

Minutes from Meeting to Discuss Nevada Bus Alternatives

June 23, 2016. 4:00 pm

Craig Blewitt (MMT)
Brian Vitulli (MMT)
Vicki McCann (MMT)
Kathleen Krager (Traffic)
Courtney Stone (Transit Coalition)
Mike Anderson (SOS)
Melody Griffin (SOS)
Brian Safigan (ONEN)

MMT stated Title VI and pro-transit clauses in the ONEN Master Plan, implying that they are not required to remove buses from Nevada. However, as a compromise, they are considering moving Route 19 (Park-and-ride) to either Wahsatch or Weber and at the present Weber is the front runner. Route 9 (UCCS) is too tight at the moment due to congestion at the UCCS campus, so MMT wants to keep this on Nevada. They also agreed with the ONEN comment that the lights caused extra delays and Traffic stated that she could help with that, as well as add extra left turn lanes from Uintah to Weber and Wahsatch to encourage more car traffic on these roads over Nevada.

ONEN asked why they couldn't use Cascade over Nevada as it is a direct route. MMT explained that the diversion to Cascade between Winters and Jackson is temporary so Cascade will not be direct in the future.

ONEN asked if buses could stay on Cascade for the time being and MMT was concerned with the exchange to east-west routes at Cache. ONEN drew this exchange on the whiteboard and concluded a new stop could be added to Cache to handle northbound traffic towards Cascade allowing Cascade as an option.

Concerning using Weber vs Wasatch, ONEN expressed concern with Weber for access to Bon and interfering with Steele Elementary drop-off and pick-up. MMT said they could improve access to Weber from the Safeway using an existing right-of-way and that Wahsatch also had a school zone. ONEN objected that a school crossing is not the same as cars dropping off children in front of the school and a busy signaled crosswalk across Weber.

ONEN drew a chart on the board comparing Cascade/Weber to Nevada/Weber. ONEN placed "better coverage" under Cascade and MMT stated that the closer proximity of Nevada and Weber was more desired as a one-block separation still gave some benefit to combined 15-minute routes.

ONEN placed "safer" under Cascade and Traffic stated that Nevada was safer because of speeders on Cascade. ONEN asked how many bus related accidents were on Cascade in the last 30 years compared

to a bus related accident on Nevada already since May 1st when a car cut off a bus trying to pass it and get into the right lane during evening rush hour. Traffic still insisted that Nevada was safer than Cascade. ONEN then stated that safety sizing Cascade would solve the speeding issues on Cascade and Traffic said Cascade was too busy to provide bus pull-offs and the buses would have to stop in the traffic lane. This would cause even more cars to choose Nevada over Cascade, making Nevada traffic worse. ONEN challenged her about not being able to create bus pull-offs but she insisted it would not work and stated it would make the planned bike lane on Cascade more dangerous. ONEN asked about the planned bike lane on Weber and she said since Weber had no median, and traffic was lighter, she could do it there.

ONEN added "traffic distribution" under Cascade and Traffic stated that Cascade was the 2nd busiest street, so it is not compliant unless we put buses on Wasatch and Weber (the least busy of the four). ONEN told her they would consider that option but that buses on Cascade was more compliant than buses on Nevada.

ONEN then added Weber/Wahsatch as an alternative on the whiteboard and added "close proximity," "safer," and "traffic distribution" under it.

ONEN asked about safety sizing Nevada and Traffic brought up the transit lane concept again. She also mentioned that Nevada is still part of the National Highway System and needs to be used as a bypass for I-25 closures, and a transit lane could double as traffic lane in emergencies. ONEN asked if the lanes were wide enough for a traffic and a transit lane and Traffic said 10' lanes were sufficient. SOS asked if that was true at 35 mph and Traffic implied that speed limits could be reduced to 30 mph. MMT is okay with this. SOS asked if the transit lane could be used for BRTs in the future and MMT said it was a possibility. ONEN stated that he would like to see a clause in the 2040 plan that any high-capacity transit use the I-25 corridor.

SOS brought up trust issues with Traffic concerning safety-sizing and Traffic said it is ONEN who turned on her with the transit lane. That ONEN was okay with Traffic studying the use if the free lane on Nevada, then ONEN told her no transit lane.

SOS asked what was so special about Cascade and Traffic admitted she did not want to put buses through the center of CC with heavy pedestrian traffic.

Traffic made the point that everyone puts buses on busy streets, implying that we should too. ONEN disagreed stating that the ONEN Master Plan calls for a distribution of traffic for a reason.

ONEN asked if there were any other pedestrian areas used as core corridors with 15-minute service. MMT said Boulder/Platte was implemented in Spring 2015. SOS objected that Boulder is mixed use. ONEN suggested to MMT that they should look into reducing noise pollution so buses are better accepted in residential areas. ONEN asked about electric buses and adding mufflers to compressed air ports like they did in NYC. MMT said they are looking at electric and that he could look at mufflers on air ports, but felt they would need to be added throughout the fleet.

MMT said they will decide internally by Tuesday what to put into the suggestions for September; any

additional comments could be emailed to the group. After Tuesday, this will go through the normal public process. Public meetings have already been scheduled for July.

Submitted by Brian Safigan