

# Hancock / Academy PEL Stakeholder Workshop

Hancock/Academy Planning & Environmental Linkages  
Study (PEL)

March 5, 2015

# Meeting Overview

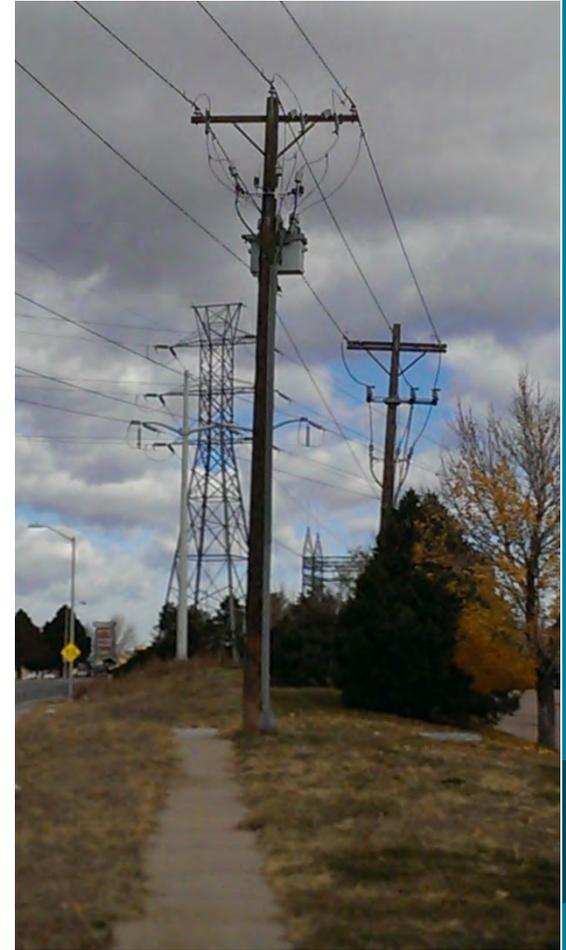
- Introductions
- Presentation
  - Purpose and Need Overview
  - Alternatives Development
- Alternatives Workshop
  - Small Groups
  - Review Intersection Types
  - Report Out

# Project Status Update

- Transportation conditions assessment
  - Traffic / Safety
  - Environment
  - Transportation Issues
- Purpose and Need for the project
- Alternative Concepts
  - Intersections
  - Corridor Wide

# Transportation Assessment

- Stakeholder input / Field investigations



# Transportation Assessment



# Transportation Assessment

- Issues and Needs
- Transportation
  - Access
  - Safety
  - Congestion
  - Transit
  - Pedestrian
  - Bicycles
  - Design
- Community
  - Access
  - Economic conditions
  - Quality of life
  - Aesthetics
  - Relationship to local neighborhoods, schools and recreation
  - Relationship to Academy corridor

# Transportation Assessment

**HANCOCK EXPRESSWAY/ACADEMY BOULEVARD**  
 Planning and Environmental Linkages, Study and Design

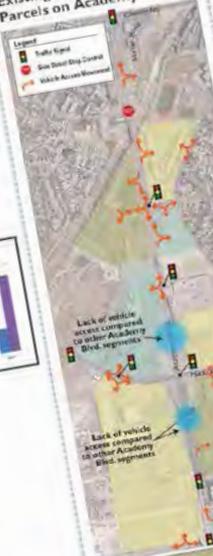
**Safety**  
**NEED: Higher than average crash rates concentrated around intersections.**  
**Issue:**  
 > Study area crash rates much higher than expected compared to similar roadways with similar traffic volumes  
 > The crash rate for all crashes is double the statewide average  
 > The injury and fatality crashes are three to seven times higher than average

**Intersection Crash Patterns**  
 > Many study area intersections have statistically poor safety performance  
 > The predominant crash types are:  
 > Side-swipe crashes which are concentrated near the existing ramp junctions on Academy Blvd.  
 > Rear-end crashes  
 > Approach turn (left turn in front of a through vehicle)

**Study Area Crash Rate Comparison to Statewide Averages**  
  
 2000 - 2009  
 2010 - 2014  
 2015 - 2019

**Vehicular Access**  
**NEED: Lack of accessibility to adjacent land use from Academy Blvd.**  
**Issue:**  
 > Compared to the rest of the study area Academy Blvd. north of and south of Hancock Expressway to the next traffic signal has very limited access.

**Vehicular Mobility & Congestion**  
**NEED: Inadequate intersection geometry and congestion during peak hours**  
**Issues:**  
 > Hancock/Academy intersection  
 > Through movements over capacity  
 > Left turn movements back up  
 > Intersection serves many travel patterns  
 > Left Lane Traffic  
 > Signal saturation traffic on Hancock  
 > High percentage of trucks due to nearby industrial uses

**Existing Access to Adjacent Parcels on Academy Blvd.**  
  
 Legend:  
 - Traffic Signal  
 - Side Street Stop Control  
 - Vehicle Access Movement

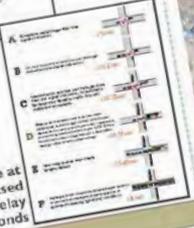
**Year 2035 Intersection Level of Service and Existing Intersection Lanes**  
  
 Legend:  
 - Level of Service (A-F)  
 - Existing Lane Configuration

**Purpose and Need**  
**Project Purpose**  
 To provide a safer transportation system for the traveling public and pedestrians; and to improve multi-modal accessibility to the local community and businesses in the Hancock/Academy area, and contribute to the revitalization of this portion of the South Academy Corridor and its associated planning areas.

**Project Need**  
 > Safety  
 > Vehicle access to adjacent parcels  
 > Multimodal accessibility  
 > Vehicular mobility and congestion

**Multimodal Accessibility**  
**NEED: Deficient pedestrian and bike facilities and lack of multimodal connectivity**  
**Issue:**  
 > Sidewalk system gaps  
 > Deficient pedestrian facilities at intersections  
 > Academy Blvd. ramps are a constraint to pedestrian connectivity  
 > Connecting existing Sand Creek and Milton Proby trails

**Existing Bus Routes, Bus Stops and Missing Multimodal Facilities**  
  
 Legend:  
 - Existing Bus Routes  
 - Existing Bus Stops  
 - Missing Multimodal Facilities

**Level of Service at Intersections based on Average Delay in Seconds**  
  
 A: Level of Service A (Average Delay < 10 seconds)  
 B: Level of Service B (Average Delay 10 - 15 seconds)  
 C: Level of Service C (Average Delay 15 - 20 seconds)  
 D: Level of Service D (Average Delay 20 - 25 seconds)  
 E: Level of Service E (Average Delay 25 - 30 seconds)  
 F: Level of Service F (Average Delay > 30 seconds)

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# Transportation Assessment

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

# Purpose and Need

- Project Purpose
  - To provide a safe and efficient transportation system for the traveling public and pedestrians; and to improve multi-modal accessibility to the local community and businesses in the Hancock / Academy intersection area, and contribute to the revitalization of this portion of the South Academy Corridor and its associated planning areas.
- Project Need
  - Safety
  - Vehicle access to adjacent parcels
  - Multimodal accessibility
  - Vehicular mobility and congestion

# Alternative Development

- Development of a range of reasonable multimodal alternatives to meet purpose and need
- Two Categories of Alternatives
  - Complementary
    - Transit service
    - Non-motorized
    - Safety
  - Intersection Types
    - Mobility and congestion at Hancock / Academy intersection

**HANCOCK EXPRESSWAY/ACADEMY BOULEVARD**  
Planning and Environmental Linkages, Study and Design

**Alternatives Screening**

**Hancock / Academy PBL Level 1 Screening Analysis**

Alternative	Mobility		Safety		Environmental		Other	
	Transit	Non-Motorized	Transit	Non-Motorized	Transit	Non-Motorized	Transit	Non-Motorized
Alternative 1: Transit Service	High	High	High	High	Low	Low	Low	Low
Alternative 2: Non-motorized	Low	High	Low	High	Low	Low	Low	Low
Alternative 3: Safety	Low	Low	High	High	Low	Low	Low	Low
Alternative 4: Intersection Type	Low	Low	Low	Low	High	High	High	High

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# Level 1 Screening

- Screening Analysis
  - Purpose & Need Criteria
- Planning Context
  - Compatible with Great Streets
  - Adaptable with Mountain Metro vision for transit in the corridor.
  - Stimulate economic activity
- Results
  - Maintained complementary alternatives
  - Eliminated intersection types that do not meet P & N

**Hancock / Academy P&N Level 1 Screening Analysis**  
**Alternatives Screening**

**Legend:**  
 Green: Meets P & N  
 Yellow: Does not meet P & N  
 Blue: Not in Planning Study

# Alternative Development

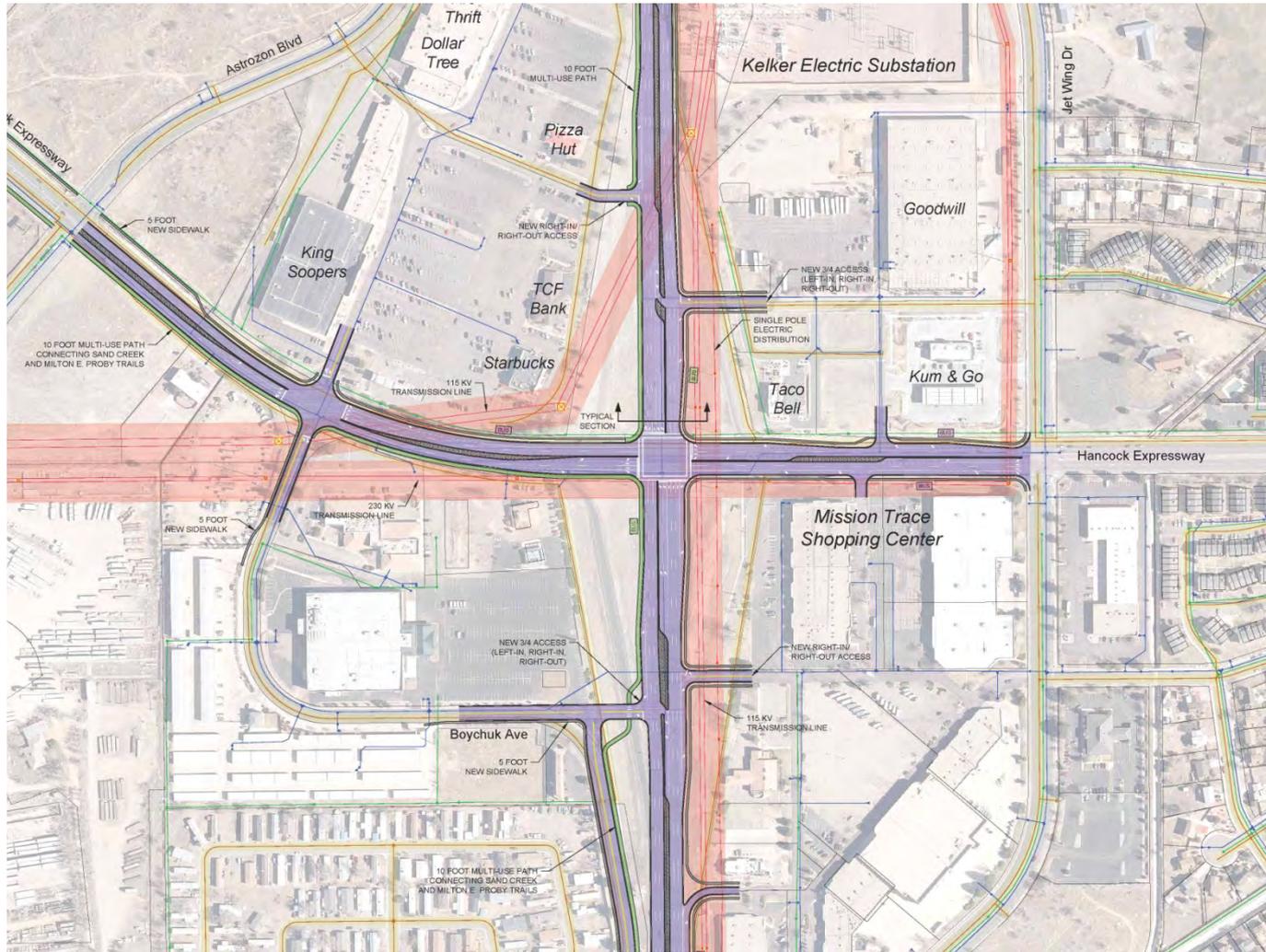
- Hancock / Academy Intersection Alternatives
  - Remaining Intersection Types
    - Maintain Existing Alignment
    - Shift Alignment East
    - Shift Alignment West
    - Split Intersection
    - Quadrant Intersection Concept
  - Common elements
    - Access
    - Multi-modal concepts
    - Six lanes on Academy

# Alternative Development

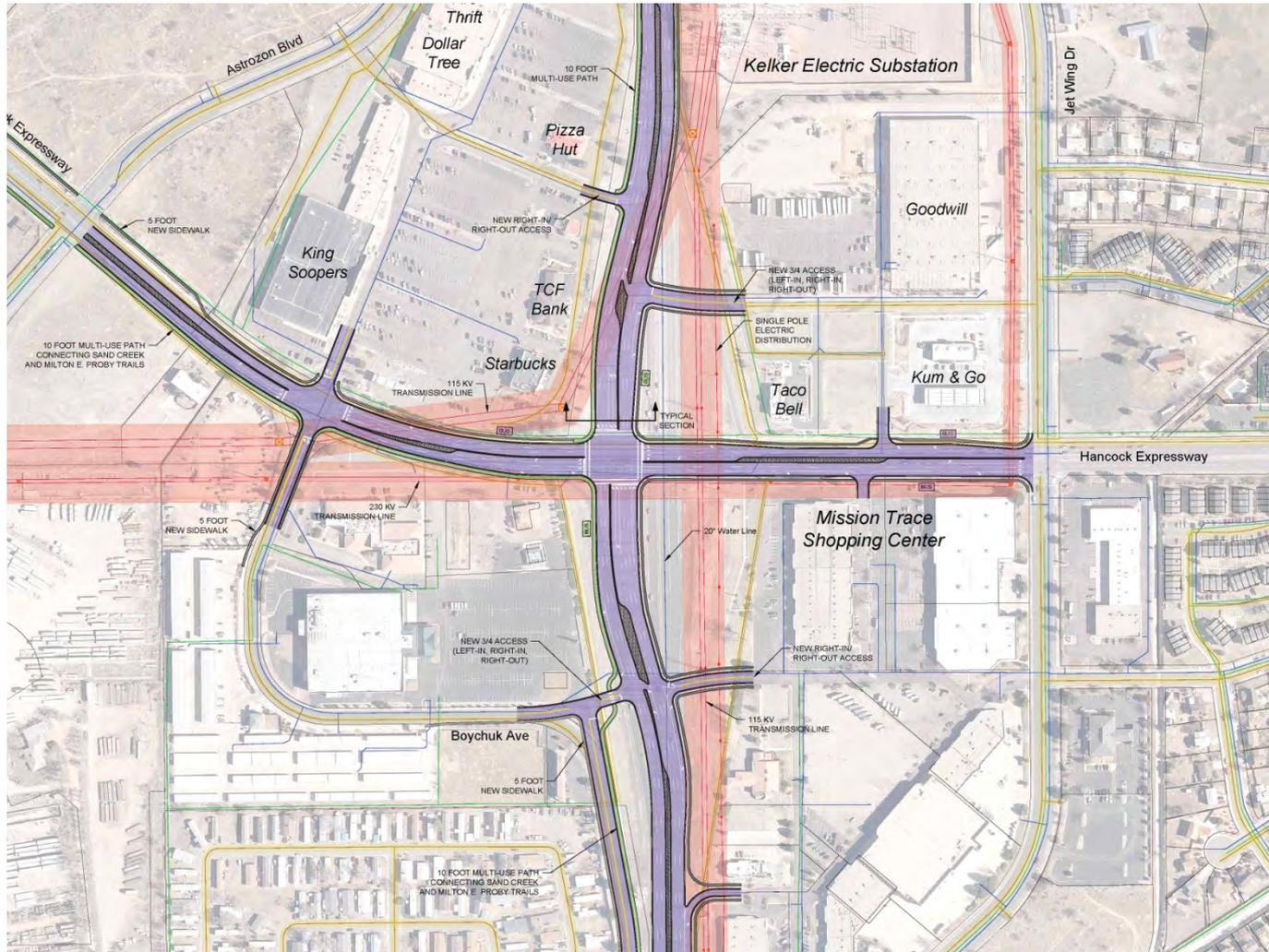
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  - Access
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# Existing Alignment

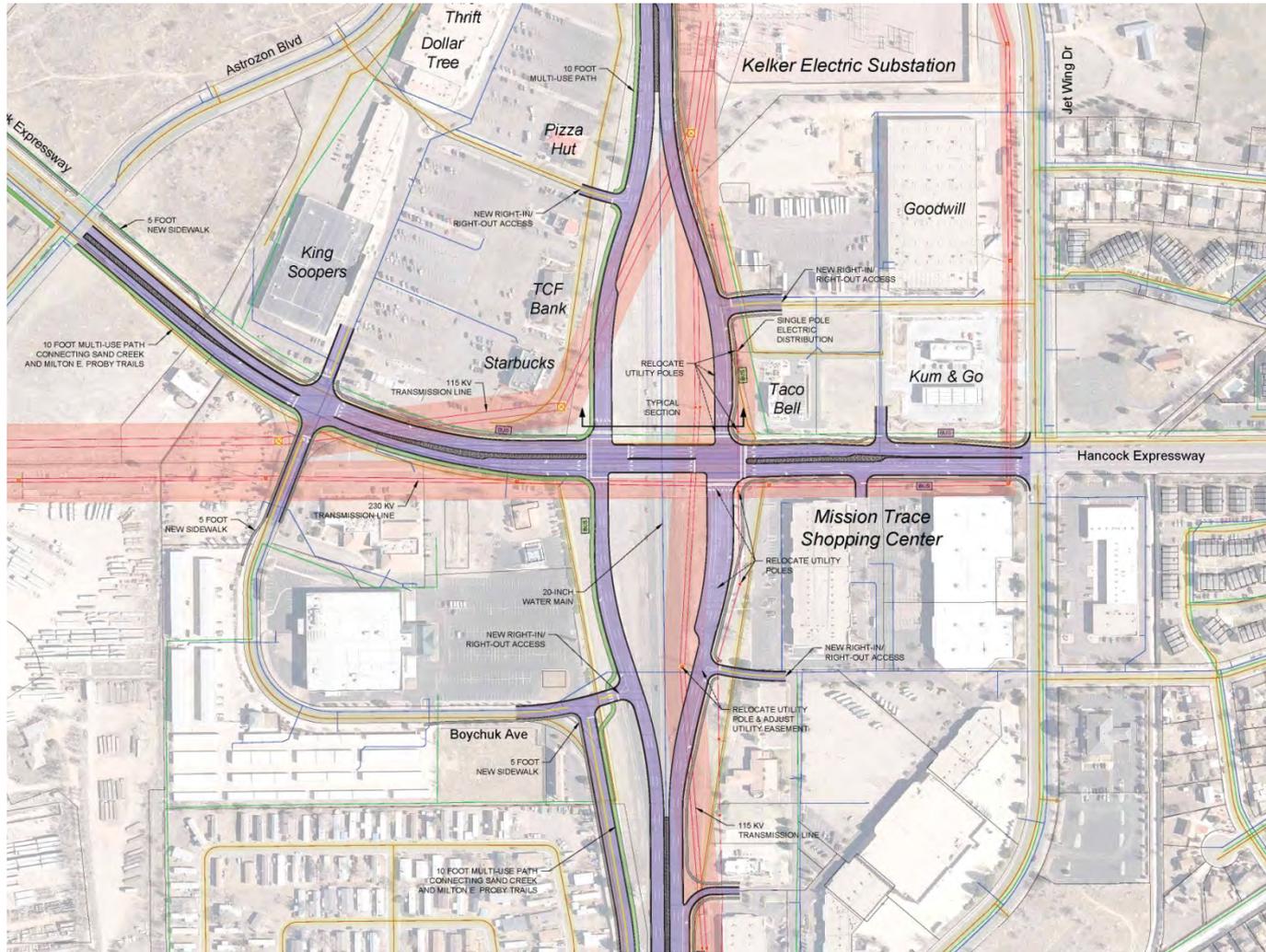


# Shift Alignment West

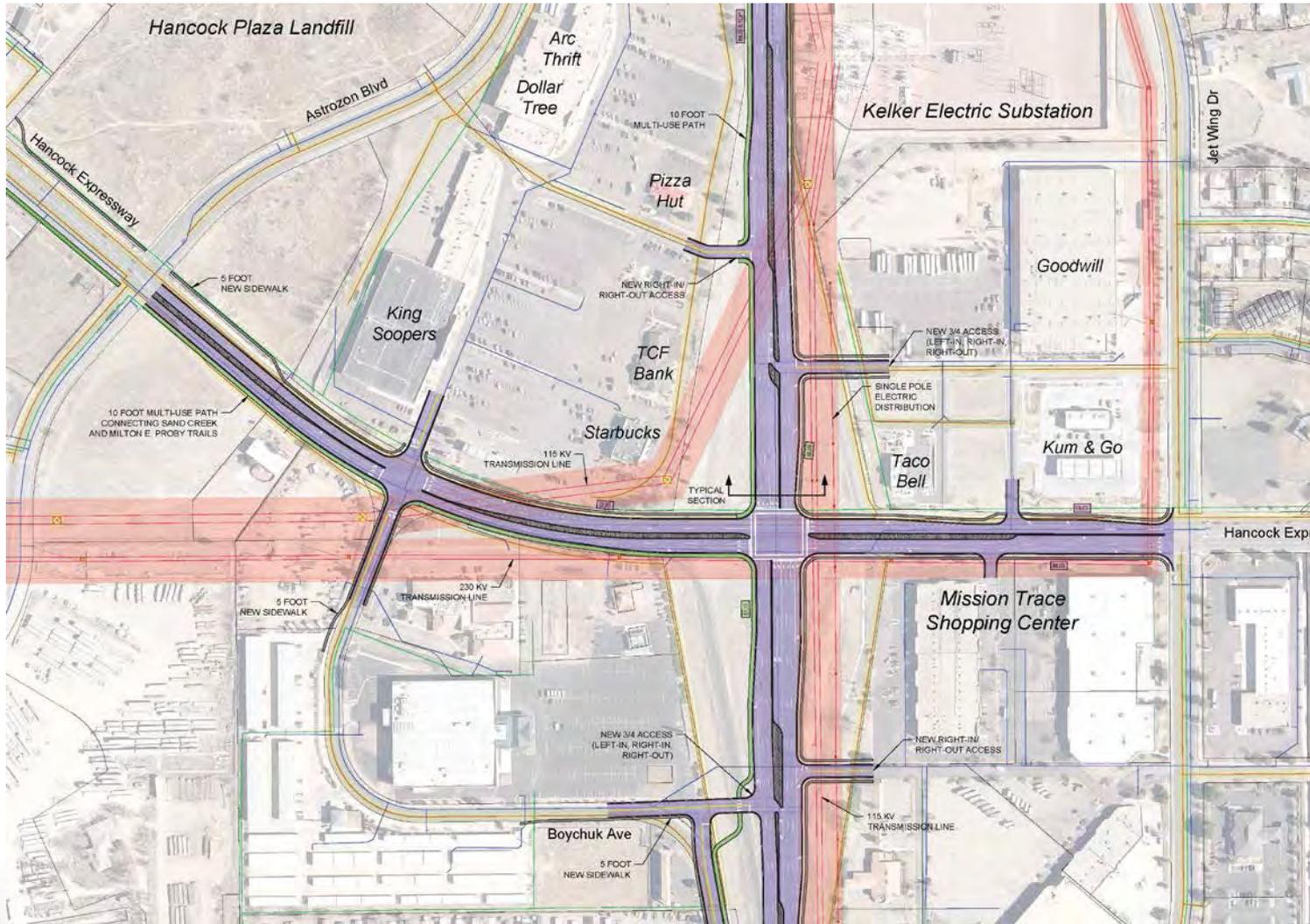




# Split Intersection



# Quadrant Intersection



# Alternatives Workshop

- Shared Elements
  - Safety
  - Congestion
  - Multimodal accessibility
- Discussion Topics packages relative to opportunities and constraints
  - Transportation
  - Quality of Life / Livability
  - Economic investment
  - Prioritization
    - Access scenarios

# Alternatives Workshop

- Roll plot of alternatives
- Access scenarios plot
- Discussion questions
- Facilitator
- Note taker
- Report back

# Next Steps

- Take home items
  - Comment form
  - Purpose and need
  - Intersection alternatives
- Evaluation of these alternatives
  - Based on stakeholder input
  - Evaluation criteria
- Develop a recommended alternative package
- Small group meetings
- Public meeting

# Thank You!