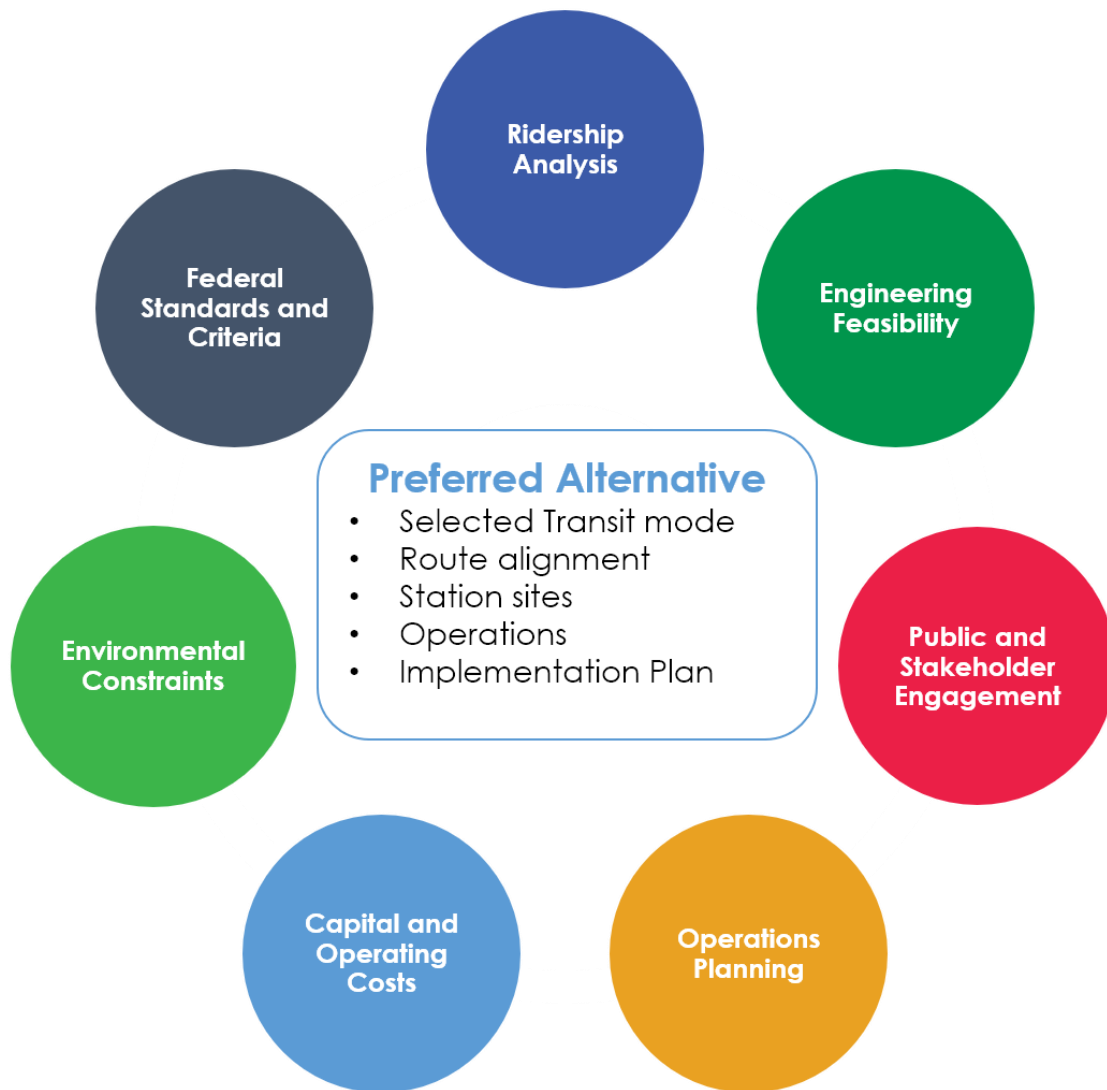
Project Consultant Sheryl Machado welcomed attendees to the second Citizens Advisory Committee meeting, held on November 7 at Exponential Impact (3650 N Nevada Ave, Colorado Springs, CO). After reviewing the meeting guidelines and expectations for constructive and collaborative feedback, Sheryl then shared the meeting agenda which included the following:

- Meeting Purpose
- Welcome & Introductions
- Study Overview
- Review of Project Considerations
- Public Involvement to Date and Path Forward
- Ridership Data and Incorporation
- Environmental Resources
- Alignment Alternatives
- Next Steps

Study Overview and Project Considerations

Sheryl provided a high-level recap of the project overview and schedule, informing the group that the project is on schedule according to the current recommendation process. Recapping the project study area, Sheryl went on to share some of the technical and community considerations that will help the project team identify the preferred alternative, noted below.

Considerations for the Development of the Preferred Transit Alternative



Public Involvement

Sheryl provided an update on public involvement since the CAC kickoff meeting held in late August 2019. In summary, outreach has included hosting four separate focus groups with representatives from 30 different groups and organizations, two separate community office hours meetings, a printed and online survey, updates to the existing project materials and the development of an extensive FAQ.

Sheryl then presented to the group the anticipated public involvement schedule moving forward through the end of the project (July 2020), with a public meeting planned in January of 2020 coupled with multiple community events for information sharing and input opportunities. Sheryl then further identified key themes from the focus groups and community office hours, noting how they are supporting and informing the technical process.

Community Input Key Themes

Focus Groups

- Expansion of project area
- Regional connectivity
- Transit as a parking solution
- Dedicated transit lanes
- Making transit attractive to riders
- First/last mile connectivity
- Travel time considerations
- Public engagement and project updates

Office Hours

- More frequent/efficient service desired
- Environmental considerations
- Dedicated transit lanes
- Quality of life issues (i.e., historic character, noise, etc.)
- Optics of “empty” local buses
- Proximity to desirable destinations
- Reliability of schedules
- Safety

Ridership

Project Consultant Rick Nau provided an overview of historical and initial forecasted ridership results in the study area, as shown below, noting that in 2018 (the latest year for which data is available), MMT bus Routes 9 and 19, which provide service in the project study area, had a combined daily ridership of almost 900 riders per day.

Sketch Ridership Forecasting

2045 Ridership Comparison of Methodologies	Low	High
Historic Ridership Methodology	1,300	2,200
Premium Bus (15 - 20% boost)	1,500	2,700
Streetcar (20 - 30% boost)	1,500	2,900
Capture 3% of new jobs	3,300	4,000
Total Capture of 0.5% to 1%	3,100	6,200

Note: FTA ridership methodology to be used on selected alternative

Conclusion

- Forecast future ridership of 3,000 to 5,000 riders per day

Rick then presented the exhaustive list of transit modes considered by the technical team. Based on the transit mode characteristics and forecasted ridership, the project team recommended moving forward to further study Bus Rapid Transit (BRT) Light and Streetcar as potential modes.

Rick asked CAC members to provide input on the two modes the project team would like to move forward for further study. Questions from the group included topics such as “healthy” transit ridership utilization and the tradeoffs of varying bus sizes. Rick also noted the difference between BRT Light and BRT Heavy, with BRT Light having capabilities to go in and out of mixed traffic as needed, whereas BRT Heavy typically has a physically separated right-of-way. After significant discussion, the project team committing to providing additional information on mode characteristics and potential impacts to adjacent neighborhoods as the project moves forward.

Environmental Resources

Rick then presented the environmental factors the technical team is studying and explained how they are being referenced throughout the project, including historic resources, Section 4(f) resources (Parks and Recreation), and environmental justice considerations.

Discussion and questions from the CAC included potential additional properties registered as historic which are not currently included. The project team committed to the advisory committees to further explore median impact and management and how that will be integrated with transit infrastructure.

Alignment Alternatives

Project consultant Chris Joannes presented the methodology behind the technical team’s alignment alternatives refinement, tying it back to the CAC and Technical Advisory Committee (TAC) influenced study goals. There was a request from the CAC to amend Goal 1 in a way that would make the UCCS area more generic by using a term such as “University Village” or “University District” to avoid a perception that a transit solution would exclusively serve students. Chris then walked through the six alternatives maps being considering for the North Nevada Transit project as follows:

- I-25
- Cascade
- Tejon
- Nevada
- Weber
- Wahsatch

Chris then described the potential route in each alignment, noting areas of potential constraints. Chris also communicated to the group that Union was removed as a viable option for consideration due to it not aligning with the project goals.

Alignment Alternatives – Activity

The project team then distributed a worksheet that included a scoring rubric for two alternative alignments, I-25 and Cascade. CAC members were asked to review and consider the project goals and scoring components and fill out the worksheet based on their expertise and interpretation. This exercise was intended to bring the advisory groups along with the project team and to help them understand how the alternatives are being evaluated to be advanced for further consideration.

Chris and project consultant Kyle McLaughlin walked through the goal association scores for all alternatives and presented the consultant recommendation to move forward with Nevada, Cascade, Weber. The project team noted that Wahsatch was recommended as an additional alternative to move forward by the TAC, and the CAC agreed with a nod of heads.

Key Themes from Additional Discussion

- The addition of Wahsatch is recommended due to its proximity to a grocery store and its ability to serve a transit-dependent population
- The economic development score of I-25 was questioned as it relates to the attractiveness of choice riders
- Land use, including zoning overlays, is important to include in the technical team’s analysis as the project moves forward
- Increasing density and the development of mixed-use street-level destinations in the study area is viewed as a key benefit of the project

Closing

Kyle walked through next steps in the process and thanked attendees before adjourning the meeting.

CAC Discussion Flipchart Notes

Transit Mode Discussion
• Enhanced = similar to today
• BRT: dedicated right-of-way / enhanced vehicles
• Big buses? \$\$\$ and impact to neighborhoods
• Drivers = more cost
• Scalable stations
• Concerns around lanes downtown with streetcar
• Hong Kong as example of bus size
• Flexibility
• Stop locations – Economic development vs. time savings
• Dedicated lane = important
• Quality of life (QOL) impacts by mode?
• Land use/zoning important
• Bike routes don’t work with streetcar/shared lane
• Smaller vehicles?
• Medians: no plans to impact
• Parking @ terminus – consider?

Alternative Alignments Discussion

- Agree to include Wahsatch
 - Grocery store (+1)
 - Addresses lower income populations
- I-25: economic development score? Destinations?
 - Choice riders attractiveness
- Transit-dependent population needs more frequent service
- Service isolation concerns with I-25 & Wahsatch > proximity to Tejon
- Reiteration of land use importance, include zoning overlays
- Wahsatch – remove
- Cascade – Colorado College pedestrian safety
 - Bike lanes
 - Bottleneck concerns
 - Hockey facility traffic exits to Nevada + Cascade
- Density
 - University Village not designed for peds
 - Need mixed-use street level destinations