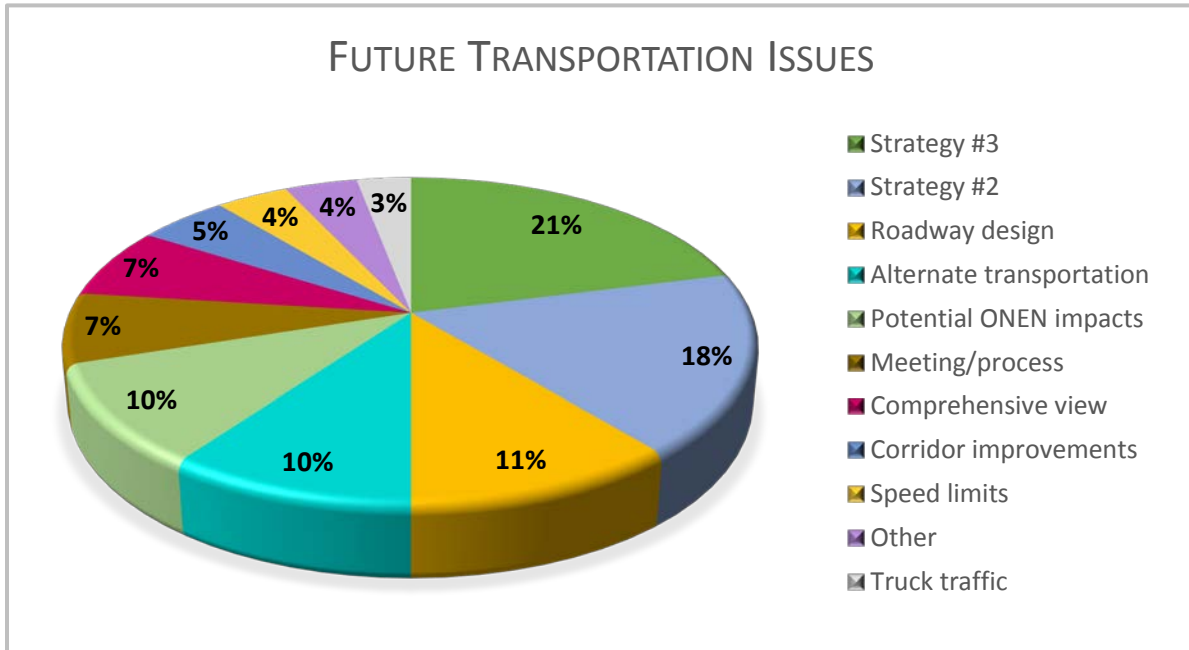


Renew North Nevada Avenue Transportation Sub-Plan
Community Workshop
July 20, 2017

Verbatim Individual Responses

What are your thoughts about the future transportation-related issues along North Nevada Avenue?



Strategy #3 – 21% of mentions

- Excited by strategy #3 – more bike lanes, sidewalks, trees, beauty, mixed use.
- Would like to see efficient public transportation, quiet and safe.
- Bikes should be moved to the Greenway Trail.
- Too much area is being used for walking and bikes when that type of traffic is not a large user now. Many current businesses are motorize-related, truck deliveries and auto repair, Waste Management trucks, warehouses, etc. Nevada Ave. is not a downtown Breckenridge of shops and boutiques.
- Sidewalks and bike-ability are good and desirable.
- Keep bicycle traffic on existing trails to west of this area. Improve current trail system with lighting and connections to existing roads and shopping areas. Improve ingress/egress to/from Nevada.
- Bike lanes need to be put on Nevada.
- Strategy #3 also has value, but only to a logical extent. It would be great if N. Nevada between Austin Bluffs all the way to downtown was a complete street, including a bike lane and sidewalks. Having transit available is also desirable. Use of the existing railroad R.O.W. for

dedicated off-street transit lanes will serve to make transit more efficient and much safer for riders. It will also keep the buses off of N. Nevada and allow a smoother flow of traffic and also improve traffic safety. It is understood that high-frequency transit service (<30 minute headways) may someday be needed within the Renew Master Plan area. But, running such high-frequency transit service (e.g. 15-minute service, BRT, or light rail) south along Nevada Avenue through the Old North End would destroy that historic neighborhood. The folks residing along N. Nevada through that neighborhood were forced to experience 6 months of 15-minute service just last year. It was a disaster and created a significant neighborhood outcry and steadfast opposition to any expanded transit services in or through the neighborhood. It also, regrettably, served to create an atmosphere of potentially unsurmountable mistrust of the City.

- Strategy #3 [and #2] are the strongest options!
- Strategy #3 [and Strategy #2] better options. Not option [strategy] 1.
- Strategy #3 is better for multi-modal, urban village concept.
- Worried about where transportation stops would be located and how many people would congregate at the stops if the stops are located in residential areas.
- That the bus stop at Winters and North Nevada will be done away with and all bus stops will be only upon Nevada, causing people to have to walk to.
- Sitting at a bus stop and just waiting to be flooded by a puddle because a car runs through a deep hole right in front of the bus stop. The streets are very unsafe for all pedestrians!
- Transit good in train [right-of-way].

Strategy #2 – 18% of mentions

- Connecting Cascade Ave. to Mark Dabling is a great idea. This would give an alternative to I-25 and Nevada.
- I really like the idea of bridging Cascade so it doesn't dead end. I also like the idea of bridging Weber which a very unused street. Weber should connect on through Fillmore and possibly on to the University. Colorado College is a choke point on N. Nevada, especially on the left turn to Uintah. Buses are not helping.
- Here we go again. We don't know what's going to happen to our mobile home park.
- Presentation of cut-through on Expo Center driveway to connect Nevada to Cascade was a good idea.
- The idea about increasing connectivity to Nevada is good and needs to happen. Who will pay for that?
- Connected network – small roads A+ strategy. Spread traffic along corridors, provide alternate routes.
- Increased and faster moving traffic on Cascade and back in those areas where all the trailer parks are.
- Opening up the end of Cascade will create more traffic on Cascade.
- I support Strategy #2 (Leverage the Road Network) as it recognizes the need to spread the traffic load to a number of roadways vs. concentrating all traffic on N. Nevada Ave. This a more efficient approach and makes more effective use of existing pavement throughout the planning area. It also can help avoid the need to constructing very expensive grade

separations that local taxpayers, nor the redeveloped property in the corridor, can afford. This approach is refreshing and is definitely a change from City Traffic/Planning Dept.'s past desire to concentrate all traffic, transit, and congestion onto N. Nevada Avenue. N. Nevada, particularly the portion through the Old North End Neighborhood already has serious traffic and pedestrian safety issues as a result of that past strategy.

- I very much support the improvements to Cascade Avenue connections, at the north and through the N. Nevada Ave. corridor. That roadway is definitely underutilized. Also, being able to turn south at Mark Dabling and take Cascade all the way downtown is an excellent way of evenly balancing the traffic load between Nevada and Cascade. That would be a game changer and definitely a paradigm shift that is very much needed! It should also serve to reduce some of the congestion (current and future) at Nevada and Austin Bluffs and, hopefully postpone the need for an urban interchange at that very congested intersection. But, it will also likely serve to take some of the pressure off of N. Nevada through the Old North End Neighborhood in which recent traffic counts on Nevada are currently in excess of 17,000 vehicles/day.
- Strategy #2 will also have positive implications south of the Renew N. Nevada master plan area, particularly in the Old North End, in which Cascade and Weber are currently grossly underutilized, while all the north-south traffic through the neighborhood is currently funneled onto Nevada and (to a lesser extent) Wahsatch Avenues. Unfortunately, that current traffic distribution is partially the result of City Traffic Engineering actions/policies to dump all traffic (including transit) onto N. Nevada.
- There is an existing neighborhood Master Plan (officially adopted by ordinance by the City Council) for the Old North End Neighborhood. That master plan has been the guiding document for the all land use issues/decisions for nearly three decades. That Master Plan includes a traffic flow sub-plan that specifically calls for the equitable distribution of north-south traffic through that neighborhood, between Wahsatch, Weber, Nevada, and Cascade. Your Strategy #2 (and specifically the improvements to the Cascade Avenue connections) is consistent with the objectives of the Old North End Master Plan.
- It is hoped that the folks at City Traffic Engineering are genuinely supportive of this Strategy #2, because their recent policies and actions relating to N. Nevada have been just the opposite. Indeed, the City Traffic folks have identified, but openly refused to make a number of changes (creating new turn pockets, lower the speed limit on N. Nevada from 35 MPH) that would serve to better balance north-south traffic flow through the Old North End.
- Strategy #2 [and #3] are the strongest options!
- Strategy #2 [and Strategy #3] better options. Not option [strategy] 1.
- Direction of Strategy #2 OK.

Roadway design – 11% of mentions

- The 6-lane project should be put back on the table, as the negative impacts to the smaller corridors was not presented at the Master Plan.
- Pull-off lane, as not to interfere with traffic flow, or dedicated lane for public transportation.
- Create some “feeder” roads off of Nevada as shown in slide. Leave Nevada 4 lanes with improved curbs and gutters, sidewalks, and landscaping.
- A lot depends on what is to happen to Cascade. In its current condition, Cascade cannot handle the traffic.

- The old train tracks parallel to Nevada between Mount View Drive and Lilac Street should be used as a new road to reduce traffic on North Nevada and hold North Nevada to two lanes on each side.
- Spread the traffic out on other streets besides Nevada.
- Please consider near-term major investment in \$\$, time and inconvenience for long-term gain. Look at St. Kilda Blvd., Melbourne, Australia as a template. It has 12 lanes of traffic in a tree-shaded, green space, wide pedestrian way: sidewalk-green-parking lane-bike lane-two (north) lanes-green-two (north) lanes-two tram lanes-two (south) lanes-green-two (south) lanes-bike lane-parking-sidewalk.
- Keeping N. Nevada at 4 lanes through the Master Plan area is essential to maintaining the integrity of the Master Plan and the stated desires and expectations of all the citizen participants in the planning process for that Master Plan.

Alternate transportation – 10% of mentions

- Please consider bringing the trolley to North Nevada! It would help move people and bring back some nostalgia.
- North → South Nevada is a prime opportunity for a tram system.
- I moved from San Francisco and it is walkable and historic – even cable car at \$5 per ride is an historic attraction. I'm not opposed to a light rail/cable car option.
- The idea of light rail will divide a developing community; it should be moved closer to I-25.
- Light rail is not acceptable in any residential neighborhood.
- Light rail must not be placed on Nevada Ave. Use I-25.
- Any high-frequency transit service through the Renew Master Plan area must not be extended down through the Old North End Neighborhood. It will destroy that historic neighborhood. No established residential neighborhood should have to bear the substantial negative externalities associated with BRT or other high-frequency mass transit directly in front of their homes. Extension of such high-frequency mass transit should be limited only to commercial/industrial corridors and along I-25.

Potential impacts on Old North End Neighborhood – 10% of mentions

- Consideration about how all of these decisions will affect the Old North End Neighborhood (ONEN) must be NOW!
- Too much traffic going through Old North End.
- Please keep medians and trees intact and preserve historic integrity of ONEN.
- Deathly afraid the City is going to abuse Nevada Avenue through the Old North End. We are a historic and residential neighborhood and deserve special consideration and protection as a very special asset to the City.
- The City must respect the historic integrity of our old North End Neighborhood.
- The historic medians through ONEN are protected by the ONEN Master Plan. You must not touch them.

- **There is significant disappointment that the whole topic of how transit services may be extended south through the Old North End is not being addressed by the Transportation Sub=Plan. Why is there such a delay? Again, this delay is serving to sow distrust of the City and the Renew N. Nevada planning process.**

Meeting logistics/process – 7% of mentions

- Get an audio system that works. Waste of time when you cannot hear speakers (presenters and attendees.)
- Provide handout of presentation ahead of time so the material can be studied.
- No clear plan to make clear decisions or comments – plan consequences need to be clear.
- The small group discussion did not work at my table.
- I’m interested in changing the N. Nevada corridor but the format given is not informative enough.

Take comprehensive view – 7% of mentions

- Comcor is not being addressed and it is a huge limiting factor.
- In order to put in any changes the total impact has to be considered.
- The transportation study should have happened first. This still feels cart-before-the-horse.
- The plan has some good suggestions for Plan corridor but cannot be done in isolation to how it affects roadways south of Fillmore.
- This cannot be determined in isolation. The neighborhoods surrounding need to be considered in the “bigger” plan. You cannot plan to end at Fillmore. Traffic analyses need to put traffic on several roads.

Corridor improvements – 5% of mentions

- Improvements are needed to beautify the Nevada Ave. “No man’s land.”
- Sidewalks and walkways need to be put on Nevada and on Cascade.
- The whole section of North Nevada needs to be upgraded to include sidewalks, trees, and shrubbery in medians. Improve the appearance, the north entry to Colorado Springs.
- Curbs, drainage ditches at corners and sidewalks! ‘Nuff said ☺

Speed limits – 4% of mentions

- The proposals to “improve the quality of travel” are also very much supported, particularly the proposal to lower the speed limits on the arterials roads along the corridor to 25-30 mph. The concept of being able to move more traffic down existing lanes if the speed limit is lowered has been widely recognized in our neighborhood and very much supported. It is assumed that such a move would also serve to nudge those drivers looking for a high-speed north-south corridor from N. Nevada and onto I-25 where they should be. Much of N. Nevada through the master plan area and further through the Old North End is viewed by many drivers as a high-speed throughway.

- Though I get the 25-30 mph through this [Nevada Ave.] corridor, how can that possibly be implemented?
- I did like the information given about speeds and moving traffic does not mean more traffic movement.

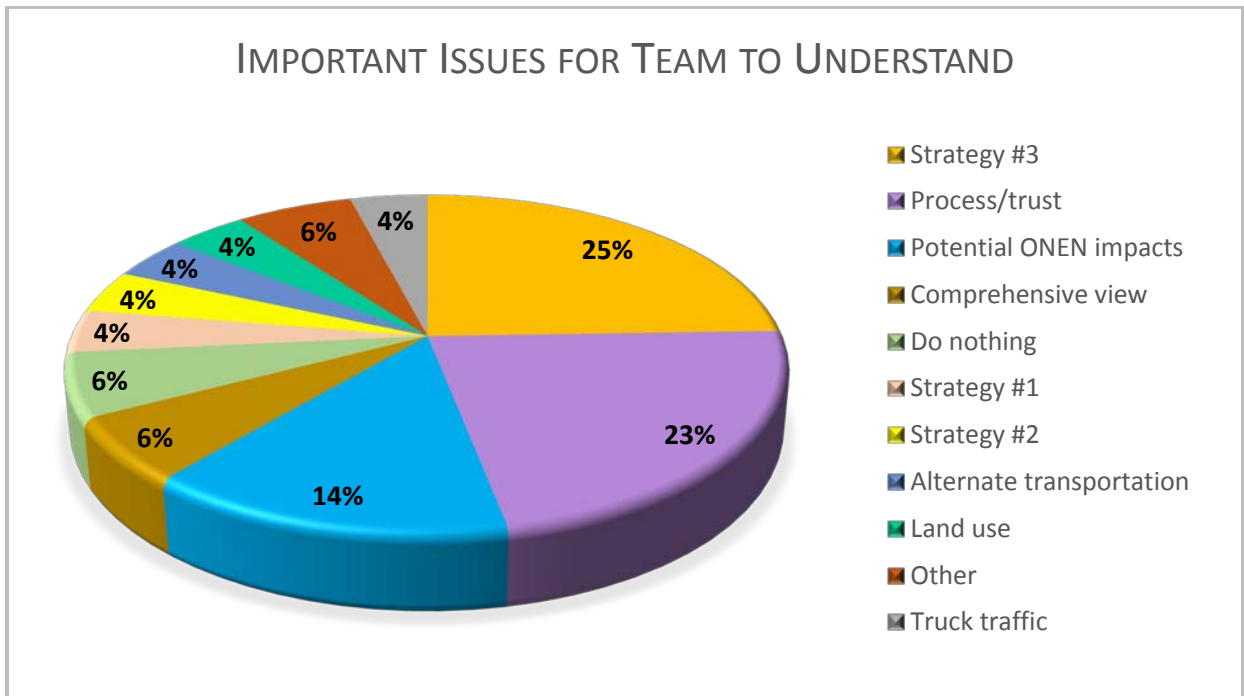
Truck traffic – 3% of mentions

- Didn't hear anything addressing how to have delivery trucks (semis or box trucks) still be able to make pickups/deliveries at existing businesses.
- Make the heavy trucks and heavy traffic use Nevada, not Cascade or smaller roads.

Other – 4% of mentions

- I want a city I can be proud of – look, culture, feel, safety, clean/green.
- What was that big fat planning textbook in 1965 or so that this all came from?
- No industry is driving this change – just nice ideas.

Is there anything you want to make sure project team members understand as they develop the recommended Renew North Nevada Avenue Transportation Sub-Plan?



Strategy #3 – 25% of mentions

- I like it being multi-use, not like Powers Blvd.
- I think walkability and bike-ability can be achieved within this specific area but I am doubtful that it can be achieved on a larger scale, except through the existing trail system.
- Why a transit corridor? I know it came out of the Master Plan discussions but I never understood it. Nothing can cut through the Old North End, so transit corridor to run parallel to Nevada makes no sense. Why not start first with bike lanes, curbs, sidewalks between Fillmore and Nevada north of Garden of the Gods?
- You need to stop talking about pedestrians and bikes. I ride a bike and scooter. It is not safe to ride on N. Nevada. I really like the idea of a trolley on the Rock Island abandoned rail line. Run it out to the airport and up to the University is isolated but N. Nevada doesn't need to be the corridor. Use Weber. **(See scanned drawing at the end of this document.)*
- Would like to see dedicated bike lanes, not sharing the road with cars.
- Would like to see improved walkability, not just walking along a highway. Make it a pleasant experience.
- Separate bikes from cars completely. Unrealistic expectations of foot and bike and public transportation.
- My transportation is walking. What I want to know is how soon the muddy! corners of Nevada and Winters are going to be paved with curbs?? They have crosswalks but is it inhumane to stand at or push the buttons to cross!?!? These corners have been nothing but mud for years. Is this because UCCS don't use it...yet?

- I like Strategy #3 – transit – namely streetcars (my bias!).
- Improve the bus system to run later so maybe people can use less cars.
- Bus stops on Winters and Nevada need to be improved.
- There are a lot of people that walk and have no cars.

Process/trust – 23% of mentions

- Thank you for getting all input, positive/negative. What a great process.
- Please acknowledge where trust has been broken with the key neighborhoods south of this Nevada corridor. Work to build trust in those relationships: transparency; where we have messed up; invite and include dialogue.
- Thank you for getting community input!
- The community needs to have the possible pros and cons thoroughly explained. Too many vague answers without any real information given.
- Can you please set up the food, water, etc. before the meeting begins? The rustling was loud and distracting to those of us in the back. Please ask team members not to talk in the back of the room. You all know this material; we don't. The chatting and whispering was so distracting.
- We cannot hear the speakers in this setting.
- Thank you for all your time and research on this very important project!
- I'm starting to feel the City gives these workshops and then presents the "outcome" as the wishes of the community. Something that will affect so many citizens in the wallet and community setting needs to be put to a vote.
- It appears UCCS is going to get what it wants. Why not let us hear what they want and adjust from there?
- More clarity is needed!!
- I might recommend a presentation that involves an overlay of sheets. The main being the existing area (how it is now) and with every change, having a sheet that is placed on top of the main so we can see how the change looks with the existing conditions. (Like a body→skeleton→organs→blood vessels→muscle, etc.

Potential impacts to Old North End Neighborhood –14% of mentions

- Consider impact on the Old North End Neighborhood NOW! It is part and parcel of this total picture.
- Historic median with historic trees should not be moved/changed or harmed. The train tracks should have a combination of road/bike trails.
- We absolutely need to build out the grid so that development and transit equitably distribute traffic in a way that preserves and respects the residential character of the Old North End Neighborhood. Nevada is abused and overused as a corridor. All light rail needs to move via I-25, not through a residential neighborhood, no matter what street in ONEN.
- Mass transit needs to go on I-25. Historic master plan [should] be followed.

- It is hoped that the traffic modeling for the Transportation Sub-Plan is including traffic/transit impacts on adjacent neighborhoods, including Cragmoor and the Old North End. To do otherwise would serve to deny adjacent neighborhoods the opportunity to weigh in on transportation impacts of the proposed master plan and that would not be good public policy.
- The Old North End Neighborhood is a National Historic District. That district is the largest intact residential district west of the Mississippi. The neighborhood has an existing master plan (adopted by City Council via ordinance) and has a transportation/traffic component that calls for a balanced north-south roadway network through the Old North End.
- The 1.4 mile segment of N. Nevada Avenue through the Old North End Neighborhood currently is one of the deadliest roadway segments in the City. Over the last five years there have been 4 traffic fatalities on that 1.4 mile segment. The posted speed limit (35 mph) is too high given the current roadway cross section and width of N. Nevada through that neighborhood. There are also numerous rollovers and traffic crashes with injuries.

Take comprehensive view – 6% of mentions

- They really need to examine the impact on the roadways around this area.
- Need to understand how roadways connect. People need to better understand the connectivity between downtown and N. Nevada corridor. These could become important anew of growth [?]. Hate to discuss this in isolation, not big picture.
- Aim the sub-study on all corridors, I-25, Cascade, Nevada, and Weber.

Do nothing – 6% of mentions

- One option has to be a “do nothing” option.
- No reason to change until money and above problems [Comcor and no industry driving the change] are solved. Very short-sighted and is telling people what to do.
- No major changes are needed. Traffic north to south and vice versa are currently fine.

Strategy #1– 4% of mentions

- Garden of the Gods and Austin Bluffs needs to be revamped.
- Continuous flow intersection at Fillmore is not terrible, once you understand how it works – it seems to move traffic.

Strategy #2– 4% of mentions

- What will happen to the mobile home park when you start working on Cascade?
- Left-in and left-out turns make for easy access to businesses. Easy access is good for business. People don't shop if it's a hassle to get in or out.

Alternate transportation– 4% of mentions

- Ensure that streetcars and trolleys are not precluded from the right-of-way upgrades. The corridor needs to be future-proofed if or when streetcars become a viable transit option.
- Don't forget tech. for self-driving cars/delivery trucks.

- An extensive plan already exists for the ex-railroad property by Pikes Peak Historical Society Railroad Foundation (it calls for six lanes between Winters and I-25, using four lanes south of Winters.)

Land use– 4% of mentions

- Housing should be on west side of Nevada to allow connectivity to the trail system. Put business/industrial on the east side.
- Manufacturing needs have to be addressed. This area has long included manufacturing and should continue to. People need to make good wages to be able to shop and live in the area and manufacturing provides that.

Truck traffic– 4% of mentions

- There is way too much heavy truck traffic on Cascade Ave. which is “residential” and light industrial (soft goods?).
- We need help keeping the trucks on the truck route (Nevada). Could we put roundabouts on Cascade to slow the traffic and heavy trucks down from taking short cuts? Estes Trucking, Waste Management, Iron Mountain Disposal often fail to use the designated truck routes, adding a very heavy and undesirable load to the residential residents. Truck routes: please route the trucks accordingly.

Other – 6% of mentions

- Go for long-term.
- Please look at miles-per-hour in the study. Decreased speeds you reported 25-30 mph are more efficient. Can we lower speed limits both north and south of Nevada corridor?
- Sure don’t know.

*Response form scan:

