

Understanding the Potential Solutions

No Action

(Existing plus Committed)

Existing

- Two through lanes each direction divided by a raised median
- Improved local bus
- Dedicated right turn lanes along with accompanying acceleration/deceleration lanes at each intersection
- Either one or two dedicated left turn lanes at the signalized intersection

Committed

- Widen 8th Street
- Improve the westbound approach at 8th Street
- Widen 21st Street south of US 24 and install curb and gutter
- Implement Intelligent Traffic System improvements as part of the Congestion Management System
- Extend Midland Trail between 21st and 31st Streets

TSM/TDM

Transportation System Management
Travel Demand Management

Slightly Aggressive

These are designed to ease the transition of a community into the application of Transportation Management (TM) measures and have the potential to reduce traffic by up to 2 percent.

Moderately Aggressive

When developed and implemented as a package, these TM measures are designed to reduce traffic by 2-5 percent.

Highly Aggressive

When developed and implemented as a package, these TM measures are designed to reduce traffic by 5-8 percent.

Non-Motorized

East-west Trails and Connections

Part of the regional trail system connecting downtown Colorado Springs with major destinations, neighborhoods and communities to the west

North-south Trails and Connections

Create neighborhood connections to the east-west regional trail system

Grade Separated Crossings

Reconnect neighborhoods with safe access across US 24

Intermodal Connections

Develop transfer stations between the trail systems and transit systems for use by residents and visitors

Transit

Express Bus

Bus service that operates in the general purpose travel lane with emphasis on peak hour service and fewer stops - for example, 2008/2009 Demonstration Express Bus Service to Woodland Park

Bus Rapid Transit on Dedicated ROW

High quality bus service that operates on dedicated ROW with improvements to the bus line for speed and efficiency

Light Rail

Rail service within dedicated ROW, physically separated from traffic

Historic Trolley

Rail trolley service on Colorado Avenue between downtown Colorado Springs and 26th Street

Roadway

US 24 Mainline Improvements

US 24 Grade Separated

This option would involve the conversion of US 24 into a limited access facility with continuous flow for through traffic via interchanges and overpasses from I-25 to Manitou Avenue.

US 24 at Grade

The option involves widening the facility to six and eight lanes from I-25 to Manitou Avenue with improved at-grade intersections.

Local Road Improvements

Traffic Calming

This option would involve constructing traffic calming strategies on the local roadway network adjacent to US 24 in order to reduce neighborhood cut through traffic and provide more pedestrian friendly roadways.

Parallel Streets

This option would involve improving the local roadway network to provide a parallel route to US 24 that local traffic could utilize as an alternative to US 24.

Alternative Regional Routes

This option would involve providing additional regional routes to provide access to the mountain communities to the west without improving the existing US 24 corridor. Mt. Herman Road - Garden of the Gods extension to Cascade - Garden of the Gods extension to Woodland Park - Upgrade US 24 to a freeway from Manitou Springs to Divide - Bypass Woodland Park - Extend 31st Street east to 8th Street