

Hancock / Academy PEL Stakeholder Meeting

Hancock/Academy Planning & Environmental Linkages
Study (PEL)

August 27, 2015

Meeting Overview

- Introductions
- Project Background
- Development and Evaluation of Alternatives
- Question and Answer
- Open House Follow Up

Project Background



CDOT / City of Colorado Springs
Powers Swap



Great Streets Plan

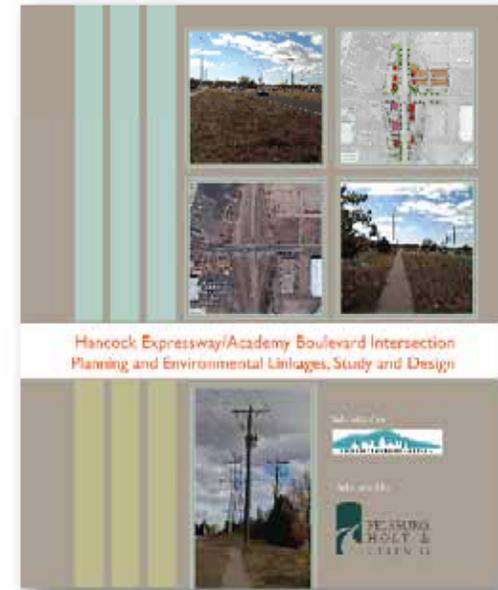
Node
Prototypes



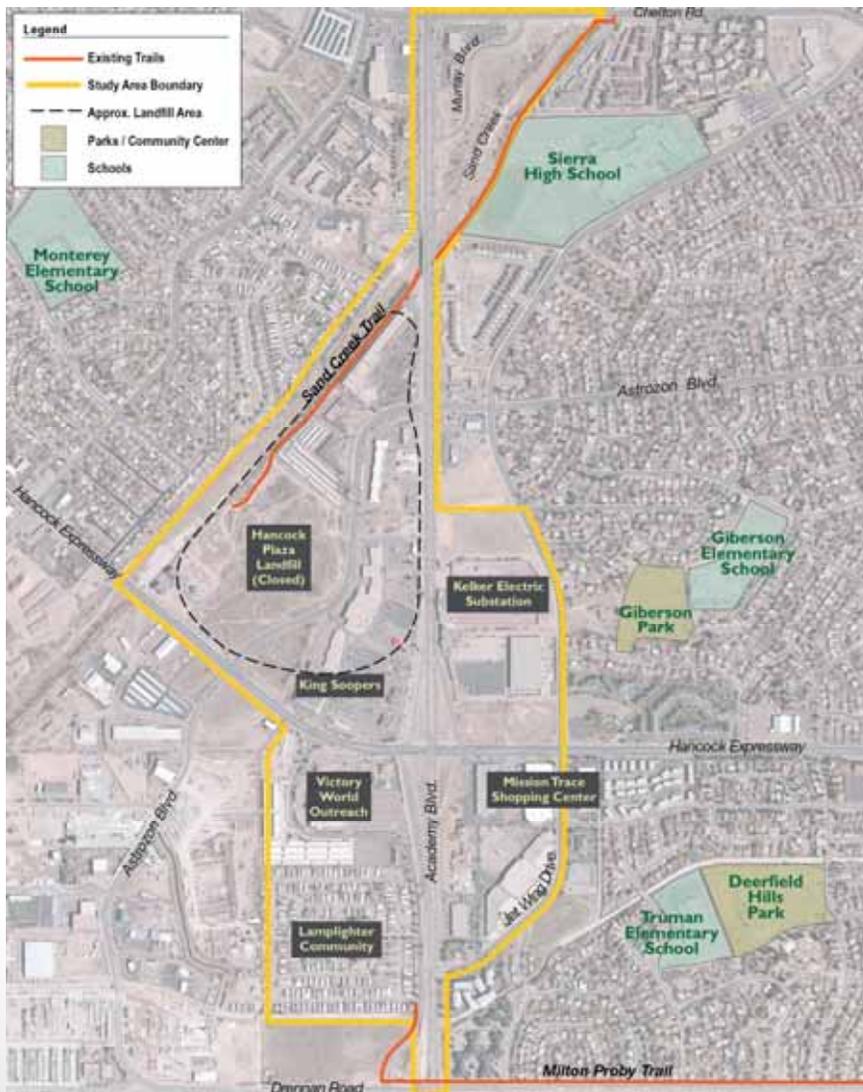
Hancock / Academy Prototype



Hancock / Academy PEL



Background

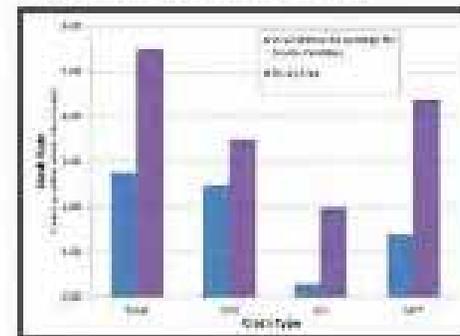


- Initiate Planning Environmental Linkage (PEL) Study
- Standard PEL elements:
 - Detailed data collection
 - Existing conditions evaluation
 - Purpose and Need
 - Alternatives development
 - Recommended alternative
- Other Elements
 - Land use opportunities evaluation
 - Underground utility feasibility study

Purpose and Need

- Safety
 - Higher than average crash rates when compared to similar roadways
- Mobility and Congestion
 - Long range traffic projections show congestion at the Hancock / Academy intersection in the peak hours

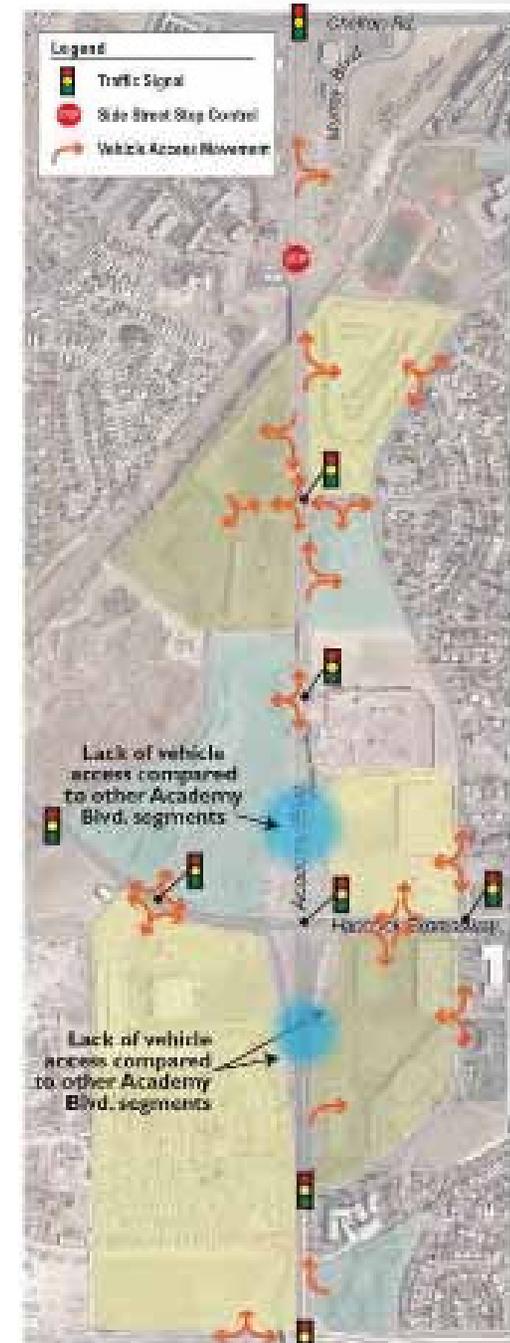
Study Area Crash Rate Comparison to Statewide Averages



PDO - Property Damage Only
INI - Injury Crashes
FAT - Fatal Crashes

Purpose and Need

- Vehicular Access
 - Access to Academy much less than most of the study area corridor
- Multimodal accessibility and connectivity
 - Deficient pedestrian facilities and lack of multimodal accessibility



Existing Conditions Report

- **Topics**

- Traffic
- Socioeconomics/Environmental Justice
- Land Use
- Floodplains and Water Quality
- Utilities
- Wetlands
- Noise
- Wildlife / threatened & endangered Species
- Cultural resources
- Hazardous materials
- Parks and recreation

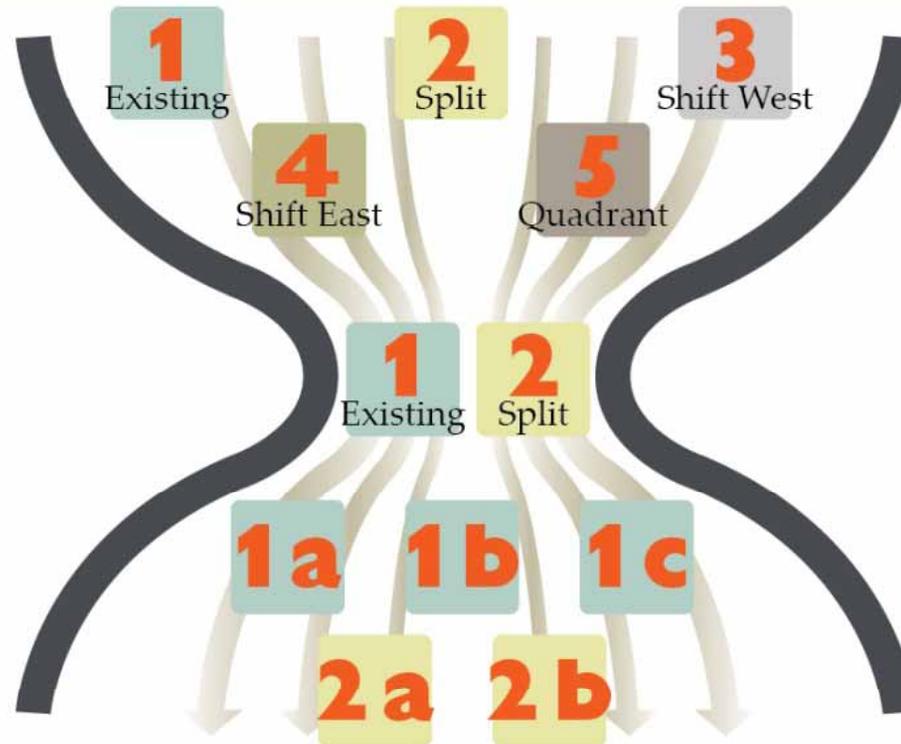
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- **Agency Coordination for Environmental Resources**

- Colorado Department of Transportation
- Federal Highways Administration
- Colorado Department of Public Health and Environment
- Colorado State Historic Preservation Officer
- Colorado Parks and Wildlife
- U S Army Corps of Engineers
- US Fish and Wildlife Service
- Environmental Protection Agency

Alternatives Development

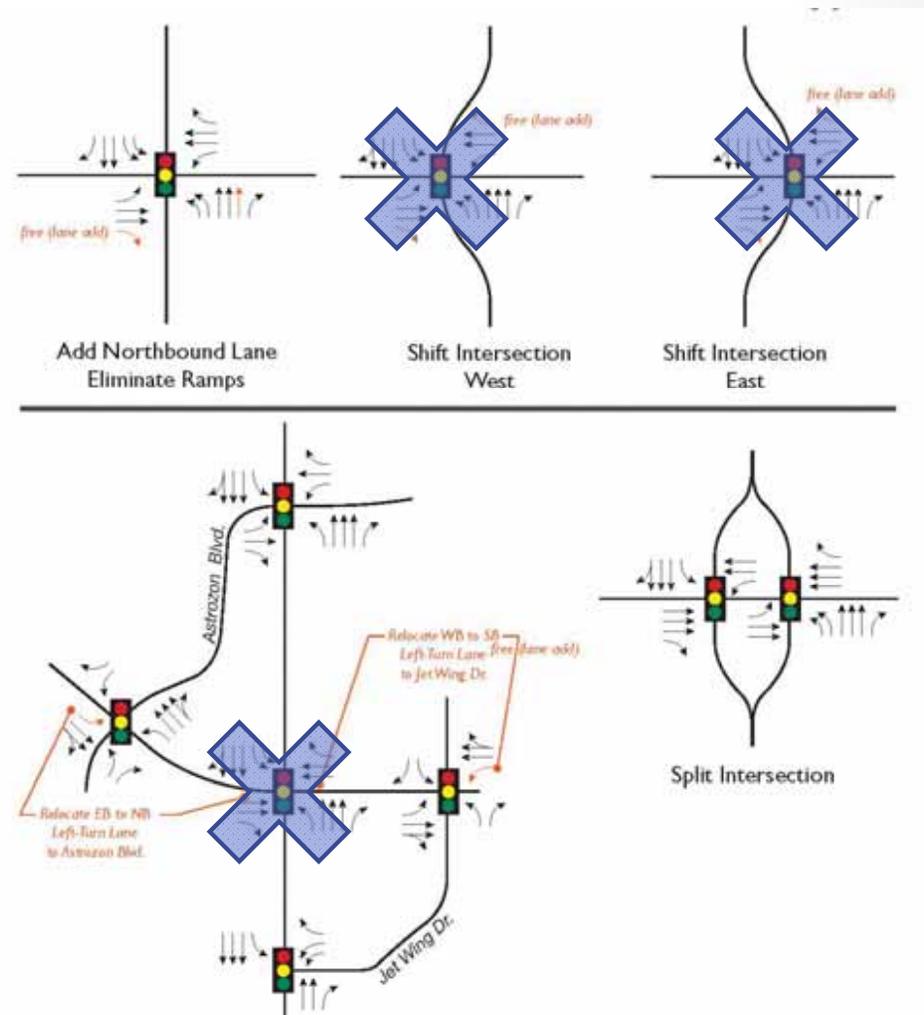
5 Intersection Types Evaluated



1b + c Recommended Alternative

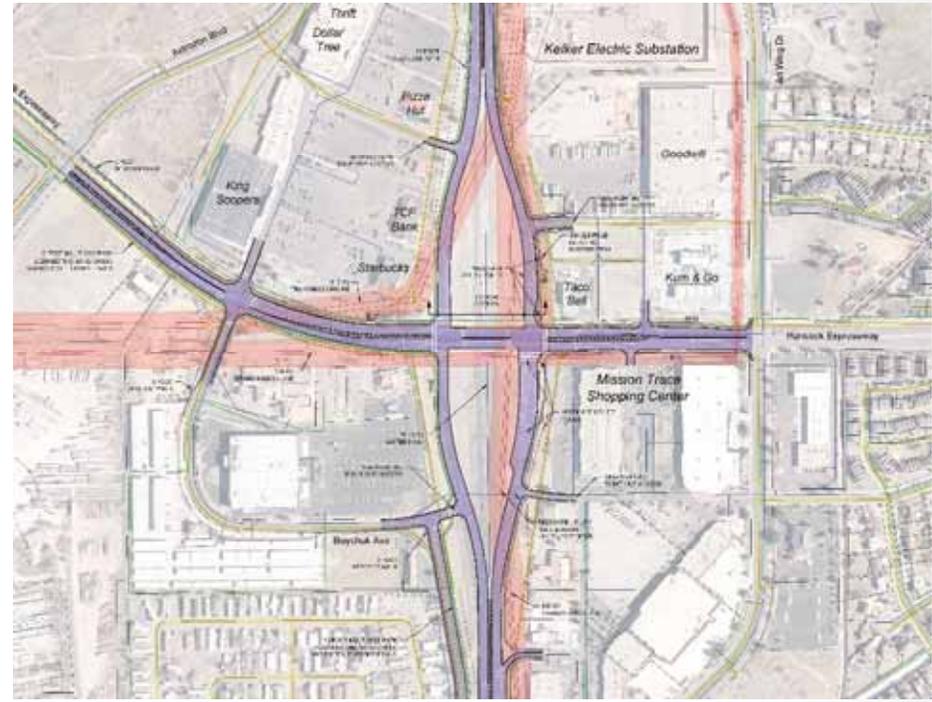
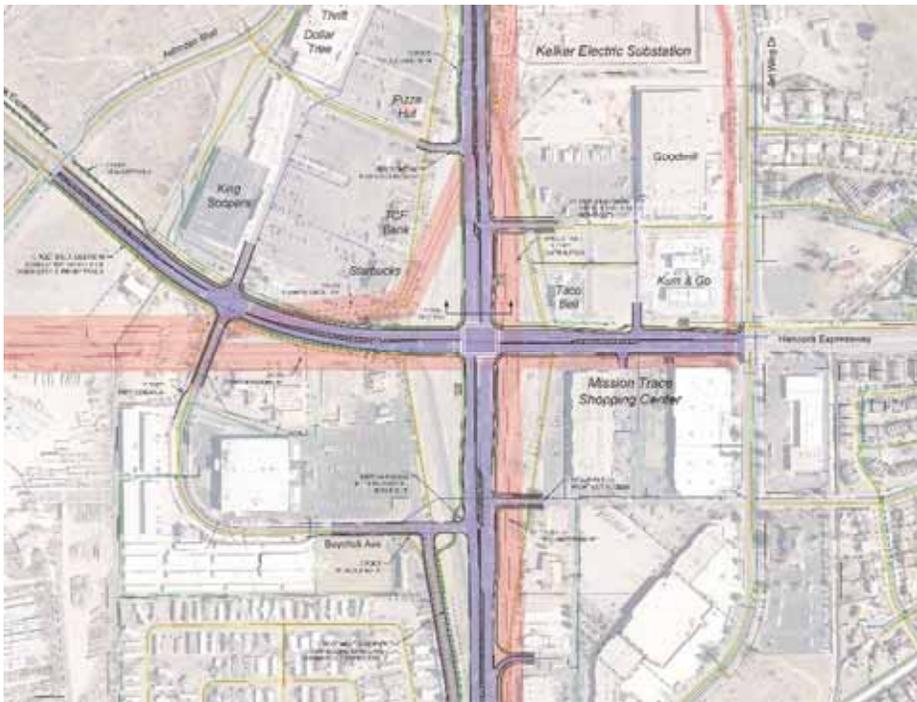
Alternatives Development

- Five Intersection Alignments
- Not Retained:
 - Shift east
 - Phasing of improvements
 - Utility impacts
 - Shift west
 - Leaves unusable parcel on east side due to utility easement restrictions
 - Phasing of improvements
 - Quadrant
 - Driver confusion
 - Graphic needs updating to show types not retained



Alternative Development

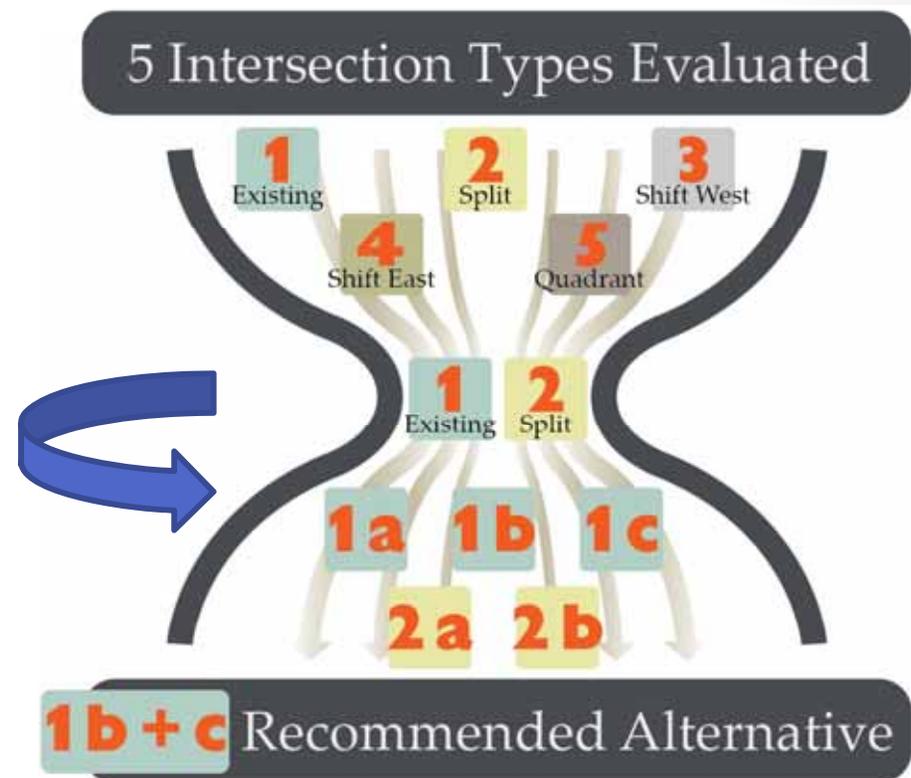
- Retained Two Intersection Types



- Existing Alignment
 - Phasing
 - Best opportunity to improve access
 - Does not favor one side
- Split Alignment
 - Intersection capacity
 - Pedestrian accessibility
 - Opportunity for gateway feature

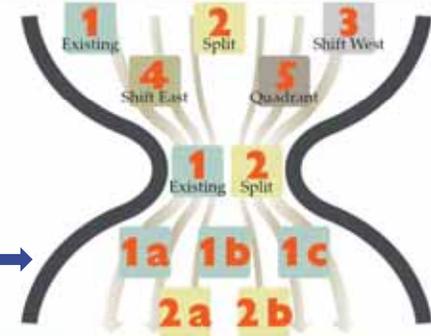
Alternative Development

- Retained Intersection Types
 - Existing alignment
 - Split alignment
- Access
 - Five Access Options
 - Three Existing Alignment
 - Two on Split Alignment



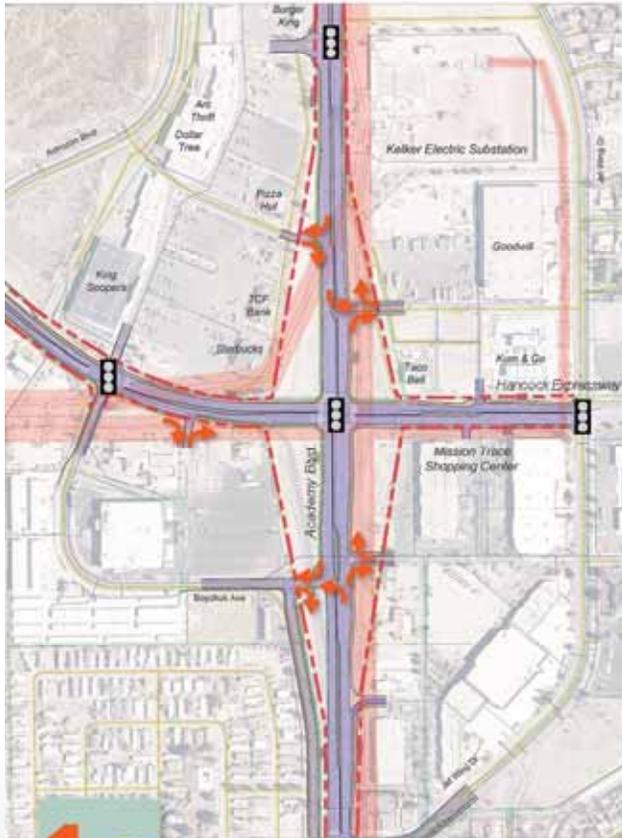
Access Options Evaluated

5 Intersection Types Evaluated



1b + c Recommended Alternative

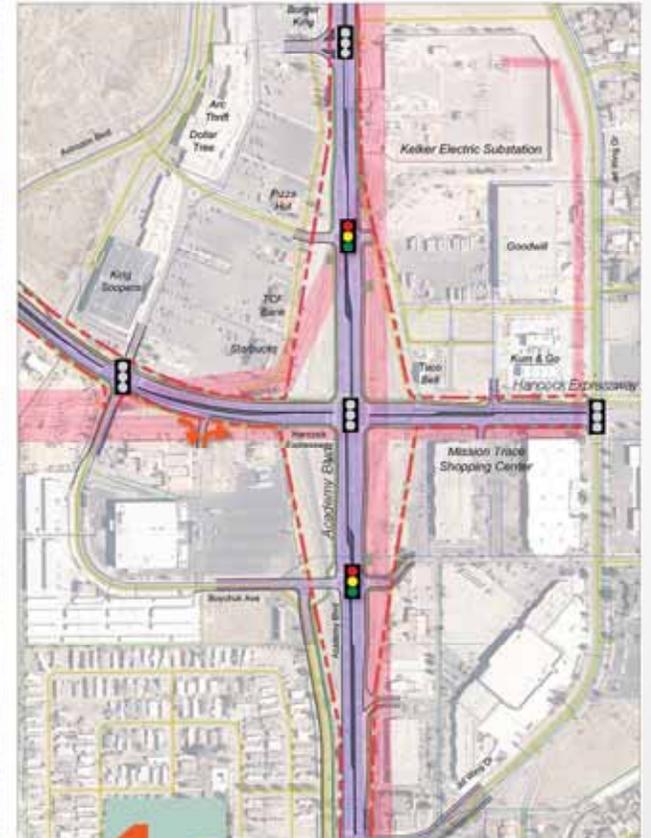
Existing Alignment



1a Restricted Access North & South



1b Restricted Access North & New Signalized South



1c New Signalized North & South

Access Options Evaluated

Split Alignment

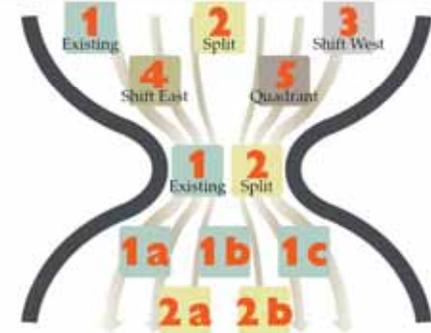


2a Restricted Access North & South



2b Restricted Access North & New Signalized South

5 Intersection Types Evaluated



1b+c Recommended Alternative

Evaluation Criteria

- Purpose and Need
 - Access
 - Operations
 - Multimodal
 - Safety
- Project Goals
 - Connectivity
 - Right of Way
 - Utility conflicts
 - Environmental impacts
 - Economic development
- Evaluation
 - Ranked relative to each other
 - Meet or did not meet criteria

Evaluation Matrix

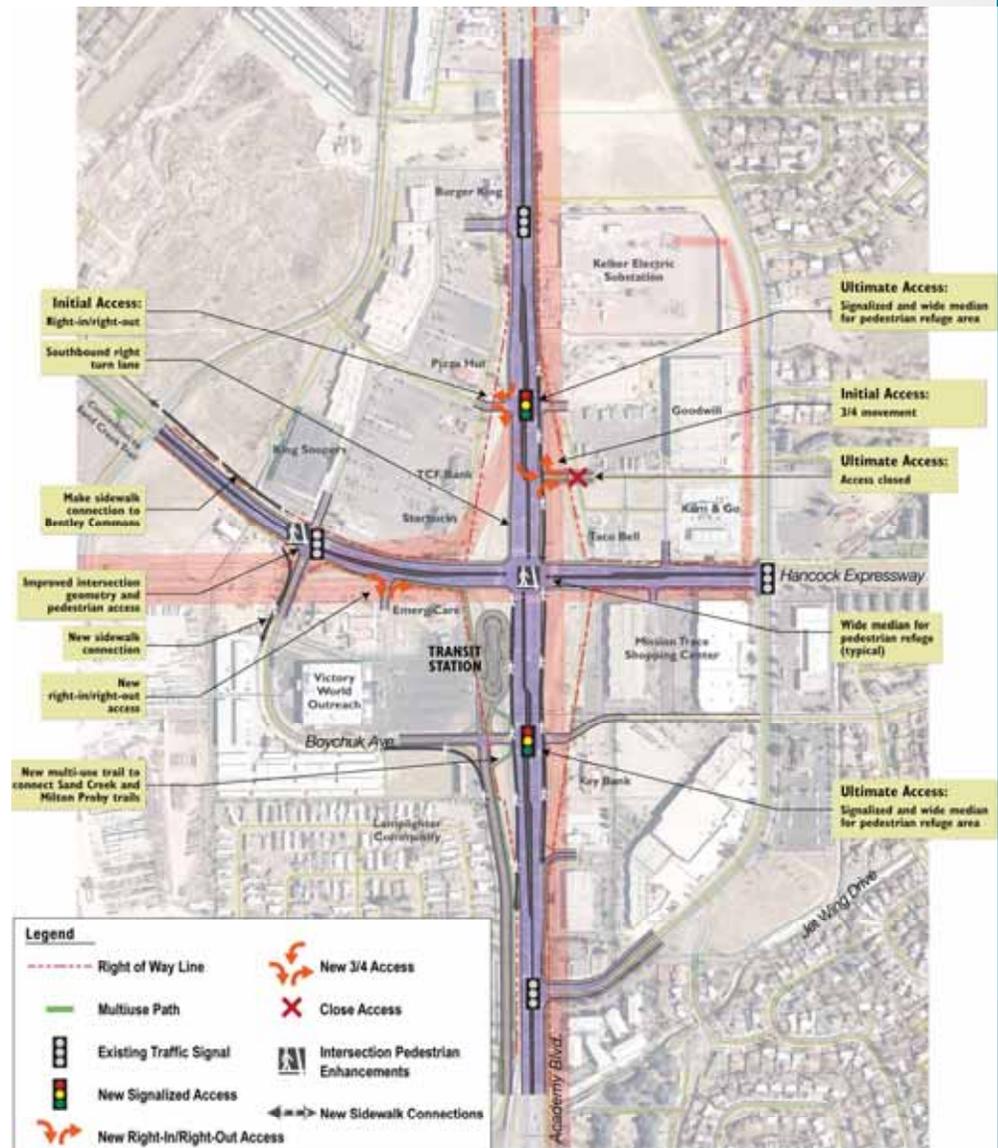
Evaluation Categories		Evaluation Criteria	Evaluations	Hancock / Academy - Evaluation of 6-Lane Alternatives					
				Alternative 1 - Enhanced Existing Intersection			Alternative 2 - Split Intersection		
				1.0	1.5	1.6	2.0	2.5	3.0
				Access Improvements: Two restricted access points north and south of Hancock	Access Improvements: Two restricted access points north of Hancock and a new signalized intersection south of Hancock	Access Improvements: Two signalized intersections, north and south of Hancock	Access Improvements: Restricted access from split alignments for eastbound and westbound Academy	Access Improvements: Restricted access north of Hancock and signalized intersections at modified alignment split south of Hancock	Access Improvements: Restricted access north of Hancock and signalized intersections at modified alignment split south of Hancock
Purpose and Need Criteria	Access	Does the alternative improve access by allowing new turn movements to alignment parcels?	Evaluation	No new turn movements	22 new turn movements, all unopposed	22 new turn movements at signalized intersections and at stop controlled intersections	22 new turn movements at two signalized intersections	8 new turn movements at stop controlled intersections	22 new turn movements at signalized intersections and at stop controlled intersections. However, new signalized access would require non-standard alignment design.
		Rank	Does not meet P & N.	Green	Yellow	Green	Green	Red	Green
	Performance - Level of Service and Delay	Does the alternative provide at least a LOS B condition for the Hancock / Academy intersection?	Evaluation	Hancock / Academy LOS: F	Hancock / Academy LOS: D	Hancock / Academy LOS: D	Hancock / Academy LOS: D	Hancock / Academy LOS: D	Hancock / Academy LOS: C
		Rank	Does not meet P & N.	Green	Green	Green	Green	Green	Green
	Performance - Level of Service and Delay	What is the average speed on Academy between 1st Wing and Academy?	Evaluation	Academy Corridor: 21 mph	Academy Corridor: 27 mph	Academy Corridor: 25 mph	Academy Corridor: 23 mph	Academy Corridor: 31 mph	Academy Corridor: 31 mph
		Rank	Does not meet P & N.	Green	Green	Green	Green	Green	Green
	Performance - Level of Service and Delay	Does the alternative provide an acceptable pedestrian facilities score less than 4.25 and pedestrian LOS D or better?	Evaluation	Pedestrian Facilities Score: 4.33 Pedestrian LOS: E	Pedestrian Facilities Score: 3.30 Pedestrian LOS: D	Pedestrian Facilities Score: 3.24 Pedestrian LOS: D	Pedestrian Facilities Score: 3.90 Pedestrian LOS: D	Pedestrian Facilities Score: 3.85 Pedestrian LOS: D	Pedestrian Facilities Score: 3.81 Pedestrian LOS: D
		Rank	Does not meet P & N.	Green	Green	Green	Green	Green	Green
	Stair	Does the alternative provide opportunities to improve multimodal facilities in the area?	Evaluation	Transit system enhancements are limited due to on-grade ramp barriers.	Yes. The elimination of the ramps creates transit opportunities, including bus stop relocation and a transit jump/bypass lane.	Yes. The elimination of ramps and added signalized intersections at Hancock create opportunities for bus stop relocation, transit jump bypass lanes, and a transit station.	Yes. The elimination of ramps and added signalized intersections at Hancock create opportunities for bus stop relocation, transit jump bypass lanes, and a transit station.	The elimination of ramps would allow a relocation of bus stops and transit jump/bypass lanes. However, the split alignment constrains transit planning.	Similar to Alternative 2-p.
		Rank	Does not meet P & N.	Green	Green	Green	Green	Green	Green
Safety	Does the alternative meet City arterial design standards for curves and turn lane design?	Evaluation	No	Yes	Yes	Yes	Yes. 45 mph posted speed would be necessary due to the design speed of curves.	No. 30 mph design speed on modified alignment south of Hancock does not meet City standards.	
	Rank	Does not meet P & N.	Green	Green	Green	Green	Green	Red	
Project Goals	Connectivity/Development Enhancement	Does the alternative enhance connectivity developed by interconnecting with multimodal transportation facilities?	Evaluation	No	Limited interconnectivity across Academy between the intersection quadrants is not provided.	Yes. Connectivity enhanced with the proposed signal south of Hancock.	Yes. Area connectivity enhanced with new signals north and south of Hancock.	No interconnectivity across Academy between the intersection quadrants is not provided.	Conditional. Connectivity could only be achieved by modifying the split alignment with non-standard design.
		Rank	Does not meet project goals.	Green	Green	Green	Green	Green	Green
	Economic Development Opportunities	Does the alternative optimize use of excess right-of-way to promote economic development opportunities?	Evaluation	No accessibility improvements to businesses and communities, or opportunities to support future development.	Yes	Yes	Yes	No. Not feasible to provide vehicular access to land between the Academy alignment.	Same as Alternative 2a.
		Rank	Does not meet project goals.	Green	Green	Green	Green	Green	Green
	Projects of Independent Utility (Planned Implementation)	Does the alternative lend itself to phasing and will provide incremental improvements to access and operations?	Evaluation	Existing conditions would continue other than ongoing maintenance.	Yes. Phasing could include removal of ramps, access points, additional lanes on Academy, and multimodal improvements.	Yes. Phasing could include removal of ramps, access north of Hancock, added lanes on Academy, and multimodal improvements. Access enhancements south of Hancock to include stakeholder participation for improvements outside City right-of-way.	Yes. Phasing could include removal of ramps, added lanes on Academy, and multimodal improvements. Access enhancements north and south of Hancock to include stakeholder participation for improvements outside City right-of-way.	No. All intersection and access points enhancements would have to be implemented as one project.	Same as Alternative 2-a.
		Rank	Does not meet project goals.	Green	Green	Green	Green	Green	Green
	Right-of-Way	Does the alternative lend itself to shifting right-of-way ownership from the City to private access?	Evaluation	City continues to own and maintain right of way.	Yes. City may shift right-of-way to private ownership, and reduce City responsibility for maintenance.	Yes. City may shift right-of-way to private ownership, and reduce City responsibility for maintenance.	Yes. City may shift right-of-way to private ownership, and reduce City responsibility for maintenance.	Difficult to transfer right-of-way to private ownership, leaving the City responsible for maintenance.	Same as Alternative 2-a.
		Rank	Does not meet project goals.	Green	Green	Green	Green	Green	Green
	Environmental Impacts and Utility Conflicts	Does alternative avoid or minimize environmental impacts, utility conflicts, and adverse mitigation?	Evaluation	Transportation network does not support socioeconomic accessibility requirements.	Yes. Projects could be implemented with minimal impacts to the environment and utilities.	Yes. Projects could be implemented with minimal impacts to the environment and utilities.	Yes. Projects could be implemented with minimal impacts to the environment and utilities.	Would require modification to overhead transmission lines. In frame points would need relocation.	Similar to Alternative 2-a.
		Rank	Does not meet project goals.	Green	Green	Green	Green	Green	Green
Stakeholder Comments	Was there stakeholder agreement and support for the alternative, and what were stakeholders' main concerns?	Evaluation	Stakeholders agree that existing conditions do not meet the Purpose and Need that safety, mobility, and multimodal access improvements are needed.	Yes. Stakeholder support for this alternative and its access scenario. Stakeholders voiced very few concerns.	Yes. Stakeholder support for this alternative and its access scenario. Some stakeholders favored signalized access on Academy south of Hancock.	Mixed. Provides opportunities for future access improvements, in balance with future development planning in the NE quadrant. Concerns regarding left-through traffic.	Mixed. Stakeholder support for gateway opportunities and shorter intersection crossing for pedestrian. Concerns for maintenance of center area, lack of access, and the limitations for project phasing.	Same as Alternative 2-a.	
	Rank	Does not meet project goals.	Green	Green	Green	Green	Green	Green	
PEL RECOMMENDATIONS				No Action Alternative retained for PEL evaluation, in compliance with NEPA	Retained as PEL Alternative	Recommended PEL Alternative - Initial Plan	Recommended PEL Alternative - Ultimate Plan	Retained as PEL Alternative	Alternative Eliminated Does not meet Purpose & Need
Evaluation Legend				Alternative best meets criteria	Alternative ranks 2nd	Alternative ranks 3rd	Alternative best able to meet criteria		

Evaluation Results

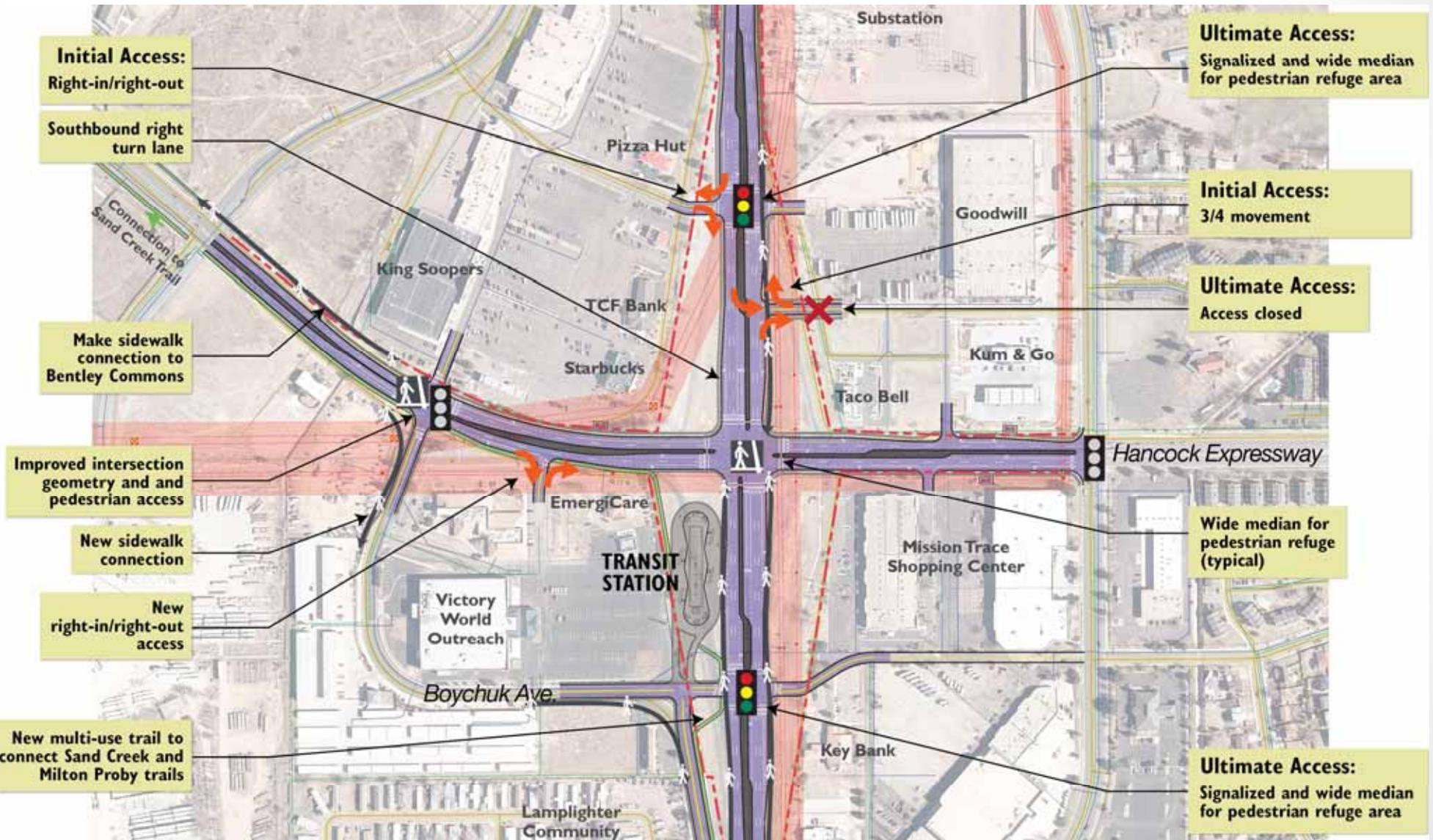
- Not Recommended Alternatives
 - Existing Alignment 1A
 - Limited mobility and access to adjacent parcels
 - Less opportunity for transit enhancements
 - Split 2A
 - Limited access to adjacent parcels
 - Did not meet project goals
 - Connectivity
 - Disposition of city right of way
 - Impacts to utilities
 - Split 2B
 - Similar reasons as 2A
 - Did not meet purpose and need for the project with regards to safety

Recommended Alternative

- Combination of Existing Alignment Options 1B and 1C
 - Good operations
 - Access opportunities for adjacent parcels
 - Maximized multimodal opportunities
 - Meet Project Goals
 - Community Connectivity
 - Right of way disposition
 - No impacts to existing overhead utilities
 - Projects of independent utility

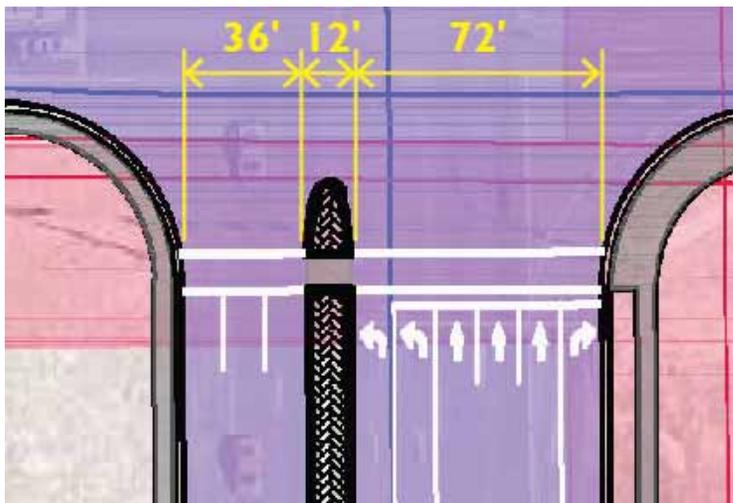


Recommended Alternative



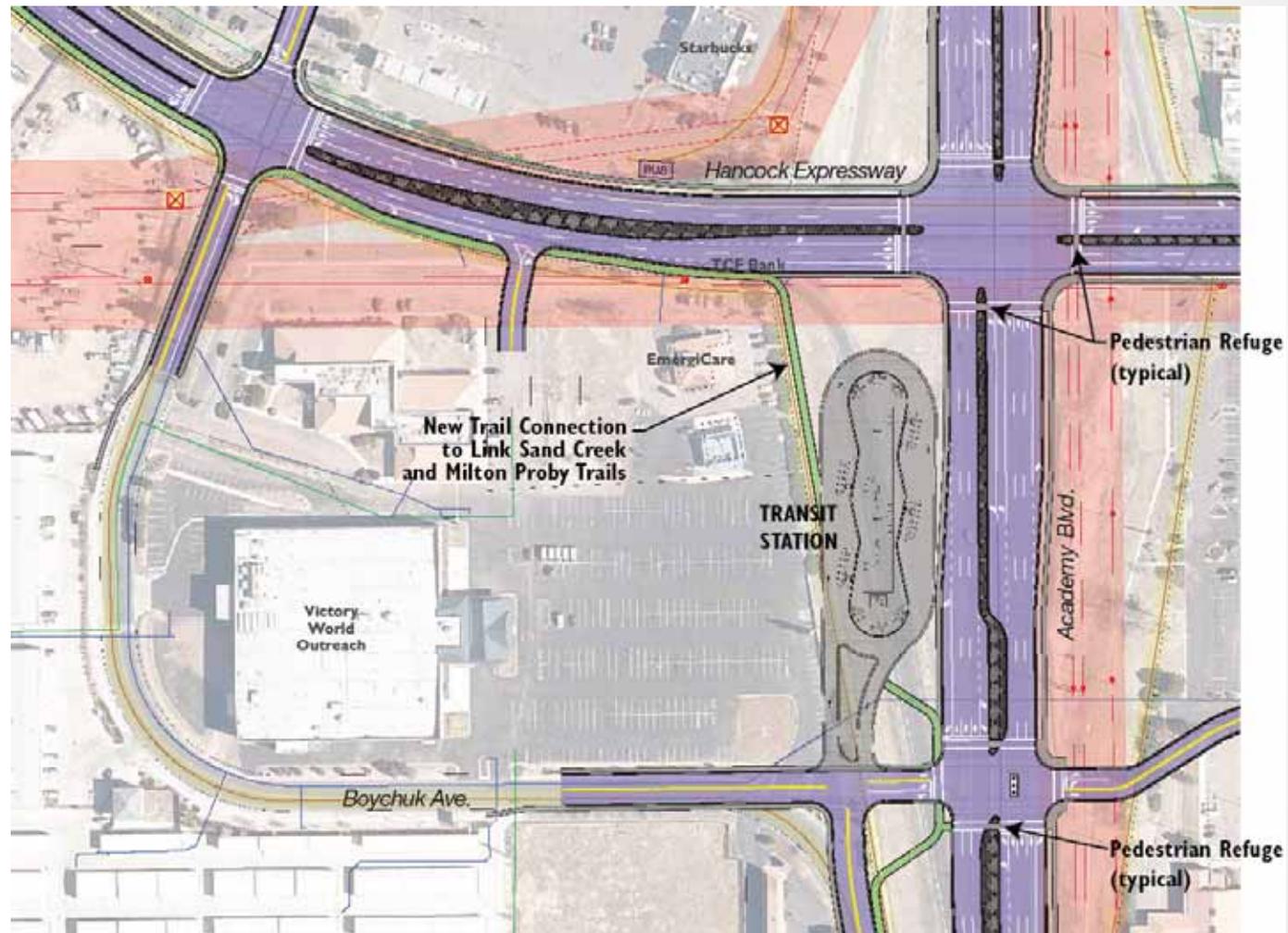
Recommended Alternative

- Intersection
 - 6 Lanes on Academy
 - Right turn lanes
- Wide Median
 - Pedestrian Refuge Areas



Recommended Alternative

- Multimodal
 - New Sidewalk connections
 - Sand Creek to Milton Proby Trail connection
 - Transit station in southwest corner



Livability - Transit

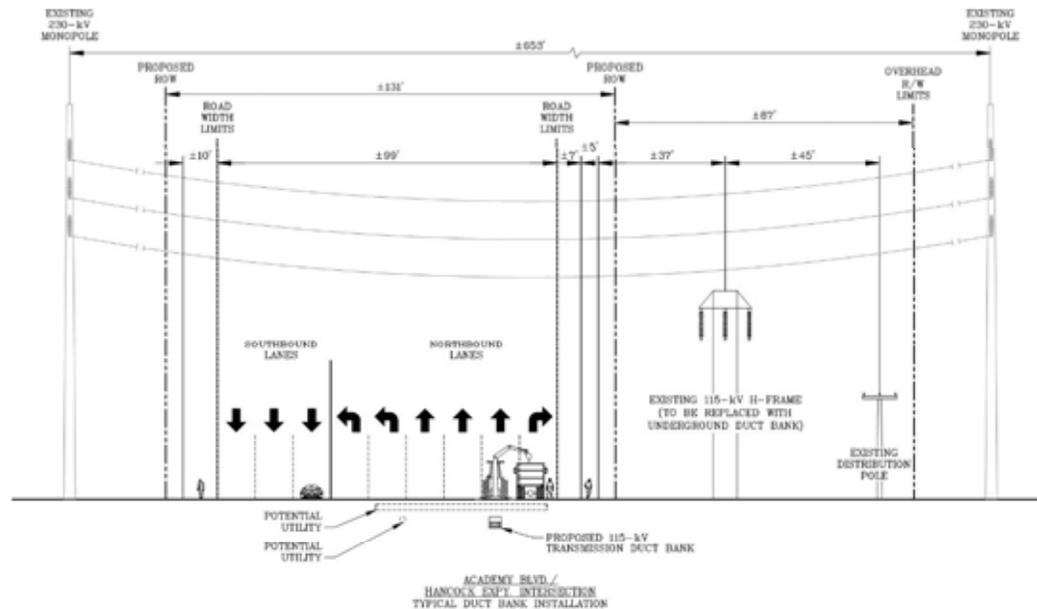
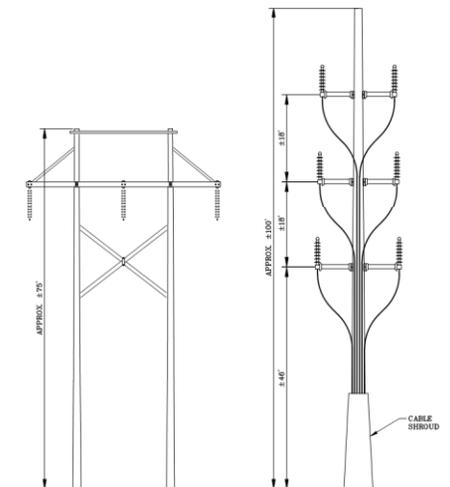


Livability - Transit



Livability – Utility Undergrounding

- 115 kV H-frame line
- Distribution Line
- 230kV on mono-poles
- 115kV double circuit on lattice towers



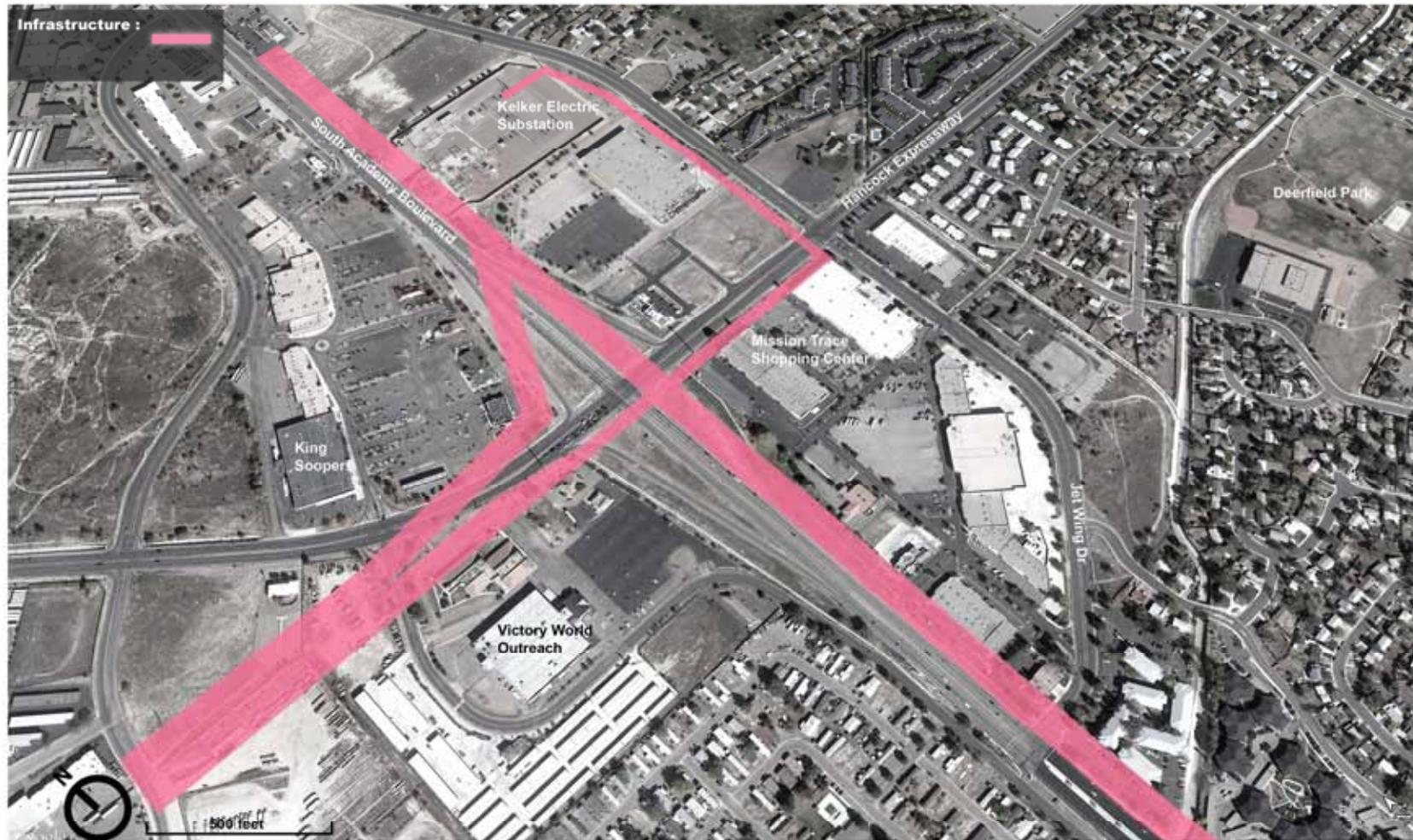
Livability – Corridor Enhancement

1. EXISTING CONDITIONS



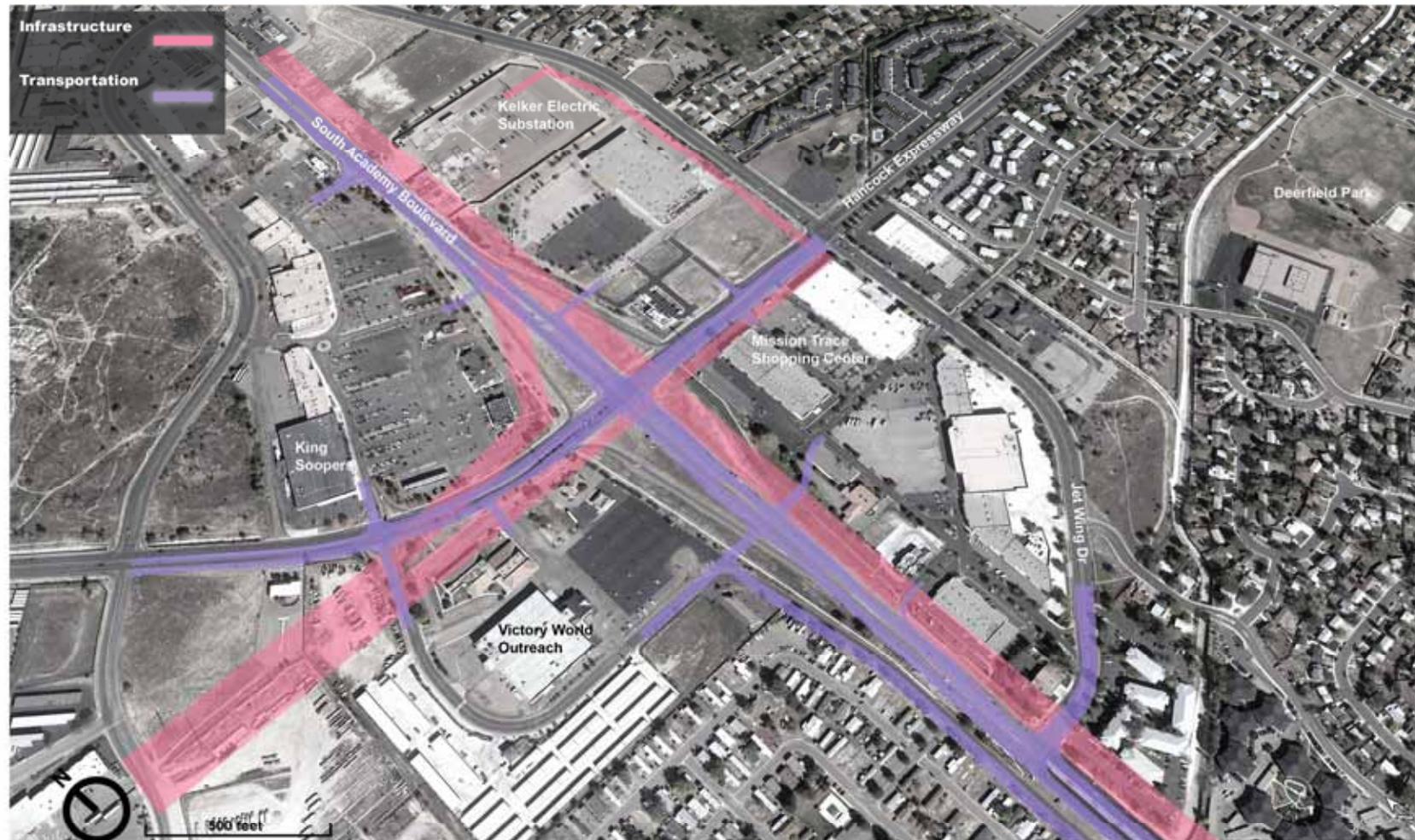
Livability – Corridor Enhancement

2. EXISTING INFRASTRUCTURE



Livability – Corridor Enhancement

3. PROPOSED ROADWAY IMPROVEMENTS



Livability – Corridor Enhancement

4. ACCESS TO DEVELOPMENT



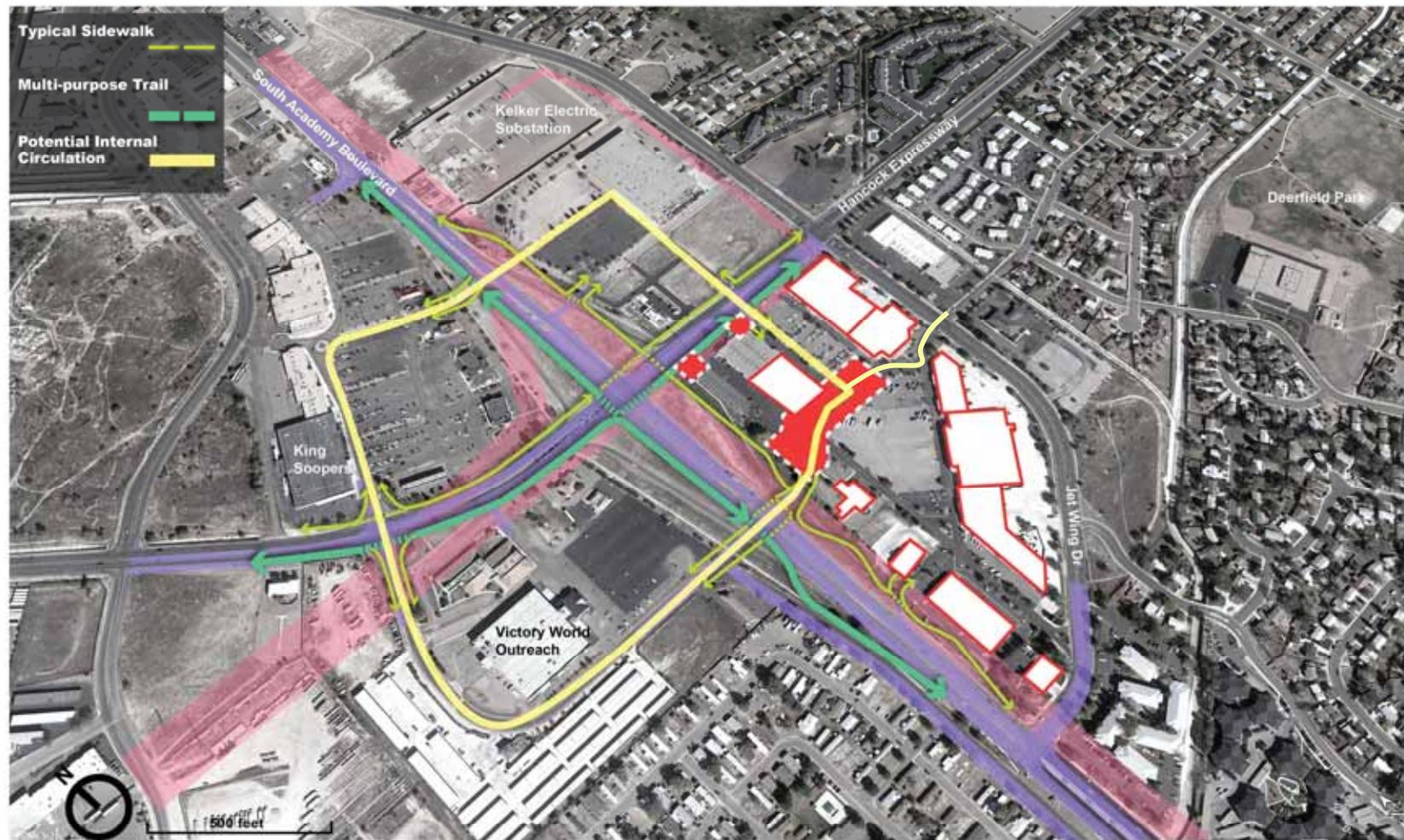
Livability – Corridor Enhancement

5. LANDUSE & TRANSIT OPPORTUNITY



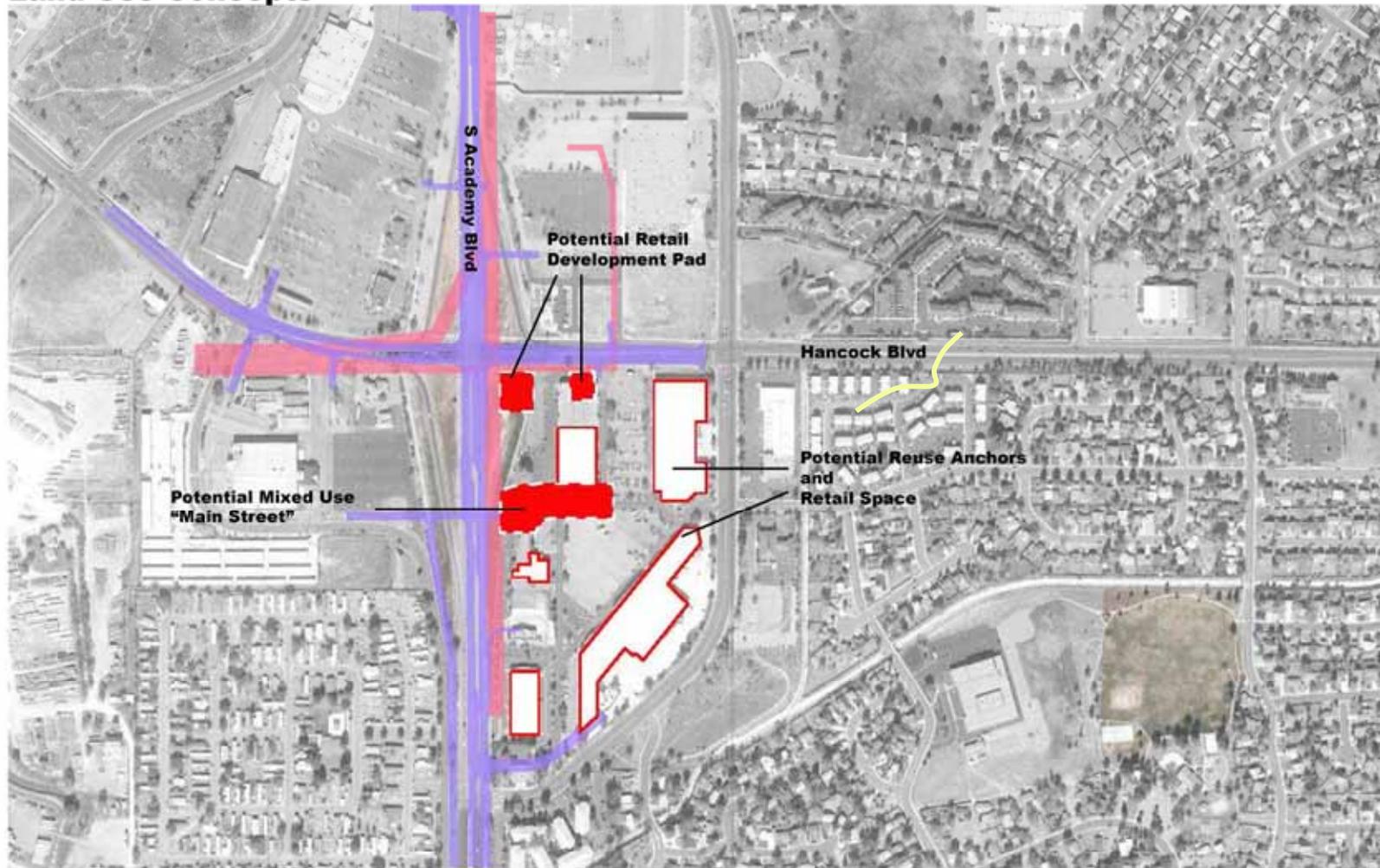
Livability – Corridor Enhancement

6. POTENTIAL PEDESTRIAN CONNECTIVITY



Livability – Corridor Enhancement

Land Use Concepts



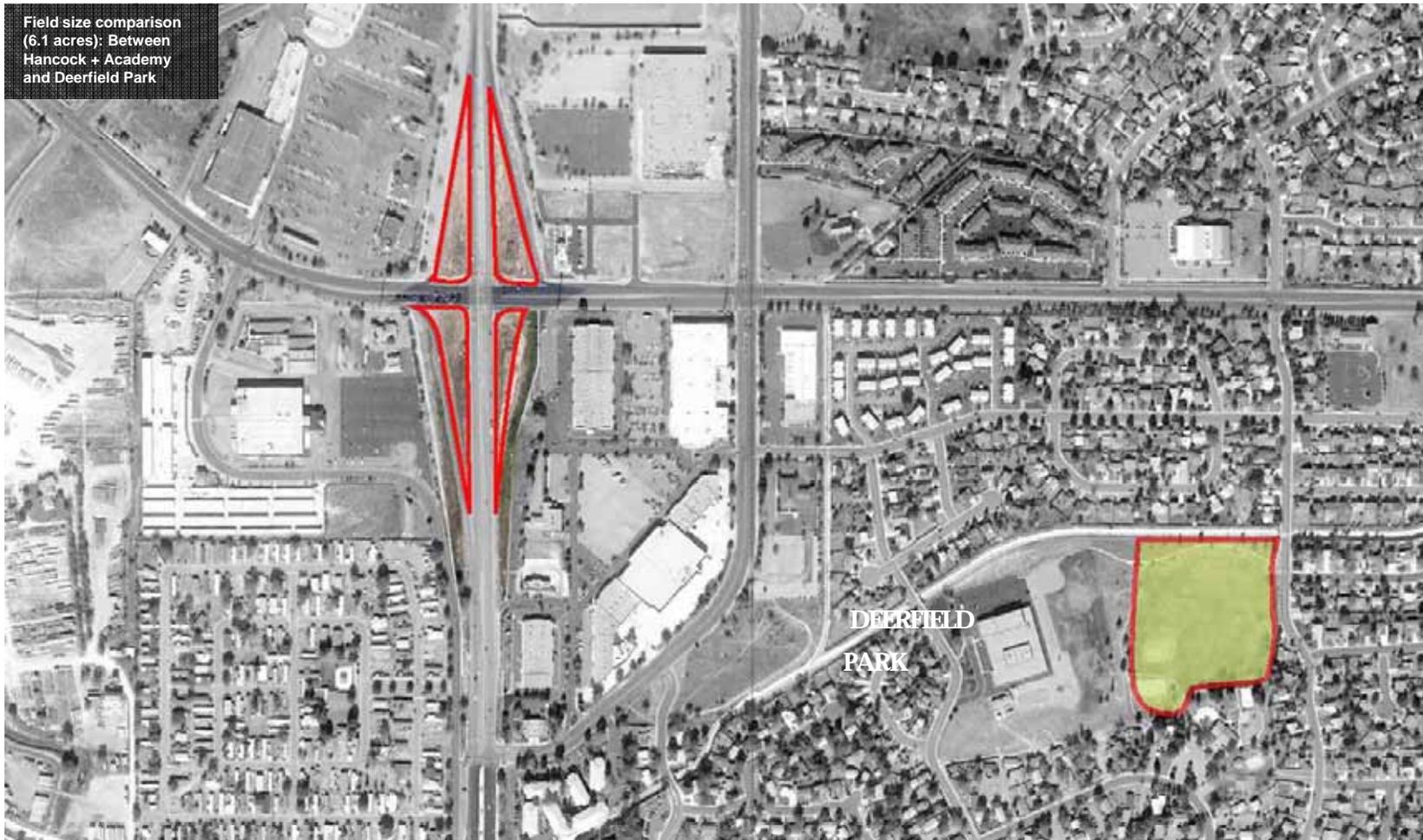
Livability – Corridor Enhancement

7. COVERAGE - 6 ACRES OF POTENTIAL LAND



Livability – Corridor Enhancement

– WHAT DOES 6 ACRES LOOK LIKE AT DEERFIELD PARK?



Livability – What do YOU think should be done with 6 acres of potential land?

POTENTIAL IDEAS

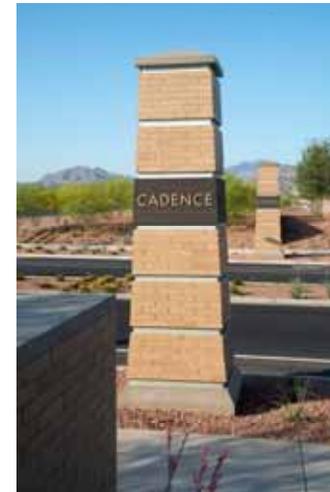
- Idea #1 – **Do Nothing** (Leave Landscaping as it is)
OR
- Idea #2 – **Add Transit Center** (Leave Landscape as it is)
AND/OR
- Idea #3 - **Minimal Enhancements** (Rock Mulch, Native Plants, Dryland/ Agrarian Landscapes, Civic Banners, Environmental Art, etc.)

Livability – What do YOU think should be done with 6 acres of potential land?

DESIGN CRITERIA

- **Affordable**
- **Resilient**
- **Sustainable**
- **Maintainable**
- **Opportunities for Partnerships**
- **Transformative**
- **Iconic Gateway**

Community Gateways



Dryland / Agrarian Landscapes



Dryland / Agrarian Landscapes



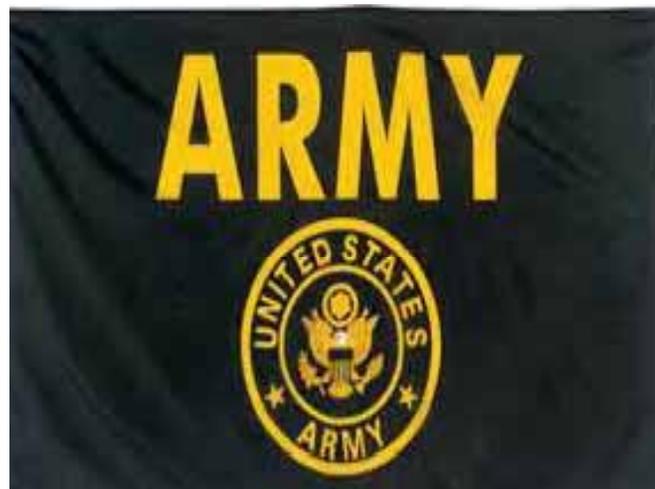
Existing Condition (looking north)



Potential Condition



Civic/Commemorative Landscapes



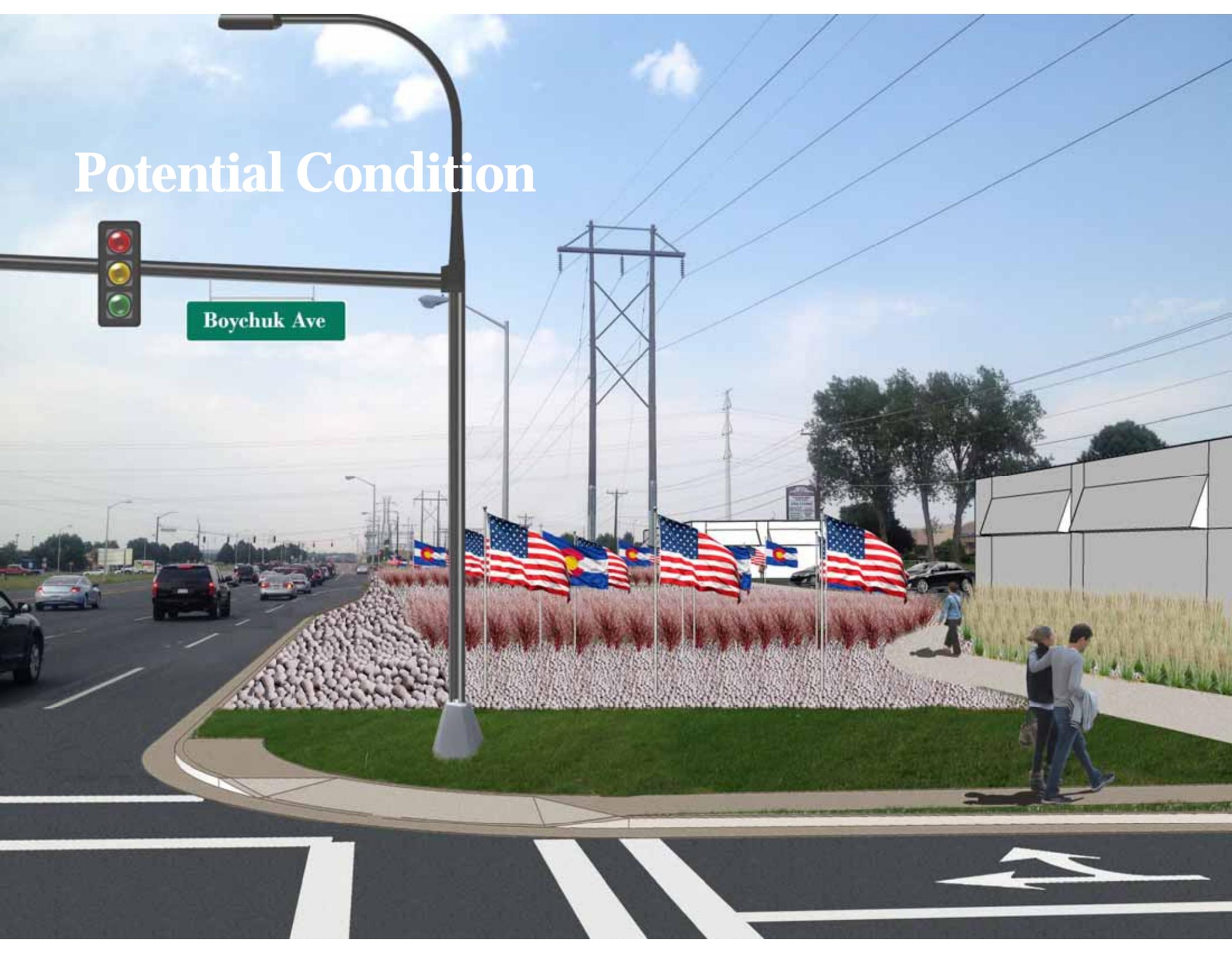
Civic/Commemorative Landscapes



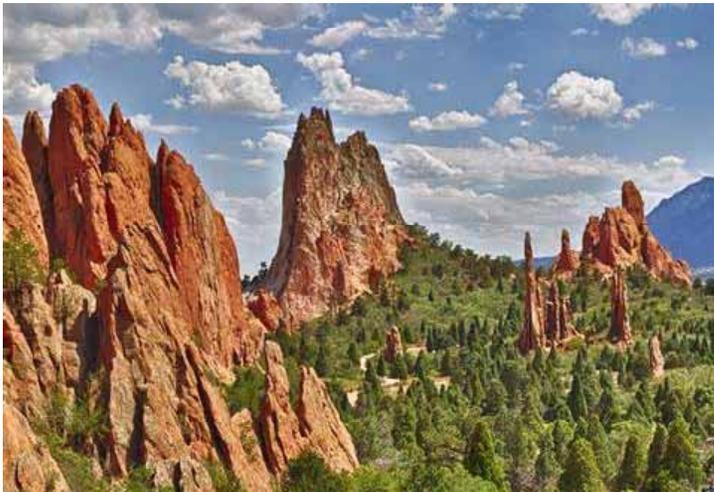
Existing Condition



Potential Condition



Iconic/ Natural Landscapes



Iconic/ Natural Landscapes



Existing Condition



Potential Condition



Funding Options

- PPRTA
 - Academy pavement rebuilding
 - Some signalization
- PPACG
 - Transportation Alternatives Program
 - STP Metro
 - Regional Priorities Program
 - Congestion Mitigation Air Quality Improvement Program
- Federal Transit Authority
 - Transit station
- TIGER Funding
- FASTER Funding
 - Transit station
 - Safety improvements
- Highway Safety Improvement Program
 - Safety issues
- City of Colorado Springs Parks
 - Trail improvements
- TIF / Districts
- Redevelopment
 - Access recommendations

Next Steps

- Take home items
 - Comment form
- Refine Recommended Alternative Design
 - Costs
 - Projects of Independent Utility
- Complete PEL Report

Thank You!