

**MEETING SUMMARY**  
**ConnectCOS**  
**Virtual Public Meeting**  
**February 18, 2021**

On February 18, 2021 the ConnectCOS project team held their first public meeting for the ConnectCOS Transportation Master Plan for the City of Colorado Springs. The ConnectCOS effort will update the previous City Intermodal Plan that is now 20 years old and will help set the vision and priorities for transportation improvements in Colorado Springs for the next 20 years. Due to the ongoing public health precautions related to COVID-19, the meeting was held virtually through Microsoft Teams Live. A recording of that meeting can be found [here](#). In the weeks leading up to the live event, the meeting was promoted through a variety of channels including the project website, social media, blog posts, e-newsletters, email blasts, and media coverage. Approximately 250 community members registered for the event and of those about 165 people attended for some portion of the 90-minute meeting. Below is re-cap of the material that was covered. To review the presentation in its entirety, please visit the project [website](#). \*

*\*Note: Based on the questions received during the meeting, and the open comment period that followed, a project FAQs will be published on the project website soon.*

### **Meeting Goals**

- Create a common project framework,
- Gain a better understanding of individual perceptions by hearing from participants, and
- Provide a project roadmap.

### **Welcome**

Meeting facilitator, Angela Jo Woolcott, welcomed attendees. City of Colorado Springs Traffic Engineering Division Manager, Todd Frisbie, provided opening remarks and introductions for ConnectCOS. Angela then introduced the project team and outlined the meeting agenda. Participants did not introduce themselves.

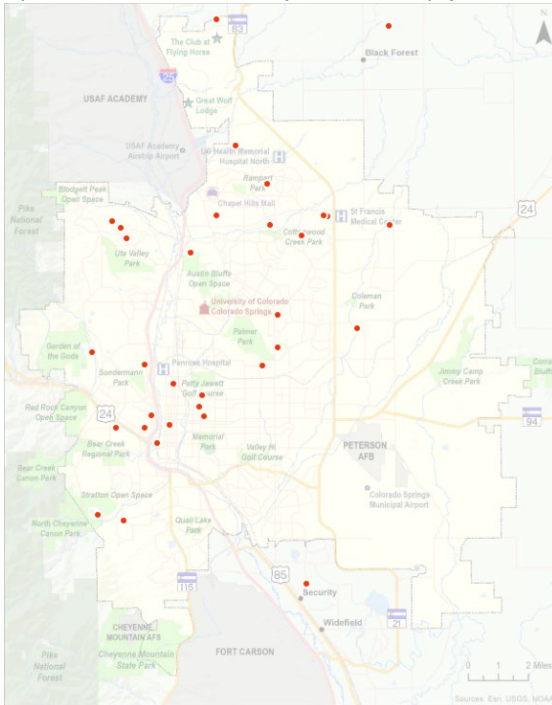
### **Project Overview**

Angela provided an overview of the project, including its schedule, and outreach activities to-date. Outreach completed prior to this first public meeting was mainly focused around a digital public survey and comment map conducted in late 2020. Approximately 1,700 responses were collected through the first public survey. A digital map also collected over 600 comments about the current transportation system and dozens of project stakeholders were engaged separately to understand what they are hearing from constituents in regards to moving in and around the city.

The content provided at this meeting presented the findings from an analysis of the "State of the System" for transportation and mobility in Colorado Springs. The next large milestone, "Solution Types", will require additional technical analyses and will result in a working draft of "Potential Actions" later this year. After analysis around Solution Types, the project team will reconvene with the community at our next public milestone to begin discussing preliminary findings along with initial project recommendations.

At the end of the project overview, meeting participants were asked to answer two questions. Below are the responses to both:

- 1) Did you previously take the ConnectCOS survey?
  - a. Yes (58%)
  - b. No (42%)
- 2) What subarea do you live in (by placing a dot on the map)



Throughout the meeting, participants responded to live quiz questions (like the first two) to gauge perceptions of the results from the recent communitywide survey. Answers are listed below in each section.

### **Plan Purpose and Goal Framework**

Ted Ritschard, consultant team Project Manager, then provided an overview of the ConnectCOS Purpose and Goal Framework. The Plan purpose is to identify transportation-related investments that support implementation of community goals identified in PlanCOS and support and synthesize other regional, local, and modal transportation plans. The Mobility Goal Framework for ConnectCOS is to create a transportation system that is safe, equitable, sustainable, efficiently reliable, accessible, and connected.

Ted also introduced the three Investment Priorities that have been established for the project and are used by the project team as a framework for looking at transportation through a variety of lenses to make sure that the transportation plan is holistically considering the needs of the transportation system in Colorado Springs. The three investment priorities include – Personal Mobility, Community Benefit, and Resource Efficient.

### **Interactive Presentation Activity**

### *Personal Mobility*

Amy Garinger, consultant team Transportation Planner, reviewed State of the System results related to personal mobility. While the majority of participants in the survey indicated they were car-dependent, they also indicated that having multi-modal transportation choices was important to them. Amy continued by sharing crash density, traffic and intersection performance, sidewalk access and other personal mobility data.

The questions at the public meeting asked about some of the most commonly slighted successes and barriers to transportation in the City and key reasons why people in Colorado Springs choose a specific transportation mode for their travel. In general, public meeting participants successfully guessed how actual survey participants responded to personal mobility-related questions. Overall, there is acknowledgement that providing travel choices within Colorado Springs is important, although the use of personal vehicles is still the predominate mode and results in mobility challenges related to congestion and unreliable travel times.

Quiz Results (Note: the percentages provided after each potential answer represent how participants in the virtual meeting responded, top responses from survey results are indicated in **Bold**, while top responses from meeting participants are indicated in *Italics*):

- 3) What percent of survey respondents feel it is important for people in Colorado Springs to have transportation choices such as walking, biking, and taking the bus? Answer: 65%
  - a. 0-25% (8%)
  - b. 25-50% (16%)
  - c. **50-75% (32%)**
  - d. *Over 75% (44%)*
- 4) When deciding which form of transportation to use, which is the most important factor that influences decisions? Answer: How quickly a person can get to their destination
  - a. ***How quickly I can get to my destination (78%)***
  - b. Cost (0%)
  - c. To get exercise (4%)
  - d. Lack of access to a car (18%)
- 5) What did survey respondents identify as the biggest barrier to getting around the City by bicycle? Answer: No safe route/bike lane to my destination
  - a. There are too many hills to climb (10%)
  - b. Destinations are too far (18%)
  - c. ***No safe route/bike lane to my destination (70%)***
  - d. None of the above (2%)
- 6) What did survey respondents feel is the most successful characteristic of the Colorado Springs' transportation system? Answer: There are a lot of trails and sidewalks
  - a. Accommodates our growing community (24%)
  - b. It is safe (12%)
  - c. ***There are a lot of trails and sidewalks (36%)***
  - d. None of the above (28%)
- 7) What did survey respondents feel was the biggest challenge facing the transportation system? Answer: Congested corridors and intersections
  - a. Connecting outlying development to existing corridor (22%)
  - b. ***Congested corridors and intersections (38%)***

- c. Providing regional transit connections along the Front Range (16%)
  - d. Providing East – West connections (24%)
- 8) What percent of survey respondents feel safe driving in Colorado Springs? Answer: 66%
- a. 0-25% (10%)
  - b. 25-50% (28%)
  - c. **50-75% (42%)**
  - d. Over 75% (20%)
- 9) Which of these highly traveled roadways experience the least reliable travel times?  
 Answer: Travel times vary
- a. Nevada Ave (16%)
  - b. Platte Ave (8%)
  - c. *Academy Boulevard (38%)*
  - d. Powers Boulevard (19%)
  - e. Garden of the Gods/Austin Bluff (14%)
  - f. Woodman Road (5%)

### *Community Benefits*

Ted then reviewed the community benefits investment priority findings, including survey results and travel data across the city. The State of the System results related to Community Benefit identified economic development, equity, and regional connectivity as important considerations. Ted reviewed different points of interest across the city and the number of trips starting in or ending in each on a weekday or weekend morning and evening. Maps showing accessibility to employment, health and social services, and affordability and equity were shown. Ted completed this segment of the presentation by reviewing data on regional connectivity to and from the Denver Metro Area.

Meeting attendees were asked several questions regarding trip volume and character of trips to local and regional destinations. Questions including a comparisons of trip volume generated by local attractions such as the zoo and Garden of the Gods , comparisons of travel time by car or transit to local services including major hospitals, and the volume of traffic between Colorado Springs and the Denver Metro area. While those responding correctly appreciated the large difference in transit vs car travel times and the volume of I-25 traffic specifically linked to Colorado Springs and Denver, most chose a different answer than what data shows in each of the destination comparisons of weekday trips. The data also surprised many of the project team when creating the questions and illustrates that both perception and analysis are important in making mobility choices.

Quiz Results (Note: the following questions were not asked in the 2020 survey. The percentage of respondents in tonight’s meeting who selected each answer is shown in parenthesis. The correct answer to each question is indicated by ***Bold Italics***):

- 10) Which destination in the city creates the most weekday travel? Answer: Citadel Mall
- a. Chapel Hills Mall (66%)
  - b. ***Citadel Mall (34%)***
- 11) Which destination in the City creates the most weekday travel? Answer: 1<sup>st</sup> and Main Commercial Area
- a. ***1<sup>st</sup> and Main Commercial Area (22%)***

- b. Downtown (78%)
- 12) Which destination in the City creates the most weekday travel? Answer: The Broadmoor/Cheyenne Mountain Zoo
  - a. Garden of the Gods (86%)
  - b. The Broadmoor/Cheyenne Mountain Zoo (14%)**
- 13) Which destination in the City creates the most weekday travel? Answer: Tie
  - a. Olympic Training Center (32%)
  - b. US Air Force Academy (68%)
- 14) Most of the Pike Peak Region can drive to a hospital in 20 mins or less, how long would a similar bus trip take? Answer: Up to 90 mins
  - a. 20 mins (5%)
  - b. 30 mins (10%)
  - c. 60 mins (57%)
  - d. Up to 90 mins (28%)**
- 15) What percentage of all vehicles on I-25, north of Colorado Springs during the morning rush hour, are bound for the Denver Metro Area? Answer: 72%
  - a. 0-25% (20%)
  - b. 25-50% (28%)
  - c. 50-75% (40%)**
  - d. Over 75% (12%)

*Resource Efficient*

Karen Aspelin, consultant team Traffic Engineer, reviewed State of the System results related to the Resource Efficient investment area, which included the City’s transportation investment balance, and economic development. Respondents to the initial public survey indicated that maintenance of existing roads is a main concern, emphasizing that it is equally as important as capital investments in the transportation system. Karen further explained that there is no uniform approach to investments, each project needs to consider context and strike a balance between expansion, enhancement, and preservation, along with considering local and regional transportation needs.

Quiz Results (Note: the following questions were not asked in the 2020 survey. The percentage of respondents in tonight’s meeting who selected each answer is shown in parenthesis. The correct answer to each question is indicated by ***Bold Italics***):

- 16) What percentage of bridges in the City are in acceptable or excellent condition? Answer: 84%
  - a. 0-25% (6%)
  - b. 25-50% (58%)
  - c. 50-75% (30%)
  - d. Over 75% (6%)**
- 17) Within the same amount of space, different transportation modes provide different efficiencies. Does every street need to accommodate every type of transportation user? Answer: No – but the collective network of streets does need to.
  - a. Yes – per the City’s Complete Streets Policy. (21%)
  - b. No – but the collective network of streets does need to. (79%)**
- 18) Can transportation investments impact the development potential of the surrounding land uses? Answer: Yes

- a. Yes (97%)
- b. No (3%)

The most notable takeaway from the three quiz questions asked about Resource Efficiency is that respondents substantially underestimated how many of the City's bridges are in acceptable or excellent condition.

### Meeting Wrap-up

Angela provided a quick overview of next steps and how the community can stay engaged in the months to come. Participants were encouraged to provide additional comments by going to [www.ColoradoSprings.gov/ConnectCOS](http://www.ColoradoSprings.gov/ConnectCOS) and filling out the online comment form before March 5, 2021. Questions submitted during the meeting were collected and will be combined with other questions from the public comment window (February 18 – March 5) and addressed in a comprehensive FAQ available on the project website. Below is a sample of the types of questions that were submitted during the meeting.

Before the meeting concluded, Tim Roberts, City of Colorado Springs Project Manager, provided closing remarks and thanked the community for the ongoing interest in ConnectCOS and future improvements of the city's transportation system.

### Questions

These are an example of the types of questions that were submitted during the Microsoft Teams Live Event, for the full list please visit the project [website](#) and review the FAQs.

- How soon will there be a light rail extending from Pueblo to Boulder?
- How does ConnectCOS overlap with, or relate to, new developing regional transportation projects like Front Range Passenger Rail?
- Will there be more connected bike lanes?
- What is your metric for multi-modal level of service?
- Will the data analyzed in this process improve or inform other city departments?
- Does the data used in the planning process consider travel impacts from construction (i.e. widening of I-25)?

**Project Team Attendees**

<b>First Name</b>	<b>Last Name</b>	<b>Organization</b>
<b>Karen</b>	Aspelin	MaxGreen Engineers
<b>Zach</b>	Barr	Kearns & West
<b>Todd</b>	Frisbie	City of Colorado Springs
<b>Amy</b>	Garinger	Kimley Horn
<b>Annie</b>	McFarland	FHU
<b>Kyle</b>	McLaughlin	Kimley Horn
<b>Christian</b>	Mendez	Kearns & West
<b>Ted</b>	Ritschard	FHU
<b>Tim</b>	Roberts	City of Colorado Springs
<b>Carol</b>	Sammons	FHU
<b>Kyle</b>	Vint	Kearns & West
<b>Angela Jo</b>	Woolcott	Kearns & West