



Review of Existing Studies in US24 West Corridor

Study Name Pikes Peak Historical Street Railway Foundation	Study Author
Study Sponsor	Study Date Phone Conversation with Dave Lippincott, President, on March 1, 2005
<p>There is no written documentation of the long range plans for the trolley to be operated by the PPHSRF. Mr. Lippincott verbally relayed their plans to me in a phone conversation.</p> <p>Their storage barn is on the east side of I-25 just south of Fillmore.</p> <p>They are currently negotiating with the City of Colorado Springs and the Union Pacific Railroad for access rights to tracks to enable travel between their barn and downtown. Once downtown, the plan is to cross Monument Creek and travel west on Colorado Avenue.</p> <p>A major issue in crossing under I-25 is a telephone vault. CDOT has agreed to move the I-25 overpass as part of the COSMIX work to enable the trolley line to avoid the vault.</p> <p>The first phase would be to extend tracks to Bancroft Park from downtown. Second phase is to continue tracks to Columbia Street. Third and final phase is to extend tracks to Manitou Springs. Intent is to run trolley in outside lane and share with vehicles.</p> <p>Utilities are an issue in Colorado Avenue - they will have to relocate a gas line.</p> <p>The Colorado Avenue bridge was designed to accommodate the trolley cars; the street light poles were designed to accommodate the electric wires for the trolley.</p> <p>There are buried tracks in the inside lanes of Colorado Avenue. Originally installed around WWI, one block of the rails between 7th and 8th was removed in WWII for scrap metal.</p> <p>Estimated cost to get from downtown to Manitou Springs is 12 million (including utility relocations).</p>	
Relevance to US24 West project Any assessment of capacity on Colorado Avenue should consider an alternative in which vehicles and trolleys share the outside lane.	
Review by Jacqueline Dowds Bennett	Review date March 1, 2005