

ORDINANCE NO. 04- 176

AN ORDINANCE ADDING THE RAPID TRANSIT SYSTEM  
MASTER PLAN INTO THE CITY OF COLORADO SPRINGS  
INTERMODAL TRANSPORTATION PLAN

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF COLORADO SPRINGS:

Section 1. That the Intermodal Transportation Plan, Ordinance No. 01-58 as amended, is hereby amended to include the Rapid Transit System Master Plan and Executive Summary attached hereto and hereby made a part of this ordinance as Exhibit A. The City Council finds that this amendment is in the best interest of the health, safety, and welfare of the people of Colorado Springs.

Section 2. That all land use applications filed with the City after the adoption of this ordinance and which require compliance with the City's Intermodal Transportation Plan shall be subject to the provisions of the amended Intermodal Transportation Plan.

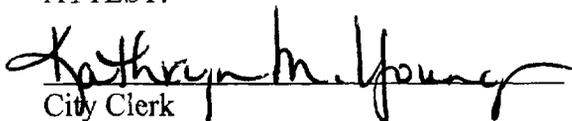
Section 3. This ordinance shall be in full force and effect from and after its passage and publication as provided by the Charter.

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 10th day of August, 2004.

  
\_\_\_\_\_  
Mayor

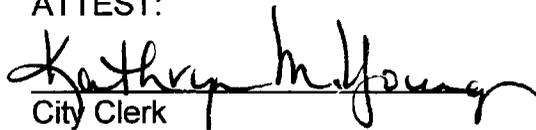
ATTEST:

  
\_\_\_\_\_  
City Clerk

Finally passed, adopted and approved this 24<sup>th</sup> day of August, 2004.

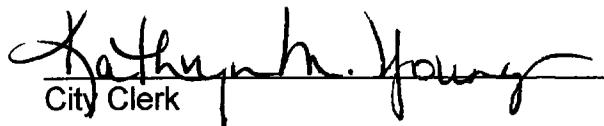
  
\_\_\_\_\_  
Mayor

ATTEST:

  
\_\_\_\_\_  
City Clerk

I HEREBY CERTIFY, that the foregoing ordinance entitled "**AN ORDINANCE ADDING THE RAPID TRANSIT SYSTEM MASTER PLAN INTO THE CITY OF COLORADO SPRINGS INTERMODAL TRANSPORTATION PLAN**" was introduced and read at a regular meeting of the City Council of the City of Colorado Springs, held on August 10, 2004; that said ordinance was passed at a regular meeting of the City Council of said City, held on the 24<sup>th</sup> day of August, 2004, and that the same was published by title and 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 24<sup>th</sup> day of August, 2004.

  
\_\_\_\_\_  
City Clerk

## **Exhibit A**

### **Rapid Transit Master Plan Executive Summary**

In July of 2003, the City of Colorado Springs began the yearlong process of developing a long range Rapid Transit System Master Plan. The purpose of the master plan is to identify broad corridors within which rapid transit services could be implemented with the assistance of federal New Starts funds. The study has been conducted to comply with New Starts requirements in order to be eligible to compete for future federal funds to assist in the implementation of a rapid transit system.

Prior to the implementation of a rapid transit system, the City will be required to complete additional phases of the New Starts process, including significant additional public process, to determine if a locally-preferred alternative (specific alignment) within each corridor can be identified. Proposed alignments would be evaluated for ridership and cost, which are the primary criteria on which the allocation of federal funds is based. The future implementation of a rapid transit system would be further dependent upon local support and matching funds.

The environmental overview completed during this phase noted several areas of concern, especially regarding potential impacts to neighborhoods near or within the proposed rapid transit corridors. These impacts and possible mitigation must be comprehensively examined in later phases of analysis, including the completion of National Environmental Policy Act requirements.

The Systems Planning process began with a comprehensive review of the existing transportation system, present and future land use patterns, travel demand patterns, and roadway congestion issues. With the assistance of technical resources from El Paso County, the City of Colorado Springs Planning Department, and the Pikes Peak Area Council of Governments, the project team developed an initial list of corridors using available information on regional land use and transportation issues.

Public involvement in the rapid transit study was the centerpiece and most critical component of the study process. The Transit Services Division provided presentations and/or reports to City Council and the Citizens' Transportation Advisory Board, as well as the Pikes Peak Area Council of Governments, at major points during the study. The Transit Services Division also conducted multiple community-wide public meetings, meetings with business groups through the Colorado Springs Chamber of Commerce Transportation Committee, and meetings with Homeowners Association representatives, and corridor specific Public Advisory Teams. The Transit Services Division also provided periodic updates to the Federal Transit Administration throughout the study process to ensure compliance with future federal funding requirements.

Through nine meetings with and presentations to community groups, technical resources, the Citizens' Transportation Advisory Board, and City Council, the project team reduced the original twenty-two prospective corridors to the top nine, which include: Academy Boulevard, Nevada Avenue, Cimarron/U.S. 24 to Manitou Springs, Platte Avenue, Fountain Boulevard/U.S. 24 Bypass, I-25, Garden of the Gods/Austin Bluffs, Union Boulevard and Woodmen Road.

Through an additional eleven meetings, the project team completed a system level screening process. This phase of the study examined possible combinations of the nine corridors, to identify a three to four corridor system in which rapid transit services could best service the Pikes Peak region. The system screening process provided a broad measure of how the corridors could function as a system based on feasibility, ridership, issues related to the human and natural environments (neighborhoods, parks, infrastructure impacts, flood plain issues, etc.), and cost.

The corridors selected through this process are broad corridors of up to two miles in width. Based on current ridership and cost projections, and contingent upon the City identifying a locally-preferred alternative (specific alignment) in a future phase of this study, these corridors present the greatest potential for the City to compete for federal funds to assist in the implementation of a rapid transit system.

The result of this study is a Rapid Transit Master Plan (Exhibit B) comprised of the following co corridors:

- **Corridor A. Red Line** (Woodmen to Academy/Fort Carson)
- **Corridor B. Blue Line** (Garden of the Gods/I-25 to Woodmen Road)
- **Corridor C. Orange Line** (Briargate Boulevard to Drennan)
- **Corridor D. Green Line** (Downtown to Academy)

As part of this analysis, a preliminary technology assessment was performed that looked at local land use, transportation conditions, and rapid transit technology in other North American cities. This preliminary technology assessment concluded that Bus Rapid Transit (BRT) technology would be the most feasible, affordable and flexible for a city with the land use and transportation characteristics of Colorado Springs. A detailed evaluation of technology alternatives will be conducted for each corridor prior to implementation, as required by Federal Transit Administration (FTA) guidelines.

Implementation of the rapid transit system would occur in phases, both in terms of system extent and corridor development. First, the City would improve local bus service to provide the necessary support and feeder service for future rapid transit lines. Second, the City would implement limited rapid transit service in the form of frequent express bus service on an "initial system" subset (i.e. one or two corridors) of the full recommended system. As the system develops, more rapid transit elements such as dedicated bus lanes can be developed on portions of the

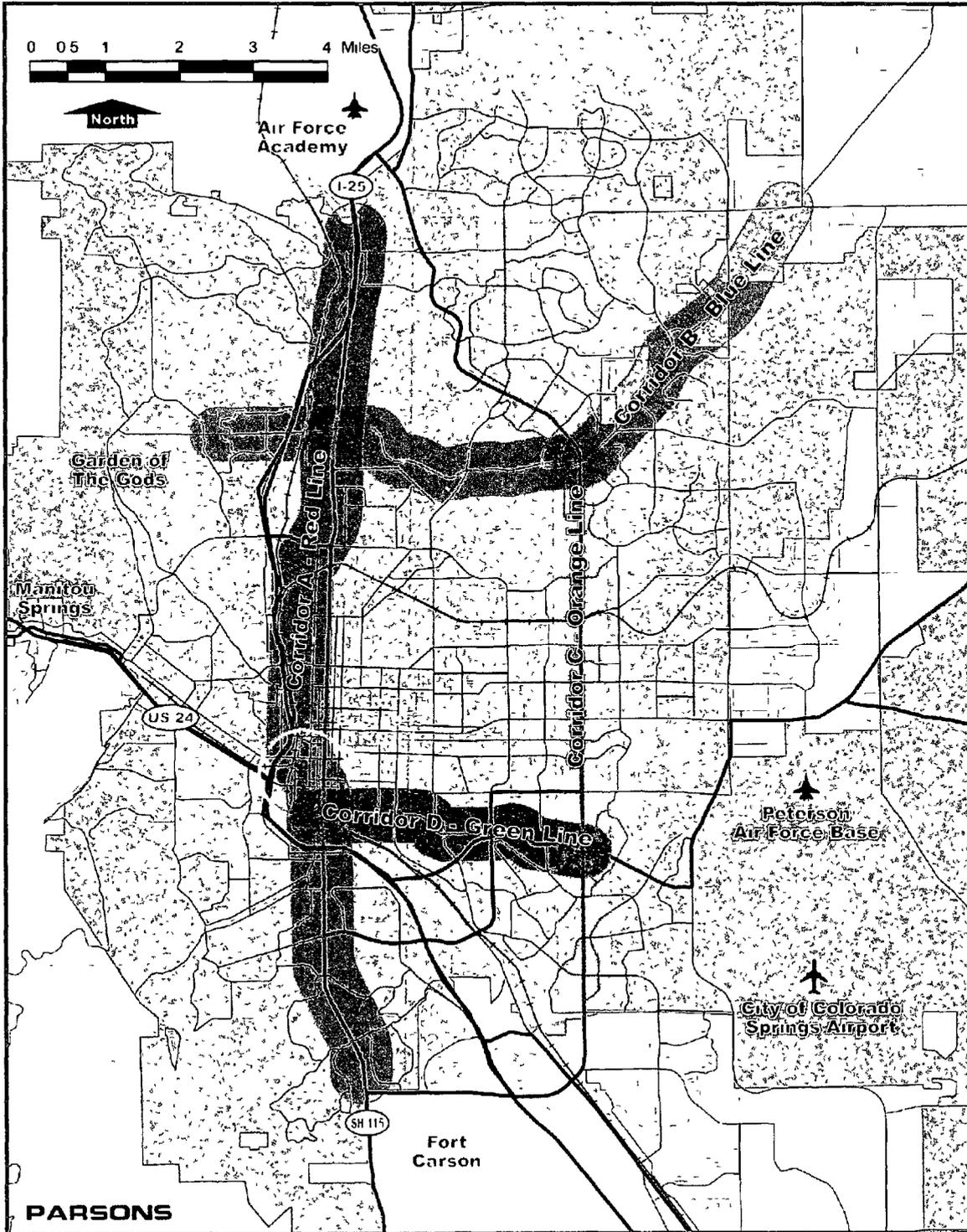
corridors, and the system can gradually be extended to the entire system of rapid transit corridors. The study contemplates the possibility of extending future rapid transit services to neighboring communities, including the cities of Monument and Falcon.

The future phases of the New Starts process, required to be eligible for federal funding, are as follows:

**Federal Transit Administration New Starts/Capital Construction**

- Step 1: Systems Planning (this phase of analysis, now complete)
  - Step 2: Alternatives Analysis on each corridor to select Locally Preferred Alternative
  - Step 3: Environmental Impact Statement and Preliminary Engineering
  - Step 4: Final Design
  - Step 5: Construction and testing
  - Step 6: Operation
-

# Exhibit B Rapid Transit System Master Plan



**Recommended Rapid  
Transit System Corridors**



**CITY OF COLORADO SPRINGS**

**Date:** July 29, 2004

**To:** Lorne C. Kramer, City Manager *L.C. Kramer*

**From:** *for* Ronald L. Mitchell, Public Works Director *R.L.M.*  
 Sherre Ritenour, Transit Services Division Manager *S.R.*

**Subject:** Colorado Springs Rapid Transit Master Plan  
 Amendment to Intermodal Transportation Plan

**SUMMARY:**

This is a request for City Council to approve an amendment to the city-wide Intermodal Transportation Plan (ITP) to include the Rapid Transit System Master Plan. The Plan will guide the long-term development of rapid transit-related, public transportation needs of the community. The amendment will add the Executive Summary (Exhibit A) and the Rapid Transit System map (Exhibit B) from the Rapid Transit System Master Plan into the ITP. In addition, once approved, the Rapid Transit System Master Plan will become a component of the Transit Services Division 2030 Public Transportation Plan (PTP).

The purpose of the Rapid Transit System Master Plan is to identify broad corridors within which rapid transit services could be implemented with the assistance of federal funds. The City of Colorado Springs is required by the Federal Transit Administration to complete additional phases of this process, including significant additional public process, to determine if a locally-preferred alternative (specific alignment) within each corridor can be identified. Proposed alignments will be further subject to environmental review and an evaluation of ridership, cost, and the appropriate rapid transit technology (light rail, bus rapid transit, etc.) to determine if the City can compete with other cities for a limited pot of federal funds that are allocated to assist in the implementation of rapid transit systems.

**PREVIOUS COUNCIL ACTION:**

No formal City Council action on the Rapid Transit Master Plan has been previously requested. Council was provided updates on the rapid transit study on February 23, 2004 and April 26, 2004.

**BACKGROUND:**

The Transit Services Division began the year-long study, leading to identification of the rapid transit master plan in July of 2003. The project team initially completed a comprehensive review of the existing transportation system, present and future land use patterns, travel demand patterns, and roadway congestion issues. With the assistance of technical resources from El Paso County, the City of Colorado Springs Planning Department, and the Pikes Peak Area Council of Governments, the team developed an

initial list of corridors using available information on regional land use and transportation issues.

All references to corridors at this level of analysis is to identify the general location of a broad, one to two mile wide corridor, within which rapid transit services could be implemented in the future. The use of roadway names is for reference only and is not intended to imply that a specific alignment has been determined at this level of analysis.

Through nine meetings with and presentations to community groups, the Technical Review Team, Citizens' Transportation Advisory Board, and City Council, the project team reduced the original twenty-two prospective corridors to the top nine, which include: Academy Boulevard, Nevada Avenue, Cimarron/U.S. 24 to Manitou Springs, Platte Avenue, Fountain Boulevard/U.S. 24 Bypass, I-25, Garden of the Gods/Austin Bluffs, Union Boulevard, and Woodmen Road.

Through an additional eleven meetings, the project team examined possible combinations of the nine corridors, to provide three to four systems of rapid transit corridors that could serve the Colorado Springs region. The system screening process provided a broad measure of how the corridors could function as a system based on feasibility, ridership, issues related to the human and natural environments (neighborhoods, parks, infrastructure impacts, flood plain issues, etc.), and cost.

Based on current ridership and cost projections, and contingent upon the City identifying a locally-preferred alternative (specific alignment) in a future phase of this study, these corridors present the greatest potential for the City to compete for federal funds to assist in the implementation of a rapid transit system.

**FINANCIAL IMPLICATIONS:**

None. This study is 80% funded by the Federal Transit Administration. The 20% local match is allocated in the Transit Services Division's 2003 and 2004 budgets. All future funding for the rapid transit study and future implementation of rapid transit services is dependent on funding availability.

**BOARD / COMMISSION RECOMMENDATION:**

The Citizens' Transportation Advisory Board was consulted at each phase of the study process, including a review of the following:

- Original twenty-two possible corridors
- Nine corridors that survived the first level screening process
- Evaluation methodologies used in the ranking and selection of the final three to four corridors
- Recommended Master Plan

The Citizens' Transportation Advisory Board approved a recommendation to adopt of the Rapid Transit Master Plan into the Intermodal Transportation Plan on July 6, 2004.

The City Planning Commission approved a recommendation to adopt the Rapid Transit Master Plan into the Intermodal Transportation Plan on July 8, 2004.

**STAKEHOLDER PROCESS:**

Public involvement in the rapid transit study was the centerpiece and most critical component of the study process. The Transit Services Division provided presentations and/or reports to City Council and Citizens' Transportation Advisory Board, as well as Pikes Peak Area Council of Governments, at major points during the study. The Transit Services Division also conducted multiple community-wide public meetings, meetings with business groups through the Colorado Springs Chamber of Commerce Transportation Committee, and meetings with Homeowners Association representatives, and corridor specific Public Advisory Teams. The Transit Services Division provided periodic updates to the Federal Transit Administration throughout the process.

**ALTERNATIVES:**

The Rapid Transit Master Plan completes the System Planning level of analysis required for the City to compete for future federal funds to assist in the implementation of a rapid transit system. At the Systems Planning level, the Master Plan only identifies broad corridors of one to two miles in width, within which some form of rapid transit service could be implemented. Further analysis will determine if the project has sufficient demand and is cost effective enough to compete for federal funds.

The next level of analysis will require that the City come to a consensus on a "locally preferred alternative" within those corridors that have the greatest potential to generate ridership. Cost and ridership are the primary components on which federal funds are allocated. Significant public process during the next phase of analysis will require consideration of all alternatives within each corridor prior to identifying the recommended alignment of a possible rapid transit system within each corridor.

**RECOMMENDATION:**

The primary recommendation is for the adoption of the Rapid Transit Master Plan. The Master Plan completes the Systems Planning level of analysis, the first step in the required federal New Starts process that could lead to the City of Colorado Springs receiving federal assistance for the implementation of a rapid transit system.

**PROPOSED MOTION:**

Staff recommends and requests Council approval of the amendment to the Intermodal Transportation Plan, adopting the Rapid Transit Master Plan.

Attachments      Ordinance  
                         Exhibit A – Executive Summary  
                         Exhibit B – Rapid Transit Master Plan

c                      Dave Nickerson, Deputy City Manager  
                         Greg Warnke, Parking System Division Manager