



LIST OF IDEAS

The ideas below have been gathered from the public open houses, the leadership teams, the web site, the hot line and written comments.

Parallel Trail
Eliminate the frontage road and use land to move mainline away from neighborhood
Mainline shifts to avoid neighborhoods
Billboards versus signage
Network – consider overall system
Cooperative project – El Paso County, USFS, CDOT to improve via (ex) Mount Herman Road
Provide wildlife undercrossings – 31 st west – deer; west MAS – bears, mountain lions; seasonal movement
Closing 21 st limits business access
Don't overload Colorado Avenue by moving traffic off US 24
Erosion of West Manitou interchange
Where will bottleneck occur after improvements end?
Protect property owner rights. Balance aesthetics with property owners rights
Don't build more trail until others are repaired around town
Before upgrading - don't build new stuff before fixing old
Signs like on I-25
Identify opportunities to reduce costs
Consider remodel vs. rebuild
Provide frontage road
Wayfinding systems
Improve major intersections
New entrance to Red Rock Open space on 31 st
Ridge Road make right in/right out for US 24



The Entryway

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Overpasses – consider environmental impacts of over/under configurations
Build overpass/interchange at 16 th and close 21 st & 14 th
In rebuilding Cimmaron interchange bypass 8 th connex with grade separation interchange (need to provide 8 th to I-25 travel)
Discourage Ridge Road as connector between Red Rock Open Space and Garden of Gods
Improve Ridge Road to interchange
Expand off-street parking in Old Colorado City
Pedestrian/bike/horse underpass at 21 st river bridge
No overpass at Ridge & US 24
Cross access from near west end to Gold Hill Mesa at 14 th Street
Vehicle and pedestrian along the creek
Enhance pedestrian mobility between 21 st & 31 st
Walkway cantilevered on north side of road just before Manitou Avenue – pet friendly, bike, wheelchair
Longer off ramps – not more access points
Longer deceleration lanes
Access to shopping center at southwest corner of 8 th off of US 24
Keep trail underpass into Confluence Park
Finish Midland Trail
Connect trail to Red Rock Canyon
30 th should be extended to get to US 24 & Garden of the Gods
On street bike lanes – on Colorado Avenue
Leader underpass at I-25 to Confluence open to bike and pedestrians. This will encourage and get people using trails.



The Entryway

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No access to parks & trails – improve access
Separate bike lane
Oversized roundabout
Parking lots for Red Rock Open space moved
Parallel access routes
Keep easy access to Ridge/Red Rock Open Space
Easy access to trailhead from US 24
Optimize use of existing facilities (trails, access roads with realistic projections)
Respect existing traffic/interchange patterns
Grade Separation (above or below)
Add at grade separations
Add at-grade crossings
Widen at grade intersections
Grade separation at US 24 & 8 th
Grade separaton at Ridge
Grade separation at 8 th
Maximize interchange/intersection footprint
Improve Colorado Avenue & connections
Clover intersection at 31 st & US 24 to get commuters from Garden of Gods (computer folks) to Ute pass
Street light at Ridge at Us 24 and Colorado Avenue
Interchange at 14 th for Gold Hill Mesa
Increase M. Underpass or Overpass at intersection at 14 th north to south – both vehicles and pedestrians



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Light at Ridge
Consider interchange at 8 th Street
Cloverleaf at 31 st – move commuter traffic up the pass easier
Signal at Ridge & US 24 and Ridge and Colorado Avenue
Light timing at 8 th Street so east/west has more time and north/south less – base on time of day and flow
Have left turn arrows go after thru light – lagging left turns
Light timing at 8 th & US 24 – make it easier to get from 8 th to US 24
Access from US 24 to strip mall at southwest corner (La Casita)
Left to south at 21 st – lane needs to be extended
Time light for turn after through lane (lagging left turns) 21 st , 26 th , 8 th , not 31 st .
26 th – lengthen right turn onto east bound US 24
Widen 26 th by intersection with US 24
Combine I-25 & 8 th Street interchanges
Add right in/out intersections on US 24
Reversible lane
Programs that reduce number of vehicles
Look at minimizing through-lane footprint
Widen US 24 = add general purpose lanes
Travel demand management
Traffic systems management
Variable message systems
Look at solutions that address seasonal changes in congestion
Study current access control



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Eliminate access points
Way finding/signing should consider context & economic
Open up typical section depending on location within the corridor
Use alternate route such as Garden of gods or Fontanero to Woodland Park to get traffic off of US 24
Look at Rampart Range Road as bed to extend Garden of Gods to Woodland Park
Play with timing on lights, particularly on 8 th
Remove on street parking on Colorado Avenue
Roundabouts on 30 th & 31 st to cut down cut-thru traffic
Synchronize signals
Intersection improvements – turn lanes, turn signals, widen intersection
More lanes
Time lights better
Move traffic to Garden of Gods & extend it west to Cascade
Improve light timing
Longer turn lane (left) at 21 st heading west
Extend 30 th to US 24 and Garden of Gods
31 st between US 24 and Colorado Avenue needs better lane management
Improve acceleration and deceleration lanes
No left turns at intersections
Access control
Resynchronize lights
Eliminate all lights
Eliminate left turns



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3 lanes from COTW to 8 th Street
Longer turn lanes
Safety Crossing Features
Pedestrian Signal
Incident management
Traffic calming arterials
Appropriate lighting to adjacent land use along the corridor – it may vary
Wide shoulders
Improve safety/widen cross-streets
Proved space for pedestrians to cross or go under bridges
Allow continuous thru-traffic to reduce accidents, improve air quality
Add reasonable, safe bike lanes
Add pedestrian facilities on Ridge Road
Pedestrian overpass at 25 th & 26 th
Pedestrian overpass at 25 th Street
Reduce speed limit after 31 st & before Manitou Avenue
Median improvements for pedestrian safety as they cross – stop in middle
Walkway – consider winter months & ease of use
Bridges wider to allow for pedestrians – sidewalks
31 st between US 24 & Colorado Avenue “bad” lanes
None of bridges on US 24 have sidewalk or access for bike to North/South between CO & US 24
10 worst accident locations are at multi-laned intersections
Rockslides/icy road



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Improved sight distance
Lower speed limit
Add a Park 'n ride
Toll lane
High Occupancy Toll (HOT)
High Occupancy Vehicle Lanes (HOV)
Introduce car pooling (ACMAC Plan)
Street trolley
Light rail
Bus lanes
Bus rapid transit
Transit
Intermodal hub – accommodate transit, cars, bikes, pedestrians
Transit – shuttle service for Woodland Park to Colorado Springs or Garden of Gods. Run frequently and until at least 6:00 or 7:00 pm.
Trolley was nice
Park 'n Ride in Cascade
Van pool for commuters for Woodland Park, High Techs, etc.
Dedicated bus lane up and down Pass for Rambling Express or commuters or maybe HOV, cars, tolls
Coordinate with Pikes Peak Historic Railway to combine that rail with commuter rail
Add bus circulator to downtown
Tolls on through lanes
Incorporate trolley per Westside Plan especially in peak season



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Transit – shuttle to Woodland Park
Park ‘n Ride in Cascade
Van pooling
Dedicated bus lane down the pass
HOV lane with bus lane
Monorail to Cripple Creek
Look at US 24 railroad bed for the historic trolley
Secure transit right-of-way for future use
Natural – treatments - Contextual and compatible with the vision of the surroundings
Integrate with terrain
Xeriscape
Code Enforcement on properties abutting corridor
Choose palette of colors to match environment
Palette changes along the corridor
Need public input - What is important to the community
Guidelines
Utilities underground
Introduce art
Entryway feature into Colorado Springs at western limit of project
Welcome Center
Naturalize fencing materials
Reduce billboards
Buyout billboards
Urban landscaping approaches in the urban sections of the corridor



The Entryway

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Compatible with surrounding context
Kiosk at NODE
Architectural treatments to structures that match the context
Screen some views
Widen medians and landscape
Pick up trash
Get rid of billboards
Don't need to get rid of billboards they are useful for funding your way. RV Parts can remove billboards on Red Rocks
Color choice – reddish color consistent along corridor
Lower US 24's elevation 10-15 feet
Zone area around corridor to fit historic aspects
Historic looking lamp posts
Don't make roadway any brighter
Understand what commuter traffic, tourist traffic and local traffic there is on US 24
Landscaped, wider medians
Pick up trash
Get rid of all billboards
Keep billboards
Material colors – asphalt consistent
Lower the road bed along the corridor
Look at zoning changes to improve aesthetics
Ornate light fixtures
More trees and landscaping



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Enhance creek/make the creek a focal point
Create bridges with character matching character of community (arch treatments)
Consider riverwalk for Fountain Creek
Create a parkway
Issue – who maintains the corridor so it looks good?
Create community group to maintain landscape
Provide multiple east-west routes to reduce traffic in US 24
Avoid historical properties
Enhance watersheds
Design to discourage homesteading
Health services funding
Ancillary improvements before US 24 improvements
Capture economic vitality in criteria
Avoid encroachment into the stream
Enhance the streams riparian habitat
Protect riparian environment
Wildlife crossings
Gold Hill Mesa – Trailings
Walking tours of historic areas with signage
Walking tours along trail
Present summaries to public of related plans & programs that integrate with ours; ie: Gold Hill Mesa Urban Renewal; perhaps some historical plans
Preserve historical features
Interpretive areas for historic features



The Entryway

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Lighting against dark sky can result in light pollution
Noise barriers
Preserve geologic features
Avoid Van Briggie Pottery
Restrict size of US 24 corridor
More trees
Enforce existing noise laws
Stabilize rocks, runoff, sedimentation, erosion
Use native grasses/plants in revegetation
Minimize width of grading: earthwork limits
Reduce paved space
Protect existing vegetation and natural features
Provide pedestrian crossings/protect existing patterns to connect pedestrians to services reconnect neighborhoods: 8 th , 21 st , 25 th , Fountain Creek Bridge underpass at 21 st
ADA access paths
Vegetate medians
Noise barriers – trees are preferable
Stay away from tined concrete
Noise barriers – trees preferred
No concrete noise walls
Concrete noise walls okay
Berms for noise
Berm and wall combination



The Entryway

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Water quality – runoff into the creek
Rubberized asphalt
Walls and berms on both sides
Overpass at Ridge – interchange or not
Jug handles At Ridge
Coordinate sequencing of projects – utilities, roadwork, etc.
Concrete noise wall barrier for safety to keep cars off backyards
Use combination of noise wall and berms – use wall for safety and noise
Control run-off from roads into creek
Rubberized asphalt to cut noise
No u-turns on US 24
No “parking” in median of US 24 at Ridge
Dedicated north/south route for horses, pedestrians and wildlife from Garden of Gods to Ridge
Coordinate the order the projects are constructed – i.e. build curb and gutter first, then pave. Utilities first, then pave.
Issue – Air quality
Phased/Prioritized
Public/Private Partnerships
Prioritize improvements based on surrounding development & congestion
Look at network implementations – 31 st & other cross streets
Seek CMAQ \$ - transportation enhancement funds
Meet with authors/champions for existing plans
Pedestrian overpasses



The Entryway

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Build in noise abatement/minimization
Adequate animal crossings/controls
Vegetative noise barriers
Enforce current noise laws (no jake brakes)
Visual cues for corridor context
Reduce light pollution (fewer lights, lower wattage)
Remove billboards
Establish aesthetic guidelines
Review and challenge all highway design criteria (cars have improved!)
Add trees
Clean up Fountain Creek
Remove chain link fences
Low maintenance, aesthetic treatments along highway (no engineers, please!)
Multiple uses for poles
Use native materials
Link visual cues to location in surrounding environment
Right on/off for Gold Hill Mesa access
Work ironworks into aesthetic treatments – fleur de lis
Use Van Briggie pottery designed tiles in treatments
Bohemian glass blowing incorporated
Turn Gold Hill Mesa stack/chimney into historic monument
Way finding – provide encouragement to visit OCC & Manitou
Visitor's center/kiosk on High Street
Historical interpretation (Civil War, etc)



The Entryway

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“Adopt a Highway” volunteers to clean up corridor
“Adopt a Median” plant/vegetation/landscape
Separate issue of neighborhoods and transportation to access multiple funding sources
Work closely with all affected government groups to collaborate on solutions: costs
Promote tourism so economy is enhanced and more resources are available
Maintain traffic during construction with reduced detours
Coordinate construction with other projects (I-25) and other agencies/municipalities, etc.
Avoid piecemealing construction
Reduce construction noise especially at night near neighborhoods
Incentives/decentives
Careful procurement of quality contractors
Phase construction to open traffic lanes sooner
Reuse existing road surfaces when possible
Don’t build more than has to be built
Community block grants
Restrict or design standards
Enhance tourist value so state places higher priority on receiving funding
Partnerships to develop open space/parks and other community facilities
Don’t plan too far into the future; meet today’s needs
New issues – Old Colorado City on TLT & ELTR
No more traffic in neighborhoods (especially at 14 th)
More roads for the money instead of more money for the roads



The Entryway

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Elevated highway on segments
Grade separated interchange at 21 st , 8 th , 31 st , 26 th & Ridge
Add a lane in each direction
Close Colorado Avenue to vehicles 24 th – 27 th
Narrow Colorado Avenue
Don't do trolley
Green space development
Look at US 54 in Wichita
Design with common sense
Dollars from RTA
Dollars from state bonds
PNR's along corridor
Toll road
Sell advertising space on noise walls
Look at traffic volumes 10 – 20 years out
Impacts of developments
At I-25, sign needed indicating two lane and ramp
Crossover at 25 th and east of 21 st needed
Overpass at I-25 & US 24 – 8 th street separation needed
I-25 & MLK Bypass – extend MLKing West of 8 th Street
Signage for US 24 – Consistent on Platte Ave / MLK By & US 24 West
Extend Garden of Gods to Cascade, Colorado
Slow down traffic at High Street, alert
Prefer national noise barriers



The Entryway

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Integrate US 24 plans with other transportation and development projects
Berms favored over walls for noise
Coordinate with city utilities
Transit
Light rail
Park-n-rides
Plan US 24 / I-25 / 8 th Street together
Light the bike trail – it has become a homeless haven
Consider a visitor center along Highway 24
Wider road narrowing down
Tour bus could help reduce number of cars on the road
Look at alternative modes along the corridor
Look at “quick fix” ways to make it better while waiting on funding – for example, have the straight lanes go first and the left turn arrows last at some intersections
Need the trail connection between 21 st and 31 st
Have Ridge Road go under US 24 – safer for wildlife movement
MLK connection/I-25 N connection too – no loop
Consider elevated roadway – “Glenwood”
Pike National Forest office – possibly at Ridge Road – 2008
Alternatives such as express bus, Alt Trans
Ridge & US 24 intersection needs light
Left turn 21 st , 8 th , 26 th , 31 st – Timing miss turn because thru traffic block left turn lane after green solid
Deeper left turn lanes – storage
3 lanes up Pass will not fly with Manitou Springs – Don’t want neighborhood destroyed
Bypass flyover to MLK and stay away from 8 th street



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No flyovers or anything that puts cars in air – want noise mitigation
Use/consider new technology for noise or other environmental issues.
Use other routes to get around – avoid US 24
Stay away from tined concrete
Pull off areas along US 24 west of Wilkerson Pass
I like Woodland Park & Divide retaining wall, open road
Light – overhead, why do we have to use so many lights?
Don't put people stuff all the way to the mountains
Fix 8 th St left turn lanes – a lot of little things can be done for a big fix
Route to Garden of Gods other than 31 st
31 st Westbound right & left don't work
Analytical look at Gondola between Springs and Manitou
No acceleration lane at 26th onto westbound, or at 24 & 21 st to eastbound US 24
Noise abatement in canyon west of bridge
I70 is hideous. Don't turn US 24 into that. Do alternative modes. Do something innovative. The Team needs to be challenged to do something innovative.
Planning should include and consider through traffic to preclude cut thru traffic.
Consider carpool lanes
Would like to see more rest areas between Divide and Buena Vista
Propose changes to US 24 and I-35. Specifically interested in 8 th Street in 8 th Street and I-25 ramps
Would like to see the speed limit reduced around the Cliff Dwellings area up the pass
Explores operational options (e.g., Bi-directional lanes)
Evaluate parallel, continuous frontage roads