

## Platte Avenue Corridor Study

Virtual Public Meeting Summary | Wednesday, June 9<sup>th</sup>, 2021



### Overview

On June 9<sup>th</sup>, 2021, the Platte Avenue Study project team held the first public meeting for the Platte Avenue Corridor Study. Platte Avenue has been identified as a priority corridor for further analysis as part of the ConnectCOS Transportation Master Plan for the City of Colorado Springs. The broader ConnectCOS effort will update the previous City Intermodal Plan that is now 20 years old and will help set the vision and priorities for transportation improvements in Colorado Springs for the next 20 years.

The Platte Avenue Corridor has been a topic of discussion, dating back to when it was originally known as US Highway 24 to when the city conducted the East - West Mobility Study. Some who attended the meeting were familiar with the City's plan for the physical development of Colorado Springs, [PlanCOS](#), and others had the advantage of being involved in [ConnectCOS](#). However, many who were in attendance were learning about the broader goal framework of these predecessor studies, and how it has identified Platte Avenue as a priority corridor, for the first time. As such, it was critical to use the virtual public meeting as an opportunity to create a common project understanding and initiate the conversation about vision and goals to develop a strong foundation of community support.

Due to the ongoing public health precautions related to COVID-19, the meeting was held virtually through Microsoft Teams Live. A recording and copy of the presentation materials can be found on the Platte Avenue Corridor study project webpage: <https://coloradosprings.gov/project/platte-avenue-corridor-study>.

Additionally, the public can continue to provide feedback and engage with current efforts via an online comment card available on the project webpage, as well as accessing an interactive online map-based exercise to capture community reflections and observations regarding current corridor conditions.

In the weeks leading up to the live event, the meeting was promoted through a variety of channels including the project website, flyer distribution to businesses and community centers located along the corridor, social media, paid Facebook ads, blog posts, email blasts, and local media coverage via online new sources and public radio. Approximately 120 community

members registered for the event and of those about 75 people attended the 90-minute meeting.

What follows is a re-cap of the material that was covered over the course of the meeting.

## **Meeting Purpose**

- Inform and educate the broader public to ensure there is a shared understanding and accurate information being disseminated in the community.
- Create excitement for the visionary process, identify common interests and opportunities of support.
- Define expectations of what will be accomplished by the end of the study.

## **Meeting Objectives**

- Develop a common understanding of the project purpose and goals,
- Review the technical milestones (provide detail of what has been done to-date and anticipated next steps),
- Provide parameters of what is and what is not included in this type of corridor study,
- Share information on what we have learned through the analysis to-date and how that applies to the goals of the study,
- Engage attendees to respond to a clear set of corridor-specific poll questions, and
- Demonstrate the map-based activity live on the project website that will collect community feedback on current conditions in and along the corridor.

## **Welcome and Introductions**

The meeting facilitator, Angela Woolcott Kearns & West (K&W), welcomed attendees. Aaron Egbert, City of Colorado Springs Traffic Engineer and Deputy Project Manager, provided opening remarks and introductions for the Platte Avenue Corridor Study. Aaron noted that Platte Avenue was a former state highway dating back more than 30 years ago which has caused a variety of road configurations along this 6-mile stretch between I-25 and North Powers Blvd. He went on to explain the Study is very important to the city's overarching transportation system, as well as the health and vitality of people who live and work in this area.

Angela then introduced the project team. A complete list of team members who participated in hosting and speaking during the meeting is available at the end of this summary. Angela demonstrated the key technology aspects of using the Microsoft Teams Live meeting platform, reviewed the meeting purpose, and outlined the meeting agenda and participation guidelines. Angela also reviewed the project schedule and key milestones to give everyone a sense of where the project team is in the overall process.

Key project milestones include:

- Corridor analysis (existing data/current conditions, strengths, weaknesses, opportunities, and challenges)
- Identifying a range of solutions and initial alternatives

- Prioritizing and comparing solutions
- Cost and project identification
- Program development and refinement
- Final Plan

Public involvement and stakeholder engagement will be integrated into each step of the schedule and is considered imperative to the success of the project.

Angela then introduced the live polling exercise and demonstrated how to use the live polling software with a test question. The test question posed to the audience and their responses include:

How did you hear about tonight's virtual community meeting?

- a. **Social media (42%)**
- b. Project website (4%)
- c. Newspaper or conventional media (8%)
- d. Bus advertisement (0%)
- e. Meeting flyer (0%)
- f. Neighbor or word-of-mouth (8%)
- g. Other? (38%)

## **Project Overview – The Bigger Picture and ConnectCOS**

Kelly Leadbetter, Felsburg Holt & Ullevig (FHU), provided an overview of the project and shared more information about recent planning efforts. The Platte Avenue Corridor Study is one of many studies taking place at the neighborhood corridor level resulting from previous planning efforts through the ConnectCOS Transportation Master Plan, which is currently underway. Platte Avenue has been identified as a priority corridor and a critical area for further study to achieve a more mobile community as part of the broader ConnectCOS framework. Other regional mode-specific plans, for example COS Bikes which is part of the Complete Streets Policy Framework, will have an influence on the Platte Avenue Corridor Study. The Platte Avenue Corridor Study project team is working in close coordination with other teams as they develop this plan.

The ConnectCOS goal framework seeks to create a transportation system based on six principles: (1) safe, (2) equitable, (3) sustainable, (4) efficiently reliable, (5) accessible, and (6) connected. ConnectCOS will provide guidance concerning the future role of Platte Avenue in the transportation system for this project. The Platte Avenue Project team wants this plan to be reflective of the community's overall interests and desires for multimodal transportation. They also want to understand what the short- and long-term needs are and identify immediate as well as future mobility solutions.

Related to the Platte Avenue Study requirements, the City of Colorado Springs will be looking for funding opportunities to support these projects. This could be in coordination with other departments within the City or in partnership with other regional agencies.

When considering future transportation and mobility improvements along Platte Avenue, the project team is also considering the neighborhoods and the surrounding areas, the impacts to

the transit network, and the existing trail connections. This includes adjacent roads and how improvements made to Platte Avenue may have an impact on the adjacent roadway and trail network. For example, Route 5 which goes along Boulder Street and connects the Downtown Transit Center to the Transfer Center at the Citadel Mall, is one of Mountain Metro's highest performing routes. So, while it does not run immediately along Platte Avenue, it has implications for existing and future transit riders.

## **Platte Avenue Corridor – Overview & Current Conditions**

Kelly then gave a more detailed overview of the Platte Avenue Corridor Study area. The study area extends between I-25 on the west end and North Powers Blvd on the east end and is just over 6 miles in length. It used to be a state highway; so, in many places it still feels and functions like a state highway because minimal improvements have been made to the corridor since the ownership was transferred from CDOT to the City. In some areas the road still retains wide travel lanes and higher speed limits, and there remain a handful of frontage roads on the eastern side of the corridor.

Platte Avenue has a significant role in connecting travelers from downtown to neighborhoods in the eastern part of the City and to other destinations like the airport and newer developments on its eastern side, such as Banning Lewis Ranch. Those who travel the corridor include residents, employees, and visitors. Future travel forecasts indicate that Platte Avenue may experience up to 20% growth by 2040, though travel time reliability, a measure of the potential for travel delays, is in the bottom 25% of all major city corridors.

The Platte Avenue Corridor has been organized into four distinct character areas which range from historic neighborhoods to commercial areas: (1) Downtown, (2) West Central, (3) East Central, and (4) Eastern. Challenges and considerations across the corridor are included below:

- Traffic and safety given forecasted growth, travel time reliability, and intersection operations (especially at Circle and Murray).
- Transit along the corridor including the transfer station at Citadel Mall and high ridership routes.
- Infrastructure (bridges, pavement, and stormwater) conditions.
- Connections to parks, trails, and open spaces as well as the ability for bicyclists and pedestrians to cross and move along Platte Avenue.
- Communities along the corridor including commercial areas, neighborhoods, residents, travelers, economy, and environment.

These character areas vary in transportation needs. The transportation needs and current observations identified for each character area are summarized below. The meeting materials presented character area boundaries based on the project team's assessment of the corridor at the time of the meeting.

**Downtown.** The context of this area is the most urban in the corridor. This area includes Platte Avenue and the surrounding businesses and neighborhoods between I-25 and Wahsatch. The study will consider a broader part in the north south direction in this segment.

- Platte Avenue, despite being a major east west corridor, does not currently provide a direct connection to I-25

# Platte Ave.

A ConnectCOS Community Corridor

- Historic and cultural amenities for the City in downtown exist with the General Palmer Statue, Acacia Park, Palmer High School, and several others.
- Pikes Peak Greenway Trail through Monument Valley Park is an asset and additional connections for those on foot or on bike will be considered.
- This is a more established area of town; the sidewalk network is nearly complete and some bicycle facilities on lower stress streets are provided.
- While there is a sidewalk present, the sidewalk may be narrow or may not be compliant under the Americans with Disabilities Act (ADA) compliant.

**Middle Shooks Run.** This segment of the project extends between Wahsatch and Union. It has a well-established and maintained neighborhood character.

- The Middle Shooks Run neighborhood has pride and a strong identity due to its unique mixture of home styles, parks, and businesses.
- This is a more established area of town; the sidewalk network is nearly complete and some bicycle facilities on lower stress streets are provided.
- While there is a sidewalk present, the sidewalk may be narrow or may not be compliant under the Americans with Disabilities Act (ADA) compliant.
- Bridges along Platte Avenue are in poor condition and in need of replacement.
- The Shooks Run trail is a beloved trail for those walking and biking; it is relatively easy to cross Platte Avenue using the Shooks Run grade-separated crossing.
- This area sees significant pedestrian and biking activity in part because of the existing destinations: the high school, Boulder Park, Memorial Park, the Olympic Training Center, Memorial Hospital, and in part because it is easier to get around in this area relative to other areas along the corridor.

**West Central/ Knob Hill.** This area includes Platte Avenue and the surrounding neighborhoods between Union Boulevard and Chelton Road, on the west side of the Citadel Mall. Along Platte Avenue, this portion of the corridor has a small and medium sized business focus along an urban arterial roadway.

- Most of the properties along Platte are businesses, but there are neighborhoods in areas behind the businesses.
- Start to see more missing sidewalks which compromises the ability for people to walk in this area.
- This is concerning because Knob Hill has a relatively higher percentage of residents without access to a vehicle who must rely on walking, biking, transit, or carpooling to meet their basic needs.
- Emergency response time and multimodal access to Memorial Hospital is vital to this area.
- Number of challenging intersections including Boulder Street, Circle Drive, and Chelton Road

**East Central/ Citadel Mall and Academy Boulevard Area.** This portion of the study area includes Platte Avenue and the surrounding neighborhoods between Chelton Road and Wooten Road. The context of this area is businesses and is largely dominated by the mall and shopping centers. The roadway configuration becomes a freeway.

- Neighborhood is characterized by significant retail.

# Platte Ave.

A ConnectCOS Community Corridor

- Retains the State Highway characteristics with higher speeds, wider travel lanes, and frontage roads.
- The ability to cross Platte Avenue when walking or when biking becomes more difficult because of the width of the roadway and the speed of the vehicles.
- Transferring at the Citadel Mall transfer center delays the transit routes.
- Academy Boulevard has been identified as a transit corridor.
- Poorly performing intersections such as Murray Road (frontage roads can contribute to this)

**Eastern/ North Powers Boulevard Area.** This portion of the study area includes Platte Avenue and the surrounding neighborhoods between Wooten Road and Peterson Road. This portion of the corridor is mostly business focused but also have neighborhoods near Platte Avenue. The roadway continues to be a freeway configuration.

- Characterized by significant commercial uses and provides access to regional destinations such as the Peterson Air Force Base and the airport.
- The ability to cross Platte Avenue when walking or when biking becomes more difficult because of the width of the roadway and the speed of traffic.
- Platte Avenue crosses Sand Creek in multiple locations in this area and there are planned future regional trails along the creek.
- This section of the corridor has a history of severe crashes.
- Beyond the eastern area is the Banning Lewis Ranch development which is anticipated to contribute to the increase traffic volumes along the corridor.
- There are also frontage roads along much of this segment of Platte Avenue. These roads have intersections close to Platte Avenue in several locations.

Anna Laybourn, Design Workshop, shared the existing economic conditions along the corridor. Housing within the corridor, specifically in the Downtown and West Central character areas, is much older than housing found elsewhere in the city. There has been very limited development of new housing, and of the new housing developed, nearly all has been single family homes available for purchase only. The corridor has had no new multi-family development within the last 10 years. Households within the corridor make far below the median family income in the City and County: annual median household income ranges between \$29,000 and \$46,000 versus the City and County's median household income which is \$64,000- \$67,000.

Despite slow population and economic growth throughout the corridor, the market capitalization rate, a measure of economic conditions (or potential?), for all asset types has continued to decrease over the past 10 years. A decreasing capitalization rate is a good economic indication that the perceived risk of investing in an area is decreasing. Investors often look at areas with falling capitalization rate as good investment opportunities. The Corridor has the potential to attract new development in the future while celebrating and protecting its existing assets.

## What We Have Heard to Date from Stakeholders

Early in 2021, the Platte Avenue Corridor Study project team met with approximately 50 stakeholders specific to the corridor over the course of several weeks by conducting small group discussions, topical workshops, and one-on-one interviews. Stakeholders were selected to represent a diverse range of project partners and community members who live and work along

Platte Avenue. The discussions helped the project team gain insights into their mobility and place-making priorities, opportunities, and challenges for further consideration in the study of the Platte Avenue Corridor. These meetings were largely conducted virtually in collaboration with city leadership, community leaders and adjacent businesses and neighborhood organizations such as, Bike Colorado Springs, The Independence Center, Colorado Springs Chamber of Commerce, Mountain Metro Transit, Memorial Hospital, Colorado Springs Utilities, Middle Shooks Run Neighborhood Association, etc.

Angela Woolcott, K&W, reviewed the following findings from discussions with stakeholders, organized by key themes.

- 1) Understanding Function & Identity
  - Stakeholders voiced a need to understand how the current transportation system contributes to the City and communities' broader mobility goals.
  - Establishing the corridor as a multi-modal gateway to other destinations could strengthen the overall feel, character, and experience.
- 2) Walkability & Safety
  - Lack of safe and walkable connections along Platte Avenue.
  - Lack of curb cuts, sidewalks, cross walks, street lighting, as well as low visibility of signage and wayfinding.
  - Lack of ADA accommodations for pedestrians.
- 3) Accessibility
  - Study area is home to a diversity of people of all ages and abilities including families, college students, retirees, Paralympic athletes, and those living with limited mobility as well as veterans and active military.
  - A key challenge is the lack of consistent accessible infrastructure, such as safe crossings and intersections, for all people.
- 4) Transportation Choice
  - Stakeholders want a variety of commuting options.
  - They raised concerns about the dangerousness of biking along Platte Avenue.
  - Stakeholders would like to see a more balanced roadway with additional travel options for people who do not own cars.
- 5) Maintenance and Appearance
  - Platte Avenue is viewed as a gateway to the city (especially traveling west into town from the airport) but the current character is carryover from the Highway 24 days.
  - Thus, it is missing an opportunity to make a good first impression.
- 6) Street Network & Connectivity
  - Stakeholders commented on confusing traffic patterns and increased safety concerns, especially at key intersections closer to Downtown and I-25.
  - There is a need for improved connectivity to adjacent major roadways to provide alternate routes for car travel and opportunities for added transit options.

- 7) Celebrating & Preserving Neighborhood Character
  - The neighborhoods along Platte Avenue have distinct characteristics.
  - Stakeholders commented that general recommendations may not fit all segments.
  - Stakeholders value the existing character, cultural fabric, and historic architecture in these areas.
  
- 8) How Community Growth Impacts the Study Area
  - Stakeholders commented on the need to consider the various uses along Platte Avenue, such as planned development in and outside the corridor.
  - There is interest in commercial zones near downtown in the form of restaurants and retail, and a broad range of housing/residential areas.

## Community Polling Results

During the next section of the meeting, Angela Woolcott facilitated an interactive activity that included a series of polling questions posed towards participants that could be answered by copying and pasting a web link into a web-browser or by texting a number to activate the polling exercise on cell phones. What follows is a listing of poll questions and their responses. Numbers in parenthesis following an answer represent percentage of total responses for multiple choice polls or the number of identical responses for open-ended responses.

- 1) How often do you travel the Platte Avenue?
  - a. **Daily (36%)**
  - b. Weekly (33%)
  - c. Monthly (26%)
  - d. Never (5%)
  - e. Other (0%)
  
- 2) What is your preferred mode of travel in/along Platte Avenue?
  - a. Walking (13%)
  - b. Bicycling (5%)
  - c. Public Transportation (0)
  - d. **Car or Motorcycle (82%)**
  - e. Other (0%)
  
- 3) How do you primarily use Platte Avenue? (MC multi-answer)
  - a. To get home (15%)
  - b. To get to work (14%)
  - c. To get to the airport (4%)
  - d. To get to I-25 (9%)
  - e. **To access downtown (18%)**
  - f. **To access businesses and retail (19%)**
  - g. To access services (social, health or childcare, etc.) (3%)
  - h. All the above (8%)



# Platte Ave.

A ConnectCOS Community Corridor

- i. I don't typically use Platte Avenue (3%)
  - j. Other (7%)
- 4) If you do use Platte Avenue, what is your most frequent destination (open answer)?

Response:

- Platte is a main access way to get to a destination off the beaten path of Academy and I25
  - Bars and such
  - Knob Hill Arts District
  - Black sheep (2)
  - My office on Platte and Cascade
  - Retail, business
  - Local Relic
  - Businesses in southeast end of town around Circle and Murray or on South Powers
  - To see the art in Knob Hill
  - **Work (4)**
  - Andy's Meat Market
  - Southern route home
  - To get to Academy and points east
  - **Home (5)**
  - East to Highway 94
  - To/from retail/restaurants downtown
  - Downtown, misc. business along the corridor, to get out to Powers / 1 & main
  - Access other areas and streets - especially when Academy is backed up
  - Public Works facility, Geiger Court
  - Getting to Powers Boulevard (2)
  - I live just off Platte, so I use at least one section every day. Weekly I ride to Sportique
  - Utilizing it to get to Downtown/to the eastside/North Powers corridor.
  - Peterson AFB (2)
  - Friends on streets below Platte or intersecting Platte (2)
  - Shopping and retail
  - **Downtown (4)**
  - Get across town
  - Taco Bell
  - Visit family living on Platte Avenue
  - Sportsmans Warehouse
  - Work and family
  - Black sheep and downtown
  - The Citadel Mall and business along Academy Bl
  - Airport
- 5) What type of road would you describe Platte Avenue to be most like?
- a. A residential neighborhood street (13%)
  - b. **A major thoroughfare for east-west travel (66%)**

# Platte Ave.

A ConnectCOS Community Corridor

- c. State Highway 24 (3%)
- d. A regional connection (8%)
- e. A gateway for the City of Colorado Springs (11%)

6) What is one word that best describes the Platte Avenue?

Responses: dilapidated(2), overlooked, diverse(3), pawnshop row, chaotic, Knob Hill(2), busy(3), major, congested(2), disjointed, connection, loud(3), visionless, community, unattractive(2), corridor(2), noisy, businesses on Academy, decrepit, messy(2), travel, needed, multi-use(2), Downtown, strained, unloved, traffic, barrier, neglected., segmented, major East/West corridor, hectic, old, work downtown home, historic, high-speed, residential

7) What is currently challenging with Platte Avenue?

- a. Crossing Platte North/South (16%)
- b. Traffic along the corridor traveling East/West (22%)**
- c. Access to businesses along Platte (8%)
- d. Lack of sidewalks (11%)
- e. Lack of bicycle facilities (10%)
- f. Travel speeds (19%)**
- g. Accessing transit (6%)
- h. Other (7%)

8) What do you like the most about Platte Avenue? (open ended)

Responses:

- Potential for high rise apartments on Boulder and Bijou
- Mid-town east-west city crossing
- The historic architecture in Mid Shooks neighborhood
- Lined by trees in west central section.
- That it is one of only a handful of east-west connections.
- I agree with the Tejon of the east side comment
- Besides the art, nothing
- Historic neighborhood between Union & Wahsatch
- It literally spans our city and gives us the opportunity to create a far better connection between all of the destinations along it.
- Access to stuff, Knob Hill
- Able to travel without too many traffic lights. Beautiful view of the mountains while traveling West. Neat statue downtown - very unique.
- Trees, where they exist; also the older homes give it character.
- Western end, architecture
- That its diverse, and our neighborhoods have people from all walks of life
- Historic neighborhood
- The historic ambiance in the downtown Shooks Run area.
- Convenient way to cross the city and to access HWY24
- Knob hill has lots of potential
- The trees along the side of the road closer to downtown
- Character of the homes

# Platte Ave.

A ConnectCOS Community Corridor

- Attractive houses downtown
- Historical
- Notable historic architecture in downtown portion.
- Easy transition from eastside to Downtown
- Nothing
- Historic avenue into downtown
- General Palmer Statue
- A C E
- Busy
- The statue in the middle of the intersection at Nevada. It is a welcome and forces the speeds to slow down.
- Neighborhood
- Straight shot to downtown
- East west transit is direct
- The historic homes.
- Trees and wideness on the west end near downtown
- Historic Areas
- Know Hill Arts district
- Gen. Palmer's statue
- Knob Hill, has the potential to be a Tejon street on the East side
- The new art in knob hill

# Platte Ave.

A ConnectCOS Community Corridor

9) What is your favorite activity to do along Platte Avenue? (open ended)

Responses:

- Shooks Run
- Walk, but early in the morning because otherwise it's too scary
- Look at neighborhoods
- Black sheep, check out the art and hit the pawn shops
- Shake my head - while driving past Circle Avenue until downtown - shabby businesses
- Tree lined street
- To walk through all (not just the Downtown historic), the nice neighborhoods
- Walking the tree-lined streets
- Drive my car
- Going to the Black Sheep
- Taking walks
- F B A
- Drive across town
- Remember my childhood experiences
- Look at the houses
- Visit the Flea Market (East Platte) and/or Downtown events
- Getting east to west in my car quickly without pesky bike lanes.
- Sit on the front porch and watch people go by
- Access those old shops, if only they weren't run down
- Hang out in Knob Hill
- Drive (2)
- Stay off it
- Look at the mountains
- Chilling in Boulder Park
- Shopping
- Going Downtown
- Walking on Shooks Run Trail
- Shows at Black Sheep
- Pedal a PikeRide from Downtown to tour all of the murals in the Knob Hill Urban Arts District
- Historic neighborhoods, trees. East/West travel
- Beautiful tree-lined street
- Walk my dog

10) What would you like to see changed as a result of this study? (open ended)

Responses:

- Speed control, preserve historical neighborhoods
- Access to downtown
- I saw President Eisenhower while standing on Platte Ave
- Urban businesses and diversity
- Walking downtown
- Extending green median

# Platte Ave.

A ConnectCOS Community Corridor

- Increase public transit, reduce speeds (between Nevada and Hancock specifically), we need arrows on Platte/Wahsatch (SO DANGEROUS to turn L now with no arrows)
- Better sights
- Make Knob Hill a great place to live and be entertained. Make it like Tejon. Old Colorado City, and Manitou. Bars, breweries, restaurants. Culture fest a few years ago was awesome
- Fix it up, Safe walks for pedestrians and bicycle, preserve the view west
- Invest in a way that it does not display current residents or drive-up prices
- Submission of a nomination to the National Register of Historic Places for the eligible area
- Traffic calming
- Provide a consistent parallel route for walking/biking and a space for transit to be truly impactful
- It should remain an East-West Corridor with signal timing improvements for easy movement east and west.
- More trees, sidewalks, neighborhood feel, slower speeds, historic markers.
- Create sense of place with desirable amenities
- A bikeway added - like what is along C-470
- Better branding efforts - increase green footprint
- Slower traffic, help the stores and business, get rid of the pot grow houses and more and more art, even sculptures
- The entrance to Willamette at Platte closed or redesigned to prevent the large semi-trucks
- Character of neighborhood, diversity of homes and business, Shooks Run
- Road improvement-upgrade
- Slower traffic in residential area.
- Connections to bike along, and able to cross more easily
- Keep road surface up to grade.
- Can't think of much. Not adding bike paths!
- Less car centric design - lower speed limits
- Medians and good connection
- Boost economic activity, clean it up, and pump up the whole corridor
- Clean up and reorganization of how everything works
- I would love a bike trail and/or a protected bike lane alongside Platte. Additionally, it should either be expanded to be a road or narrowed to be a street. Watch Strong Towns or Not Just Bikes to learn more!
- Not much. I would not like to see the area gentrified and low-income folks forced out. Keep the "green" improvements to Boulder, Bijou, etc.
- Traffic calming-- divert it!
- Make it pretty!
- More walkability and bike-ability
- More restaurants and cultural attractions in knob hill
- Vision growth for city - facelift area around Circle to Nevada
- Safer, slower, more efficient traffic with upgraded and welcome entry to downtown
- Beautify and soften the atmosphere along the route
- Less noise

- Pedestrian crossing in Knob Hill
- Traffic calming with focus on better access for pedestrians and cyclists
- Train transit from East to West
- More investment in roads WITHOUT pushing out the diverse neighborhoods
- More trees and shade east of union
- Make the rest of the Springs nice, not just Downtown
- Less noise caused by Platte Avenue traffic
- Establish identity, increase safety
- Provide a vision and a core purpose for Platte, cleaning up the demands on any given roadway
- Safer pedestrian crossing
- Updating to many of the run down auto off shops and junk yards
- Actual multi-modal development that respects our vulnerable roadway users and isn't so car-centric
- Improved appearance and safety
- Preserve the historic elements
- Quiet the traffic
- Build up Knob Hill
- Having coffee on Boulder

## Introducing Social Pinpoint and Audience Q&A

Next, Kelly shared how to access and use Social Pinpoint, which is a map-based tool to solicit community input and ideas for future improvements along the corridor as well as collect general observations. Kelly discussed the various features of the tool and its purpose. Social Pinpoint is available for public comment and accessible via the project webpage until July 7th, 2021.

Angela Woolcott, with support from others on the Platte Avenue project team answered audience questions. Audience questions were received via the Q&A function on the Teams Platform. Questions were stored and will be included with their answers on a FAQ sheet, also available for public viewing and general information about the project on the project website: <https://coloradosprings.gov/project/platte-avenue-corridor-study>.

## Project Team Attendees

Name	Organization
Aaron Egbert	City of Colorado Springs
Dan Krueger	City of Colorado Springs
Ted Ritschard	FHU
Kelly Leadbetter	FHU
Angela Woolcott	Kearns & West
Christian Mendez	Kearns & West
Zach Barr	Kearns & West
Anna Laybourn	Design Workshop
Marianne Stuck	Design Workshop
Amy Garinger	Kimley-Horn
Eric Gunderson	Kimley-Horn