

COLORADO COLLEGE

Transportation Master Plan

Working Group Meeting Summary

Dec. 18, 2012

4 - 6:30 p.m.

Slocum Hall

Welcome/Reviews

- 29 Working Group members and 10 community members attended the meeting.
- Working Group members reviewed and agreed to the project goals and the study timeline.
- The group also reviewed roles and responsibilities and communication protocols. Participants were introduced to and were encouraged to use the Transportation Master Plan website (www.coloradocollege.edu/transportationplan) to receive project updates. They also were briefed on the project email address (transportationplan@coloradocollege.edu). Working Group members were asked to share the website and email addresses with the organizations and constituents they represent and encourage them to use both as a means of following the study and communicating with the study team.
- Working Group members identified and agreed upon **Meeting Protocols and Ground Rules for Collaboration**, which include:

Meeting Protocols

Meeting participants and attendees:

- Agree to be open minded to different perspectives and opinions.
- Agree to be respectful of each other and each other's viewpoints and perspectives, and not interrupt or dominate discussions.
- Will have an opportunity to voice their thoughts and opinions. Everyone's input is important and will be considered.
- Are asked to stay involved and engaged throughout the duration of the study, attending all related meetings.
- Meetings will start and finish on time.
 - If further discussions are needed beyond the stated time, the Working Group will be asked if the meeting time should be extended or if a subsequent meeting should be scheduled.
- Working Group meetings are open to the public. Discussions during Working Group meetings is reserved for Working Group members; however, opportunity for public comment and to address questions will be included in the agendas.

Ground Rules for Collaboration

We are working together to make recommendations that will inform the Transportation Master Plan to benefit the safety of pedestrians, motorists, and bicyclists who use the infrastructure in and around Colorado College as well as the community as a whole; therefore, we are committed to:

- Resolving conflicts directly, openly and honestly, without personal attack.
- Consider the interests of the community-at-large beyond our own individual interests.

- While we may not agree on every point, we will seek to achieve group informed consent of the recommendations put forth in the plan.
- Bringing our constituent's collective recommendations and input to the meetings and to communicate back to our constituents the status and progress of the study.
- Referring to "pedestrians" to include students, families, faculty, staff, community members, and citizens in general who use the infrastructure in and around the campus, versus referring exclusively to the student population.

Review of Comments Received

- Participants reviewed comments received during the Nov. 13 Working Group meeting and those collected during citizen/community interviews conducted in early November. Common thoughts and comments regarding potential issues included:
 - Mixed reaction to flashing yellow lights
 - Don't function properly
 - Some feel they have improved the situation
 - Some feel they have made it worse
 - Safety of pedestrian crossings on Nevada
 - Uintah/Cascade & Uintah/Nevada intersection, traffic volume
 - Crosswalk lighting to illuminate pedestrians
 - On-street parking
 - Pedestrian etiquette
 - Bike and skateboard etiquette/speed
 - Street markings/signs
 - Historic preservation
 - Traffic speed concerns/traffic calming
- An overarching question posed during the discussion: Is this a campus surrounded by busy streets, or are these busy streets through a campus? Is the college an obstacle to travel, or are the roads an obstacle to pedestrians and bicyclists?
 - Bottom line: This is a campus situated within an urban setting. There is a relationship between being a city traveller when using the roadways and a campus traveller when crossing the streets.
- There were several questions regarding laws pertaining to vehicles and pedestrians. Officer Newton, CSPD's campus resource officer at the college, said tickets have been issued to drivers and pedestrians who have violated the law.
- Additional points from the vehicle/pedestrian discussion:
 - Bikes need to move through crosswalks at the same speed as pedestrians.
 - Cars must yield to pedestrians.
 - Pedestrians should make eye contact with drivers before moving in to crosswalks.
 - The flashing yellow signs are safety features and advisory only; not a traffic control device.
 - Drivers can proceed once pedestrians are clear of the vehicle's path.
- New roadways used to provide vehicular access for the fire department need to meet applicable code requirements (be functional for fire department) use

Public Open House Summary

- The consultant team summarized the Dec. 4, 2012 Public Open House and shared a segment of the video shown during the Open House. The video, which is posted on the study's website, captures pedestrian and vehicle perspectives of crosswalks, intersections and streets on and near the campus.
- Summary documents and boards presented during the Open House are also posted on the website.

Public Comment Period

Citizens provided the following comments and suggestions during the public comment period of the Working Group meeting:

- Pedestrians should be more mindful and obey traffic laws.
- Not all pedestrians disregard traffic laws.
- Reduce the number of pedestrian crossings on Cascade Avenue.
- Create a more pedestrian-friendly environment.
- Traffic and pedestrians should be grade separated.
- Centrally locate Worner Center/dining activities to the east side of Cascade Avenue.
- Grade separate traffic and pedestrians by installing a decorative fence in the medians along Cascade and Nevada avenues to discourage jaywalking.
- Build pedestrian overpasses similar to those at Morehead State College in Minnesota, the University of Nebraska (Lincoln), and the University of Denver. Another pedestrian bridge example crosses S. Circle Drive at Harrison High School south of Colorado Springs.
- Focus on transportation solutions that encourage a pedestrian/bike corridor through the campus connecting the Old North End to downtown Colorado Springs.
- Ensure the college switchboard is aware of Working Group meeting information.
- Review past studies.
- Provide a link on the website to adjacent community and downtown plans that seek to address similar concerns as the college. *

*Colorado College's desire for the campus and surrounding area is complementary to the desires of the college's Long Range Development Plan (LRDP), the Old North End Neighborhood (ONEN) master plan and the Downtown Partnership of Colorado Springs plans all reflect a common vision for the area. One Working Group member noted, "our group's efforts and this study are an opportunity to take the lead and really make progress with regard to a collaborative approach to addressing transportation and pedestrian mobility and connections. There is a synergy between these entities to do something that makes a positive impact." *Links to the college's LRDP ad the ONEN and Downtown Partnership plans are on the CC TMP website.*

Long Range Development Plan (LRDP)

- Tim Seibert explained the college's LRDP, which includes approved and yet-to-be-approved plans for campus buildings and property currently owned by the college.
- He pointed out that the LRDP document on the website is an earlier version that does not reflect what actually was submitted by the college, and reviewed and approved by the City of Colorado Springs.

Values Discussion

- Working Group members and others in attendance participated in a discussion to identify values important to the college, the neighborhoods, and the community. These values will help screen alternatives later in the process.
- Values identified by the group include:
 - Safety
 - Convenience (better access to amenities)
 - Education
 - Aesthetics
 - Historic preservation
 - Long-range solutions
 - Preserve Rocky Mountain context
 - Address long range (20+ year) solutions
 - Create points of engagement/useable spaces of interest, and address walkability to those points
 - Create useable public spaces
 - Well-planned pedestrian and bicycle infrastructure
 - Community cohesion/neighborliness
 - Willing adaptors of new best practices
 - Sustainable, economic and environmental stewardship
 - Willing adopter of new and best practices
 - Courtesy
 - Open mindedness
 - Responsibility
 - Mutual respect among all stakeholders
 - Multi-modal solutions including public transit
 - Free market
 - Interconnected, integrated and comprehensive
 - Address commonalities between the Old North End Neighborhood and Colorado College
 - Health and fitness
 - Art and art amenities

Alternatives Discussion

- Following the values discussion, Working Group members offered potential alternatives for consideration in addressing safety and mobility within and around the campus. (Consideration of feasibility will be discussed during the January 29, 2013 Working Group meeting). Suggested alternatives include:
 - Pedestrian bridge/tunnel over/under Cascade Avenue
 - Tunnel the length of Cascade Avenue under the campus
 - Close Cascade Avenue to vehicle traffic
 - Substantially lower speed limits on Cascade and Nevada avenues
 - Building passageways
 - Connecting buildings by elevated skywalks and platforms
 - Reduce the number of traffic lanes on Cascade and Nevada avenues
 - Implement traffic calming on Nevada Avenue
 - Consider traffic calming on all surrounding streets (Weber, Wahsatch, Cache la Poudre)
 - Test traffic calming measures for effectiveness
 - Build roundabouts at key intersections

- Review case studies where similar situations have been addressed
- Remove flashing pedestrian signs on Cascade Avenue
- Install mid-block crosswalk controls
- Modify crosswalk markings and signage on Cascade and Nevada avenues
- Improve pedestrian/crosswalk lighting on Cascade and Nevada avenues
- Continue educating pedestrians/auto traffic on proper ways to use crosswalks
- Install a decorative median fence on Cascade Avenue to discourage jaywalking
- Light crosswalks and pedestrians from below
- Make street designs, signing, crosswalks uniform
- Limit the number of pedestrian crossings on Cascade Avenue
- Hire a crossing guard
- Signalize/improve pedestrian crossing controls at Tejon/Uintah intersection and at Uintah/Wood intersection
- Modify Cascade/Uintah and Nevada/Uintah intersections
- Install rumble strips or speed bumps on streets at areas approaching the pedestrian crosswalks
- Collaboration between Fine Arts Center (FAC) and the college to address parking issues
- Establish pedestrian connections between FAC and the college
- Use a pace car to pulse the traffic on campus during peak pedestrian hours
- Include Uintah and Cache la Poudre in the analysis
- Change the parking on Cascade and Nevada avenues (reduce on-street parking, consider diagonal parking, consider underground parking)
- Install pedestrian tables at crosswalks
- Look at facility placement that might be better optimized to address pedestrian safety
- Look at changing class start times to not overlap with busy commuter drive times
- Add bicycle lanes along Cascade Avenue

Next Meeting

The next meeting of the Working Group was scheduled for Tuesday, January 29, 4 to 7 pm at Slocum Hall