

# Ranking 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

### 1. 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.

### 2. Moderately Aggressive

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

### 3. Highly Aggressive

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

## Non-Motorized

### 1. East-west Trails and Connections

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

### 2. North-south Trails and Connections

Create neighborhood connections to the east-west regional trail system

### 3. Grade Separated Crossings

Reconnect neighborhoods with safe access across US 24

### 4. Intermodal Connections

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

## Transit

### 1. Express Bus

Potentially carries 1100 riders per day  
Compliments Colorado Avenue local bus service  
Flexible and responsive routing  
High phasing opportunities; responsive to changes in demand for service - for example, 2008/2009 Demonstration Express Bus Service to Woodland Park

### 2. Bus Rapid Transit on Dedicated ROW

Potentially carries 1600 riders per day; low ridership per industry standards  
Inflexible routing  
Limited phasing ability

### 3. Light Rail

Potentially carries 2300 riders per day  
Inadequate ridership potential to support funding needs  
Inflexible routing  
No phasing ability

### 4. Historic Trolley

Potentially operates on Colorado Avenue in addition to US 24  
Corridor transit service

## Roadway

### US 24 Mainline Improvements

#### 1. US 24 Grade Separated

Limits local access; improves non-motorized access; higher level of safety; most mobility; greatest congestion relief  
Community support  
Requires more land; changes the views; allows for improved aesthetics

#### 2. US 24 at Grade

More local access; non-motorized access accommodated at intersections; high level of safety; lessens congestion  
Community support  
Requires land; allows for improved aesthetics

### Local Road Improvements

#### 1. Traffic Calming

No substantial improvement to US 24  
Local gateway improvements will be reviewed with other solutions

#### 2. Parallel Streets

No substantial improvement to US 24

### Alternative Regional Routes

No measurable benefits to US 24  
Extremely large potential impacts to the environment  
31st Street Extension to Rio Grande will be reviewed with other solutions