

CITY ATTYS OFFICE
CODE CHANGE REVIEW
ATTY INIT DKK
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ORDINANCE NO. 02-120

**AN ORDINANCE ACCEPTING THE EAST-WEST MOBILITY
STUDY AND AMENDING THE INTERMODAL
TRANSPORTATION PLAN TO INCORPORATE THE EAST-
WEST MOBILITY STUDY RECOMMENDATIONS**

WHEREAS, the completion of an East-West Mobility Study is an objective of City Council's Strategic Plan and a recommendation of the City's Intermodal Transportation Plan; and

WHEREAS, the need for east-west travel improvements within the City has historically been a topic of continual discussion and debate; and

WHEREAS, the City has completed an 18-month process, which entailed extensive public involvement and technical analysis, resulting in recommendations from the East-West Mobility Study process; and

WHEREAS, the recommendations were developed through an extensive evaluation of alternatives, coordination with previous City planning efforts and cooperation of the Colorado Department of Transportation, El Paso County and the Pikes Peak Area Council of Governments.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF COLORADO SPRINGS:

Section 1. Recognizing the need to meet the requirements of regional planning needs and applicable local, state and federal laws, City Council hereby accepts the substantive content of the East-West Mobility Study as submitted to Planning Commission at its June 6, 2002, formal meeting.

Section 2. That City Council hereby amends the Intermodal Transportation Plan to incorporate the East-West Mobility Study recommendations as outlined in the attached

Exhibit "A".

Section 3. This ordinance shall be in full force and effect from and after its passage and publication as provided by the Charter.

Section 4. Council deems it appropriate that this ordinance be published by title and summary prepared by the City Clerk and that this ordinance shall be available for inspection and acquisition in the Office of the City Clerk.

Introduced, read, passed on first reading and ordered published this 23rd day of July, 2002.


Mayor

ATTEST:

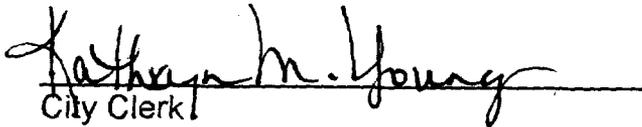

City Clerk

EXHIBIT "A"

The City of Colorado Springs Intermodal Transportation Plan (ITP) will be amended pursuant to the following recommendations that were developed through the East-West Mobility Study process. As the ITP is a master planning document for the City, these amendments will guide the future efforts to implement transportation improvements in the City of Colorado Springs. During this implementation, revisions that are required to meet applicable Local, State, and Federal Laws may be necessary.

RECOMMENDATIONS

Recommendations are made in three areas:

- Transportation Systems Management (TSM) – These are ways to improve the efficiency of the existing roadway network. They are relatively low-cost measures that improve the operations and safety of roads. Examples include improved traffic signalization, expanded intersection capacity, and better access management.
- Transit
- Roadways

Transportation Systems Management

- Improve traffic signalization
- Increase the number of corridor signal timing plans for both peak and off-peak periods
- Re-time signals to favor the major street travel during the peak periods
- Expand intersection capacity by adding left and right turn lanes
- Implement an Intelligent Transportation System (ITS) program that includes incident management (detection and removal of accidents and stalled vehicles) along major arterials.
- Establish a Transportation Demand Management (TDM) program that will form Transportation Management Associations (TMA) that in turn will expand van/carpool programs.
- Consider access management along major arterial corridors through a public planning process. Components of an access management program may include combining curb cuts, eliminating intersections, limiting direct access, and lengthening the distance between intersections and signals.

Transit

- Implement a citywide grid bus system
- Implement express bus routes
- Plan for future fixed guideway
- Implement the City Bicycle Plan
 - The Bike Plan includes various recommendations such as: completing the Rock Island and Cottonwood Creek Trails, improving street crossings, and providing an on-street bicycle facility on Dublin Boulevard.
- Specific transit recommendations for each of the five significant east-west corridors will be determined by public process.

Roadways

Interchanges

Employ a methodology for identifying locations where grade-separated interchanges should be considered at arterial street intersections. The methodology was developed by the Study Team and is described on pages 53-55 of the *East-West Mobility Study Final Report, Volume 1*.

Powers Boulevard

- Continue cooperation with the state to plan and design Powers Boulevard to accommodate the number of lanes determined through the environmental assessment process.

- Recommend development of Powers Boulevard as a freeway from I-25 north to I-25 south (four lanes between I-25 north and Woodmen Road and between Drennan Road and I-25; and to six lanes between Woodmen Road and Drennan Road) by the year 2020.
- Continue to plan for the future need of an additional freeway east of Powers Boulevard.

Significant East-West Corridors

Woodmen Road

- Academy Boulevard to Powers Boulevard Section: Design and build as a six-lane parkway. The parkway would be a new City street classification with a 120-165 feet right-of-way that includes design features that are attractive and that mitigate adverse impacts on adjacent areas.
- I-25 to Academy Boulevard Section: Build as a six-lane parkway, design to accommodate projected 2020 traffic volumes (up to eight-lanes).
- Integrate bus rapid transit into the corridor design from I-25 to Powers Boulevard.
- Employ TSM techniques along the Woodmen Road corridor to address congestion and safety issues.
- Examine a connection between Corporate Drive and Dublin/Vincent/North Nevada via the planned Rockrimmon interchange.

Austin Bluffs Parkway

- Develop into a six-lane parkway from I-25 to Stetson Hills Boulevard. Use Stetson Hills (six lanes) and Barnes Road (at its current width) as connectors to Powers Boulevard.
- Integrate bus rapid transit into the corridor design.

Fillmore Street/Constitution Avenue

- Continue with the Baseline recommendation that Constitution Avenue remain a four lane arterial from Powers Boulevard to Paseo Road.
- Employ TSM techniques along Constitution Avenue and Fillmore Street corridors to address congestion and safety issues.
- Prioritize the Rock Island Trail throughout the City for immediate implementation (design and construction).
- Preserve the Constitution corridor from Paseo to I-25 for the future transportation needs of the community. If Constitution is to be extended, it should be no sooner than the 2020 time frame as recommended by staff. It should be no more than four lanes, and include the noise and safety mitigation measures recommended in February 2002 by staff.

Platte Avenue

- Provide a more direct connection between Platte Avenue and I-25 via Cascade Avenue and the Bijou Street interchange as recommended by the adopted Downtown Action Plan.
- Expand Platte Avenue to six lanes from Academy Boulevard to Powers Boulevard.

US 24 Bypass

- Develop into a six-lane freeway from I-25 to Powers Boulevard

Other Roadways

Drennan Road

- Continue with the City's study of Drennan Road corridor alternatives to find a direct route between I-25 and Powers Boulevard and the airport.

Cimarron/Wahsatch/Fountain

- Provide a safer and smoother connection at this location and widen to four lanes. Mitigate for large number of pedestrians in the area.

Corridor Improvement Priorities

The following are project priorities. The phases are based on approximately five-year increments and may vary based on funding availability, public process, or timing of other corridor improvements. The projects within each phase are not in order of priority but are intended to be concurrent.

Phase One (Approximate Years 2002-2007)

Woodmen Road Corridor (I-25 to Powers)

- Woodmen Road widening is currently programmed in the Pikes Peak Area Council of Governments (PPACG) Transportation Improvement Program for \$13,800,000 over the next 5 years (in addition to \$6,500,000 programmed in previous years). The roadway widening to 6-lanes will allow the corridor to accommodate the 2020 Baseline traffic volume assumption within the East-West Mobility Study. The Environmental Assessment for this project will strive for a multi-modal corridor as presented to City Council at the February 25, 2002 meeting.
- Implement Transportation System Management through proposed development and as funds become available;
- Initiate the conceptual design of the Woodmen Road/Academy Boulevard interchange and secure the funding commitment from the Colorado Department of Transportation (CDOT) as identified in the Intergovernmental Agreement (IGA) between the City of Colorado Springs and the State;

Powers Boulevard Corridor

Support CDOT efforts to complete the Environmental Assessment to bring Powers Boulevard to Freeway standards as identified on the Major Thoroughfare Plan within the Intermodal Transportation Plan and as outlined in the IGA between the City of Colorado Springs and the State.

1. Establish policies which preserve the capability to construct grade-separations and travel lanes along Powers Boulevard from Woodmen Road to Drennan Road as a freeway;
2. Construct the Woodmen/Powers interchange by CDOT as identified in the IGA;
3. Construct a third interchange by CDOT as identified in the IGA.

Austin Bluffs Parkway Corridor

- Execute a contract to conceptually design Austin Bluffs to a 6-lane facility. Efforts should strive toward a multi-modal arterial with the first phase being the design and construction of the Austin Bluffs/Union interchange;
- Implement Travel Demand Management and Transportation System Management strategies as identified in the Garden of the Gods Corridor Study;
- Construct additional capacity through the intersection of Nevada Avenue as identified within the recommendations of the Garden of the Gods Corridor Study;
- Reconstruct Austin Bluffs Parkway from 4 to 6 lanes from Stetson Hills to Barnes.

US 24/MLK Bypass Corridor

- Coordinate with the PPACG and the CDOT to initiate the Environmental Assessment to design the bypass as a 6-lane limited access, grade separated facility. Efforts should strive toward a multi-modal corridor and may require phased improvements;
- Implement Transportation System Management through proposed development and as funds become available.

Platte Avenue Corridor

- Begin the design process to construct the Platte Avenue connection to I-25 and roadway widening from Academy to Powers. Efforts should be phased with the first phase improving the connection to I-25 at the Bijou interchange as identified in the Downtown Action Plan;
- Implement Transportation System Management through proposed development and as funds become available.

Fillmore Street/Constitution Avenue Corridor

- Begin the design process to implement TSM applications in addition to the current SCIP project along Fillmore Street from I-25 to Union and along Constitution from Paseo to Academy. The focus should be to implement TSM applications that will optimize traffic flow along the corridors as much as possible to keep the traffic on the arterial street system and away from neighborhood streets;
- Implement Transportation System Management through proposed development and as funds become available;
- Continue to pursue the development of the Rock Island Trail Corridor throughout the City, including:
 1. Acquire the Rock Island Railroad corridor between Murray and Powers;
 2. Construct the Rock Island Trail extension from Murray to Powers;
 3. Improve the Rock Island Trail crossings of arterial streets between Paseo and Academy;
 4. Complete the connection of the Rock Island Trail to the Monument Trail.

Transit

- Implement the short-term recommendations of the Transit Plan. Establish goals and policies to meet the long-term needs identified in the plan:
 1. Tier I - implement a citywide grid bus system;
 2. Tier II - Implement commuter oriented express routes with park-and-ride lots;
 3. Tier III - Begin planning level activities to implement a fixed guideway system (i.e. bus rapid transit and/or light rail).

Phase Two (Approximate Years 2008-2013)

Woodmen Road Corridor (I-25 to Powers)

- Construct the Woodmen Road/Academy Boulevard interchange;

Powers Boulevard Corridor

- Continue to support CDOT efforts to upgrade Powers as a freeway between Woodmen Road and Drennan Road.

Austin Bluffs Parkway Corridor

- Widen Austin Bluffs to 6-lanes from Nevada Avenue to American Drive.

US 24/MLK Bypass Corridor

- Upgrade the section from Academy to Powers as a 4-lane expressway to meet Baseline 2020 conditions;
- Reconstruct and upgrade the section from I-25 to Academy to a 6-lane freeway.

Platte Avenue Corridor

- Construct the Platte Avenue connection to the Bijou interchange (6-lanes).

Fillmore Street/Constitution Avenue Corridor

- Implement the additional Transportation System Management strategies (designed in Phase 1) that are not addressed in the current SCIP project along Fillmore Street from I-25 to Union and for Constitution Avenue from Paseo to Academy;

Vincent Drive

- Implement the design, right-of-way acquisition and construction of the Vincent Drive extension between Dublin Boulevard and Nevada Avenue;

Phase Three (Approximate Years 2014-2019)

Woodmen Road Corridor (I-25 to Powers)

- Complete the Woodmen Road improvements from I-25 to Academy (8-lane capacity).

US 24/MLK Bypass Corridor

- Complete the section from Academy to Powers as a 6-lane freeway.

Platte Avenue Corridor

- Widen Platte Avenue to a 6-lane facility from Academy to Powers.

Phase Four (Approximate Years 2020 and beyond)

Fillmore Street/Constitution Avenue Corridor

If Constitution Avenue is to be extended from Paseo Road to I-25, it should be no sooner than the 2020 timeframe. It should be no more than four lanes and include the noise and safety mitigation measures recommended in February 2002 by staff.

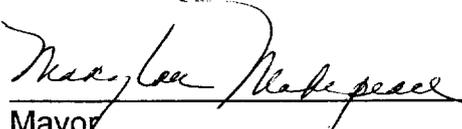
Amended and passed on second presentation and ordered published this 13th day of August, 2002.


Mayor

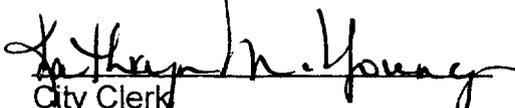
ATTEST:


City Clerk

Finally passed, adopted and approved this 27th day of August, 2002.

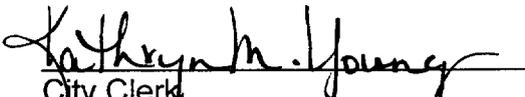

Mayor

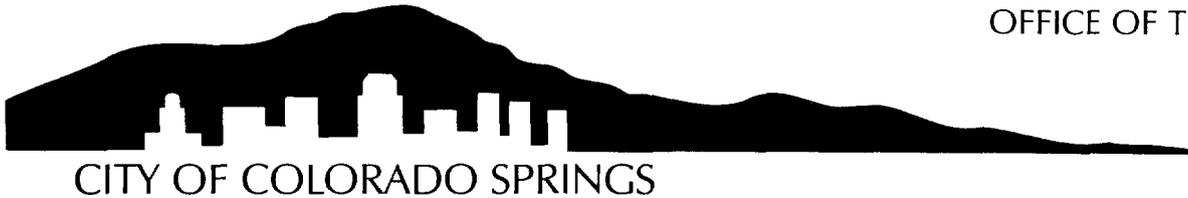
ATTEST:


City Clerk

I HEREBY CERTIFY, that the foregoing ordinance entitled "AN ORDINANCE ACCEPTING THE EAST-WEST MOBILITY STUDY AND AMENDING THE INTERMODAL TRANSPORTATION PLAN TO INCORPORATE THE EAST-WEST MOBILITY STUDY ROCOMMENDATIONS" was introduced and read at a regular meeting of the City Council of the City of Colorado Springs, held on July 23, 2002; that said ordinance was amended and passed on second reading at a regular meeting held on August 13, 2002, and finally passed at a regular meeting of the City Council of said City, held on August 27, 2002, and that the same was published by summary, in accordance with Section 3-80 of Article III of the Charter, in the Daily Transcript, a newspaper published and in general circulation in said City, at least ten days before its passage.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the City, this 27th day of August, 2002.


City Clerk



CITY OF COLORADO SPRINGS

DATE: July 12, 2002

TO: City Council

FROM: Dave Nickerson, Acting City Manager *DN*

SUBJECT: Amendment to the City of Colorado Springs Intermodal Transportation Plan by Inclusion of the East-West Mobility Study Recommendations

At the July 23, 2002 City Council Meeting, staff will recommend adoption of an ordinance to amend the Intermodal Transportation Plan (ITP) to include the recommendations of the East-West Mobility Study. In support of that agenda item, the following items are included:

- Memorandum with attachment recommending East-West Study Corridor Priorities.
- Memorandum describing the proposed amendment to the Intermodal Transportation Plan that incorporates into the Plan the recommendations of the East-West Mobility Study.
- Staff Report presented to the City Planning Commission for their June 6, 2002 meeting, along with the Minutes from that meeting.
- Proposed Ordinance accepting the East-West Mobility Study and amending the Intermodal Transportation Plan (ITP) to incorporate the East-West Mobility Study Recommendations. Attached to the proposed Ordinance is Exhibit "A" which lists the East-West Mobility Study recommendations proposed to be incorporated into the ITP.

Following the discussion with City Council at the June 3, 2002 retreat, staff has developed a number of recommended corridor priorities. These priorities are based on four phases of approximately five-year increments, depending on funding availability, public process, and timing of other corridor improvements.

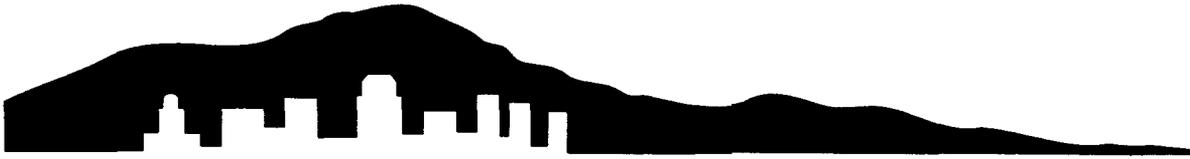
The projects within each phase are not in order of priority but are intended to be concurrent. The corridor priorities are described in the attached July 12 memorandum submitted by Public Works staff. Should the City Council choose, the corridor priorities can be incorporated into Exhibit "A" referenced in the ordinance amending the ITP, which is included at the end of this agenda item.

At the February 25, 2002 City Council meeting staff was directed to exclude the extension of Constitution Avenue to I-25 from the East-West Mobility Study recommendations. At that meeting, City Council direction was to preserve the option for a mass transit corridor in addition to the development of the Rock Island Trail. It is important to note that the extension of Constitution Avenue to I-25 was included in the corridor priorities for informational purposes only, and does not constitute a recommendation from staff.

Staff is prepared to further explain the corridor priorities as part of their presentation at the July 23, 2002 City Council meeting.

Attachments

**C: Craig Blewitt, Transportation Planning Manager
Jim Hauck, Transportation/Traffic Engineering Division Manager
Tim Roberts, Senior Transportation Planner
Dave Zelenok, Public Works Director**



CITY OF COLORADO SPRINGS

Date: July 12, 2002

To: Dave Nickerson, Deputy City Manager

From: Dave Zelenok, Public Works Director
Tim Roberts, Senior Transportation Planner

Subject: East-West Mobility Corridor Priorities

Background

Prior to amending the East-West Mobility Study into the Intermodal Transportation Plan, staff has been requested to develop a ranking of east-west projects based on the East-West Mobility Study recommendations. The attached project priorities are based on the need to relieve traffic congestion problems along the east-west corridors, address the mobility needs of the community, and provide a pragmatic project phasing.

Individual projects or sections of corridors may, and most likely will, be adjusted over time based on unforeseen events such as growth in different areas of the city creating a higher need to provide mitigation of traffic impacts. Conversely, some projects may also face environmental, social, or other obstacles that could change a project phasing or even the ability to construct a project. It is important to note that even with the construction of all the recommended projects, traffic congestion will not be eliminated from within the study area, but the transportation system overall will improve significantly more than without the recommended improvements.

The list has been developed in response to a request from Council at the June 3, 2002 retreat in advance of the City Council action to amend the Intermodal Transportation Plan (ITP) on July 23, 2002. The project ranking was not conducted strictly on a volume/capacity ratio or benefit/cost ratio, but rather on a combination of the two and the public input provided throughout the East-West Study process. Another reason not to place sole emphasis on reductions of volume/capacity ratios or cost/benefit ratios is because some corridors (e.g. Powers Boulevard) will show an increase in the volume/capacity ratio even after a project is completed. What these measures won't show are other benefits such as the reduction of traffic volumes a project will have on other congested corridors, improving safety and/or the relief for neighborhoods from cut-through traffic.

It is also important to note that ranking of the project that would extend Constitution Avenue west to I-25 is included for information purposes only and does not constitute a recommendation from staff. City Council direction at the February 23, 2002 Informal Council meeting was to exclude that roadway extension from the staff recommendations, but to preserve the option as a future mass transit corridor. Staff recommends inclusion of

these rankings and phases into the Intermodal Transportation Plan only at the discretion of the City Council.

The phases included on the attached document are based on approximately five-year increments and may vary based on funding availability, public process, or timing of other corridor improvements. The projects within each phase are not in order of priority but are intended to be concurrent. The public process will both refine the "Parkway" road classification design elements and help determine whether the Parkway is an appropriate application for the individual corridor. Keep in mind the staff recommendations will be incorporated into the Intermodal Transportation Plan and ultimately the Pikes Peak Area Council of Governments 2025 Plan. The corridor priorities will help give staff guidance, with the exclusion of the Constitution extension, for the programming of transportation improvements.

Transportation System Management

Transportation System Management (TSM) projects generally range from \$600,000 to \$2,000,000 to construct. TSM projects generally focus on the existing transportation system for improvements to reduce spot-based congestion. Spot-based congestion can negatively affect travel progression along a corridor due to operational failure of an intersection, numerous uncontrolled or poor access points, poor location of traffic signals that degrade progression, and not enough capacity in key locations. TSM strategies are typically low-cost capital projects which can provide significant operational improvements. Examples of TSM techniques include adding turn-lanes at intersections, consolidating access points, removing or relocating traffic signals, retiming of traffic signals, and removing physical "bottle-necks." As seen in the attached recommended corridor priorities, the application of TSM strategies along each corridor is identified in Phase 1 to relieve spot based congestion for relatively low costs as early in the process as possible.

Transit

On July 11, 2002, the City Planning Commission unanimously approved the Transit Plan, without condition, with the next step to bring it before City Council for a public hearing. The Transit Plan is based on the three-tier system which should greatly enhance current transit services. Estimates range from about \$3 million to \$8 million more annually than current funding levels to implement this system.

Corridor Improvements

Roadway construction costs for improving each corridor are estimated below and should be considered as planning level estimates only:

Woodmen Road Corridor:	\$ 68 million to \$83 million
Powers Boulevard Corridor:	\$ 1 billion (I-25 north to I-25 south)
Austin Bluffs Corridor:	\$ 29 million to \$37 million
US 24/MLK Bypass Corridor:	\$ 100 million to \$150 million
Platte Avenue Corridor:	\$ 14 million to \$ 20 million
Fillmore/Constitution Corridor:	\$ 28 million to \$35 million

The Fillmore/Constitution Corridor estimate is for the extension from Paseo to I-25 only and does not include the \$65 million to \$75 million needed to improve the roadway from Union to Academy. The detailed priority project listing for each corridor can be found in the

attached document. Within the priority project listing some roadway improvements are identified which will bring a corridor or roadway to the anticipated 2020 roadway network, which was used as the “baseline” condition with which all analysis was compared.

Because of this, all recommended roadway improvements within a phase may not include a comparison of roadway conditions before and after a project since that project will only bring the roadway up to the baseline condition. For example, Woodmen Road is identified as a 6-lane arterial on the 2020 baseline network, whereas, under today’s condition it is a 4-lane arterial from Academy east to Powers. No analysis was conducted to bring it to the 6-lane condition because a 6-lane Woodmen Road is the baseline condition. The baseline conditions were all agreed upon by both the Technical and Citizen Resource Groups of the East-West Mobility Study as a realistic beginning point for the 2020 roadway network analysis. In other words, there was no need to conduct the analysis because both groups agreed to expand Woodmen Road to six lanes, and it was understood that this data would be provided by the consultant currently working on the Woodmen Road design.

Also, improvements to the Drennan Road corridor are not included in the prioritized list – only because they are located outside the East-West Mobility Study area. Initial Drennan Road improvements are anticipated to be completed during the first phase. Ultimate improvements as an expressway are expected to be completed during the third or fourth phase and are estimated to cost roughly \$150,000,000.

If you have any questions, please contact Craig Blewitt or Tim Roberts either at 385-5908 or via e-mail.

Attachments

- c. Jim Hauck, Traffic and Transportation Division Head
Craig Blewitt, Transportation Planning Manager

East-West Mobility Study Corridor Improvement Priorities

Phase One (Approximate Years 2002-2007)

Woodmen Road Corridor (I-25 to Powers)

- Woodmen Road widening is currently programmed in the Pikes Peak Area Council of Governments (PPACG) Transportation Improvement Program for \$13,800,000 over the next 5 years (in addition to \$6,500,000 programmed in previous years). The roadway widening to 6-lanes will allow the corridor to accommodate the 2020 Baseline traffic volume assumption within the East-West Mobility Study. The Environmental Assessment for this project will strive for a multi-modal corridor as presented to City Council at the February 25, 2002 meeting.
- Implement Transportation System Management through proposed development and as funds become available;
- Initiate the conceptual design of the Woodmen Road/Academy Boulevard interchange and secure the funding commitment from the Colorado Department of Transportation (CDOT) as identified in the Intergovernmental Agreement (IGA) between the City of Colorado Springs and the State;

Powers Boulevard Corridor

Support CDOT efforts to complete the Environmental Assessment to bring Powers Boulevard to Freeway standards as identified on the Major Thoroughfare Plan within the Intermodal Transportation Plan and as outlined in the IGA between the City of Colorado Springs and the State.

1. Establish policies which preserve the capability to construct grade-separations and travel lanes along Powers Boulevard from Woodmen Road to Drennan Road as a freeway;
2. Construct the Woodmen/Powers interchange by CDOT as identified in the IGA;
3. Construct a third interchange by CDOT as identified in the IGA.

Corridor Segment	Before Project		After Project		V/C Reduction	Corridor or Regional Benefit
	V/C	ADT	V/C	ADT		
Woodmen Rd to Drennan Rd	.72	47,000	.92	93,000	-.20	Regional

Note: Although the volume/capacity (v/c) ratio for Powers Boulevard increases as a freeway, the v/c for other east-west corridors and the I-25 Corridor are reduced. The construction of Powers Boulevard as a freeway will accommodate growth along and east of the corridor and it provides the most benefit for the region of all the recommended projects from staff. The environmental assessment being conducted by CDOT will ensure that the facility will meet the long-term needs of the community.

Austin Bluffs Parkway Corridor

- Execute a contract to conceptually design Austin Bluffs to a 6-lane facility. Efforts should strive toward a multi-modal arterial with the first phase being the design and construction of the Austin Bluffs/Union interchange;
- Implement Travel Demand Management and Transportation System Management strategies as identified in the Garden of the Gods Corridor Study;
- Construct additional capacity through the intersection of Nevada Avenue as identified within the recommendations of the Garden of the Gods Corridor Study;

- Reconstruct Austin Bluffs Parkway from 4 to 6 lanes from Stetson Hills to Barnes.

Corridor Segment	Before Project		After Project		V/C Reduction	Corridor or Regional Benefit
	V/C	ADT	V/C	ADT		
Stetson Hills to Barnes	0.81	27,000	0.61	31,000	.20	Corridor

US 24/MLK Bypass Corridor

- Coordinate with the PPACG and the CDOT to initiate the Environmental Assessment to design the bypass as a 6-lane limited access, grade separated facility. Efforts should strive toward a multi-modal corridor and may require phased improvements;
- Implement Transportation System Management through proposed development and as funds become available.

Platte Avenue Corridor

- Begin the design process to construct the Platte Avenue connection to I-25 and roadway widening from Academy to Powers. Efforts should be phased with the first phase improving the connection to I-25 at the Bijou interchange as identified in the Downtown Action Plan;
- Implement Transportation System Management through proposed development and as funds become available.

Fillmore Street/Constitution Avenue Corridor

- Begin the design process to implement TSM applications in addition to the current SCIP project along Fillmore Street from I-25 to Union and along Constitution from Paseo to Academy. The focus should be to implement TSM applications that will optimize traffic flow along the corridors as much as possible to keep the traffic on the arterial street system and away from neighborhood streets;
- Implement Transportation System Management through proposed development and as funds become available;
- Continue to pursue the development of the Rock Island Trail Corridor. Efforts should remain focused on the following:
 1. Acquire the Rock Island Railroad corridor between Murray and Powers;
 2. Construct the Rock Island Trail extension from Murray to Powers;
 3. Improve the Rock Island Trail crossings of arterial streets between Paseo and Academy;
 4. Complete the connection of the Rock Island Trail to the Monument Trail.

Transit

- Implement the short-term recommendations of the Transit Plan. Establish goals and policies to meet the long-term needs identified in the plan:
 1. Tier I - implement a citywide grid bus system;
 2. Tier II - Implement commuter oriented express routes with park-and-ride lots;
 3. Tier III - Begin planning level activities to implement a fixed guideway system (i.e. bus rapid transit and/or light rail).

Phase Two (Approximate Years 2008-2013)

Woodmen Road Corridor (I-25 to Powers)

- Construct the Woodmen Road/Academy Boulevard interchange;

Note: The intersection meets the volume threshold established within the E-W Mobility Study identifying the need for an interchange to accommodate projected traffic volumes.

Powers Boulevard Corridor

- Continue to support CDOT efforts to upgrade Powers as a freeway between Woodmen Road and Drennan Road.

Austin Bluffs Parkway Corridor

- Widen Austin Bluffs to 6-lanes from Nevada Avenue to American Drive.

Corridor Segment	Before Project		After Project		V/C Reduction	Corridor or Regional Benefit
	V/C	ADT	V/C	ADT		
Nevada to American Drive	0.98	40,000	0.86	44,000	.12	Corridor

US 24/MLK Bypass Corridor

- Upgrade the section from Academy to Powers as a 4-lane expressway to meet Baseline 2020 conditions;
- Reconstruct and upgrade the section from I-25 to Academy to a 6-lane freeway.

Corridor Segment	Before Project		After Project		V/C Reduction	Corridor or Regional Benefit
	V/C	ADT	V/C	ADT		
I-25 to Academy	1.00	58,000	0.79	80,000	.21	Regional

Platte Avenue Corridor

- Construct the Platte Avenue connection to the Bijou interchange (6-lanes).

Corridor Segment	Before Project		After Project		V/C Reduction	Corridor or Regional Benefit
	V/C	ADT	V/C	ADT		
I-25 to Nevada	.80*	16,000*	0.74	24,000	0.06	Corridor

* Based on staff analysis for 2020 projections from 2000 traffic volumes.

Fillmore Street/Constitution Avenue Corridor

Implement the additional Transportation System Management strategies (designed in Phase 1) that are not addressed in the current SCIP project along Fillmore Street from I-25 to Union and for Constitution Avenue from Paseo to Academy;

Vincent Drive

- Implement the design, right-of-way acquisition and construction of the Vincent Drive extension between Dublin Boulevard and Nevada Avenue;

Corridor Segment	Before Project		After Project		V/C Reduction	Corridor or Regional Benefit
	V/C	ADT	V/C	ADT		
Woodmen:I-25 to Academy	1.10	57,000	1.10	54,000	0.005	Corridor
Vincent: Dublin to Nevada	N/A	N/A	0.45	14,000	N/A	

Phase Three (Approximate Years 2014-2019)

Woodmen Road Corridor (I-25 to Powers)

- Complete the Woodmen Road improvements from I-25 to Academy (8-lane capacity).

Corridor Segment	Before Project		After Project		V/C Reduction	Corridor or Regional Benefit
	V/C	ADT	V/C	ADT		
Woodmen:I-25 to Academy	1.10	57,000	0.89	59,000	.21	Corridor

US 24/MLK Bypass Corridor

- Complete the section from Academy to Powers as a 6-lane freeway.

Corridor Segment	Before Project		After Project		V/C Reduction	Corridor or Regional Benefit
	V/C	ADT	V/C	ADT		
Academy to Powers	0.61	27,000	0.67	69,000	-.06	Regional

Note: Although the v/c ratio increases as a freeway, the v/c for other east-west corridors are reduced. The construction of the bypass as a freeway increases the capacity of the facility and will accommodate growth in the south and east areas of the City.

Platte Avenue Corridor

- Widen Platte Avenue to a 6-lane facility from Academy to Powers.

Corridor Segment	Before Project		After Project		V/C Reduction	Corridor or Regional Benefit
	V/C	ADT	V/C	ADT		
Academy to Powers	0.82	32,000	.54	32,000	.28	Corridor

Fillmore Street/Constitution Avenue Corridor

City Council direction to staff on February 25, 2002 was not to include consideration of the Constitution extension to I-25 but to keep the option open for a fixed guideway along the corridor. If City Council decides to include the construction of the extension to I-25, staff believes the design and construction of the section are best suited in Phase 3 and Phase 4 respectively. Design efforts should strive toward a multi-modal 4-lane arterial with a thorough public process to mitigate any negative impacts. Emphasis should be placed on noise mitigation, an improved streetscape, pedestrian enhancements and design features that are compatible with the neighborhoods on both sides of the corridor.

Phase Four (Approximate Years 2020 and beyond)

Fillmore Street/Constitution Avenue Corridor

City Council direction to staff was not to include consideration of the roadway extension to I-25 but to keep the option open for a fixed guideway. However, if the extension of Constitution Avenue from Union to I-25 were to be prioritized by the City Council, it would be best suited for construction in Phase Four.

Corridor Segment	Before Project		After Project		V/C Reduction	Corridor or Regional Benefit
	V/C	ADT	V/C	ADT		
Fillmore:I-25 to Union	1.1	36,000	.89	28,000	.21	Corridor
Constitution:I-25 to Paseo	N/A	N/A	0.76	27,000	N/A	



CITY OF COLORADO SPRINGS

DATE: July 11, 2002

TO: Lorne Kramer, City Manager *LK*

FROM: Dave Zelenok, Director of Public Works *Dave-*
Craig Blewitt, Transportation Planning Manager *CB*

SUBJECT: Proposed Amendment to the Intermodal Transportation Plan that Incorporates into the Plan the Recommendations of the East-West Mobility Study

SUMMARY

This is a proposal to amend the Intermodal Transportation Plan (ITP) to incorporate into the Plan the recommendations of the East-West Mobility Study. The recommendations proposed to be added to the ITP are those identified by City Council at their February 25, 2002 Informal Meeting. On June 3, 2002, City Council directed staff to include corridor priorities for the amendment to the Intermodal Transportation Plan. These priorities are included in the attached documents.

The City Planning Commission considered the proposed amendment at their June 6, 2002 Meeting. The recommendations of the Planning Commission are included in this report.

PREVIOUS COUNCIL ACTION

The City Council has provided direction on the scope of the East-West Mobility Study on three occasions. At the March 23, 1999 City Council Meeting, Council passed a resolution "eliminating the possibility of constructing a six-lane expressway throughout the Constitution/Rock Island corridor."

At the August 24, 1999 City Council Meeting, Council agreed with the City Manager's recommendation on the project scope to:

- Focus on increasing capacity on two corridors between I-25 and Powers Boulevard (Woodmen Road and the US 24 Bypass).
- Pursue an approach that is linked to the Comprehensive Plan that gives priority to neighborhood protection, and seeks techniques to improve mobility (albeit with limited results) while protecting neighborhoods.
- Recommend measures (other than adding through lanes to existing roads or building new roads) that improve the efficiency of existing corridors, and protect neighborhoods from cut-through traffic and impacts from high traffic levels on existing arterials in residential areas.

At the May 7, 2001 City Council Meeting, Council stated that their previous direction on the scope of the study was not intended to stifle citizen input, and that all options could be raised by members of the Citizen Resource Group and be analyzed by staff.

Briefings on the East-West Mobility Study were given to City Council at their September 11, 2000 and February 12, 2001 meetings. At these briefings the project team presented the proposed public involvement process – including the formation and role of the Citizen Resource Group, and information on progress that had been made to date.

The recommendations of the East-West Mobility Study Citizens Resource Group (CRG) were presented to City Council at the November 26, 2001 Informal Meeting. At that time City Council requested that City staff recommendations also be developed and that they be presented to Council at a future date.

City staff recommendations were presented to City Council at the February 25, 2002 Informal Meeting. At that meeting City Council identified the recommendations to be included in a proposed amendment to the Intermodal Transportation Plan. Those recommendations were included in the proposed amendment submitted to the City Planning Commission.

BACKGROUND

The community has struggled over the years with the question of what actions to take to address east-west mobility, and whether anything should be done at all. To respond to this issue, the City Strategic Plan, the City Intermodal Transportation Plan and the 2020 Regional Transportation Plan recommend that an east-west mobility study be conducted.

The East-West Mobility Study takes the approach of blending technical analysis with community involvement. It has been an 18-month long study, conducted with the assistance of transportation planning consulting firm, BRW of Denver.

The study process and analysis is documented in the *East-West Mobility Study Final Report, Volume 1*, prepared by BRW. The study process and analysis are also summarized in the attached staff report submitted to the City Planning Commission.

Study Recommendations

The Citizen Resource Group (CRG) presented their recommendations to City Council on November 26, 2001. At that time City Council requested that staff recommendations for east-west mobility also be developed.

Staff recommendations for east-west mobility were presented to City Council at their February 25, 2002 Informal Meeting. At that meeting Council identified the recommendations to be included in a proposed amendment to the Intermodal Transportation Plan.

The following are the recommendations identified by City Council and submitted to the City Planning Commission:

Transportation Systems Management

Transportation System Management (TSM) projects are generally low cost projects focused on improving the existing transportation system to reduce spot-based congestion. Spot-based congestion can negatively affect travel progression along a corridor due to operational failure of intersections, numerous uncontrolled or poor access points, poor location of traffic signals, or not enough roadway capacity in key locations. Following are recommended TSM applications for implementation along the East-West Corridors:

- Improve traffic signalization
- Increase the number of corridor signal timing plans for both peak and off-peak periods
- Re-time signals to favor the major street travel during the peak periods
- Expand intersection capacity by adding left and right turn lanes
- Implement an Intelligent Transportation System (ITS) program that includes incident management (detection and removal of accidents and stalled vehicles) along major arterials.
- Establish a Transportation Demand Management (TDM) program that will form Transportation Management Associations (TMA) that in turn will expand van/carpool programs.
- Consider access management along major arterial corridors through a public planning process. Components of an access management program may include combining curb cuts, eliminating intersections, limiting direct access, and lengthening the distance between intersections and signals.

Transit

- Implement a citywide grid bus system
- Implement express bus routes
- Plan for future fixed guideway
- Implement the City Bicycle Plan
- The Bike Plan includes various recommendations such as: completing the Rock Island and Cottonwood Creek Trails, improving street crossings, and providing an on-street bicycle facility on Dublin Boulevard.
- Specific transit recommendations for each of the five significant east-west corridors:
- Woodmen Road: Fixed guideway
- Austin Bluffs Parkway: Fixed guideway
- Fillmore Street/Constitution Avenue: Fixed guideway
- Platte Avenue: Express bus route
- US 24 Bypass: Fixed guideway

Roadways

Interchanges

- Employ a methodology for identifying locations where grade-separated interchanges should be considered at arterial street intersections. The methodology was developed by the Study Team and is described on pages 53-55 of the *East-West Mobility Study Final Report, Volume 1*.

Powers Boulevard

- Plan and design Powers Boulevard to accommodate the number of lanes determined through the environmental assessment process
- Develop Powers Boulevard as a freeway from I-25 north to I-25 south (four lanes between I-25 north and Woodmen Road and between Drennan Road and I-25; and to six lanes between Woodmen Road and Drennan Road) by the year 2020.
- Continue to plan for the future need of an additional freeway east of Powers Boulevard.

Significant East-West Corridors

Woodmen Road

- Academy Boulevard to Powers Boulevard Section: Design and build as a six-lane parkway. The parkway would be a new City street classification with a 120-165 feet right-of-way that includes design features that are attractive and that mitigate adverse impacts on adjacent areas.
- I-25 to Academy Boulevard Section: Build as a six-lane parkway, design to accommodate projected 2020 traffic volumes (up to eight-lanes).
- Integrate bus rapid transit into the corridor design from I-25 to Powers Boulevard.
- Employ TSM techniques along the Woodmen Road corridor to address congestion and safety issues.
- Examine a connection between Corporate Drive and Dublin/Vincent/North Nevada via the planned Rockrimmon interchange.

Austin Bluffs Parkway

- Develop into a six-lane parkway from I-25 to Stetson Hills Boulevard. Use Stetson Hills (six lanes) and Barnes Road (at its current width) as connectors to Powers Boulevard.
- Integrate bus rapid transit into the corridor design.

Fillmore Street/Constitution Avenue

- Continue with the Baseline recommendation that Constitution Avenue remain a four lane arterial from Powers Boulevard to Paseo Road.
- Employ TSM techniques along Constitution Avenue and Fillmore Street corridors to address congestion and safety issues.
- Prioritize the Rock Island Trail between Murray Boulevard and Powers for immediate implementation (design and construction).
- Preserve the railroad corridor for future fixed guideway transit.

Platte Avenue

- Provide a more direct connection between Platte Avenue and I-25 via Cascade Avenue and the Bijou Street interchange as recommended by the adopted Downtown Action Plan.

US 24 Bypass

- Develop into a six-lane freeway from I-25 to Powers Boulevard

Other Roadways

Drennan Road

- Continue with the City's study of Drennan Road corridor alternatives to find a direct route between I-25 and Powers Boulevard and the airport.

Cimarron/Wahsatch/Fountain

- Provide a safer and smoother connection at this location and widen to four lanes. Mitigate for large number of pedestrians in the area.

BOARD/COMMISSION RECOMMENDATION

The City Planning Commission unanimously approved the proposed amendment to the Intermodal Transportation Plan, with two revisions, at the June 6, 2002 meeting. The two revisions are as follows:

- Recommend Choice F for the Constitution Avenue extension as explained within Volume 1 of the East-West Mobility Study found on page B-12.
- Strike the words "as a freeway" from the Powers Boulevard recommendation.

STAKEHOLDER PROCESS

Citizen involvement has been a major emphasis of the study. At the outset a Community-Based Decision-Making Plan was developed for the study. This plan identifies a process to actively engage citizens in a consensus-building process that ensures that the study recommendations reflect community values.

As a first step the project team met with media representatives to inform them of the study and to provide personal contacts should they have questions as the study proceeds. This resulted in several print articles (Gazette, Business Journal and Woodmen Edition) and on-camera interviews, as well as a guest appearance on the Channel 13 show Good Morning Colorado. This visibility helped inform the community that the study was beginning and helped ensure good attendance (nearly 250 citizens) at the initial open house meetings.

The citizens who attended the open house meetings and who otherwise contacted project team members were invited to join the Citizens Resource Committee if they wanted an in-depth involvement in the study.

Following are activities undertaken to inform the public about the study:

- Early neighborhood organization contacts – The study team contacted 22 neighborhood organization representatives prior to the first open house meetings to discuss issues and concerns.
- Early briefings with media representatives
- Open house meetings at the beginning and at milestones.
- Citizen Resource Group (CRG) formed for citizens wanting an in-depth involvement. Over 170 citizens attended the CRG meetings over the course of the study. Advance mailings sent to members prior to meetings. Twenty-four CRG meetings have been held.
- Creation of a project web site (eastwestmobility.com).

- E-mail access (studyteam@eastwestmobility.com)
- Telephone information line (385-5988)

FINANCIAL IMPLICATIONS

Implementation of the recommended transportation improvements would require funding in the future. The *Destination 2025 Regional Transportation Plan*, approved on November 14, 2001, includes \$25 million in funding (80% federal) to implement those recommendations. Those funds are not yet programmed. If the proposed amendment to the Intermodal Transportation Plan is approved by City Council, staff will pursue federal funding for recommended East-West Mobility projects through the funding process administered by the Pikes Peak Area Council of Governments.

ALTERNATIVES

City Council can:

1. Approve the proposed amendment to the Intermodal Transportation Plan as submitted to the City Planning Commission by staff.
2. Approve the proposed amendment to the Intermodal Transportation Plan with the two revisions recommended by the City Planning Commission.
3. Approve the proposed amendment to the Intermodal Transportation Plan with other revisions.
4. Deny the proposed amendment to the Intermodal Transportation Plan.

RECOMMENDATION

Approve the proposed amendment to the Intermodal Transportation Plan as submitted to the City Planning Commission by staff (Alternative 1). Upon City Council's approval, staff will incorporate the revisions into the Intermodal Transportation Plan and reprint the document for dissemination.

PROPOSED MOTION

Approve the substantive content of the proposed amendment to the Intermodal Transportation Plan as submitted to the City Planning Commission by staff.

Attachments

c: Jim Hauck, Transportation/Traffic Engineering Unit Manager



CITY OF COLORADO SPRINGS

Date: August 5, 2002

To: Lorne Kramer, City Manager

From: Dave Zelenok, Public Works Director *DZ*

Subject: Final East-West Mobility Study Revisions to the Intermodal Transportation Plan

Recommendations from the East-West Mobility Study were brought before City Council at the July 23, 2002 formal City Council meeting. Staff recommended adoption of an ordinance to amend the Intermodal Transportation Plan (ITP) to include the recommendations of the East-West Mobility Study.

Following the discussion and vote by City Council, staff carefully reviewed the record and revised the corridor priority recommendations in "Exhibit A" to coincide with the direction of Council. The corridor priorities incorporated into Exhibit A will be included in the ITP amendment and will eventually be included in the Pikes Peak Area Council of Governments Long Range Transportation Plan.

The proposed Ordinance and two versions of Exhibit A - one denoting the changes and one revised for the record - are included. Both are attached for final Council action and approval.

Attachments

- c. Craig Blewitt, Transportation Planning Manager
- Jim Hauck, Traffic Engineering Division Manager
- Dave Nickerson, Deputy City Manager
- Thad Noll, Senior Transportation Planner

Corrected

EXHIBIT "A"

The City of Colorado Springs Intermodal Transportation Plan (ITP) will be amended pursuant to the following recommendations that were developed through the East-West Mobility Study process. As the ITP is a master planning document for the City, these amendments will guide the future efforts to implement transportation improvements in the City of Colorado Springs. During this implementation, revisions that are required to meet applicable Local, State, and Federal Laws may be necessary.

RECOMMENDATIONS

Recommendations are made in three areas:

- Transportation Systems Management (TSM) – These are ways to improve the efficiency of the existing roadway network. They are relatively low-cost measures that improve the operations and safety of roads. Examples include improved traffic signalization, expanded intersection capacity, and better access management.
- Transit
- Roadways

Transportation Systems Management

- Improve traffic signalization
- Increase the number of corridor signal timing plans for both peak and off-peak periods
- Re-time signals to favor the major street travel during the peak periods
- Expand intersection capacity by adding left and right turn lanes
- Implement an Intelligent Transportation System (ITS) program that includes incident management (detection and removal of accidents and stalled vehicles) along major arterials.
- Establish a Transportation Demand Management (TDM) program that will form Transportation Management Associations (TMA) that in turn will expand van/carpool programs.
- Consider access management along major arterial corridors through a public planning process. Components of an access management program may include combining curb cuts, eliminating intersections, limiting direct access, and lengthening the distance between intersections and signals.

Transit

- Implement a citywide grid bus system
- Implement express bus routes
- Plan for future fixed guideway
- Implement the City Bicycle Plan
 - The Bike Plan includes various recommendations such as: completing the Rock Island and Cottonwood Creek Trails, improving street crossings, and providing an on-street bicycle facility on Dublin Boulevard.
- Specific transit recommendations for each of the five significant east-west corridors will be determined by public process.

Roadways

Interchanges

Employ a methodology for identifying locations where grade-separated interchanges should be considered at arterial street intersections. The methodology was developed by the Study Team and is described on pages 53-55 of the ***East-West Mobility Study Final Report, Volume 1. Powers Boulevard***

- Continue cooperation with the state to plan and design Powers Boulevard to accommodate the number of lanes determined through the environmental assessment process.
- Recommend development of Powers Boulevard as a freeway from I-25 north to I-25 south (four lanes between I-25 north and Woodmen Road and between Drennan Road and I-25; and to six lanes between Woodmen Road and Drennan Road) by the year 2020.
- Continue to plan for the future need of an additional freeway east of Powers Boulevard.

Significant East-West Corridors

Woodmen Road

- Academy Boulevard to Powers Boulevard Section: Design and build as a six-lane parkway. The parkway would be a new City street classification with a 120-165 feet right-of-way that includes design features that are attractive and that mitigate adverse impacts on adjacent areas.
- I-25 to Academy Boulevard Section: Build as a six-lane parkway, design to accommodate projected 2020 traffic volumes (up to eight-lanes).
- Integrate bus rapid transit into the corridor design from I-25 to Powers Boulevard.
- Employ TSM techniques along the Woodmen Road corridor to address congestion and safety issues.
- Examine a connection between Corporate Drive and Dublin/Vincent/North Nevada via the planned Rockrimmon interchange.

Austin Bluffs Parkway

- Develop into a six-lane parkway from I-25 to Stetson Hills Boulevard. Use Stetson Hills (six lanes) and Barnes Road (at its current width) as connectors to Powers Boulevard.
- Integrate bus rapid transit into the corridor design.

Fillmore Street/Constitution Avenue

- Continue with the Baseline recommendation that Constitution Avenue remain a four lane arterial from Powers Boulevard to Paseo Road.
- Employ TSM techniques along Constitution Avenue and Fillmore Street corridors to address congestion and safety issues.
- Prioritize the Rock Island Trail throughout the City for immediate implementation (design and construction).
- Preserve the Constitution corridor from Paseo to I-25 for the future transportation needs of the community. If Constitution is to be extended, it should be no sooner than the 2020 time frame as recommended by staff. It should be no more than four lanes, and include the noise and safety mitigation measures recommended in February 2002 by staff.

Platte Avenue

- Provide a more direct connection between Platte Avenue and I-25 via Cascade Avenue and the Bijou Street interchange as recommended by the adopted Downtown Action Plan.
- Expand Platte Avenue to six lanes from Academy Boulevard to Powers Boulevard.

US 24 Bypass

- Develop into a six-lane freeway from I-25 to Powers Boulevard

Other Roadways

Drennan Road

- Continue with the City's study of Drennan Road corridor alternatives to find a direct route between I-25 and Powers Boulevard and the airport.

Cimarron/Wahsatch/Fountain

- Provide a safer and smoother connection at this location and widen to four lanes. Mitigate for large number of pedestrians in the area.

Amended

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Comments

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