

MEETING M I N U T E S
CITIZENS' TRANSPORTATION ADVISORY BOARD (CTAB)
April 6, 2010
City Hall, 107 N. Nevada Avenue
Council Chambers

1. **CALL TO ORDER/ESTABLISH QUORUM:** Acting chairperson Brian Chester called the meeting to order at 3:06 p.m.

Members present: Amber Bowden, Brian Chester, David Munger, John Nuwer (non-voting alternate), Jim Ramsey, Gerrit Slatter, Joe Vaccaro, and Randy Welsch.

Members absent: Jane Dillon, Rich O'Connell, and Brian Risley.

Staff present: Cam McNair, City Engineer; Dave Krauth, City Traffic Engineer; Craig Blewitt, Acting Manager of Mountain Metropolitan Transit; David Menter, Mountain Metropolitan Transit; Tim Roberts, Senior Transportation Planner; Carrie McCausland, Program Coordinator with City Sustainability; Brian Grim, Metro Rides; Carl Schueler, Senior Planner with Land Use Review; and Becky Moore, Senior Office Specialist.

Others present: David Thorpe and Tom Nycum, Streetcar Task Force

2. **CITIZEN COMMENT:** No citizen comment.

3. **APPROVAL OF MINUTES:** The minutes of the December 1, 2009 regular meeting were presented. **Acting chairperson Chester moved to approve the minutes. John Nuwer seconded the motion, which passed unanimously.** Absent: Jane Dillon, Rich O'Connell, and Brian Risley.

4. **SUBCOMMITTEE REPORTS:**

A. Bicycle Advisory Committee - Acting chairperson Chester stated that Alicia Archibald has resigned her post and that John Nuwer is now a full member of the board. Joe Vaccaro spoke about the March 30th meeting of the BAC. He told the board the bike map is coming along and that BAC are looking into creating a list of "shovel ready" projects if money should come available.

B. Trucking Issues Subcommittee – Dave Munger said the next TISC meeting will be held May 18th at 3 p.m. in CAB 401. They are working on finalizing the truck route revision with city ordinance. When this process is finished, he would like to discuss TISC being dissolved.

5. **OLD BUSINESS:** (0.0)

A. Pikes Peak Rural Transportation Authority Update (0.0) – Cam McNair mentioned the pigeon netting that is going up on the Colorado Bridge close to the City's Traffic Management Center. On the Maintenance side, the Street Division has several concrete contractors on the road now working in advance of the summer overlay programs. John Nuwer asks what the difference in cost of the contracts versus doing the work internally. Cam says he is reluctant to give specifics until his bosses give him the ok to release the information, but it is roughly double as he told the PPRTA board. Joe Vaccaro asks if the Hancock Bridge is one that the City is looking at to repair this year and Cam

answers yes that is in the bid. Joe also asks about the Templeton Gap Floodway Bridge and Cam states that was part of the Stormwater Enterprise projects and since that enterprise is no more, there will have to be funding found elsewhere for that to continue. Dave Munger asks if staff from roadway has been hired by the company that is doing PPRTA work. Cam's answer is some of the staff was retained, but not all of them. Acting Chairperson Chester mentions that there are a couple of positions available on the CAC and if anyone is interested in those positions; please let him know at the end of the meeting.

- B. Transit Services Monthly Update (6:50)** – Dave Menter mentions that overall bus ridership is down dramatically. April 22nd begins MMT's annual promotion of transit ridership and all buses, including FREX rides are free on that day. The City Manager has indicated there will be a significant budget shortfall next year as well which will affect Transit greatly. Gerrit Slatter asked about other funding options there are to keep FREX going. Transit will be starting FREX analysis in May/June with CDOT. There could be some government money coming to the City to improve the downtown system. Gerrit also asked if CTAB will get an update on the hiring of the consultant looking into what transit for the region is going to look like in the future. Craig Blewitt answers that Transit will be conducting governance and funding study and we are close to signing a contract. The two key issues being looked at are the levels of service we need locally and looking at the governance and funding structure to maintain those levels of service. This process should take 9 months to complete. Craig anticipates that CTAB will be fully engaged in that process. Brian Chester inquired into the new building on Transit Drive. Craig answered that they hope to be operating out of the new building by January and they are building another structure to house the Paratransit Operations. Dave Menter speaks about the security camera they are purchasing to deter crime on the buses. Joe Vaccaro asks why they are being installed on Paratransit buses. He feels that citizens with disabilities may be unfairly judged when their behavior may be due to their particular disability. Craig assures Joe that the cameras are only for the safety of the bus drivers and the citizens, also this was a recommendation by the Homeland Security audit.

6. NEW BUSINESS:

- A. City's Sustainability Plan (22:23)** – Carrie McCausland begins by telling the Board that the City has received Energy Efficiency and Conservation Block Grant Funds. One of the key functions of these grants is first to create a sustainability plan. A consultant is being contracted to assist the City with what our Green House Gas Footprint looks like at this time. The City has many organizations partnering with us to look at these issues locally, such as Fort Carson and Colorado College. Carrie asks the Board members if they have any ideas as to what other organizations she should include in these discussions. Carrie wants to go before City Council by the end of the year. Joe asked about planning for the future with issues such as annexations. Carrie is definitely looking at this issue as part of the process. Amber suggested the Chamber of Young Professionals and Chamber of Commerce. Randy suggests we need more industry such as HP, Verizon, etc. and by going through the Chambers she could reach out to these industry leaders. There are a variety of issues that will be discussed within this study, such as recycling, water conservation, waste disposal, more energy efficient buildings, etc.
- B. Safe Routes to School (47:11)** – Dave Krauth said the City received all three of the grant applications. The three grants will be used for phase 2 of the S. Circle Dr sidewalk improvements, phase 1 of the Lincoln Elementary school pedestrian access improvements, and the "Signs 4 Life" mobile classroom/student traffic safety education program. Safe Routes to School applications must show infrastructure and educational components to be successful. Specifically, the "Signs 4 Life" program is something Traffic Engineering has been handling internally for several years. Children are brought in from area wide schools and learn about signs, traffic control, etc. This grant will allow City staff to take this program on the road by purchasing a bus from MMT and outfitting it with some of the items from the shops. Then staff can teach at school functions, such as assemblies and in

classrooms in Colorado Springs. The City secured 28% of the overall funding for the state and as a region we have received 40% of overall state funds.

- C. Metro Rides Programs (50:40)** – Craig Blewitt began by giving an overview about MMT and the services provided. Craig then introduced Brian Grim the project manager of the Metro Rides system. This program focuses on alternative commuting, vanpool/carpool, school pool, and bicycle pool. The program is federally funded with Congestion Mitigation Air Quality (CMAQ) grants. Metro Rides began in 1998 with 8 vans, now the program has 31 vans and by the year 2012 they hope to have 44 vans. Each vanpool van is now equipped with GPS tracking which can yield great information, such as times the van is in use and miles driven each day. Randy Welsch asked Brian what the business model is in terms of funding; such as how prices affect the level of CMAQ funding we may need in the future. Since Brian came onboard, he has tried to make the vanpool more sustainable. MMT wants to encourage people to vanpool and carpool through community outreach. School pool is a project in conjunction with the school districts and is a manual process. On springsgov.com you can find a carpool match by using the software online anytime. There are numerous biking events held every year in this community. Brian would like to expand those to all year round. He will be using community resources to help with this expansion, such as a bike shop is hosting an event and he would ask to have a booth. Vanpool at Ft. Carson is something Joe Vaccaro asked about and Brian's answer is that he is in contact with the folks at Ft. Carson and they are looking into options to make this a reality. Most of the vanpool riders are federal employees, mostly because they are reimbursed by their employers. Brian would like the Board members know that he is "all about doing more with less creatively."
- D. Update on Academy Boulevard Corridor Multi-modal Transportation and Transit Readiness Plan (1:17:16)** – Carl Schueler introduced himself and mentions that Dave Munger is an integral part of this process and he will be a resource for any Board members who have questions outside of this discussion. The focus of this revitalization plan is between Maizeland and Drennan on Academy. For about 37 years CDOT controlled Academy and never had a specific plan. The City is beginning the effort to get input from each of the approximately 64,000 stakeholders in this area. Staff is working very closely with CSU to deal with the large power lines along this corridor. The teams associated with this plan are the oversight team, the project team, and the lead stakeholders (Chamber and CONO). There will be two large public gatherings with an emphasis on targeted stakeholder meetings. Staff will first be taking an inventory of what is in this plan area. Then City staff will look at what options are feasible for multi-modal transportation. The area was over planned for commercial use previously. Randy Welsch asks if the ultimate goal is to have the area be self-sustaining or bring outside people to the corridor. Carl states the goal is to have outside people coming back to this area, but the reality is they will have to compete with the Powers corridor. Joe Vaccaro asks about the possibility of bicyclists being able to safely use this corridor and Carl says the designs will contain elements of multi-modal transportation. Jim Ramsey asks to what extent the land uses will change due to this process. Carl answers, City staff will give the stakeholders an overall vision of what it could look like and then get community involvement.
- E. Streetcar Study Presentation (1:39:47)** – Tom Nycum introduced himself and David Thorpe. Tom recently retired from Colorado College and works on the Streetcar Task Force and David is an Architectural Illustrator working with the task force as well. The study is funded by a federal planning grant (80%) and private investment (20%). The study will analyze how a streetcar system might fit with Colorado Springs overall transit system. The group has found that streetcars across the country have been a catalyst for growth and economic redevelopment in the area surrounding the rail. The typical timeline to have the rail lines built is "two blocks in two weeks" with the average cost in America to build the rail systems has recently been 17.5 million per mile. The three types of cars available are vintage restored, vintage replica, and modern and they are all ADA accessible. It is best to build a starter system and then expand as the community needs change. For the starter core,

David states the task force is looking at the area from Colorado College to Vermijo or Moreno, expanding all the way from Fillmore to South I-25/Nevada. Then moving out from this core north, south, east, and west. Joe Vaccaro asked why we are focusing on rail, not non-sustained rail. Tom used the example of the DASH downtown a few years ago, that transit bus went away quickly. Whereas, the rail has shown across the country to be much more sustainable and has helped create more urban development along its routes. John Nuwer asks about the life-span of the cars and the answer to that is 40 years or more. A question was asked if there is any linkage between the City's Multi-modal transportation plan and the rail. Craig Blewitt states that this is part of the study to possibly link the rail up with the downtown transportation center.

7. STAFF AND BOARD MEMBER COMMENTS: (2:05:08)

- Acting chairperson Chester asked John Nuwer (19:19) to speak about the seminar he attended and about the handout he brought along today. John stated that several of the Board members attended this informational seminar, called "Gridlock," about the future of mass transit. One of his handouts is a summary of "Gridlock" and the other has to do with the robotic, autonomous vehicle that is going to attempt the Pikes Peak Run. This information will be discussed at the June CTAB meeting. Brian also states that CTAB is looking at more long-range transportation issues for the region. He congratulated John on stepping into Alicia Archibald's place as a full Board member.
- Dave Krauth spoke as to the reasons we are using Council Chambers now.
- Amber asked if the Board can get a report on the pothole program and its progress.

8. NEXT MEETING SCHEDULE AND TOPICS: (2:07:54) The next CTAB meeting is scheduled for **Tuesday, May 4, 2010 at 3:00 p.m.** in Council Chambers at City Hall, 107 N. Nevada Avenue.

9. ADJOURNMENT: Acting chairperson Chester adjourned the meeting at 5:21 p.m.

*Submitted by Becky Moore
Senior Office Specialist
City of Colorado Springs*