

**-Meeting Summary-
North Nevada Transit Connectivity Study
Citizens Advisory Committee (CAC) Meeting #3
December 14, 2020**

Attendees

Citizens Advisory Committee Members:

Elena Nunez, Colorado Springs Utilities
Jim Godfrey, PPRTA Citizens Advisory Committee
Kimberly Reeves, University of Colorado at Colorado Springs
Leonard Kendall, Downtown Partnership
Melissa Marts, PPACG Area Agency on Aging
Peter Frantz, Old North End Neighborhood Association Board

Tim Seibert, Nor'wood Development Group
Alex Armani-Munn, Downtown Partnership
Travis Easton, Colorado Springs Public Works Director
Stephanie Surch – Council of Neighbors and Organizations
Cindy Aubrey, Pikes Peak United Way
Craig Blewitt, Mountain Metro Transit

Project Team:

Brian Vitulli, Mountain Metro Transit Project Manager
Rick Nau, Kimley-Horn Project Manager

Kyle McLaughlin, Kimley-Horn
Chris Joannes, Kimley-Horn

Key Takeaways and Action Items

- This project will conclude in 2020, but many of the pieces of it will be transitioned to the ConnectCOS transportation master plan effort, where a systems-level analysis will help make final decisions on the locally preferred alternative transit mode and alignment for the corridor. Currently, both Nevada Avenue and Weber Street are identified as feasible alignments.
- From this study, the preferred transit mode is BRT Light, but the report will document that any transit or other transportation investments made within the corridor should not preclude implementation of streetcar in the future if the City chooses to do so.
- A phased implementation of the project is recommended, especially since many of the transit investments north of Jackson Street are contingent upon bigger City investments, such as the reconstruction of North Nevada Avenue and the potential acquisition of the BNSF railroad right-of-way.
- Estimated project costs were developed for investments included in Phase 1 (see notes for description of phases) for both the Nevada Ave and Weber Street alignments; the costs ranged from approximately \$30-\$35 million.

Meeting Notes

1. Project Status and Overview

- Reminder that the goal of this project was to support the North Nevada Redevelopment area by identifying a recommended enhanced transit option between UCCS and Downtown.

- Final CAC and Technical Advisory Committee (TAC) meetings will be held on 12/14/2020 and final Public Meeting will be held on 12/16/2020
 - City Communications is making sure that all information about the meeting and the project is prominently displayed on the City website. The public meeting notice has been posted since 12/03/2020.
 - Attendees of the public meeting will be able to submit questions in real time via messaging in the meeting platform or verbally during the meeting.
- This project will be completed by 12/31/2020, but there will be some subsequent activities that will be transitioned to be part of the ConnectCOS process to update the City's Transportation Master Plan, which is currently ongoing

2. Recommended Transit Mode

- The typical daily boardings for BRT Light and Streetcar systems are very similar. The anticipated future daily boardings based on ridership projections are appropriate for either mode.
- A potential future conversion from BRT Light to Streetcar, if the City desires pursues that strategy in the future, is feasible from a projected ridership standpoint.
- Any localized negative externalities resulting from BRT Light will be evaluated in subsequent studies before implementation, including a detailed environmental and historic resources analysis that will be required before any construction activities could occur.

3. Recommended Transit Alignment

- North of Fillmore, there is only a single alignment alternative, which is along Nevada Ave up to Eagle Rock Road. South of Fillmore into Downtown is where there are multiple alternatives
- Both Nevada Avenue and Weber Street are feasible alignments and both will be evaluated from a system-level perspective as part of ConnectCOS to understand which better aligns with the projected Citywide transportation and mobility network and associated goals identified in ConnectCOS.
- The City's complete streets ordinance is baked into the project development and approval processes. Future refinement of the recommendations from this project will need to be in compliance with this ordinance.

4. Proposed Stations

- Station design specifics will be developed as part of a future study, but the stations are recommended to be context-specific to reflect the character of the surrounding neighborhoods and districts.
- Stations are required to meet certain minimum design standards per the Americans with Disabilities Act and to allow for all-door boarding, but other design factors have not been defined.

5. Future Service Plan

- The proposed service times have been attuned to support event and student-driven trips in addition to typical commuting and shopping trips.
 - The service hours capture the latest class times at UCCS.
 - Later service to cater to nightlife in downtown or elsewhere along the alignment would need to be a future conversation between the City and the neighborhoods along the route.
- After the system is operational, the City would determine if there is ever a need to increase service to reduce headways to less than 15 minutes through their annual review process which balances service levels with staffing and equipment resources.

- The net change in operations cost with implementing the new service and alterations to the existing local bus service is \$60,000 per year, which is a relatively minor amount for implementing a new service in the region.

6. Project Transition to ConnectCOS

- Additional traffic analysis through the Near North End and Old North End neighborhoods are factors that will aid in determining a final preferred alignment through the ConnectCOS process.
- ConnectCOS has a well-defined and extensive public engagement process that has already been developed and active.
- The North Nevada Transit Connectivity Study will not require action by the CTAB, Planning Commission, or City Council, as the final recommendation for enhanced transit service through the study area would be adopted with the ConnectCOS adoption process.