

# DEVELOPING THE ALTERNATIVES

## Selecting the Best 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

#### No Action (Existing plus Committed)

This base case provides improvements that are currently approved for funding. It would provide minor safety improvements with no capacity improvements to US 24.

The existing bus routes and service would continue as it is today, and bike and pedestrian facilities would only be extended or improved as local funds and grants allow.

### TSM/TDM Transportation System Management Travel Demand Management

1. Slightly Aggressive
2. Moderately Aggressive
3. Highly Aggressive

### Non-Motorized

1. East-west Trails and Connections
2. North-south Trails and Connections
3. Grade Separated Crossing
4. Intermodal Connection

### Transit

1. Express Bus
2. Bus Rapid Transit on Dedicated ROW
3. Light Rail
4. Historic Trolley

### Roadway

#### US 24 Mainline Improvements

1. US 24 Grade Separated
2. US 24 at Grade

#### Local Road Improvements

1. Traffic Calming
2. Parallel Streets

#### Alternative Regional Routes

#### The US 24 Freeway Alternative

This alternative emphasizes regional mobility between Colorado Springs and the mountains, rather than access to local neighborhoods and destinations between I-25 and Manitou Avenue. It would serve local traffic from grade-separated interchanges and would give preference to regional travel with higher speeds on the mainline. This freeway alternative would provide a high-capacity free-flow facility.

Access to the freeway and local destinations would be entirely from grade-separated interchanges between I-25 and Manitou Avenue.

A transit service package is included in this alternative with express bus service for the commuter market, and existing bus service or a future historic trolley for the local and tourist markets.

The alternative will be designed to accommodate transit, where possible, and preserve the ability to implement future transit service options. Bike and pedestrian facilities, extensions, or improvements would be provided to meet localized corridor needs.

#### The Midland Expressway Alternative

This alternative emphasizes access to local neighborhoods and destinations between I-25 and Manitou Avenue. It would continue to provide regional travel to and from the mountains, but would give preference to local traffic with lower speeds on the mainline.

The expressway alternative would predominantly use at-grade intersections, but grade-separated interchanges would be needed at 2 cross-street locations.

A transit service package is included in this alternative with express bus service for the commuter market and existing bus service or a future historic trolley for the local and tourist markets. The alternative will be designed to accommodate transit, where possible, and preserve the ability to implement future transit service options. Bike and pedestrian facilities, extensions, or improvements would be provided to meet localized corridor needs.