

Roadway

Alternative Regional Routes

This option would involve routing traffic on major corridors through Station 2A to the nearest connections to the west which bypasses the existing station. This option would require the construction of a station at the west end of the study corridor on Mountain Park. Station US 24 is a freeway from Mountain Springs to Denver.

Community Values	Safety, Accessibility & Mobility	Environmental	Implementation
<ul style="list-style-type: none"> 1. Access 2. Cost 3. Land Use 4. Local Landmarks 5. Local Transportation 6. Regional Transportation 7. Safety 8. Visual Quality 	<ul style="list-style-type: none"> 1. Access 2. Cost 3. Land Use 4. Local Landmarks 5. Local Transportation 6. Regional Transportation 7. Safety 8. Visual Quality 	<ul style="list-style-type: none"> 1. Access 2. Cost 3. Land Use 4. Local Landmarks 5. Local Transportation 6. Regional Transportation 7. Safety 8. Visual Quality 	<ul style="list-style-type: none"> 1. Access 2. Cost 3. Land Use 4. Local Landmarks 5. Local Transportation 6. Regional Transportation 7. Safety 8. Visual Quality

TSM/TDM

TSM/TDM

Transportation System Management (TSM) and Transportation Demand Management (TDM) are strategies to increase a facility's mobility that rely on a variety of "soft" techniques or processes for performing an array of functions. Transportation Demand Management (TDM) focuses on reducing and/or shifting peak hour transportation system. It focuses on a wide range of programs and services that lower the most efficient use of existing facilities by management and education. This strategy.

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No Action

No Action Alternative - Existing Plus Committed

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Non-Motorized

Facilities to Maximize Non-motorized Mobility

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US 24 Grade-Separated

This option would consist of the construction of US 24 into a different access facility with continuous flow for through traffic to interchange and bypass Station 2A. Station 2A would be replaced by a station at the west end of the study corridor on Mountain Park.

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US 24 At-Grade

This option involves existing station location and US 24 into a different access facility with continuous flow for through traffic to interchange and bypass Station 2A. Station 2A would be replaced by a station at the west end of the study corridor on Mountain Park.

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Local Road Improvements - Parallel Streets

This option involves existing station location and US 24 into a different access facility with continuous flow for through traffic to interchange and bypass Station 2A. Station 2A would be replaced by a station at the west end of the study corridor on Mountain Park.

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<ul style="list-style-type: none"> 1. Access 2. Cost 3. Land Use 4. Local Landmarks 5. Local Transportation 6. Regional Transportation 7. Safety 8. Visual Quality 	<ul style="list-style-type: none"> 1. Access 2. Cost 3. Land Use 4. Local Landmarks 5. Local Transportation 6. Regional Transportation 7. Safety 8. Visual Quality 	<ul style="list-style-type: none"> 1. Access 2. Cost 3. Land Use 4. Local Landmarks 5. Local Transportation 6. Regional Transportation 7. Safety 8. Visual Quality 	<ul style="list-style-type: none"> 1. Access 2. Cost 3. Land Use 4. Local Landmarks 5. Local Transportation 6. Regional Transportation 7. Safety 8. Visual Quality

Local Road Improvements Traffic Calming on Colorado Avenue

This option involves existing station location and US 24 into a different access facility with continuous flow for through traffic to interchange and bypass Station 2A. Station 2A would be replaced by a station at the west end of the study corridor on Mountain Park.

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Level 2 Criteria Measures

Community Values	Safety, Accessibility & Mobility	Environmental	Implementation
<ol style="list-style-type: none"> Number of vehicles moved to other modes of travel What is the level of community support for this potential solution? Change in number of grade separated crossings of US 24 Miles of new trails Does this solution support existing plans? The number of views that are altered 	<ol style="list-style-type: none"> Change in number of access points on US 24 Change in number of signalized intersections Change in capacity Number of new or improved cross streets Number of new or improved parallel facilities Improvement in travel time Change in number of inter-modal connections Number of potential riders What is the right-of-way width needed for this solution? Number of corridor accident locations improved 	<ol style="list-style-type: none"> Acres of new paved surface Number of residences within 500 feet (approximately 1 block) of the edge of pavement Number of new stream crossings Number of recorded historic sites within 500 feet (approximately 1 block) of the edge of pavement Number of locations where parks, trails and recreation resources are affected Acres of new right-of-way 	<ol style="list-style-type: none"> Ability of this solution to be phased and provide incremental benefits Construction impact on existing traffic Ease and speed of construction Ability of this solution to be funded Does this solution support the Regional Congestion Management Plan?

Transit

Express Buses on US 24 General Purpose Lane

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BRT on US 24 in Dedicated Right-of-Way

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Light Rail on US 24

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Historic Trolley on Colorado Avenue

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