Envision 24 West

The Entryway

INTRODUCTION TO THE US 24 PROCESS

US 24 West was built on its current alignment in 1964. Since that time only safety improvements and maintenance items have been conducted on the segment from Manitou Avenue to Interstate 25. In 2002, the Pikes Peak Area Council of Governments (PPACG) identified US 24 as a major corridor with present and future traffic congestion that needed to be addressed. The Colorado Department of Transportation and its consultant team began studying the corridor in 2004, with the first public meeting in November 2004.

This notebook is intended to provide you with an overview of the US 24 West Decision Making Process which includes an extensive outreach program intended to establish an active dialogue with a variety of stakeholders – an Executive Leadership Team, a Technical Leadership Team, homeowners, business owners and users of the corridor. Information on the steps and results of each screening are included in this notebook.

The first step was the development of The Process and its presentation to the stakeholders. The Process was confirmed by the teams and the stakeholders. The first Open House held in November 2004 gathered the issues and concerns (310 were recorded at the meeting). These were categorized into the **Nine Critical Issues** that need to be addressed by the US 24 West Plan. The second Open House held in January 2005 generated ideas (251 were recorded at the meeting) on how to address the Nine Critical Issues. Using the issues and ideas, a **Community Vision for the US 24 Corridor** was developed. The Criteria were developed to measure the effectiveness of proposed solutions.

At the third Open House held in April 2005 the project team presented the Vision, the Nine Critical Issues and the Four Criteria to be utilized in the preparation of the US 24 West Plan. The team also demonstrated how all the ideas (386 supplemented by input from the teams, Web site comments, phone calls, etc.) had been sorted into seven categories. Level 1 screening was conducted to compare the ideas utilizing the Four Criteria. At the fourth Open House, held in June 2005, five ideas were eliminated from the 386: monorail, gondola, closing Colorado Avenue, extending the MLK bypass and doing nothing as not solving or addressing the critical issues. The Seven Potential Solution categories were displayed and input sought. These Potential Solutions are No Action (existing plus committed), Non-Motorized Mobility, TDM/TSM, Transit, Roadway, Additional Corridor Elements and Implementation. Level 2 qualitative screening was conducted.

As the team moved forward from Level 1 through Level 2 screening, the amount of information and analysis increased. To understand the potential solution categories, relative comparisons were developed. These relative comparisons were displayed at the Fifth Open House held in November 2005. The results showed that the existing corridor needed to be improved and would be done by utilizing roadway, TSM/TDM, non-motorized improvements, additional corridor elements and implementation considerations. The corridor improvements fell into three themes: doing nothing (existing plus committed), focusing on improvements for local trips, and focusing on improvements for regional trips. The No Action (existing plus committed), and the two build themes continued to be measured against the Critical Issues, the Vision and the Criteria.

The sixth Open House presented design options under either of the two build-alternative themes. The design options are not refined and simply reflect what could be done. The Level 3 screening criteria were introduced to the public. At the seventh Open House, the recommended alternative, the Midland Expressway, was presented to the public for their review and comment. In addition, there were 20 design options for review and consideration. The Level 3 results were shown along with the basis for why the Midland Expressway was recommended.

All of the information contained in this booklet, plus much more, is available on the Web site, www.us24west.com. If you need additional information, please contact the project team through the Web site, by phone 719-477-4970, by letter to 19 South Tejon Street, Suite 100, Colorado Springs, CO 80903, or by fax 719-633-2352.

The Process

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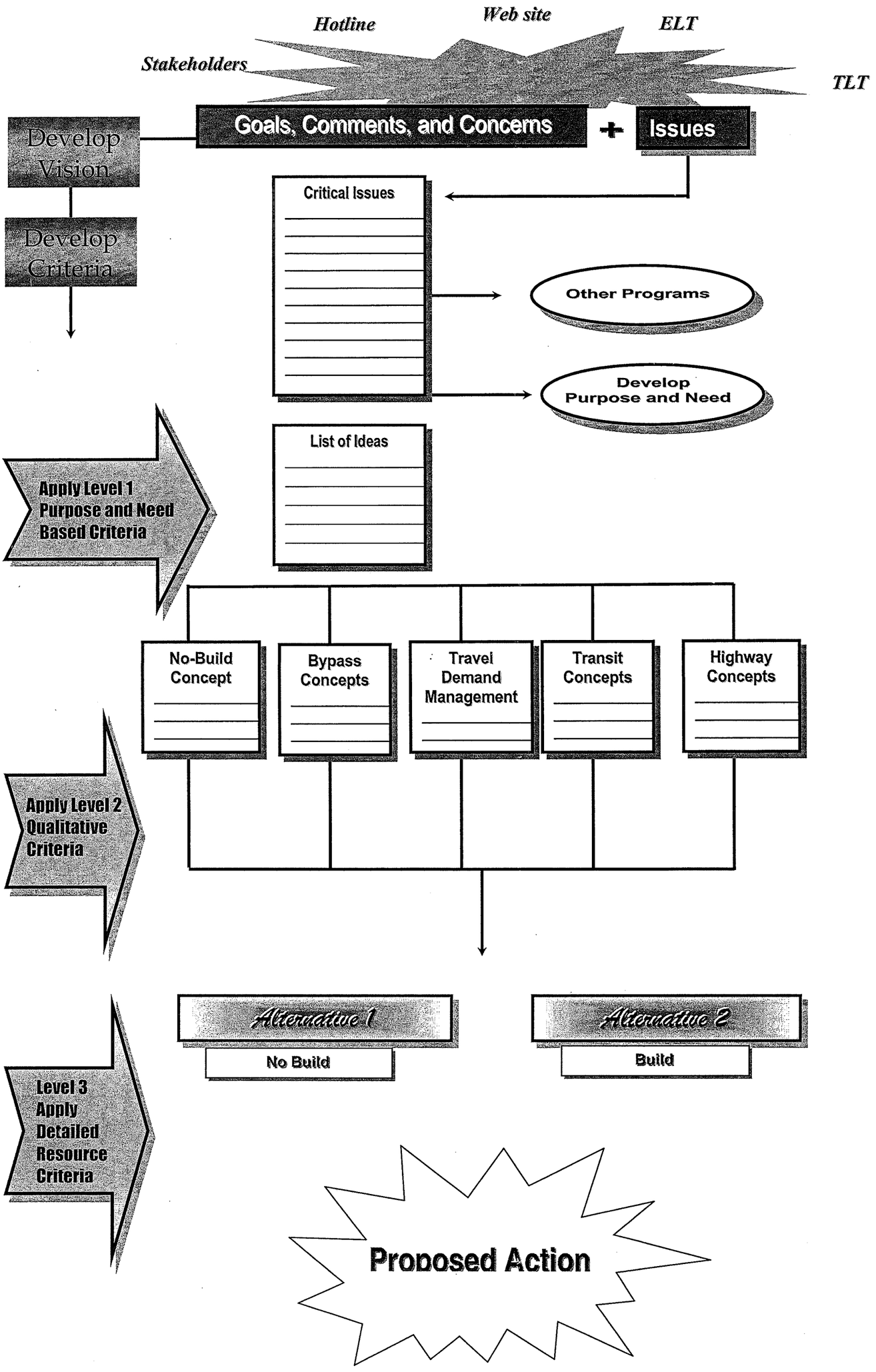

US24 West Background

The US24 corridor provides a vital east/west connection for the Pikes Peak region and is the only major access to the mountains between US285 in Denver and US50 through Pueblo. This corridor provides transportation access for many purposes including recreational and gaming access, daily commuter traffic into and out of the city, residential and business access, and intra-city east/west trips.

The communities of Colorado Springs, Old Colorado City, Manitou Springs, Woodland Park, Divide, Cripple Creek and others depend upon US24 to survive and thrive.

Recreational travel is a significant component of traffic along US24 and includes gaming access to Cripple Creek, tourist access to Manitou Springs and Old Colorado City, day trip access to the Garden of the Gods Park, Cave of the Winds, and the Red Rock Canyon Open Space. In addition, this corridor provides access to mountain communities and points west. These diverse traffic patterns present challenges to adequately provide for future demands.

This corridor will see continued growth in traffic for the next 20 years and without improvements operations will deteriorate, especially in the segment between 8th Street and I-25.

Short and long-term strategies must address mobility and safety in a context set by the corridor users and stakeholders.

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Decision Making Process

Fundamental to any successful project is the design and execution of the decision making process, and it's interdependency on the public process, the technical design and the environmental analysis. The US24 project schedule for public input, technical decisions, and environmental analysis will be planned around the following process.

The first step is to gain endorsement on the decision making process under which the project will operate through its completion.

The next step requires a clear and thorough understanding of all stakeholders concerns about the function and service provided by US24 within the project area. These concerns will then be used to develop the project critical issues and the evaluation criteria.

Addressing the critical issues becomes the foundation for developing solutions. Beginning with ideas that are developed into concepts and ultimately into alternatives, the stakeholders input designs the solution.

The criteria, developed from the stakeholder input, will be applied to each idea, concept and alternative to measure how well they address the critical issues and meet project goals. Level 1 screening will measure ideas for effectiveness in addressing the critical issues (the need) and in meeting the goals (the purpose). Level 2 will measure qualitatively the concepts, again, for their effectiveness in addressing the critical issues and meeting the goals. Level 3 will be a more detailed analysis by environmental resources to measure the impacts of the alternatives balanced with their ability to meet the project goals.

From this analysis, alternatives will be taken forward and documented in the environmental document. This document will detail the alternatives including the major transportation elements needed, mitigation, and enhancements that are desired, and guidelines for implementation.

At each step in this process all stakeholders will be involved to provide ideas, input and guidance.

Stakeholders for the US24 process include the residents and businesses along the corridor, commuters, Federal, State and Local officials, environmental and historic groups, near-by parks and retail areas dependent on the corridor for access, and interested citizens.

Executive Leadership Team

Roles and Responsibilities

The primary role of the Executive Leadership Team (ELT) will be to make policy level recommendations regarding funding, maintenance, and ownership responsibilities. Formal decisions may require actions by respective councils and commissions.

The ELT will help establish and staff the Technical Leadership Team with members from their organizations.

The ELT will provide guidance, direction, and insights to the consulting team throughout the public involvement and study process. The ELT will also act in an advisory capacity when providing direction on the project approach and strategy. The ELT will review project documents and communicate project status, issues, and recommendations to their agencies.

Membership

The ELT is an advisory group made up of the agencies with fiduciary and implementation responsibilities. Mary Jo Vobejda, the consultant project manager, will facilitate this team. The following municipalities and agencies will have representation on the ELT:

- CDOT Region 2
- City of Colorado Springs
- City of Manitou Springs
- El Paso County

Meeting Topics/Format

The meeting topics will generally parallel the public involvement and study process. The meeting format will be structured for open conversation and information sharing. When appropriate, materials for review will be distributed prior to the meeting for discussion at the meeting. The members will be responsible for keeping their respective boards and staff informed. Documents provided to the ELT for review will identify what input is needed, what impacts the input will have on the project and the schedule, and the timeframe requested for response.

Schedule

During the planning phase of the project, it is expected the ELT will meet bi-monthly.

These meetings will be held in CDOT's Region 2 Cheyenne Mountain Complex. An agenda for these meetings will be sent to all ELT members on the Monday prior to the meeting.

Technical Leadership Team

Roles and Responsibilities

The roles and responsibilities of the Technical Leadership Team include:

- Guide technical decisions involving data gathering, criteria, and analysis
- Technical review of project reports
- Technical support and insight with respect to agency issues and regulations
- Assistance in developing and screening alternatives
- Coordination and communication with their respective agency staff and/or elected officials

Documents provided for review will identify what input is needed, what impacts the input will have on the project and the schedule, and the timeframe requested for response. The input and meeting notes from the Technical Leadership Team will be provided to the Executive Leadership Team.

The Technical Leadership Team is comprised of agency staff. Mary Jo Vobejda, the consultant project manager, will facilitate this team. The agencies represented on the Technical Leadership Team include:

- CDOT Region 2
- PPACG
- City of Colorado Springs
- City of Colorado Springs Utilities
- City of Manitou Springs
- El Paso County
- CH2M HILL/Wilson Team

Meeting Topics/Format

The meeting topics will generally parallel the public involvement and study process. The meeting format will be structured for open conversations and information sharing. When appropriate, materials for review will be distributed prior to the meeting for discussion at the meeting.

Schedule

The Technical Leadership Team will meet monthly. A joint meeting with the ELT will kick-off the project.

The Technical Leadership Team will meet at CDOT Region 2 Cheyenne Mountain Complex in Colorado Springs. The agenda for these meetings will be sent to all members on the Monday prior to the meeting.

Stakeholders

Roles and Responsibilities

The primary role of Stakeholders is to provide critical local information, goals, and values. Stakeholders will meet in various formats as described below. Each of these will offer an opportunity for stakeholders to interact with project teams to affect the recommendation.

Stakeholders are expected to share project information with their neighbors or groups they represent to gather feedback for the project.

Membership

Stakeholder membership is open to all that are interested.

Stakeholder Meeting Format

The meeting topics will parallel the study process. The meeting formats will be chosen based on the topic or issue under discussion. The majority of the meetings will take the form of an Open House with a Workshop.

OPEN HOUSE WITH WORKSHOP

This type of format provides a forum for both stakeholders who have only a short time in which to participate and those who are able to participate in a more in-depth manner. The Open House is generally the 1st hour of the gathering, with the last hour and a half conducted in a workshop setting. The general descriptions below apply to the two formats of this type of meeting.

WORKSHOPS

Workshops are a gathering of stakeholders with a structured agenda and a defined outcome. Workshops bring stakeholders of diverse backgrounds and issues together to meet and discuss their common concerns and goals. Workshops are conducted in group sessions, with opportunities for all participants to talk and listen. Group sessions also allow for a more in depth discussion.

In workshop sessions diverse groups come together to set overarching project goals and visions.

OPEN HOUSES

Open Houses are a gathering with an open non-formatted agenda. Participants can arrive at their convenience and stay as long as needed to get their questions answered. Stations are set up for each of relevant issues under consideration. Each station has a project member to answer questions. Participants are able to leave their comments on large paper pads at each station or on comment sheets that can be mailed to the project team.

Open Houses are designed to give individuals time to discuss their personal project-related issues with project team members.

ISSUES GROUPS

Issues Groups bring together stakeholders with a geographic and/or issues based connection. Issues groups would generally have 2-hour meetings to discuss specific issues of concern to their area. Issues groups adjacent to each other may eventually meet together to discuss issues and solutions at their common boundary.

Communication

Community Leadership and Support

Community Leadership and Support is an ongoing process of group and individual meetings with community leaders to maintain a flow of information.

Media

The media are also considered a stakeholder and members thereof will be encouraged to attend the Open Houses to seek relevant information for their publics. Media opportunities will be sought in order to provide an open communication channel to reach their readers and/or viewers.

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CRITICAL ISSUES

The critical issues were developed from the concerns and issues gathered at the open house, team meetings and multiple mediums. The questions asked were:

1. What function(s) does US 24 serve in your community?
2. What impacts does US 24 currently have on your community?
3. Can you describe your current experiences when using US 24?
4. What multi-modal issues do you see as important on US 24?
5. What environmental resources need to be considered along US 24?
6. What indirect issues or impacts do you see should be considered along US 24?
7. Can you describe the desired experience of using US 24 after the improvements are made without telling us what the improvements are?
8. General thoughts for the study and the corridor.

VISION

Listening to the citizens that participated in the open houses held in November 2004 and January 2005, together with input received through multiple media, the project team drafted a **Community Vision** that has driven the process. The critical issues were captured into nine areas and from there became the criteria against which all ideas, solutions, alternatives and design options will be measured.

CRITERIA

These criteria were the basis for Level 1, 2 and 3 screening. They are utilized to assess all ideas, solutions, alternatives and design options.

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Critical Issues

with associated comments

We summarized what you said into this Critical Issue:

Needs of the multiple users who have multiple objectives

You said…

Parallel routes – avoid it	12/04
Avoid @ peak times	12/04
Ridge is only access for neighborhood by Red Rock – need an immediate fix to get in and out of neighborhood – need a light	12/04
Mountain recreation access – bicycles, skiing, year 'round	12/04
Kids walk to school – pedestrian access	12/04
Get traffic to Manitou – tourists – visual access, signage	12/04
Tourist friendly along with neighborhood friendly	12/04
Access to Red Rock – traffic is going to increase dramatically	12/04
Park & Ride/ mass transit connections	12/04
Access to Red Rock Canyon Open Space	12/04
Commuter traffic West to/from Woodland Park	12/04
North/South access to Broadmoor & up 21st St	12/04
Alternative route to Manitou Springs	12/04
Access to I-25	12/04
Major transportation route – east/west trucking	12/04
Tourist gateway for Manitou Springs	12/04
Gateway to/from the Ute Pass for Manitou Springs	12/04
Provides connectivity to Teller County	12/04
First impression of Colorado Springs for many	12/04
Provides access to tourism, gaming and recreational	12/04
Midland Trail	12/04
Multi-use trails, creek, drainage	12/04
Foothills Trail – cross at 31st	12/04
Trail connect at Ridge Road to connect Red Rock Canyon to Midland Trail	12/04
Main entrance to Red Rock Canyon is at Ridge Road	12/04
Access to Garden of Gods	12/04
Fairview Cemetery at 20th Street	12/04
Trailhead for Midland Trail at 21st	12/04
Expressway or major thoroughfare for Colorado Springs	12/04
Regional connectivity	12/04
One of a few routes to the mountains	12/04
Access to local businesses	12/04
Neighborhood access	12/04
Utility corridor	12/04
Provides significant recreational access to parks and trails in Manitou Springs	12/04
Impedes pedestrian traffic, it is a barrier	12/04
Impacts to wildlife and crossings	12/04
Wildlife barrier – creek, canyon	12/04
Peds & bikes need access	12/04
Traffic Mixture – trucks, cars, bikes etc.	12/04

Trolley	12/04
Bus Service up and down the pass	12/04
Variety of vehicles/the mix	12/04
LRT/or mass transit use of rail	12/04
Horseback riding – multi-use trails	12/04
ADA compliance	12/04
Trails	12/04
Transit	12/04
Public transportation and freight	12/04
Light rail	12/04
Park-n-rides	12/04
Connectivity between modes	12/04
Light the bike trail – it has become a homeless haven	12/04
Tour bus could help reduce number of cars on the road	12/04
Good access to trails and recreation along the corridor	12/04
US 24 is a barrier in the community	12/04
Unsafe pedestrian crossing – need an overpass or tunnel	12/04
Need the trail connection between 21st and 31st	12/04
Have Ridge Road go under US 24 – safer for wildlife movement	12/04
Global issue – will other forms of transportation be considered – multi-modal study – visit www.peakoil.net	12/04
Alternatives such as express bus, Alt Trans	12/04
Don't forget horses	12/04
All that needs to cross US 24 – horses, wildlife, people	12/04
Gateway to Colorado Springs, Manitou Springs, the mountains, Old Colorado City, Garden of Gods, & Confluence Park	12/04
Can't get from Westside to trail on bike	12/04
Historic Resources	12/04
Red Rock Canyon	12/04
Gold Hill Mesa	12/04
Recreation, such as Red Rock Canyon	12/04
Trails	12/04
Wildlife is in close proximity to the corridor	12/04
Pedestrian safety and trail use	12/04
Linkages	12/04
Function of US 24 versus alternate routes- Linkage between parallel routes and the purpose of each	12/04
Opportunities to connect	12/04
Ease of all modes crossing the corridor	12/04
ADA accessibility	12/04
Accommodates other modes	12/04
Wildlife crossings => no dead animals	12/04
Appropriate and safe lighting for vehicle & pedestrian trail users (overhead lighting)	12/04
Consider multiple users	12/04
Respect existing traffic/interchange patterns	1/20/05
Safe, multi-modal access to Red Rock Canyon	1/20/05

Optimize use of existing facilities (trails, access roads with realistic projections)	1/20/05
Don't build more trails until others are repaired around town	1/20/05
Improve access to parks and trails	1/20/05
Look at US 24 railroad bed for historic trolley	1/20/05

We summarized what you said into this Critical Issue:

Corridor aesthetics

You said...

Ugly – need better aesthetics – gateway into Colorado Springs	12/04
First impression of Colorado Springs for many	12/04
Attracts Big Ugly Billboards	12/04
Eyesore	12/04
Visual impacts – this corridor is aesthetically challenged	12/04
Aesthetics are currently bad, what about visual impacts from any improvments	12/04
Make sure colors are compatible w/ community content	12/04
Preserves the views	12/04
Billboards	12/04
Make it a pleasant drive	12/04
Pleasant ride	12/04
Visual access	12/04
Scenic Highway elements: public and private signs referencing scenic highway	12/04
Reduce visual clutter such as billboards	12/04
Aesthetically pleasing	12/04
Views of and from the highway	12/04
Great ridge views	12/04
Pleasant driving experience	12/04
Wonderful view sheds	12/04
Eye-catching	12/04
Consider how project affects perception of area	12/04
I-70 is hideous. Don't turn US 24 into that. Do something innovative. Do alternative modes. The team needs to be challenged to do something innovative.	1/20/05

We summarized what you said into this Critical Issue:

Corridor's context and setting including the adjacent neighborhoods and surrounding businesses

You said...

Parallel routes – avoid it	12/04
Ridge is only access for neighborhood by Red Rock – need an immediate fix to get in and out of neighborhood – need a light	12/04
Mountain recreation access – bicycles, skiing, year 'round	12/04
Kids walk to school – pedestrian access	12/04
Get traffic to Manitou – tourists – visual access, signage	12/04
Tourist friendly along with neighborhood friendly	12/04
Access to Red Rock – traffic is going to increase dramatically	12/04
A lot of traffic in front of homes	12/04
Gateway to businesses downtown	12/04
Access to Red Rock Canyon Open Space	12/04
Sustains business/free advertising	12/04
Alternative route to Manitou Springs	12/04
Access to I-25	12/04
Major transportation route – east/west trucking	12/04
Tourist gateway for Manitou Springs	12/04
Gateway to/from the Ute Pass for Manitou Springs	12/04
Provides connectivity to Teller County	12/04
First impression of Colorado Springs for many	12/04
Provides access to tourism, gaming and recreational	12/04
Access to I-25	12/04
Midland Trail	12/04
Multi-use trails, creek, drainage	12/04
Foothills Trail – cross at 31st	12/04
Trail connect at Ridge Road to connect Red Rock Canyon to Midland Trail	12/04
Main entrance to Red Rock Canyon is at Ridge Road	12/04
Access to Garden of Gods	12/04
Fairview Cemetery at 20th Street	12/04
Trailhead for Midland Trail at 21st	12/04
Expressway or major thoroughfare for Colorado Springs	12/04
Regional connectivity	12/04
One of a few routes to the mountains	12/04
Access to local businesses	12/04
Neighborhood access	12/04
Utility corridor	12/04
Provides significant recreational access to parks and trails in Manitou Springs	12/04
Attracts Big Ugly Billboards	12/04
Ridge Rd used by police to pull over speeders	12/04
Constant noise pollution near backyard and excessive speed – Ridge/High	12/04
Impedes pedestrian traffic, it is a barrier	12/04

Traffic accidents	12/04
Dust	12/04
Eyesore	12/04
Social barrier between north and south	12/04
Wildlife barrier – creek, canyon	12/04
Congestion	12/04
Frustrating and frightening to drive it	12/04
Creek floods	12/04
Peds & bikes need access	12/04
Holiday weekends – traffic backs up to 8th-26th	12/04
Rush Hours – sit through lights	12/04
Speeders and danger	12/04
Many accidents	12/04
Currently dangerous	12/04
Highway needs pedestrian access, currently dangerous	12/04
What is US 24 – City Street? Freeway? – Make it consistent	12/04
US 24 needs a plan – What will it be in 50 years? Think about alternative modes – trains.	12/04
Highway and historic homes are near/character of neighborhoods impacted – improvements need to be planned to complement	12/04
98% of Westside residential - noise is an issue	12/04
No Man's Land – El Paso County to Manitou Springs & Colorado Springs. Study area needs to extend thru Manitou Springs	12/04
Resolve – city street or highway – What is US 24?	12/04
Preserve character and integrity of community	12/04
Blend with '88 Midland Plan ideas, for example – trolley	12/04
Balance with economic viability, fix into community (ex. Parkway in Midland Plan)	12/04
Integrate US 24 plans with other transportation and development projects	12/04
Ability to accomplish context sensitivity	12/04
Variety of vehicles/the mix	12/04
Plan US 24 / I-25 / 8th Street together	12/04
Seasonal changes in use – study during all seasons to see total picture	12/04
Important to tourism – want continued access to attractions – timing of construction is critical	12/04
US 24 is a barrier in the community	12/04
It should be "Neighborhood friendly"	12/04
Balance US 24 and Colorado Ave traffic	12/04
All that needs to cross US 24 – horses, wildlife, people	12/04
Gateway to Colorado Springs, Manitou Springs, the mountains, Old Colorado City, Garden of Gods, & Confluence Park	12/04
Historic Resources	12/04
Recreation, such as Red Rock Canyon	12/04
Neighborhoods	12/04
Trails	12/04
Access	12/04
Water Quality – gold sedimentation	12/04
Wildlife is in close proximity to the corridor	12/04

Way Finding that utilizes visual cues to identify uses and areas along the corridor	12/04
Signage and changes in aesthetics to alert to a new "community"	12/04
Views of and from the highway	12/04
Great ridge views	12/04
Good local accessibility	12/04
Opportunities to connect	12/04
Pleasant driving experience	12/04
Ease of all modes crossing the corridor	12/04
Clean air	12/04
ADA accessibility	12/04
Accommodates other modes	12/04
Wildlife crossings => no dead animals	12/04
Wonderful view sheds	12/04
Appropriate and safe lighting for vehicle & pedestrian trail users (overhead lighting)	12/04
Smooth/safe connection to interstate & downtown	12/04
"US 24 is like a one-day getaway"	12/04
Eye-catching	12/04
Consider multiple users	12/04
Network-consider overall system	1/20/05
Need public input into what is important to the community	1/20/05
3 lanes up the pass will not fly with Manitou Springs – don't want neighborhood destroyed	1/20/05
No more traffic in neighborhoods (especially at 14th)	1/20/05

We summarized what you said into this Critical Issue:

Economic viability

You said...

Gateway to businesses downtown	12/04
Sustains business/free advertising	12/04
Major transportation route – east/west trucking	12/04
Tourist gateway for Manitou Springs	12/04
First impression of Colorado Springs for many	12/04
Provides access to tourism, gaming and recreational	12/04
Access to local businesses	12/04
What is US 24 – City Street? Freeway? – Make it consistent	12/04
Resolve – city street or highway – What is US 24?	12/04
Preserve character and integrity of community	12/04
Balance with economic viability, fix into community (ex. Parkway in Midland Plan)	12/04
Do construction in winter. Avoid tourist season	12/04
Integrate US 24 plans with other transportation and development projects	12/04
What are long range plans for Cripple Creek and how do we incorporate into this project?	12/04
Important to tourism – want continued access to attractions – timing of construction is critical	12/04
Tour bus could help reduce number of cars on the road	12/04
Balance US 24 and Colorado Ave traffic	12/04
Tourist friendly	12/04
Gateway to Colorado Springs, Manitou Springs, the mountains, Old Colorado City, Garden of Gods, & Confluence Park	12/04
Business impacts, such as local access, freight delivery, tourism	12/04
Future growth and development	12/04
Land use changes	12/04
Tax Base – Broad economic impacts	12/04
Are there opportunities for parallel routes?	12/04
Linkages	12/04
Function of US 24 versus alternate routes- Linkage between parallel routes and the purpose of each	12/04
Way Finding that utilizes visual cues to identify uses and areas along the corridor	12/04
Signage and changes in aesthetics to alert to a new "community"	12/04
Scenic Highway elements: public and private signs referencing scenic highway	12/04
Clear direction from the way finding signs	12/04
Good local accessibility	12/04
Opportunities to connect	12/04
Pleasant driving experience	12/04
"US 24 is like a one-day getaway"	12/04
Look beyond existing US 24 and local streets	12/04
Closing 21st limits business access	1/20/05

We summarized what you said into this Critical Issue:

Surrounding natural and human environment

You said...

Noise impact on hotels	12/04
Noise	12/04
Emissions/Air Quality – Dust & Auto	12/04
Constant noise pollution near backyard and excessive speed – Ridge/High	12/04
Overhead lighting (8th to 21st), commuter headlights and dust	12/04
Dust	12/04
Impacts to wildlife and crossings	12/04
Fountain Creek impacts– hydraulic impacts such as realigned creek	12/04
Wildlife barrier – creek, canyon	12/04
Noise impacts to recreational users and residents	12/04
Visual impacts – this corridor is aesthetically challenged	12/04
Creek floods	12/04
Highway and historic homes are near/character of neighborhoods impacted – improvements need to be planned to complement	12/04
Prefer national noise barriers	12/04
Berms favored over walls for noise	12/04
Drainage Improvements on Fountain Creek	12/04
Noise	12/04
Light Pollution	12/04
Air Quality	12/04
Historic areas and buildings	12/04
Preserves the views	12/04
Seasonal changes in use – study during all seasons to see total picture	12/04
Fountain Creek	12/04
Billboards	12/04
Garden of the Gods Park and Red Rock Canyon Open Space	12/04
Stagnation of air along walls of highway / air quality	12/04
Street blocks the highway — collect the trash	12/04
What are long range plans for Cripple Creek and how do we incorporate into this project?	12/04
Area between the road and creek – work with the homeowners	12/04
Good access to trails and recreation along the corridor	12/04
US 24 is a barrier in the community	12/04
Unsafe pedestrian crossing – need an overpass or tunnel	12/04
Traffic smells	12/04
Noise mitigation	12/04
Water flow – don't channel it – leave it natural	12/04
Signage should fit historical Westside	12/04
Don't forget horses	12/04
Noise level – too noisy	12/04
Noise – anything that comes out of this does not increase noise & avoid construction noise	12/04
All that needs to cross US 24 – horses, wildlife, people	12/04

Flood Plain impacts/accommodate water flow not to impact people downstream	12/04
Visual access	12/04
Tourist friendly	12/04
Gateway to Colorado Springs, Manitou Springs, the mountains, Old Colorado City, Garden of Gods, & Confluence Park	12/04
Noise	12/04
Historic Resources	12/04
Red Rock Canyon	12/04
Air Quality	12/04
Creek and Drainage	12/04
Recreation, such as Red Rock Canyon	12/04
Geology	12/04
Neighborhoods	12/04
Hazardous waste	12/04
Trails	12/04
Access	12/04
Utility impacts	12/04
Future growth and development	12/04
Land use changes	12/04
Water Quality – gold sedimentation	12/04
Gold tailings under existing roads	12/04
Ground water – water supply intake off of Fountain Creek	12/04
Structural – inadequate hydraulic capacity – What will the future be?	12/04
Stability and erosion of the subsurface materials	12/04
Wildlife is in close proximity to the corridor	12/04
Wetlands	12/04
What are cumulative effect boundaries?	12/04
Environmental Justice	12/04
Right-of-way	12/04
Tax Base – Broad economic impacts	12/04
Homeland Security	12/04
Floodplain Management	12/04
Pedestrian safety and trail use	12/04
Clean air	12/04
ADA accessibility	12/04
Wildlife crossings => no dead animals	12/04
Wonderful view sheds	12/04
Noise abatement in canyon west of bridge	12/04
Eye-catching	12/04
Noise is a big concern	12/04
Natural treatments – contextual and compatible with the vision of the surroundings	1/20/05
Clean up old light-industrial areas	1/20/05
Protect property owners rights. Balance aesthetics with property owner's rights.	1/20/05
Don't put people stuff all the way up to the mountains	1/20/05
Design to discourage homesteading	1/20/05
Consider environmental impacts of over/underpass configurations	1/20/05

Lighting against a dark shy can result in light pollution	1/20/05
Air Quality	1/20/05
Walking tours or historic areas with signage	1/20/05

We summarized what you said into this Critical Issue:

Safety, accessibility, and mobility

You said...

Parallel routes – avoid it	12/04
Avoid @ peak times	12/04
Ridge is only access for neighborhood by Red Rock – need an immediate fix to get in and out of neighborhood – need a light	12/04
Mountain recreation access – bicycles, skiing, year 'round	12/04
Kids walk to school – pedestrian access	12/04
Get traffic to Manitou – tourists – visual access, signage	12/04
I-25 directional signs before 8th Street	12/04
Access to Red Rock – traffic is going to increase dramatically	12/04
Park & Ride/ mass transit connections	12/04
A lot of traffic in front of homes	12/04
Gateway to businesses downtown	12/04
Access to Red Rock Canyon Open Space	12/04
Commuter traffic West to/from Woodland Park	12/04
North/South access to Broadmoor & up 21st St	12/04
Alternative route to Manitou Springs	12/04
Access to I-25	12/04
Major transportation route – east/west trucking	12/04
Tourist gateway for Manitou Springs	12/04
Gateway to/from the Ute Pass for Manitou Springs	12/04
Provides connectivity to Teller County	12/04
First impression of Colorado Springs for many	12/04
Provides access to tourism, gaming and recreational	12/04
Access to I-25	12/04
Foothills Trail – cross at 31st	12/04
Trail connect at Ridge Road to connect Red Rock Canyon to Midland Trail	12/04
Main entrance to Red Rock Canyon is at Ridge Road	12/04
Access to Garden of Gods	12/04
Fairview Cemetery at 20th Street	12/04
Trailhead for Midland Trail at 21st	12/04
Expressway or major thoroughfare for Colorado Springs	12/04
Regional connectivity	12/04
One of a few routes to the mountains	12/04
Access to local businesses	12/04
Neighborhood access	12/04
Utility corridor	12/04
Provides significant recreational access to parks and trails in Manitou Springs	12/04
Ridge Rd used by police to pull over speeders	12/04
Constant noise pollution near backyard and excessive speed – Ridge/High	12/04
Speeding traffic on 31st Street	12/04

Overhead lighting (8th to 21st), commuter headlights and dust	12/04
Impedes pedestrian traffic, it is a barrier	12/04
Traffic accidents	12/04
Garden of the Gods Roads – coming south – commuter congestion on 31st	12/04
Poor operational at 31st, 8th 21st	12/04
Revenue generator for State Patrol – "speedtrap"	12/04
20 years ago it was better, with growth there is room for improvement	12/04
US 24 and I-25 congestion results in cut-through traffic onto Colorado, 30th, Garden of the Gods, and Manitou Avenue	12/04
Intersection of US 24 and 21st Street is a concern, especially with the plans for Angler's Covey.	12/04
Congestion	12/04
Frustrating and frightening to drive it	12/04
Must let six to eight cars go by to use driveway on 31st Street	12/04
Crossing H/R to go E/W because of heavy traffic	12/04
W/B from 14th RI/RO W/B 24 – short acceleration lane	12/04
Peds & bikes need access	12/04
Short acceleration lanes	12/04
Conflicts between bikes and cars	12/04
Cross-overs (25th) for pedestrians	12/04
Holiday weekends – traffic backs up to 8th-26th	12/04
Rush Hours – sit through lights	12/04
Speeders and danger	12/04
No acceleration lane at eastbound 24 at 21st- - many accidents there	12/04
Many accidents	12/04
Currently dangerous	12/04
Highway needs pedestrian access, currently dangerous	12/04
At I-25, sign needed indicating two lane and ramp	12/04
Red Rock Canyon bike access needed	12/04
Signage for US 24 – Consistent on Platte Ave / MLK By & US 24 West	12/04
No Man's Land – El Paso County to Manitou Springs & Colorado Springs. Study area needs to extend thru Manitou Springs	12/04
Resolve – city street or highway – What is US 24?	12/04
Slow down traffic at High Street, alert	12/04
Prioritize and accomplish the function of the road	12/04
Weigh the merit of highway	12/04
Transit	12/04
Public transportation and freight	12/04
Light rail	12/04
Park-n-rides	12/04
Connectivity between modes	12/04
High & US 24 – increased traffic because of park and increased use – Safety is the issue	12/04
Traffic study – is information on counts available?	12/04
Good access to trails and recreation along the corridor	12/04
Global issue – will other forms of transportation be considered – multi-modal study – visit www.peakoil.net	12/04
Are Colorado Ave. and Manitou Ave included as interchanges?	12/04
Alternatives such as express bus, Alt Trans	12/04

Balance US 24 and Colorado Ave traffic	12/04
Cuts community in half – overpass or tunnels needed	12/04
Rapid redevelopment and access transparency north to south. Neighborhood is friendly to get people north to south	12/04
Use other routes to get around – avoid US 24	12/04
From south Ridge/High is only access out to US 24	12/04
Neighborhoods	12/04
Business impacts, such as local access, freight delivery, tourism	12/04
Future growth and development	12/04
Land use changes	12/04
Pedestrian safety and trail use	12/04
Are there opportunities for parallel routes?	12/04
Linkages	12/04
Function of US 24 versus alternate routes- Linkage between parallel routes and the purpose of each	12/04
Smooth traffic flow	12/04
Accident free	12/04
Great interstate accessibility	12/04
Fast!	12/04
Good local accessibility	12/04
Opportunities to connect	12/04
Pleasant driving experience	12/04
Ease of all modes crossing the corridor	12/04
Accommodates other modes	12/04
ITS applications opportunities – travel advisories, incident management	12/04
Appropriate and safe lighting for vehicle & pedestrian trail users (overhead lighting)	12/04
Smooth/safe connection to interstate & downtown	12/04
Make sure "we are covered"- Get and keep traffic moving in canyon	12/04
Planning should include and consider through traffic to preclude cut thru traffic.	12/04
Congestion: Fontanero – 30th/31st	12/04
Look beyond existing US 24 and local streets	12/04
Accidents at 26th Street	12/04
Westbound US 24 to southbound I-25 backs-up	12/04
Concerned about 2 intersections: 30th and 8th. At 30th,cars do not yeild and at 8th the merge ramp is too short.	12/04
Gold Hill Mesa development may impact properties at 14th Street north of US 24	12/04
Don't overload Colorado Avenue by moving traffic	1/20/05
Look at solutions that address seasonal changes in congestion	1/20/05
Understand what commuter traffic, tourist traffic and local traffic there is on US 24	1/20/05
Study current access control	1/20/05
Walkway – consider winter months and ease of use	1/20/05
10 worst accident locations are multi-laned intersections	1/20/05
31st between US 24 & Colorado Avenue "bad" lanes	1/20/05
Rock slides/icy road	1/20/05
Improved sight distance	1/20/05
Slow down traffic at High Street, alert	1/20/05

CDOT needs to look at how they allow public access on US24	1/20/05
Where will bottleneck occur after improvements end?	1/20/05

We summarized what you said into this Critical Issue:

US 24 is a destination and a connector to gateways with other destinations

You said...

Parallel routes – avoid it	12/04
Mountain recreation access – bicycles, skiing, year 'round	12/04
Get traffic to Manitou – tourists – visual access, signage	12/04
Tourist friendly along with neighborhood friendly	12/04
Access to Red Rock – traffic is going to increase dramatically	12/04
Gateway to businesses downtown	12/04
Access to Red Rock Canyon Open Space	12/04
North/South access to Broadmoor & up 21st St	12/04
Alternative route to Manitou Springs	12/04
Access to I-25	12/04
Major transportation route – east/west trucking	12/04
Tourist gateway for Manitou Springs	12/04
Gateway to/from the Ute Pass for Manitou Springs	12/04
Provides connectivity to Teller County	12/04
First impression of Colorado Springs for many	12/04
Provides access to tourism, gaming and recreational	12/04
Access to I-25	12/04
Main entrance to Red Rock Canyon is at Ridge Road	12/04
Access to Garden of Gods	12/04
Fairview Cemetery at 20th Street	12/04
Trailhead for Midland Trail at 21st	12/04
Expressway or major thoroughfare for Colorado Springs	12/04
Regional connectivity	12/04
One of a few routes to the mountains	12/04
Access to local businesses	12/04
Neighborhood access	12/04
Provides significant recreational access to parks and trails in Manitou Springs	12/04
Red Rock Canyon bike access needed	12/04
Garden of the Gods Park and Red Rock Canyon Open Space	12/04
Connect Red Rock Canyon to Garden of the Gods	12/04
Good access to trails and recreation along the corridor	12/04
From south Ridge/High is only access out to US 24	12/04
Gateway to Colorado Springs, Manitou Springs, the mountains, Old Colorado City, Garden of Gods, & Confluence Park	12/04
Are there opportunities for parallel routes?	12/04
Linkages	12/04
Function of US 24 versus alternate routes- Linkage between parallel routes and the purpose of each	12/04
Pike National Forest Office possibly at Ridge Road (2008)	1/20/05

We summarized what you said into this Critical Issue:

Coordinated implementation

You said...

20 years ago it was better, with growth there is room for improvement	12/04
What is US 24 – City Street? Freeway? – Make it consistent	12/04
No Man's Land – El Paso County to Manitou Springs & Colorado Springs. Study area needs to extend thru Manitou Springs	12/04
Resolve – city street or highway – What is US 24?	12/04
Blend with '88 Midland Plan ideas, for example – trolley	12/04
Integrate US 24 plans with other transportation and development projects	12/04
Coordinate with city utilities	12/04
Prioritize and accomplish the function of the road	12/04
Ability to accomplish context sensitivity	12/04
Funding	12/04
Confusion between jurisdictions	12/04
Balancing competing interests while accomplishing the goals	12/04
What are long range plans for Cripple Creek and how do we incorporate into this project?	12/04
Midland Corridor Study – Will it be factored in the study?	12/04
Look at the Westside Plan (Completed in the 70s) – has strong design and signage guidelines – signs must be functional	12/04
What's the status of Gold Hill Mesa?	12/04
Global issue – will other forms of transportation be considered – multi-modal study – visit www.peakoil.net	12/04
Future growth and development	12/04
Land use changes	12/04
What are cumulative effect boundaries?	12/04
Homeland Security	12/04
Shared ownership	12/04
Coordinated activities with Agencies	12/04
Keep us included	12/04
Thought process – coordinate with I-25 phasing around I-25	12/04
Don't put people stuff all the way to the mountains	12/04
I want to feel "Gee Whizzed!"	12/04
Keep us informed	12/04
Included as part of process	12/04
Look beyond existing US 24 and local streets	12/04
What are the project limits?	12/04
Explore innovations, take risks	12/04
Health services funding	1/20/05
Meet with authors/champions for existing plans	1/20/05
Old Colorado City on TLT & ELTR	1/20/05

We summarized what you said into this Critical Issue:

Effective and fundable solution

You said...

US 24 needs a plan – What will it be in 50 years? Think about alternative modes – trains.	12/04
Don't make mistakes similar to those made at Fountain & Circle Dr.	12/04
No Man's Land – El Paso County to Manitou Springs & Colorado Springs. Study area needs to extend thru Manitou Springs	12/04
Coordinate with city utilities	12/04
Funding	12/04
Confusion between jurisdictions	12/04
Balancing competing interests while accomplishing the goals	12/04
What are long range plans for Cripple Creek and how do we incorporate into this project?	12/04
Future growth and development	12/04
Land use changes	12/04
Funding viable implementation	12/04
Coordinated activities with Agencies	12/04
Thought process – coordinate with I-25 phasing around I-25	12/04
I want to feel "Gee Whizzed!"	12/04
Keep us informed	12/04
Explore innovations, take risks	12/04
Careful procurement of quality contractors	1/20/05
Don't build more than has to be built	1/20/05
Don't build new before fixing old	1/20/05
Don't plan too far into future; meet today's needs	1/20/05
Consider remodel versus rebuild	1/20/05
More roads for the money instead of more money for the roads	1/20/05

You suggested some ways for us to make the study better:

Keep us included	12/04
I want to feel "Gee Whizzed!"	12/04
Keep us informed	12/04
Included as part of process	12/04
Creative presentations	12/04
Include email updates	12/04
Explore innovations, take risks	12/04
Review and challenge all highway design criteria (cars have improved!)	1/20/05

You gave us some ideas that will be considered in the study:

At I-25, sign needed indicating two lane and ramp	12/04
Crossover at 25th and east of 21st needed	12/04
Overpass at I-25 & US 24 – 8th street separation needed	12/04
I-25 & MLK Bypass – extend MLKing West of 8th Street	12/04
Signage for US 24 – Consistent on Platte Ave / MLK By & US 24 West	12/04
Extend Garden of Gods to Cascade, Colorado	12/04
Slow down traffic at High Street, alert	12/04
Prefer national noise barriers	12/04
Integrate US 24 plans with other transportation and development projects	12/04
Berms favored over walls for noise	12/04
Coordinate with city utilities	12/04
Transit	12/04
Light rail	12/04
Park-n-rides	12/04
Plan US 24 / I-25 / 8th Street together	12/04
Light the bike trail – it has become a homeless haven	12/04
Consider a visitor center along Highway 24	12/04
Wider road narrowing down	12/04
Tour bus could help reduce number of cars on the road	12/04
Look at alternative modes along the corridor	12/04
Look at "quick fix" ways to make it better while waiting on funding – for example, have the straight lanes go first and the left turn arrows last at some intersections	12/04
Need the trail connection between 21st and 31st	12/04
Have Ridge Road go under US 24 – safer for wildlife movement	12/04
MLK connection/I-25 N connection too – no loop	12/04
Consider elevated roadway – "Glenwood"	12/04
Alternatives such as express bus, Alt Trans	12/04
Ridge & US 24 intersection needs light	12/04
Left turn 21st, 8th, 26th , 31st – Timing miss turn because thru traffic block left turn lane after green solid	12/04
Deeper left turn lanes – storage	12/04
3 lanes up Pass will not fly with Manitou Springs – Don't want neighborhood destroyed	12/04
Bypass flyover to MLK and stay away from 8th street	12/04
No flyovers or anything that puts cars in air – want noise mitigation	12/04
Use/consider new technology for noise or other environmental issues.	12/04
Use other routes to get around – avoid US 24	12/04
Stay away from tined concrete	12/04
Pull off areas along US 24 west of Wilkerson Pass	12/04

Incorporated public art	12/04
ITS applications opportunities – travel advisories, incident management	12/04
Appropriate and safe lighting for vehicle & pedestrian trail users (overhead lighting)	12/04
I like Woodland Park & Divide retaining wall, open road	12/04
Light – overhead, why do we have to use so may lights?	12/04
Don't put people stuff all the way to the mountains	12/04
Fix 8th St left turn lanes – a lot of little things can be done for a big fix	12/04
Route to Garden of Gods other than 31st	12/04
31st Westbound right & left don't work	12/04
Analytical look at Gondola between Springs and Manitou	12/04
No acceleration lane at 26th onto westbound, or at 24 & 21st to eastbound US 24	12/04
Noise abatement in canyon west of bridge	12/04
I70 is hideous. Don't' turn US 24 into that. Do alternative modes. Do something innovative. The Team needs to be challenged to do something innovative.	12/04
Planning should include and consider through traffic to preclude cut thru traffic.	12/04
Consider carpool lanes	12/04
Would like to see more rest areas between Divide and Buena Vista	12/04
Propose changes to US 24 and I-35. Specifically interested in 8th Street in 8th Street and I-25 ramps	12/04
Would like to see the speed limit reduced around the Cliff Dwellings area up the pass	12/04
Explores operational options (e.g., Bi-directional lanes)	12/04
Evaluate parallel, continuous frontage roads	12/04
I like Woodland Park & Divide retaining walls, open road	1/20/05

Vision

A Community Vision for the US 24 Corridor

The US 24 improvements will integrate into the community fabric, while providing safety, accessibility and mobility.

The Plan must…

- *begin with the existing plans for the corridor,*
- *address the needs of the multiple users of multiple modes,*
- *enhance the corridor aesthetics, and*
- *provide access to destinations and gateways.*

The US 24 improvements must…

- *protect neighborhoods*
- *support economic vitality*
- *avoid and minimize adverse impacts to the natural and human environments*
- *provide way-finding systems that guide visitors and that identify the US 24 corridor*

Meaningful stakeholder involvement in the US 24 process, as measured by the stakeholders, is necessary to gain endorsement of the improvements and support for coordinated implementation.

Critical Issues

Needs of the multiple users who have multiple objectives

Corridor aesthetics

Corridor's context and setting including the adjacent neighborhoods and surrounding businesses

Economic viability

Surrounding natural and human environment

Safety, accessibility, and mobility

US 24 is a destination and a connector to gateways with other destinations

Coordinated implementation.

Effective and fundable solutions

Criteria

Community Values

Does this solution provide mobility for non-motorized users?

Is this solution compatible with the corridor's context and setting?

Is this solution compatible with local goals and plans?

Environmental

Can environmental impacts be avoided, minimized or mitigated?

Safety, Accessibility and Mobility

Does this solution provide access for local trips?

Does this solution provide regional mobility?

Does this preserve future transportation mobility options?

Is this solution compatible with the existing and planned transportation system?

Does this solution improve safety?

Implementation

Is this compatible with local agency long-range plans?

Is this a proven technology?

Envision 24 West

The Entryway

Long List of Ideas

Other Programs

Ideas that are best analyzed in other studies or implemented through other programs.

Ideas carried forward for consideration within the recommendation

No Action

Includes projects currently committed through the PPACG Transportation Improvement Program or through local governments plans.

Transit

Transit – Rubber tire
On street bus and bus lanes.

Transit – Fixed Guideway
Light rail

Roadway

Local Facility Improvements
These are improvements to local roadways that support the operations and improvements to US24. For example, improvements to Colorado Avenue would be included here.

Other Regional Facility Improvements
These are improvements to regional roads that support the operations and improvements to US24. For example, improvements to MLK or Rampart Range would be included here. US24 outside the study area will be included here.

Highway Improvements with Interchanges
These ideas include interchanges at the existing intersections and will consider adding through-lane capacity to US24.

Highway Improvements with Intersections
These ideas include improving the existing intersections and will consider adding through-lane capacity to US24.

Non-Motorized

Pedestrian crossings
Trails and sidewalks
Bicycle facilities

Transportation System Management

These ideas enhance operations through better management of the existing facilities without the addition of through lanes. TSM ideas include synchronizing signals, adding turning lanes and access control.

Travel Demand Management

These ideas reduce the demand on the roads by combining trips, moving trips to off-peak hours and eliminating some trips.

Additional Corridor Elements
Amenities;
Features;
Aesthetic Guidelines;
Enhancements

Implementation
Funding
Partnerships

Design Requirements

Envision 24 West
The Entryway

Ideas	Potential Solution
Keep billboards	No Action
No overpass at Ridge Road & US 24.	No Action
Don't do trolley	No Action

Ideas	Potential Solution
Notify people that trail is out there	Non-Motorized
Connect trail to Red Rock Canyon	Non-Motorized
Pedestrian/bike/horse underpass at 21st river bridge	Non-Motorized
Dedicated north/south route for horses, pedestrians and wildlife from Garden of Gods to Ridge	Non-Motorized
Extend the Midland Trail to enhance pedestrian mobility between 21st & 31st.	Non-Motorized
Separate bike lane	Non-Motorized
Easy access to trailheads from US 24	Non-Motorized
Leave underpass at I-25 to Confluence Park open to bike and pedestrians.	Non-Motorized
Improve west end to Gold Hill Mesa connections including Midland Trail	Non-Motorized
Parallel trail	Non-Motorized
Finish Midland Trail	Non-Motorized
Safety crossing features	Non-Motorized
Pedestrian signals	Non-Motorized
Add pedestrian facilities on Ridge Road	Non-Motorized
Pedestrian overpass at 26th	Non-Motorized
Add pedestrian overpass at 25th and east of 21st	Non-Motorized
Bridges wider to allow for pedestrians – sidewalks	Non-Motorized
Add sidewalk or access for bike to the bridges north/south between Colorado Avenue & US 24	Non-Motorized
Add reasonable, safe bike lanes	Non-Motorized
Pedestrian facility connecting Red Rock Canyon Open Space at Ridge Road across US24, Fountain Creek and to High Street	Non-Motorized
Bike paths, interchange crossings, pedestrian bridges or tunnels	Non-Motorized
Provide pedestrian crossings/protect existing patterns to connect pedestrians to services, reconnect neighborhoods: 8th, 21st, 25th,	Non-Motorized
Fountain Creek Bridge underpass at 21st	Non-Motorized

Ideas	Potential Solution
Bus only lane	Transit – Non-fixed Guideway
Add bus circulator to downtown	Transit – Non-fixed Guideway
Bus Rapid Transit	Transit – Non-fixed Guideway
Trolley	Transit – Non-fixed Guideway
Transit – shuttle service for Woodland Park to Colorado Springs or Garden of Gods. Run frequently and until at least 6:00 or 7:00 PM	Transit – Non-fixed Guideway
Transit shuttle to Woodland Park	Transit – Non-fixed Guideway
Light rail	Transit – Fixed Guideway
Monorail to Cripple Creek	Transit – Fixed Guideway
Gondola between Colorado Springs and Manitou	Transit – Fixed Guideway
Coordinate with Pikes Peak Historic Railway to combine that rail with commuter rail	Transit – Fixed Guideway
Secure transit right-of-way for future use	Transit

Ideas	Potential Solution
Roundabout on 20th & 31st to cut down thru traffic (on Colorado Avenue)	Roadway - Local Facility Improvements – Traffic Calming
31st westbound right & left don't work	Roadway - Local Facility Improvements – Traffic Calming
New entrance to Red Rock Open Space on 31st	Roadway - Local Facility Improvements – Traffic Calming
Walkway cantilevered on north side of Colorado Avenue just before Manitou Avenue – pet friendly, bike wheelchair	Roadway - Local Facility Improvements – Traffic Calming
Remove on street parking on Colorado Avenue	Roadway - Local Facility Improvements – Traffic Calming
On street bike lanes on Colorado Avenue	Roadway - Local Facility Improvements – Traffic Calming
Expand off street parking in Old Colorado City	Roadway - Local Facility Improvements – Traffic Calming
Close Colorado Avenue to vehicles /24th – 27th	Roadway - Local Facility Improvements – Traffic Calming
Narrow Colorado Avenue	Roadway - Local Facility Improvements – Traffic Calming
Cross access from near west end to Gold Hill Mesa at 14th Street	Roadway - Local Facility Improvements – Traffic Calming
30th should be extended to get US 24 to Garden of the Gods	Roadway - Local Facility Improvements – Traffic Calming
Improve safety/widen cross-streets	Roadway - Local Facility Improvements – Traffic Calming
Parallel access routes	Roadway - Local Facility Improvements – Parallel routes
Improve Colorado Avenue & connections	Roadway - Local Facility Improvements – Parallel routes

Ideas	Potential Solution
Use alternate route such as Garden of Gods or Fontanero to Woodland Park to get traffic off of US 24	Roadway - Other Regional Facility Improvements
Look at Rampart Range Road to extend Garden of Gods to Woodland Park	Roadway - Other Regional Facility Improvements
Move traffic to Garden of Gods & extend west to Cascade	Roadway - Other Regional Facility Improvements
I-25 & MLK Bypass – extend ML King west of 8th Street	Roadway - Other Regional Facility Improvements
Make US 24 a freeway (outside the study area)	Roadway - Other Regional Facility Improvements
Build the bypass around Woodland Park	Roadway - Other Regional Facility Improvements
Frontage Road between 21st Street and 8th Street	Roadway – Other Regional Facility Improvements
Provide frontage road	Roadway - Other Regional Facility Improvements
Cooperative project – El Paso County; USFS, CDOT to improve via (ex) Mount Herman Road	Roadway - Other Regional Facility Improvements
Extend 31st Street to Gold Camp Road and then east to 8th Street	Roadway - Other Regional Facility improvements

Ideas	Potential Solution
Eliminate the frontage road and use land to move mainline away from neighborhood	Roadway - Highway Improvements Consider with At-grade and Grade Separated
Reversible lane	Roadway - Highway Improvements Consider with At-grade and Grade Separated
Widen US 24 – add general purpose lanes	Roadway - Highway Improvements Consider with At-grade and Grade Separated
Open up typical section with a wider median depending on location within corridor	Roadway - Highway Improvements Consider with At-grade and Grade Separated
Mainline shifts to avoid neighborhoods	Roadway - Highway Improvements Consider with At-grade and Grade Separated
3 lanes from Cave of The Winds to 8th Street	Roadway - Highway Improvements Consider with At-grade and Grade Separated
Add a lane in each direction	Roadway - Highway Improvements Consider with At-grade and Grade Separated
Avoid encroachment into the stream	Roadway - Highway Improvements Consider with At-grade and Grade Separated
Have Ridge Road go under US 24 – safer for wildlife movement	Roadway - Highway Improvements Consider with At-grade and Grade Separated
High Occupancy Vehicle Lanes (add a lane)	Roadway - Highway Improvements Consider with At-grade and Grade Separated

Ideas	Potential Solution
Widen at-grade intersections	Roadway – US24 At-grade
Oversized roundabout (on US24 at-grade intersections	Roadway – US24 At-grade
Right in/right out for Gold Hill Mesa access	Roadway – US24 At-grade
Create a parkway	Roadway – US24 At-grade
Lower road bed along corridor	Roadway – US24 At-grade
Elevated highway on segments	Roadway – US24 At-grade
No flyovers or anything that puts cars in air	Roadway – US24 At-grade
Consider elevated roadway like Glenwood	Roadway – US24 At-grade
Grade separated interchange at 8th, 21st, 26th, 31st, & Ridge	Roadway – US24 At-grade
Build overpass/interchange at 16th and close 21st & 14th	Roadway - Highway Improvements with Interchanges
Grade separations at 8th, 20th & 30th. 26th would go under US 24 with no access to US 24	Roadway - Highway Improvements with Interchanges
Make US 24 a freeway (within the study area)	Roadway - Highway Improvements with Interchanges
Cloverleaf at 31st – move commuter traffic up the pass easier	Roadway - Highway Improvements with Interchanges
Interchange at 14th for Gold Hill Mesa	Roadway - Highway Improvements with Interchanges
Increase underpass or Overpass at intersection at 14th north to south – both vehicles & pedestrians	Roadway - Highway Improvements with Interchanges
Jug handles at Ridge	Roadway - Highway Improvements with Interchanges
Starting at Manitou go overhead or underground	Roadway - Highway Improvements with Interchanges
Combine I-25 & 8th Street interchanges	Roadway - Highway Improvements with Interchanges
Look at minimizing through lane footprint	Roadway - Highway Improvements with Interchanges
Make it a six-lane facility and remove signalized intersections	Roadway - Highway Improvements with Interchanges
Overpass at Ridge – interchange or not	Roadway - Highway Improvements with Interchanges
Allow continuous thru-traffic to reduce accidents; improve air quality	Roadway - Highway Improvements

Ideas	Potential Solution
Get rid of island at 14th; hard to remove snow.	Transportation System Management
Close US 24 access for hotel and gas station just east of 8th; both the eastbound right out and westbound left in.	Transportation System Management
Signs like on I-25	Transportation System Management
Signage for US 24 consistent on Platte Ave, MLK Bypass & US 24 West	Transportation System Management
Resynchronize lights (traffic signals)	Transportation System Management
Eliminate all lights (traffic signals)	Transportation System Management
Eliminate left turns	Transportation System Management
Improve acceleration and deceleration lanes	Transportation System Management
No U-turns on US 24	Transportation System Management
Longer turn lane (left) at 21st heading west	Transportation System Management
Median improvements for pedestrian safety as they cross – stop in middle	Transportation System Management
Wide shoulders	Transportation System Management
Incident management	Transportation System Management
Traffic calming (on US24)	Transportation System Management
No "parking" in median of US 24 at Ridge	Transportation System Management
Reduce speed limit to 45 mph before Ridge Road going toward town and after Cave of Winds/Cliff Dwellings.	Transportation System Management
Reduce speed limit after 31st & before Manitou Avenue	Transportation System Management
Lower speed limit	Transportation System Management
Add a park 'n ride	Transportation System Management
Park 'n ride in Cascade	Transportation System Management
High Occupancy Vehicle Lanes	Transportation Demand Management

Ideas	Potential Solution
Cut rock slope at 31st to west to keep rock off roadway. Cut slope back or something.	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Don't need to get rid of billboards they are useful for finding your way.	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Don't make roadway any brighter (don't add lights)	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Drainage issue just east of 31st; there is a spring there and it freezes in winter and gets onto roadway.	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Place 6' or 8' fence to keep deer off roadway at west end. Can't control rodents	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Westbound before 21st about 18th, stop runoff and wash from city rd and onto US24.	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Center median is hard to maintain. Patterned concrete would be nice.	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Low maintenance medians; don't use river rock or pebbles.	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements

Ideas	Potential Solution
Improve fence at 25th; people always cut fence to cross US24.	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Replace all fences and improve.	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
No grass or landscaping in ROW. It's battle to mow.	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Landscaping should be low maintenance; CDOT only has a 15' mower; narrow areas are hard to mow.	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
No guardrail in median from Ridge Rd. to 31st. Jersey barrier would be best.	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Make it neat and easy to clean. Simple.	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Place walls to hide junk yards.	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Avoid creating ditches.	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Make islands good to look at no weeds or rocks.	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Curb cuts and handicap ramps	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Way finding – provide encouragement to visit Old Colorado City & Manitou	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Way finding/signing should consider context and economic	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Light the bike trail – it has become a homeless haven	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Appropriate and safe lighting for vehicle and pedestrian trail users (overhead lights)	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Street trolley (on Colorado Avenue)	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Incorporate trolley per Westside Plan, especially in peak season	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Establish aesthetic guidelines	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Low maintenance, aesthetic treatments along highway (no engineers please!)	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Xeriscape	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Urban landscaping approaches in urban sections of the corridor	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
More trees and landscaping	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements

Ideas	Potential Solution
Green space development	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Choose palette of colors to match environment	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Naturalize fencing materials	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Remove chain link fences	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Architectural treatments to structures that match the context	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Color choice – reddish color consistent along corridor	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Material colors – asphalt consistent	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Create bridges with character matching character of community (arch treatments)	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Widen medians for landscaping	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Buyout billboards	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Reduce billboards	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Billboards versus signage	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Get rid of billboards	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Enhance watersheds	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Clean up Fountain Creek	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Enhance creek/make creek a focal point	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Consider river walk for Fountain Creek	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Introduce art	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Incorporate public art	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Visual cues for corridor context	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements

Ideas	Potential Solution
Link visual cues to location in surrounding environment	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Screen some views	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Historic looking lamp posts	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Ornate light fixtures	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Multiple uses for poles	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Appropriate lighting to adjacent land use along the corridor – it may vary	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Welcome center	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Visitor center along US 24	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Kiosk at NODE	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Visitor center/kiosk on High Street	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Entryway feature into Colorado Springs at western limit of project	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Work iron works into aesthetic treatments – fleur de lis	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Use Van Briggle Pottery designed tiles in treatments	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Bohemian glass blowing incorporated	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Historical interpretation (Civil War, etc.) areas	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Historic look for structures around Old Colorado City (incorporate historic aesthetics into improvements)	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Provide wildlife crossings – 31st west – deer; west MAS – bears, mountain lions seasonal movement	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Enhance the stream's riparian habitat	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Noise barriers	Additional Corridor Elements – Amenities; Features; Aesthetic Guidelines; Enhancements
Natural noise barriers preferred	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Noise barriers – trees preferred	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements

Ideas	Potential Solution
Concrete noise walls okay	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
No concrete noise walls	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Use combination of noise wall & berms. Use wall for safety and noise	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
More trees	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Use native grasses/plants in revegetation	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Stabilize rocks, runoff, sedimentation, erosion	Additional Corridor Elements – Amenities; Features; Aesthetic Guidelines; Enhancements
Vegetate medians	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
Protect existing vegetation and natural features	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements
ADA access paths (additional paths)	Additional Corridor Elements – Amenities; Features; Aesthetic Guidelines; Enhancements
Preserve historical features	Additional Corridor Elements – Amenities; Features; Aesthetic Guidelines; Enhancements
Preserve geologic features	Additional Corridor Elements – Amenities; Features; Aesthetic Guidelines; Enhancements
Interpretive areas for historic features	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements

Ideas	Potential Solution
Toll lane	Additional Corridor Elements - Implementation
Tolls on through lanes	Additional Corridor Elements - Implementation
High Occupancy Toll (HOT)	Additional Corridor Elements - Implementation
Ancillary improvements before US 24 improvements	Additional Corridor Elements - Implementation
Who maintains corridor so it looks good	Additional Corridor Elements - Implementation
Create community group to maintain landscape	Additional Corridor Elements - Implementation
Community block grants	Additional Corridor Elements - Implementation
"Adopt a Highway" volunteers to clean up corridor	Additional Corridor Elements - Implementation
"Adopt a Median" plant/vegetation/landscape	Additional Corridor Elements - Implementation
Partnerships to develop open space/parks and other community facilities	Additional Corridor Elements - Implementation
Present summaries to public of related plans and programs that integrate with our; i.e.: Gold Hill Mesa Urban Renewal; perhaps historical plans	Additional Corridor Elements - Implementation
Public/private partnership	Additional Corridor Elements - Implementation
Identify opportunities to reduce costs	Additional Corridor Elements - Implementation
Look at US 54 in Wichita	Additional Corridor Elements - Implementation
Separate issue of neighborhoods and transportation to access multiple funding sources	Additional Corridor Elements - Implementation

Ideas	Potential Solution
Stream mitigation; improve drainage and reduce scouring under interstate bridge piers.	Additional Corridor Elements –Design Requirements
Utilities underground	Additional Corridor Elements –Design Requirements
Reduce light pollution (fewer lights, lower wattage)	Additional Corridor Elements –Design Requirements
Water quality – runoff from roads into creek (add water quality ponds)	Additional Corridor Elements –Design Requirements
Rubberized asphalt to cut noise	Additional Corridor Elements– Design Requirements
Stay away from tined concrete	Additional Corridor Elements– Design Requirements
Use/consider new technology for noise and other environmental issues	Additional Corridor Elements –Design Requirements
Restrict design standards	Additional Corridor Elements– Design Requirements
Build something that's easy to find parts. i.e., guardrail.	Additional Corridor Elements– Design Requirements

Ideas	Potential Solution
More rest areas between Divide and Buena Vista	Other Programs
Dedicated bus lane up and down Pass for Rambling Express or commuters, HOV, cars, tolls	Other Programs
Pull off areas along US 24 west of Wilkerson Pass	Other Programs
Code enforcement on properties abutting corridor	Other Programs
Pick up trash	Other Programs
Look at zoning changes to improve aesthetics	Other Programs
Zone areas around corridor to fit historic aspects	Other Programs
Turn Gold Hill Mesa stack/chimney into historic monument	Other Programs
Enforce existing noise laws (no jake brakes)	Other Programs
Noise abatement in canyon west of bridge	Other Programs
Gold Hill Mesa – tailings	Other Programs

Envision 24 West

The Entryway

IDEAS

The Open House held in January 2005 elicited **251 ideas** to solve the issues and concerns expressed at the November 2004 open house. The questions were first prefaced with a condition expressed as a concern, followed by "What ideas do you have to:

1. Improve safety?"
2. Increase mobility along the corridor?"
3. Provide access to those locations?"
4. Provide mobility for these non-motorized users?"
5. Improve the aesthetics of the corridor?"
6. Protect the environment along the corridor?"
7. Ensure that the plan for US 24 is effective?"
8. Ensure that the plan for US 24 is fundable?"

SORTING IDEAS INTO CATEGORIES

By April 2005 the list of ideas had grown to 386 and was sorted into seven categories of potential solutions based on the criteria developed with the community, teams and stakeholders.

SCREENING IDEAS

The objective of Level 1 screening is to see how well the ideas met the criteria. Only 11 ideas were referred to Other Programs. (Eventually, five ideas were eliminated from consideration: monorail, gondola, closing Colorado Avenue, extending the MLK bypass and doing nothing.) These five did not meet the criteria for further consideration.

Envision 24 West

The Entryway

LIST OF IDEAS

The ideas below have been gathered from the public open houses, the leadership teams, the web site, the hot line and written comments.

Parallel Trail
Eliminate the frontage road and use land to move mainline away from neighborhood
Mainline shifts to avoid neighborhoods
Billboards versus signage
Network – consider overall system
Cooperative project – El Paso County, USFS, CDOT to improve via (ex) Mount Herman Road
Provide wildlife undercrossings – 31st west – deer; west MAS – bears, mountain lions; seasonal movement
Closing 21st limits business access
Don't overload Colorado Avenue by moving traffic off US 24
Erosion of West Manitou interchange
Where will bottleneck occur after improvements end?
Protect property owner rights. Balance aesthetics with property owners rights
Don't build more trail until others are repaired around town
Before upgrading - don't build new stuff before fixing old
Signs like on I-25
Identify opportunities to reduce costs
Consider remodel vs. rebuild
Provide frontage road
Wayfinding systems
Improve major intersections
New entrance to Red Rock Open space on 31st
Ridge Road make right in/right out for US 24

Envision 24 West

The Entryway

LIST OF IDEAS

The ideas below have been gathered from the public open houses, the leadership teams, the web site, the hot line and written comments.

Overpasses – consider environmental impacts of over/under configurations
Build overpass/interchange at 16th and close 21st & 14th
In rebuilding Cimmaron interchange bypass 8th connex with grade separation interchange (need to provide 8th to I-25 travel)
Discourage Ridge Road as connector between Red Rock Open Space and Garden of Gods
Improve Ridge Road to interchange
Expand off-street parking in Old Colorado City
Pedestrian/bike/horse underpass at 21st river bridge
No overpass at Ridge & US 24
Cross access from near west end to Gold Hill Mesa at 14th Street
Vehicle and pedestrian along the creek
Enhance pedestrian mobility between 21st & 31st
Walkway cantilevered on north side of road just before Manitou Avenue – pet friendly, bike, wheelchair
Longer off ramps – not more access points
Longer deceleration lanes
Access to shopping center at southwest corner of 8th off of US 24
Keep trail underpass into Confluence Park
Finish Midland Trail
Connect trail to Red Rock Canyon
30th should be extended to get to US 24 & Garden of the Gods
On street bike lanes – on Colorado Avenue
Leader underpass at I-25 to Confluence open to bike and pedestrians. This will encourage and get people using trails.

Envision 24 West

The Entryway

LIST OF IDEAS

The ideas below have been gathered from the public open houses, the leadership teams, the web site, the hot line and written comments.

No access to parks & trails – improve access
Separate bike lane
Oversized roundabout
Parking lots for Red Rock Open space moved
Parallel access routes
Keep easy access to Ridge/Red Rock Open Space
Easy access to trailhead from US 24
Optimize use of existing facilities (trails, access roads with realistic projections)
Respect existing traffic/interchange patterns
Grade Separation (above or below)
Add at grade separations
Add at-grade crossings
Widen at grade intersections
Grade separation at US 24 & 8th
Grade separaton at Ridge
Grade separation at 8th
Maximize interchange/intersection footprint
Improve Colorado Avenue & connections
Clover intersection at 31st & US 24 to get commuters from Garden of Gods (computer folks) to Ute pass
Street light at Ridge at Us 24 and Colorado Avenue
Interchange at 14th for Gold Hill Mesa
Increase M. Underpass or Overpass at intersection at 14th north to south – both vehicles and pedestrians

Envision 24 West

The Entryway

LIST OF IDEAS

The ideas below have been gathered from the public open houses, the leadership teams, the web site, the hot line and written comments.

Light at Ridge
Consider interchange at 8th Street
Cloverleaf at 31st – move commuter traffic up the pass easier
Signal at Ridge & US 24 and Ridge and Colorado Avenue
Light timing at 8th Street so east/west has more time and north/south less – base on time of day and flow
Have left turn arrows go after thru light – lagging left turns
Light timing at 8th & US 24 – make it easier to get from 8th to US 24
Access from US 24 to strip mall at southwest corner (La Casita)
Left to south at 21st – lane needs to be extended
Time light for turn after through lane (lagging left turns) 21st, 26th, 8th, not 31st.
26th – lengthen right turn onto east bound US 24
Widen 26th by intersection with US 24
Combine I-25 & 8th Street interchanges
Add right in/out intersections on US 24
Reversible lane
Programs that reduce number of vehicles
Look at minimizing through-lane footprint
Widen US 24 = add general purpose lanes
Travel demand management
Traffic systems management
Variable message systems
Look at solutions that address seasonal changes in congestion
Study current access control

Envision 24 West

The Entryway

LIST OF IDEAS

The ideas below have been gathered from the public open houses, the leadership teams, the web site, the hot line and written comments.

Eliminate access points
Way finding/signing should consider context & economic
Open up typical section depending on location within the corridor
Use alternate route such as Garden of gods or Fontanero to Woodland Park to get traffic off of US 24
Look at Rampart Range Road as bed to extend Garden of Gods to Woodland Park
Play with timing on lights, particularly on 8th
Remove on street parking on Colorado Avenue
Roundabouts on 30th & 31st to cut down cut-thru traffic
Synchronize signals
Intersection improvements – turn lanes, turn signals, widen intersection
More lanes
Time lights better
Move traffic to Garden of Gods & extend it west to Cascade
Improve light timing
Longer turn lane (left) at 21st heading west
Extend 30th to US 24 and Garden of Gods
31st between US 24 and Colorado Avenue needs better lane management
Improve acceleration and deceleration lanes
No left turns at intersections
Access control
Resynchronize lights
Eliminate all lights
Eliminate left turns

Envision 24 West

The Entryway

LIST OF IDEAS

The ideas below have been gathered from the public open houses, the leadership teams, the web site, the hot line and written comments.

3 lanes from COTW to 8th Street
Longer turn lanes
Safety Crossing Features
Pedestrian Signal
Incident management
Traffic calming arterials
Appropriate lighting to adjacent land use along the corridor – it may vary
Wide shoulders
Improve safety/widen cross-streets
Proved space for pedestrians to cross or go under bridges
Allow continuous thru-traffic to reduce accidents, improve air quality
Add reasonable, safe bike lanes
Add pedestrian facilities on Ridge Road
Pedestrian overpass at 25th & 26th
Pedestrian overpass at 25th Street
Reduce speed limit after 31st & before Manitou Avenue
Median improvements for pedestrian safety as they cross – stop in middle
Walkway – consider winter months & ease of use
Bridges wider to allow for pedestrians – sidewalks
31st between US 24 & Colorado Avenue "bad" lanes
None of bridges on US 24 have sidewalk or access for bike to North/South between CO & US 24
10 worst accident locations are at multi-laned intersections
Rockslides/icy road

Envision 24 West

The Entryway

LIST OF IDEAS

The ideas below have been gathered from the public open houses, the leadership teams, the web site, the hot line and written comments.

Improved sight distance
Lower speed limit
Add a Park 'n ride
Toll lane
High Occupancy Toll (HOT)
High Occupancy Vehicle Lanes (HOV)
Introduce car pooling (ACMAC Plan)
Street trolley
Light rail
Bus lanes
Bus rapid transit
Transit
Intermodal hub – accommodate transit, cars, bikes, pedestrians
Transit – shuttle service for Woodland Park to Colorado Springs or Garden of Gods. Run frequently and until at least 6:00 or 7:00 pm.
Trolley was nice
Park 'n Ride in Cascade
Van pool for commuters for Woodland Park, High Techs, etc.
Dedicated bus lane up and down Pass for Rambling Express or commuters or maybe HOV, cars, tolls
Coordinate with Pikes Peak Historic Railway to combine that rail with commuter rail
Add bus circulator to downtown
Tolls on through lanes
Incorporate trolley per Westside Plan especially in peak season

Envision 24 West

The Entryway

LIST OF IDEAS

The ideas below have been gathered from the public open houses, the leadership teams, the web site, the hot line and written comments.

Transit – shuttle to Woodland Park
Park 'n Ride in Cascade
Van pooling
Dedicated bus lane down the pass
HOV lane with bus lane
Monorail to Cripple Creek
Look at US 24 railroad bed for the historic trolley
Secure transit right-of-way for future use
Natural – treatments - Contextual and compatible with the vision of the surroundings
Integrate with terrain
Xeriscape
Code Enforcement on properties abutting corridor
Choose palette of colors to match environment
Palette changes along the corridor
Need public input - What is important to the community
Guidelines
Utilities underground
Introduce art
Entryway feature into Colorado Springs at western limit of project
Welcome Center
Naturalize fencing materials
Reduce billboards
Buyout billboards
Urban landscaping approaches in the urban sections of the corridor

Envision 24 West

The Entryway

LIST OF IDEAS

The ideas below have been gathered from the public open houses, the leadership teams, the web site, the hot line and written comments.

Compatible with surrounding context
Kiosk at NODE
Architectural treatments to structures that match the context
Screen some views
Widen medians and landscape
Pick up trash
Get rid of billboards
Don't need to get rid of billboards they are useful for funding your way. RV Parts can remove billboards on Red Rocks
Color choice – reddish color consistent along corridor
Lower US 24's elevation 10-15 feet
Zone area around corridor to fit historic aspects
Historic looking lamp posts
Don't make roadway any brighter
Understand what commuter traffic, tourist traffic and local traffic there is on US 24
Landscaped, wider medians
Pick up trash
Get rid of all billboards
Keep billboards
Material colors – asphalt consistent
Lower the road bed along the corridor
Look at zoning changes to improve aesthetics
Ornate light fixtures
More trees and landscaping

Envision 24 West

The Entryway

LIST OF IDEAS

The ideas below have been gathered from the public open houses, the leadership teams, the web site, the hot line and written comments.

Enhance creek/make the creek a focal point
Create bridges with character matching character of community (arch treatments)
Consider riverwalk for Fountain Creek
Create a parkway
Issue – who maintains the corridor so it looks good?
Create community group to maintain landscape
Provide multiple east-west routes to reduce traffic in US 24
Avoid historical properties
Enhance watersheds
Design to discourage homesteading
Health services funding
Ancillary improvements before US 24 improvements
Capture economic vitality in criteria
Avoid encroachment into the stream
Enhance the streams riparian habitat
Protect riparian environment
Wildlife crossings
Gold Hill Mesa – Trailings
Walking tours of historic areas with signage
Walking tours along trail
Present summaries to public of related plans & programs that integrate with ours; ie: Gold Hill Mesa Urban Renewal; perhaps some historical plans
Preserve historical features
Interpretive areas for historic features

Envision 24 West

The Entryway

LIST OF IDEAS

The ideas below have been gathered from the public open houses, the leadership teams, the web site, the hot line and written comments.

Lighting against dark sky can result in light pollution
Noise barriers
Preserve geologic features
Avoid Van Briggle Pottery
Restrict size of US 24 corridor
More trees
Enforce existing noise laws
Stabilize rocks, runoff, sedimentation, erosion
Use native grasses/plants in revegetation
Minimize width of grading: earthwork limits
Reduce paved space
Protect existing vegetation and natural features
Provide pedestrian crossings/protect existing patterns to connect pedestrians to services reconnect neighborhoods: 8th, 21st, 25th, Fountain Creek Bridge underpass at 21st
ADA access paths
Vegetate medians
Noise barriers – trees are preferable
Stay away from tined concrete
Noise barriers – trees preferred
No concrete noise walls
Concrete noise walls okay
Berms for noise
Berm and wall combination

Envision 24 West

The Entryway

LIST OF IDEAS

The ideas below have been gathered from the public open houses, the leadership teams, the web site, the hot line and written comments.

Water quality – runoff into the creek
Rubberized asphalt
Walls and berms on both sides
Overpass at Ridge – interchange or not
Jug handles At Ridge
Coordinate sequencing of projects – utilities, roadwork, etc.
Concrete noise wall barrier for safety to keep cars off backyards
Use combination of noise wall and berms – use wall for safety and noise
Control run-off from roads into creek
Rubberized asphalt to cut noise
No u-turns on US 24
No "parking" in median of US 24 at Ridge
Dedicated north/south route for horses, pedestrians and wildlife from Garden of Gods to Ridge
Coordinate the order the projects are constructed – i.e. build curb and gutter first, then pave. Utilities first, then pave.
Issue – Air quality
Phased/Prioritized
Public/Private Partnerships
Prioritize improvements based on surrounding development & congestion
Look at network implementations – 31st & other cross streets
Seek CMAQ $ - transportation enhancement funds
Meet with authors/champions for existing plans
Pedestrian overpasses

Envision 24 West

The Entryway

LIST OF IDEAS

The ideas below have been gathered from the public open houses, the leadership teams, the web site, the hot line and written comments.

Build in noise abatement/minimization
Adequate animal crossings/controls
Vegetative noise barriers
Enforce current noise laws (no jake brakes)
Visual cues for corridor context
Reduce light pollution (fewer lights, lower wattage)
Remove billboards
Establish aesthetic guidelines
Review and challenge all highway design criteria (cars have improved!)
Add trees
Clean up Fountain Creek
Remove chain link fences
Low maintenance, aesthetic treatments along highway (no engineers, please!)
Multiple uses for poles
Use native materials
Link visual cues to location in surrounding environment
Right on/off for Gold Hill Mesa access
Work ironworks into aesthetic treatments – fleur de lis
Use Van Briggle pottery designed tiles in treatments
Bohemian glass blowing incorporated
Turn Gold Hill Mesa stack/chimmey into historic monument
Way finding – provide encouragement to visit OCC & Manitou
Visitor's center/kiosk on High Street
Historical interpretation (Civil War, etc)

Envision 24 West

The Entryway

LIST OF IDEAS

The ideas below have been gathered from the public open houses, the leadership teams, the web site, the hot line and written comments.

"Adopt a Highway" volunteers to clean up corridor
"Adopt a Median" plant/vegetation/landscape
Separate issue of neighborhoods and transportation to access multiple funding sources
Work closely with all affected government groups to collaborae on solutions: costs
Promote tourism so economy is enhanced and more resources are available
Maintain traffic during construction with reduced detours
Coordinate construction with other projects (I-25) and other agencies/municipalities, etc.
Avoid piecemealing construction
Reduce construction noise especially at night near neighborhoods
Incentives/decentives
Careful procurement of quality contractors
Phase construction to open traffic lanes sooner
Reuse existing road surfaces when possible
Don"t build more than has to be built
Community block grants
Restrict or design standards
Enhance tourist value so state places higher priority on receiving funding
Partnerships to develop open space/parks and other community facilities
Don't plan too far into the future; meet today's needs
New issues – Old Colorado City on TLT & ELTR
No more traffic in neighborhoods (especially at 14th)
More roads for the money instead of more money for the roads

Envision 24 West

The Entryway

LIST OF IDEAS

The ideas below have been gathered from the public open houses, the leadership teams, the web site, the hot line and written comments.

Elevated highway on segments
Grade separated interchange at 21st, 8th, 31st, 26th & Ridge
Add a lane in each direction
Close Colorado Avenue to vehicles 24th – 27th
Narrow Colorado Avenue
Don't do trolley
Green space development
Look at US 54 in Wichita
Design with common sense
Dollars from RTA
Dollars from state bonds
PNR's along corridor
Toll road
Sell advertising space on noise walls
Look at traffic volumes 10 – 20 years out
Impacts of developments
At I-25, sign needed indicating two lane and ramp
Crossover at 25th and east of 21st needed
Overpass at I-25 & US 24 – 8th street separation needed
I-25 & MLK Bypass – extend MLKing West of 8th Street
Signage for US 24 – Consistent on Platte Ave / MLK By & US 24 West
Extend Garden of Gods to Cascade, Colorado
Slow down traffic at High Street, alert
Prefer national noise barriers

Envision 24 West

The Entryway

LIST OF IDEAS

The ideas below have been gathered from the public open houses, the leadership teams, the web site, the hot line and written comments.

Integrate US 24 plans with other transportation and development projects
Berms favored over walls for noise
Coordinate with city utilities
Transit
Light rail
Park-n-rides
Plan US 24 / I-25 / 8th Street together
Light the bike trail – it has become a homeless haven
Consider a visitor center along Highway 24
Wider road narrowing down
Tour bus could help reduce number of cars on the road
Look at alternative modes along the corridor
Look at "quick fix" ways to make it better while waiting on funding – for example, have the straight lanes go first and the left turn arrows last at some intersections
Need the trail connection between 21st and 31st
Have Ridge Road go under US 24 – safer for wildlife movement
MLK connection/I-25 N connection too – no loop
Consider elevated roadway – "Glenwood"
Pike National Forest office – possibly at Ridge Road – 2008
Alternatives such as express bus, Alt Trans
Ridge & US 24 intersection needs light
Left turn 21st, 8th, 26th , 31st – Timing miss turn because thru traffic block left turn lane after green solid
Deeper left turn lanes – storage
3 lanes up Pass will not fly with Manitou Springs – Don't want neighborhood destroyed
Bypass flyover to MLK and stay away from 8th street

Envision 24 West

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LIST OF IDEAS

The ideas below have been gathered from the public open houses, the leadership teams, the web site, the hot line and written comments.

No flyovers or anything that puts cars in air – want noise mitigation
Use/consider new technology for noise or other environmental issues.
Use other routes to get around – avoid US 24
Stay away from tined concrete
Pull off areas along US 24 west of Wilkerson Pass
I like Woodland Park & Divide retaining wall, open road
Light – overhead, why do we have to use so may lights?
Don't put people stuff all the way to the mountains
Fix 8th St left turn lanes – a lot of little things can be done for a big fix
Route to Garden of Gods other than 31st
31st Westbound right & left don't work
Analytical look at Gondola between Springs and Manitou
No acceleration lane at 26th onto westbound, or at 24 & 21st to eastbound US 24
Noise abatement in canyon west of bridge
I70 is hideous. Don't' turn US 24 into that. Do alternative modes. Do something innovative. The Team needs to be challenged to do something innovative.
Planning should include and consider through traffic to preclude cut thru traffic.
Consider carpool lanes
Would like to see more rest areas between Divide and Buena Vista
Propose changes to US 24 and I-35. Specifically interested in 8th Street in 8th Street and I-25 ramps
Would like to see the speed limit reduced around the Cliff Dwellings area up the pass
Explores operational options (e.g., Bi-directional lanes)
Evaluate parallel, continuous frontage roads

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Existing plus Committed (No Action)	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	
No overpass at Ridge Road & US24										No Action – this is considered a part of the No Action idea screened above.
Don't do trolley										No Action – this is considered a part of the No Action idea screened above.
Bus only lane	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Transit – Rubber Tire
Add bus circulator to downtown	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Transit – Rubber Tire
Bus Rapid Transit	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Transit – Rubber Tire

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Trolley	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Transit – Rubber Tire
Transit – shuttle service for Woodland Park to Colorado Springs or Garden of Gods. Run frequently and until at least 6:00 or 7:00 PM	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Transit – Rubber Tire
Light rail	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Transit – Fixed Guideway
Monorail to Cripple Creek	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Transit – Fixed Guideway This is a technology that is not consistent with the Springs Transit program
Gondola between Colorado Springs and Manitou	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Transit – Fixed Guideway This is a technology that is not consistent with the Springs Transit program and it is not a proven technology.
Coordinate with Pikes Peak Historic Railway to combine that rail with commuter rail	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Transit – Fixed Guideway
Secure transit right-of-way for future use	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Transit

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Roundabout on 20th & 31st to cut down thru traffic (on Colorado Avenue)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Local Facility Improvements
New entrance to Red Rock Open Space on 31st	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Local Facility Improvements
Walkway cantilevered on north side of Colorado Avenue just before Manitou Avenue – pet friendly, bike wheelchair	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Local Facility Improvements
Remove on street parking on Colorado Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Local Facility Improvements
On street bike lanes on Colorado Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Local Facility Improvements
Expand off street parking in Old Colorado City	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Local Facility Improvements
Close Colorado Avenue to vehicles /24th – 27th	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Roadway - Local Facility Improvements Closing Colorado Avenue is not consistent with the City's transportation plan.

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Narrow Colorado Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Local Facility Improvements
Improve Colorado Avenue & connections	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Local Facility Improvements
Cross access from near west end to Gold Hill Mesa at 14th Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Local Facility Improvements
30th should be extended to get US 24 to Garden of the Gods	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Local Facility Improvements
Frontage Road between 21st Street and 8th Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway – Local Facility Improvements
Provide frontage road	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway – Local Facility Improvements
Parallel access routes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Local Facility Improvements

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Improve safety/widen cross-streets	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Local Facility Improvements
Use alternate route such as Garden of Gods or Fontanero to Woodland Park to get traffic off of US 24	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Other Regional Facility Improvements
Look at Rampart Range Road to extend Garden of Gods to Woodland Park	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Other Regional Facility Improvements
Move traffic to Garden of Gods & extend west to Cascade	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Other Regional Facility Improvements
I-25 & MLK Bypass – extend ML King west of 8th Street	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Roadway - Other Regional Facility Improvements This idea is precluded by previous decisions.
Make US 24 a freeway (outside the study area)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Other Regional Facility Improvements
Build the bypass around Woodland Park	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Other Regional Facility Improvements

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Cooperative project – El Paso County; USFS, CDOT to improve via (ex) Mount Herman Road	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Other Regional Facility Improvements
Extend 31st Street to Gold Camp Road and then east to 8th Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Other Regional Facility improvements
Eliminate the frontage road and use land to move mainline away from neighborhood	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements with Intersections & Highway Improvements with Interchanges
Reversible lane	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements with Intersections & Highway Improvements with Interchanges
Widen US 24 – add general purpose lanes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements with Intersections & Highway Improvements with Interchanges
Open up typical section with a wider median depending on location within corridor	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements with Intersections & Highway Improvements with Interchanges

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Mainline shifts to avoid neighborhoods	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements with Intersections & Highway Improvements with Interchanges
3 lanes from Cave of The Winds to 8th Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements with Intersections & Highway Improvements with Interchanges
Add a lane in each direction	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements with Intersections & Highway Improvements with Interchanges
Widen at-grade intersections	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements with Intersections
Oversized roundabout (on US24 at-grade intersections	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements with Intersections
Right in/right out for Gold Hill Mesa access	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements with Intersections

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Create a parkway	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements with Intersections
Lower road bed along corridor	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements with Intersections
Elevated highway on segments	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements with Intersections
No flyovers or anything that puts cars in air	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements with Intersections
Consider elevated roadway like Glenwood	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements with Intersections
High Occupancy Vehicle Lanes (add a lane)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements with Interchanges & Highway Improvements with Intersections and Travel Demand Management

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Have Ridge Road go under US 24 – safer for wildlife movement	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements with Interchanges & Highway Improvements with Intersections
Avoid encroachment into the stream	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements with Interchanges & Highway Improvements with Intersections
Grade separated interchange at 8th, 21st, 26th, 31st, & Ridge	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements with Interchanges
Build overpass/interchange at 16th and close 21st & 14th	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements with Interchanges
Grade separations at 8th, 20th & 30th. 26th would go under US 24 with no access to US 24	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements with Interchanges
Make US 24 a freeway (within the study area)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements with Interchanges
Cloverleaf at 31st – move commuter traffic up the pass easier	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements with Interchanges

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Interchange at 14th for Gold Hill Mesa	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements with Interchanges
Increase underpass or Overpass at intersection at 14th north to south – both vehicles & pedestrians	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements with Interchanges
Jug handles at Ridge	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements with Interchanges
Starting at Manitou go overhead or underground	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements with Interchanges
Combine I-25 & 8th Street interchanges	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements with Interchanges
Look at minimizing through lane footprint	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements with Interchanges
Make it a six-lane facility and remove signalized intersections	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements with Interchanges

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Overpass at Ridge – interchange or not	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements with Interchanges
Allow continuous thru-traffic to reduce accidents; improve air quality	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Roadway - Highway Improvements
Notify people that trail is out there	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Motorized
Connect trail to Red Rock Canyon	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Motorized
Pedestrian/bike/horse underpass at 21st river bridge	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Motorized
Dedicated north/south route for horses, pedestrians and wildlife from Garden of Gods to Ridge	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Motorized
Extend the Midland Trail to enhance pedestrian mobility between 21st & 31st.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Motorized

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Separate bike lane	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Motorized
Easy access to trailheads from US 24	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Motorized
Leave underpass at I-25 to Confluence Park open to bike and pedestrians.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Motorized
Improve west end to Gold Hill Mesa connections including Midland Trail	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Motorized
Parallel trail	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Motorized
Finish Midland Trail	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Motorized
Safety crossing features	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Motorized

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Pedestrian signals	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Motorized
Add pedestrian facilities on Ridge Road	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Motorized
Pedestrian overpass at 26th	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Motorized
Add pedestrian overpass at 25th and east of 21st	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Motorized
Bridges wider to allow for pedestrians – sidewalks	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Motorized
Add sidewalk or access for bike to the bridges north/south between Colorado Avenue & US 24	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Motorized
Add reasonable, safe bike lanes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Motorized

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Pedestrian facility connecting Red Rock Canyon Open Space at Ridge Road across US24, Fountain Creek and to High Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Motorized
Bike paths, interchange crossings, pedestrian bridges or tunnels	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Motorized
Provide pedestrian crossings/protect existing patterns to connect pedestrians to services, reconnect neighborhoods: 8th, 21st, 25th,	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Motorized
Fountain Creek Bridge underpass at 21st	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Non-Motorized
Get rid of island at 14th; hard to remove snow.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Transportation System Management
Close US 24 access for hotel and gas station just east of 8th; both the eastbound right out and westbound left in.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Transportation System Management
Signs like on I-25	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Transportation System Management

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Signage for US 24 consistent on Platte Ave, MLK Bypass & US 24 West	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Transportation System Management
Resynchronize lights (traffic signals)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Transportation System Management
Eliminate all lights (traffic signals)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Transportation System Management
Eliminate left turns	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Transportation System Management
Improve acceleration and deceleration lanes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Transportation System Management
No U-turns on US 24	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Transportation System Management
Longer turn lane (left) at 21st heading west	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Transportation System Management

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DOT

Level 1 – Screen Ideas

The criteria has been developed from the critical issues gathered from the Leadership Teams, the Public Open Houses, the web site, the hot line and written comments.
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Criteria / Ideas	Community Values			Safety, Accessibility & Mobility			Environmental	Implementation		Categories
	Is this idea compatible with non-motorized mobility?	Is this idea compatible with the corridor's context and setting?	Is this idea compatible with local goals and plans?	Does this idea provide access for local trips or does it provide regional mobility or does it preserve future transportation mobility options?	Is this idea compatible with the existing and planned transportation system?	Can this idea improve safety?	Can adverse environmental impacts be avoided, minimized or mitigated?	Is this compatible with implementation of local agency plans?	Is this a proven technology?	
Median improvements for pedestrian safety as they cross – stop in middle	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Transportation System Management
Wide shoulders	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Transportation System Management
Incident management	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Transportation System Management
Traffic calming (on US24)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Transportation System Management
No "parking" in median of US 24 at Ridge	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Transportation System Management
Reduce speed limit to 45 mph before Ridge Road going toward town and after Cave of Winds/Cliff Dwellings.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Transportation System Management
Reduce speed limit after 31st & before Manitou Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Transportation System Management

Envision 24 West
The Entryway

DOT

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Criteria / Ideas	Community Values			Safety, Accessibility & Mobility			Environmental	Implementation		Categories
	Is this idea compatible with non-motorized mobility?	Is this idea compatible with the corridor's context and setting?	Is this idea compatible with local goals and plans?	Does this idea provide access for local trips or does it provide regional mobility or does it preserve future transportation mobility options?	Is this idea compatible with the existing and planned transportation system?	Can this idea improve safety?	Can adverse environmental impacts be avoided, minimized or mitigated?	Is this compatible with implementation of local agency plans?	Is this a proven technology?	
Lower speed limit	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Transportation System Management
Add a park 'n ride	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Transportation System Management
Park 'n ride in Cascade	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Transportation System Management

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Cut rock slope at 31st to west to keep rock off roadway. Cut slope back or something.	Additional Corridor Elements– Amenities; Features; Aesthetic Guidelines; Enhancements These elements may work well with a variety of potential solutions to the US24 corridor's major mobility and safety problems. Therefore, these elements do not need to reach the safety, accessibility and mobility goals individually. These ideas will continue through the process and will be considered for how well they enhance and refine the final alternative. For example, the final alternative may realign mainline US24 in such a way as to no longer encroach into the Fountain Creek and additional protection of the creek may not be needed. No Action
Drainage issue just east of 31st; there is a spring there and it freezes in winter and gets onto roadway.	
Place 6' or 8' fence to keep deer off roadway at west end. Can't control rodents	
Westbound before 21st about 18th, stop runoff and wash from city rd and onto US24.	
Center median is hard to maintain. Patterned concrete would be nice.	
Low maintenance medians; don't use river rock or pebbles.	
Improve fence at 25th; people always cut fence to cross US24.	
Replace all fences and improve.	
No grass or landscaping in ROW. It's battle to mow.	
Landscaping should be low maintenance; CDOT only has a 15' mower; narrow areas are hard to mow.	
No guardrail in median from Ridge Rd. to 31st. Jersey barrier would be best.	
Make it neat and easy to clean. Simple.	
Place walls to hide junk yards.	
Keep billboards	
Don't need to get rid of billboards they are useful for finding your way.	
Avoid creating ditches.	
Make islands good to look at no weeds or rocks.	
Curb cuts and handicap ramps	
Way finding – provide encouragement to visit Old Colorado City & Manitou	
Way finding/signing should consider context and economic	

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Light the bike trail – it has become a homeless haven	
Appropriate and safe lighting for vehicle and pedestrian trail users (overhead lights)	
Street trolley (on Colorado Avenue)	
Incorporate trolley per Westside Plan, especially in peak season	
Establish aesthetic guidelines	
Low maintenance, aesthetic treatments along highway (no engineers please!)	
Xeriscape	
Urban landscaping approaches in urban sections of the corridor	
More trees and landscaping	
Green space development	
Choose palette of colors to match environment	
Naturalize fencing materials	
Remove chain link fences	
Architectural treatments to structures that match the context	
Color choice – reddish color consistent along corridor	
Material colors – asphalt consistent	
Create bridges with character matching character of community (arch treatments)	
Widen medians for landscaping	
Buyout billboards	
Reduce billboards	
Billboards versus signage	
Get rid of billboards	
Enhance watersheds	
Clean up Fountain Creek	
Enhance creek/make creek a focal point	
Consider river walk for Fountain Creek	
Introduce art	
Incorporate public art	
Visual cues for corridor context	

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Link visual cues to location in surrounding environment
Screen some views
Historic looking lamp posts
Ornate light fixtures
Multiple uses for poles
Appropriate lighting to adjacent land use along the corridor – it may vary
Welcome center
Visitor center along US 24
Kiosk at NODE
Visitor center/kiosk on High Street
Entryway feature into Colorado Springs at western limit of project
Work iron works into aesthetic treatments – fleur de lis
Use Van Briggle Pottery designed tiles in treatments
Bohemian glass blowing incorporated
Historical interpretation (Civil War, etc.) areas
Historic look for structures around Old Colorado City (incorporate historic aesthetics into improvements)
Provide wildlife crossings – 31st west – deer; west MAS – bears, mountain lions seasonal movement
Enhance the stream's riparian habitat
Noise barriers
Natural noise barriers preferred
Noise barriers – trees preferred
Concrete noise walls okay
No concrete noise walls
Use combination of noise wall & berms. Use wall for safety and noise
More trees
Use native grasses/plants in revegetation
Stabilize rocks, runoff, sedimentation, erosion
Vegetate medians

Envision 24 West

The Entryway

DOT

Level 1 – Screen Ideas

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Protect existing vegetation and natural features	
ADA access paths (additional paths)	
Preserve historical features	
Preserve geologic features	
Interpretive areas for historic features	

Envision 24 West
The Entryway

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Toll lane Tolls on through lanes High Occupancy Toll (HOT) Ancillary improvements before US 24 improvements Who maintains corridor so it looks good Create community group to maintain landscape Community block grants "Adopt a Highway" volunteers to clean up corridor "Adopt a Median" plant/vegetation/landscape Partnerships to develop open space/parks and other community facilities Present summaries to public of related plans and programs that integrate with our; i.e.: Gold Hill Mesa Urban Renewal; perhaps historical plans Public/private partnership Identify opportunities to reduce costs Look at US 54 in Wichita Separate issue of neighborhoods and transportation to access multiple funding sources	Additional Corridor Elements – Implementation These ideas are ways to implement the alternative, either through a funding mechanism or through partnerships to champion the alternative or elements of the alternative. These ideas must be associated with an alternative. Therefore, they will continue through the process and be evaluated for the value they can bring to the major components of the alternative.

Level 1 – Screen Ideas

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Stream mitigation; improve drainage and reduce scouring under interstate bridge piers.	Additional Corridor Elements –Design Requirements These ideas deal with design issues that are addressed by federal and state design guidelines. These guidelines must be met or addressed by designers during reviews by the state and the Federal Highway Administration.
Utilities underground	
Reduce light pollution (fewer lights, lower wattage)	
Water quality – runoff from roads into creek (add water quality ponds)	
Rubberized asphalt to cut noise	
Stay away from tined concrete	
Use/consider new technology for noise and other environmental issues	
Don't make roadway any brighter (don't add lights)	
Restrict design standards	
Build something that's easy to find parts. i.e., guardrail.	

Envision 24 West

The Entryway

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More rest areas between Divide and Buena Vista	Other Programs These ideas are best analyzed in other studies or implemented through other programs.
Dedicated bus lane up and down Pass for Rambling Express or commuters, HOV, cars, tolls	
Pull off areas along US 24 west of Wilkerson Pass	
Code enforcement on properties abutting corridor	
Pick up trash	
Look at zoning changes to improve aesthetics	
Zone areas around corridor to fit historic aspects	
Turn Gold Hill Mesa stack/chimney into historic monument	
Enforce existing noise laws (no jake brakes)	
Noise abatement in canyon west of bridge	
Gold Hill Mesa – tailings	

Envision 24 West

The Entryway

SCREENING POTENTIAL SOLUTIONS

After Level 1 Screening had been applied, and 11 had been referred to Other Programs and 5 eliminated, Level 2 screening applied more quantitative measures.

POTENTIAL SOLUTIONS

Written descriptions of the five potential solutions (except the Additional Corridor Elements and Implementation) were developed and shared with the community, teams and stakeholders.

RESULTS OF SCREENING THE POTENTIAL SOLUTIONS

A written description showing the results of Level 2 Screening was shown to the community, teams and stakeholders in mid-2005. The result was two roadway themes with other potential solutions to compliment and enhance them: TSM/TDM, utilizing non-motorized aspects and transit. The additional corridor elements and implementation still need to be determined.

US 24 Roadway Potential Solutions

No Action (Existing Plus Committed)

The Existing Plus Committed Alternative proposes the existing typical section along with various programmed improvements. Thus, the typical section proposed for the Existing Plus Committed Alternative mirrors the existing condition as follows:

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

The Existing Plus Committed Alternative assumes completion of the following programmed improvements:

- Widen 8th Street to six 12-foot travel lanes with turn lanes along with associated improvements to US 24 at the intersection;
- Improve the geometry of the westbound approach at the 8th Street intersection;
- Widen 21st Street (on the south side of US 24) to four 12-foot travel lanes with turn lanes and install curb and gutter along with associated improvements to US 24 at the intersection;
- Implement ITS improvements as part of the Congestion Management System; and
- Extend the Midland Trail between 21st and Manitou Avenue.

Per the City of Colorado Springs 2030 Public Transportation Plan, no transit service is assumed on US 24.

The Non-Motorized Mobility Solution

This potential solution prioritizes non-motorized linkages and connections along and through the Highway 24 corridor. The goal is to encourage the use of non-motorized trails for commuting, recreation and access to key activity areas, thus eliminating some percentage of motorized traffic in the corridor. The focus on reducing motorized trips includes tourists, as well as local residents, by providing linkages to tourist destinations and lodging in the area. The elements of this potential solution are based on ideas that have been presented in past planning efforts and on input received from the community. This non-motorized mobility solution would provide safe and convenient north south cross-corridor access, reconnecting the neighborhoods on either side of Highway 24. Also, a major east-west trail corridor/greenway would be created; connecting downtown Colorado Springs with major destinations, neighborhoods and communities to the west. The Highway 24 corridor would be oriented to this greenway, providing both regional and local gateway identification.

A hierarchy of trails, walks, paths and other non-motorized elements, such as curb cuts and accessibility ramps, are a part of a non-motorized system that make up this potential solution. Priority is given to the non-motorized user at all crossing and intersection points with the vehicle. Users would be able to access the trail system easily from many different locations. The system would be clearly delineated and easily navigated by the many different users.

TDM

Transportation Demand Management methods maximize use of existing and future transportation systems. TDM is a cost effective compliment to any strategy that addresses the demand for transportation, and focuses on partnerships between both public and private sector stakeholders. It involves a wide range of programs and services that make the most efficient use of existing transportation facilities.

Potential Strategies include:

- Variable Work Hours (Flex Time)
- Rideshare Matching (car and van pool: Ridefinders)
- Teleworking
- Incentives and Subsidies
- Connective Transit Service
- Reversible Lanes
- Flex Lanes
- HOT Lanes
- HOV Lanes
- Express Lanes
- Paid Parking and Carpool Incentives
- Truck Route Network
- Public Awareness/Education programs
- Tax Incentives
- TMO/TMA
  -A Traffic Management Organization (TMO)/Traffic Management Association (TMA) works with employers, residents, and HOA's to both support and encourage transportation projects and programs that reduce traffic congestion and offer commuters viable options. A TMO(A) is responsible for the implementation of TDM programs and services.

TSM

Transportation Systems Management is an integrated system to increase a facility's mobility that may consist of hardware, technologies, and processes for performing an array of functions, including data acquisition, command and control, computing, and communications.

Potential Strategies include:

- Incident Management Plans .
  -Provides traffic operators with the tools to allow quick and efficient response to accidents, hazardous spills, and other emergencies.
- Traffic signals and ramp metering
  -Regulates traffic flow onto the highway.
- Traffic Management Center (TMC) – . A central facility that monitors and manages the surface street, highway, transit and bridge/tunnel control systems within its area.
- Intelligent Transportation Systems (ITS)- ITS applies information technologies and advances in electronics to transportation networks. These technologies include computers, electronics, communications and safety systems. The key elements of ITS include: traffic signal control, freeway management, transit management, incident management, railroad crossings, emergency response, and regional mulit-modal traveler information.
- Variable Message Signs
- Park and Ride
- Access Management
- Smart Highways
- Smart Vehicles

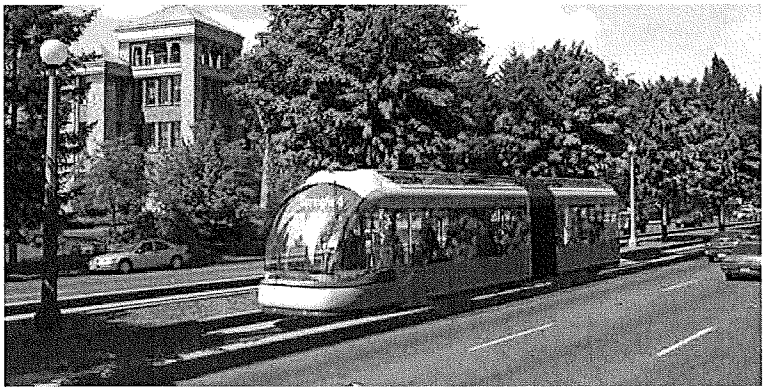
Transit Potential Solutions

Two potential transit solutions were identified after the initial screening from the ideas gathered. These two potential solutions include non-fixed guideway systems such as bus, and fixed guideway systems such as light rail.

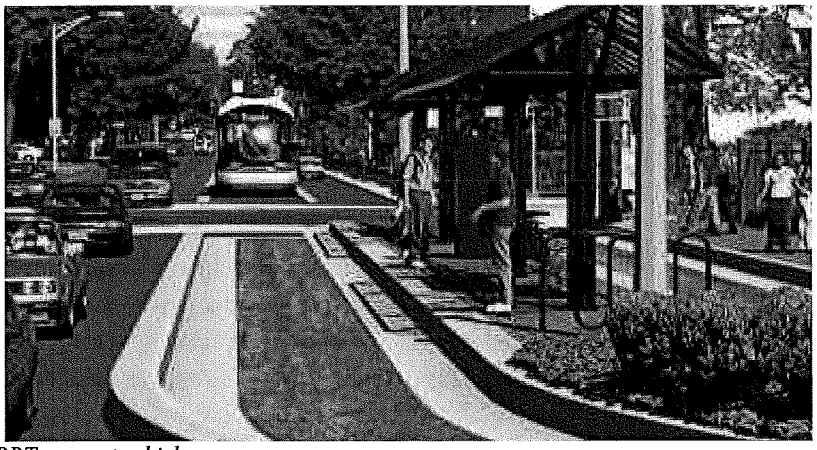
Non-fixed Guideway Systems, such as bus transit, operate on existing street right-of-way, offer excellent flexibility in routing and scheduling and typically have low capital investment and infrastructure costs. The Non-fixed Guideway potential solution for US 24 will include the evaluation of standard transit bus and Bus Rapid Transit.

- **Standard Transit** bus service would operate daily along US 24 between Manitou Springs and the Downtown Colorado Springs Transit Center. Potential bus stops would include 8th, 14th, 21st, 26th, and 31st, offering connections with other cross-street transit services or alternate service along Colorado Avenue. This transit solution would emphasize local and visitor travel demand to destinations along the corridor.

- **Bus Rapid Transit** service would operate in a dedicated lane or HOV lane along US 24 between Manitou Springs and Downtown Colorado Springs Transit Center. Service could include 1-3 park-n-ride locations along the corridor. Characteristics of this commuter-oriented peak hour transit service solution could include:



- ✓ Frequent service, frequent headways
- ✓ Bus priority at traffic signals
- ✓ Fewer stops
- ✓ Level boarding, low-floor buses
- ✓ Distinctive bus and station identity



BRT concept vehicle

Fixed Guideway Systems provide vehicle guidance/steering typically via a rail. Fixed guideway vehicles like Light Rail vehicles operate within a dedicated right-of-way, physically separated from traffic. Fixed-guideway services offer limited flexibility in routing. Included in this potential solution will be LRT on US24 and the historic trolley on Colorado Avenue.

LRT service along US 24 would operate between Manitou Springs and Downtown Colorado Springs Transit Center. LRT stations would be located approximately one mile apart and would serve both local and visitor demand and commuter-oriented park-n-ride demand along the corridor.

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.

Additional routes could include improving the Mount Herman Road Corridor from Monument to Woodland Park, Improving the Rampart Range Road Corridor from Garden of the Gods Road to Cascade and/or Woodland Park, and extending Gold Camp Road to 31st Street and then east to 8th Street. These options are intended to relieve traffic congestion on the existing US 24 corridor.

Local Roadway Improvements—Parallel Routes

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. The proposed improvements would be to reduce the number of potential conflicts on the local roadways by removing on street parking, adding capacity to intersections, improving the connections to US-24, and creating dedicated bike lanes. The proposed parallel route would in general be Colorado Avenue from I-25 to Manitou Springs.

This option would not provide capital improvements to US-24 but would rely on the incremental benefits of the parallel route to reduce congestion on US-24.

Local Roadway Improvements—Traffic Calming Roadways

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. The proposed improvement could include constructing round-abouts at existing signalized intersections along Colorado Avenue, closing portions of Colorado Avenue to vehicle traffic in the Old Colorado City Area, and narrowing Colorado Avenue to reduce the speeds of vehicles.

These options would not provide capital improvements to US-24 nor provide for improved mobility along the US-24 Corridor, but may reduce the current traffic through the Old Colorado City neighborhoods.

Grade Separated Roadway Solution

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.

Due to the close proximity between the I-25 interchange and the 8th Street intersection, this section may be considered one interchange complex. Future traffic demand may justify providing free flow movements between US 24 and I-25 through the use of direct connector ramp movements.

The existing access to 14th Street will at this time be closed on the north side. There is a proposal by Gold Hill Mesa Development to provide for access to the property south of US24 through full movement at 14th or through the development of complementing solutions at 21st and 14th.

At 21st Street and 31st Street, existing physical constraints such as floodplain, restrictive terrain, park land, closely spaced intersections and historic property may limit interchange options.

The close spacing between 21st Street and 31st Street and 31st Street and Manitou Avenue, may preclude interchange locations at 26th Street and at Ridge Road. US 24 may include overpasses at these facilities to maintain north-south circulation.

Finally, solutions for the existing interchange at Manitou Avenue will be limited to a tight footprint due to established neighborhoods, stream corridors, and restrictive terrain at this location.

The grade-separated solution will consider no widening of the existing facility, will consider widening the facility to six lanes, and will consider widening the facility to eight lanes from I-25 to Manitou Avenue. The solution will also consider the potential addition of HOV lanes.

At-Grade Roadway Solution

The arterial solution involves widening the facility to six and eight lanes from I-25 to Manitou Avenue. Existing intersection locations at 8th Street, 21st Street, 26th Street, 31st Street and Ridge Road would include through-lane widening and turn-lane improvements. Existing access to 14th Street would be maintained, the Manitou Avenue interchange would be improved and a new interchange for I-25 would be constructed as planned.

Envision 24 West
The Entryway

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Level 2 – Screening of Potential Solutions

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These Potential Solutions have been developed using ideas gathered from the Leadership Teams, the Public Open Houses, the web site, the hotline and written comments.

Level 1 Criteria Categories	Community Values			Safety, Accessibility & Mobility			Environmental	Implementation	
	Is this idea compatible with non-motorized mobility?	**Is this idea compatible with the corridor's context and setting?**	**Is this idea compatible with local goals and plans?**	**Does this idea provide access for local trips or does it provide regional mobility or does it preserve future transportation mobility options?**	**Is this idea compatible with the existing and planned transportation system?**	**Can this idea improve safety?**	**Can adverse environmental impacts be avoided, minimized or mitigated?**	**Is this compatible with implementation of local agency plans?**	**Is this a proven technology?**
Level 2 Criteria Measures	1. Number of trips moved from the single occupant vehicle to other modes of travel. 2. What is the level of community support for this potential solution? 3. Number of grade separated crossings of US24 4. Mileage of new trails 5. Number of existing plans this solution is compatible with. 6. The number of views that are altered.			1. Change in number of access points on US24 2. Number of signalized intersections 3. Change in capacity 4. Number of new or improved cross streets 5. Number of new or improved parallel facilities 6. Improvement in travel time 7. Number of inter-modal connections 8. Number of Potential Transit Users 9. What is the right-of-way width needed for this solution? 10. Number of high accident locations improved			1. Acres of new paved surface 2. Number of residents within 500 feet (approximately 1 block) of the edge of pavement 3. Number of new stream crossings 4. Number of recorded historic sites within 500 feet (approximately 1 block) of the edge of pavement 5. Number of locations where parks, trails and recreation resources are affected 6. Acres of new right-of-way	1. Ability of this solution to be phased and provide incremental benefits 2. Construction impact on existing traffic 3. Ease and speed of construction 4. Ability of this solution be funded 5. Does this solution support the Regional Congestion Management Plan?	
The goal of Level 2 analysis is to determine the strengths and weaknesses of a potential solution. Through this process it can be determined which of the potential solutions and what elements of potential solutions best meet the vision and best address the critical issues. The final alternative is NOT one of the potential solutions but a combination of the best elements that balance all of the stakeholders goals and takes us closest to our vision for the US24 Corridor.	The Community Values remain improving non-motorized mobility, finding a solution that maintains the corridor context and setting, and achieving the goals set forth in local plans. These Level 2 Criteria represent measurable facts about each solution. The measurements are not good or bad, they are just facts. There are inherent conflicts between these measures, such as more vehicle capacity can result in more paved surface and can detract from transit use. It is the stakeholders work to determine if the facts about a solution take us closer to our vision than another set of facts. What is the balance?		The Mobility and Access criteria demonstrate how improved mobility for regional trips (fewer access points with fewer signalized intersections) is in conflict with access to local businesses (improved access points and adequate signalized intersections). The answer lies in the balance between access and mobility. Improving high accident locations should be a goal for any solution that moves forward.			The environmental criteria are a proxy for our overall goal of avoiding, minimizing and mitigating impacts. For example, a significant increase in acres of new paved surface indicates that more runoff will need to be treated to maintain water quality. This treatment can be accomplished through mitigation, however, if a solution provides the same access and mobility with much less paved surface it is a solution that minimizes or may even avoid the impact. Some measures, such as "Improvement in travel time' also measure environmental goals, improved travel time correlates to improved air quality.	The implementation criteria help us understand how practical a solution may be to implement. Alternatives that can be easily phased to match available funding may advance more quickly in the local planning process. However, sometimes the solution that has the least environmental impacts and provides the best fit of access and mobility requires a large start to finish construction effort. Again, what is the balance?	

Envision 24 West
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Results of Level 2 Screening of Potential Solutions

Criteria Categories	Community Values	Safety, Accessibility & Mobility	Environmental	Implementation
Existing plus Committed No Action	The Existing plus Committed or No Action solution does not meet the community's expectations or goals for US24. US24 traffic congestion and accessibility are not improved with this package while safety may have minimal improvements. Although no new land is needed, the environment surrounding US24 will continue to degrade with increased noise, untreated runoff from the roadway and reduced air quality with more idling vehicles. There are no aesthetic improvements planned with this package. The Committed plus Existing will be evaluated in the Environmental Assessment as the base case for impacts.			
TSM/TDM	The TSM/TDM ideas have relatively small benefits to congestions, accessibility or safety. The impacts noise, water quality and air would be similar to the no build package. Again, no aesthetic improvements are included. These ideas would be supportive and compatible with any alternatives. And these ideas have many sponsors. A package of TSM/TDM ideas will be included with the final alternative; therefore a small reduction in trips will be shown in all of the alternatives considered.			
Facilities to maximize non-motorized mobility	The trails, multi-modal connection points, pedestrian grade-separated crossings, and wild life crossings have large benefits for the local residents and businesses. These facilities greatly reduce the barrier that US24 presents and they work to integrate US24 into the fabric of the community. For example, a grade-separated crossing of US24 connecting the Midland trail on the north to trail heads within Red Rock Canyon Open Space allows neighbors in Old Colorado City to enjoy the Open Space as a neighborhood amenity. This connection would similarly connect the Midland neighborhood to Old Colorado City businesses. These facilities are supported by many sponsors, the Cities, the County, local businesses and residents. However, these facilities provide minimal improvement in congestion and safety for vehicles on US24. These facilities are compatible with any of the other solutions and they enhance pedestrian safety. They may even reduce some impacts. These facilities should be included where ever possible along the corridor and could include grade-separated crossings for non-motorized uses, an inter-modal connection, and continuous trails to the major destinations of Red Rock Canyon Open Space, Old Colorado City, and Gold Hill Mesa.			

Results of Level 2 Screening of Potential Solutions

Express Buses in general purpose lanes on US24 (in addition to existing bus service)	This solution is rank as the best of the transit solutions. It uses existing facilities, is flexible and responsive to existing and future demands. This service compliments the existing bus service. With express buses the commuter market west of the study area could be served while the existing service could focus more on the local and tourist riders. This service could be phased over the years to accommodate a more intensive bus service, such as BRT. There is no substantial improvement in US24 congestion or safety with this solution. The Express Bus service could be integrated into any of the roadway solutions and is compatible with the existing Springs Transit services.
BRT on US24 in dedicated Right-of-way (in addition to the existing bus service)	This solution serves the commuter market and provides for the commuter demand. Again, the existing bus service could focus on the local and tourist riders. There is no substantial improvement in US24 congestion or safety with this solution. This solution is not compatible with the existing Springs Transit services.
Light Rail on US24 (in addition to existing bus service) (	This transit solution attracts the most users and serves the commuter market. However, it is inflexible as to route changes. The ability to fund this solution is very low due to the transit industry startup criteria for riders. There is no substantial improvement in US24 congestion or safety with this solution. This solution is not compatible with the existing Springs Transit services. If the Historic Trolley were to be located on US24 this solution represents the type of service it would have to provide.
Historic Trolley on Colorado Avenue (in addition to the existing bus service)	The Historic Trolley serves the local and tourist markets and can be combined with any of the US24 solutions. There is no substantial improvement in US24 congestion or safety with this solution. It is inflexible as to route, once the route is established. This solution is not compatible with the existing Springs Transit services, however, this trolley service is seen as a possible future replacement for the existing local bus service. The Historic Trolley should be carried forward as an additional corridor element.

Results of Level 2 Screening of Potential Solutions

Alternative Regional Routes	These ideas have no measurable benefits to US24 and have extremely large potential impacts to the environment. There is minimal community support. The 31st Street Extension to Rio Grande may provide improved neighborhood connectivity, however, it would provide limited and localized congestion improvement on US24.
Local Road Improvements Traffic Calming	This solution had selected support. Some elements, such as improvements to access and gateways, from US24 to Colorado Avenue were supported. Others such as roundabouts on Colorado Avenue intersections had little support. The local gateway improvements to cross streets connecting US24 to Colorado Avenue will move forward as a part of the larger solution. There is no substantial improvement in US24 congestion or safety with this solution.
Local Road Improvements Parallel Streets	This solution had vocal opposition from community leaders, municipal staff, business owners and local residents. This solution would have impacts on Colorado Avenue, to the businesses on Colorado Avenue, and the local neighborhoods surrounding Colorado Avenue. There is no substantial improvement in US24 congestion or safety with this solution.

Results of Level 2 Screening of Potential Solutions

US24 Grade-separated	This solution limits local access and provides for improved non-motorized access. It has a higher level of safety because conflict points for the through traffic are eliminated. It provides the most mobility for the corridor and congestion on US24 is relieved. Community support has been expressed for this type of solution. This alternative will require more land and will dramatically change the views to and from the corridor. This solution would allow for improved aesthetics
US24 At-Grade	This solution provides more access to local destinations along US24. This solution has a high level of safety provided by improved intersections; however conflict points for the through traffic remain at each intersection. This solution greatly lessens the congestion on US24. Improving US24 as an at-grade facility has community support. This solution will require land. This solution would allow for improved aesthetics.

Envision 24 West

The Entryway

ALTERNATIVES

Level 3 screening utilized relative measures between two build-alternative: the Midland Expressway and the US 24 Freeway. The screening was quantitative.

KEY MESSAGES FROM THE ANALYSIS OF THE ALTERNATIVES

The Level 3 screening criteria and a written description of the criteria and results were presented to the community, teams and stakeholders in the spring of 2006. Many design options were developed for both alternatives. The results of the Level 3 screening led to the selection of the Midland Expressway. Over 20 design options are being evaluated based on the Criteria. The design options have not been refined as of mid-2006, so, much remains to be done.

NEXT STEPS

The Environmental Assessment of the Midland Expressway needs to be completed. The team has not analyzed what the affects of such an improvement will be on the natural and human environment. The team does know that the Midland Expressway satisfies the goal of the project, reducing current and future congestion. The community, leadership teams and stakeholders will work to refine the design options, select the Additional Corridor Elements and implementation strategies. There are no funds currently scheduled for construction.

Alternatives for the US24 Corridor

At this point in the US24 Corridor decision process, the evaluation brought the team to the development of alternative themes. The 3 themes are simply, doing nothing, focusing on improvements for local trips, and focusing on improvements for regional trips. Using the themes the best elements of the potential solutions have been combined into 3 alternatives for evaluation.

The No Action alternative would do nothing beyond the already planned and funded improvements, the Expressway alternative has a focus on improvements that serve local trips, and the Freeway alternative has a focus on regional trips.

The No Action alternative includes the currently committed and funded projects within the corridor. This will be used to evaluate the benefits and impacts of no additional action on the corridor.

The build alternatives have been developed to address the critical issues, while fulfilling the vision and goals set by the stakeholders. The build alternatives provide improved facilities that will serve both the local and regional trips, however, these trips are served in different ways.

The build alternatives are based on different community and transportation approaches, which embody seemingly competing goals such as regional mobility versus local access. The intention, therefore, is not to pick and choose between elements of the alternatives, rather when a preferred alternative is chosen refinements would be made as needed.

Both build alternatives have several design options available at each intersection. The Additional Corridor Elements (identified early in the process) can be applied to either alternative. Further, the alternatives do not represent a particular aesthetic approach. For example, the Expressway and Freeway alternatives could both have landscaped median treatments and both can support aesthetic treatments that change from west to east through the corridor.

The same objective, critical-issue driven criteria will be used to measure the 3 alternatives. The intent is to explore the differences between the 3 alternatives.

It is incumbent upon us all to ask ourselves if we could live with the benefits and impacts of either alternative.

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 US24.

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.

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.

The US24 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.

Level 3 – Key Messages from the analysis

	Level 3 Criteria	No Build Alternative	Expressway Alternative	Freeway Alternative
Community Values	1. Miles of new non-motorized facilities.	This corridor has a history of non-motorized users. The community very much wants to promote the use of trails. The build alternatives increase the number of miles of on-street and off-street trails significantly.		
	2. Number of improved crossings of US 24 for non-motorized travelers	There are no planned improvements to the non-motorized crossings with the No Build. The build alternatives improve 4 to 5 crossings. There is little difference between the Expressway and Freeway Alternatives.		
	3. Alternative's visual compatibility with the corridor's context and setting.	The major visual differences between the build alternatives and the no build are the amount of paving and the amount of existing vegetation. The build alternatives provide the greatest opportunity for reducing visual clutter and developing a corridor theme. The greatest difference between the Expressway and the Freeway is the amount of elevated roadway. The Freeway has 2 times more elevated roadway than the Expressway.		
	4. Level of support from community.	The community comments have been consistent from the beginning of the project with a majority of the comments stating the need to do something. There has been a group of citizen who have expressed their preference toward the No Build. Between the build alternatives there is less vocal or written difference in support. Stakeholders seem split between the Freeway and the Expressway with a slight preference toward the Expressway.		
	5. Compatibility with existing plans.	The No Build is not compatible and the build alternatives are very compatible.		
	6. Economic Viability Differences	The No Build congestion will discourage travel to the area and approximately 50% of the current patrons come from outside the primary trade area. While both build alternative increase the trade area, the Freeway increases the trade area slightly more than the Expressway.		

Level 3 – Key Messages from the analysis

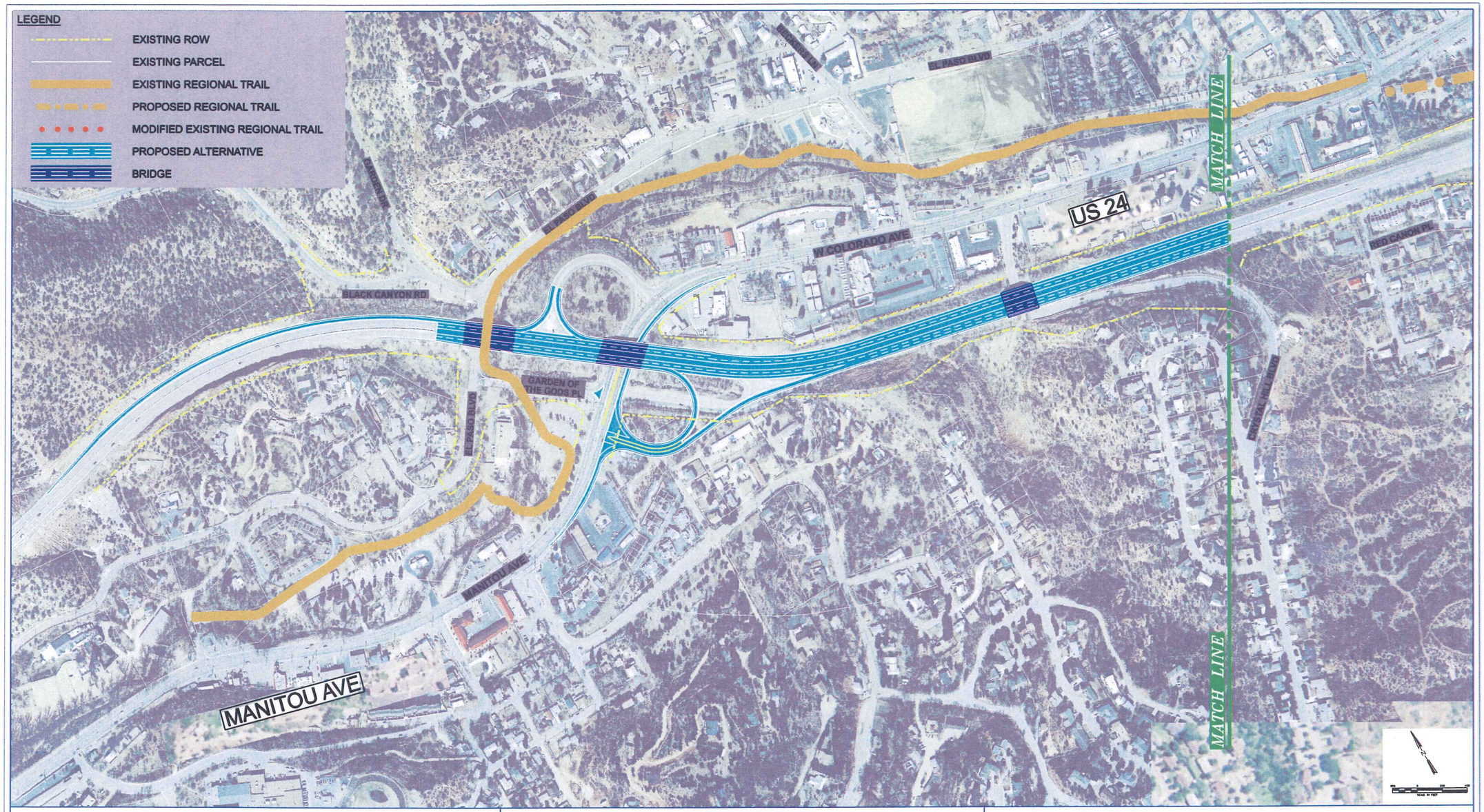
	Level 3 Criteria	No Build Alternative	Expressway Alternative	Freeway Alternative
Safety, Accessibility & Mobility	1. Number of direct access points	The Expressway maintains the existing number of access points and the Freeway decreases the number of access points by 2.		
	2. Percent change in 2030 travel time on US 24 between the I-25 and Manitou Avenue interchanges.	The build alternatives significantly decrease the travel time on US 24 when compared to the no build alternative. There is little difference between the build alternatives.		
	3. Percent change in 2030 travel time on Colorado Ave. between the I-25 and Manitou Avenue interchanges.	There is little difference in travel time on Colorado Avenue among the 3 alternatives.		
	4. Percent change in 2030 travel time from two blocks south of US 24 to Colorado Ave. by vehicles on 8th, 21st, 26th and 31st Streets.	There is a decrease in the north south travel times with the build alternatives. The north south travel times are improved the most with an interchange at the cross street.		
	5. Change in number of inter-modal connections.	There are increased opportunities for inter-modal connections with the build alternatives.		
	6. Operational characteristics of transit system associated with the alternative.	The improvement of travel time on US24 with the build alternatives, also improves the travel time of the bus services on US24. This improved travel time may discourage transit usage.		
	7. Level of service at each intersection/interchange.	LOS are unacceptable with the No Build. The build alternatives provide acceptable LOS that are similar.		
	8. Total hours of delay during the peak hour.	Both build alternatives reduce delay by half over the No Build.		
	9. Change in regional vehicle miles traveled during the average day.	There is approximately a 4% increase in regional vehicle miles with the build alternatives.		
	10. Crash expectancy for alternative.	No Build -- highest crash expectancy Expressway – low crash expectancy Freeway – lowest due to a reduced number of vehicular conflicts points.		

Level 3 – Key Messages from the analysis

	Level 3 Criteria	No Build Alternative	Expressway Alternative	Freeway Alternative
Environmental	1. Acres of new impervious surface.	The build alternatives increase impervious surface, this has an impact on water quality. 100% of impervious surface run off must be treated.		
	2. Residences within 500 feet	These measure if there is potential for noise and visual impacts to a greater number of homes and historic sites due to the build alternatives. The increase in the number of residences is less than 1% over the No Build. The number of historic sites within this distance is greater in the Expressway. Noise impacts will be studied for possible mitigation.		
	3. Recorded historic sites within 500 feet			
	4. Acres of parks and recreation resources within 500 feet	This measures the differences in possible park impacts between the build alternatives. There are no differences between the build alternatives. The build alternatives offer opportunities to enhance parks and trails.		
	5. Acres of new preliminary ROW.	The ROW and relocations are the most preliminary of the measurements because no design has been completed specifically to minimize and avoid ROW acquisitions. The differences between the build alternatives are insignificant at this time because of the level of design		
	6. Total number of relocations (residential and business) required.			
	7. Acres of aquatic ecosystem within preliminary ROW.	The build alternatives have the same number of acres of aquatic habitat within the ROW. The build alternatives offer an opportunity to improve habitat along the creek.		
	8. Impacts to 100-year floodplain.	The build alternatives offer an opportunity to improve the flood plain along the creek.		

Level 3 – Key Messages from the analysis

	Level 3 Criteria	No Build Alternative	Expressway Alternative	Freeway Alternative
Implementation	1. Construction impact on existing traffic.	Construction is slightly easier with the Expressway.		
	2. Range of conceptual costs for corridor improvements .	Due to the level of design the concept cost estimates between the build alternatives are very close to the same. The Freeway is less than 10% more in cost than the Expressway.		
	3. Level of support from local government agencies (high, med, low).	There is a low level of support from the local government agencies for the No Build, as they were the groups that requested a study of the corridor. The build alternatives meet the agencies' standards for design and operations. Support from the agencies is medium to high and varies by agency. The agencies are committed to seeing the alternatives through to a level of design that shows mitigation for the potential impacts resulting in a high level of support.		



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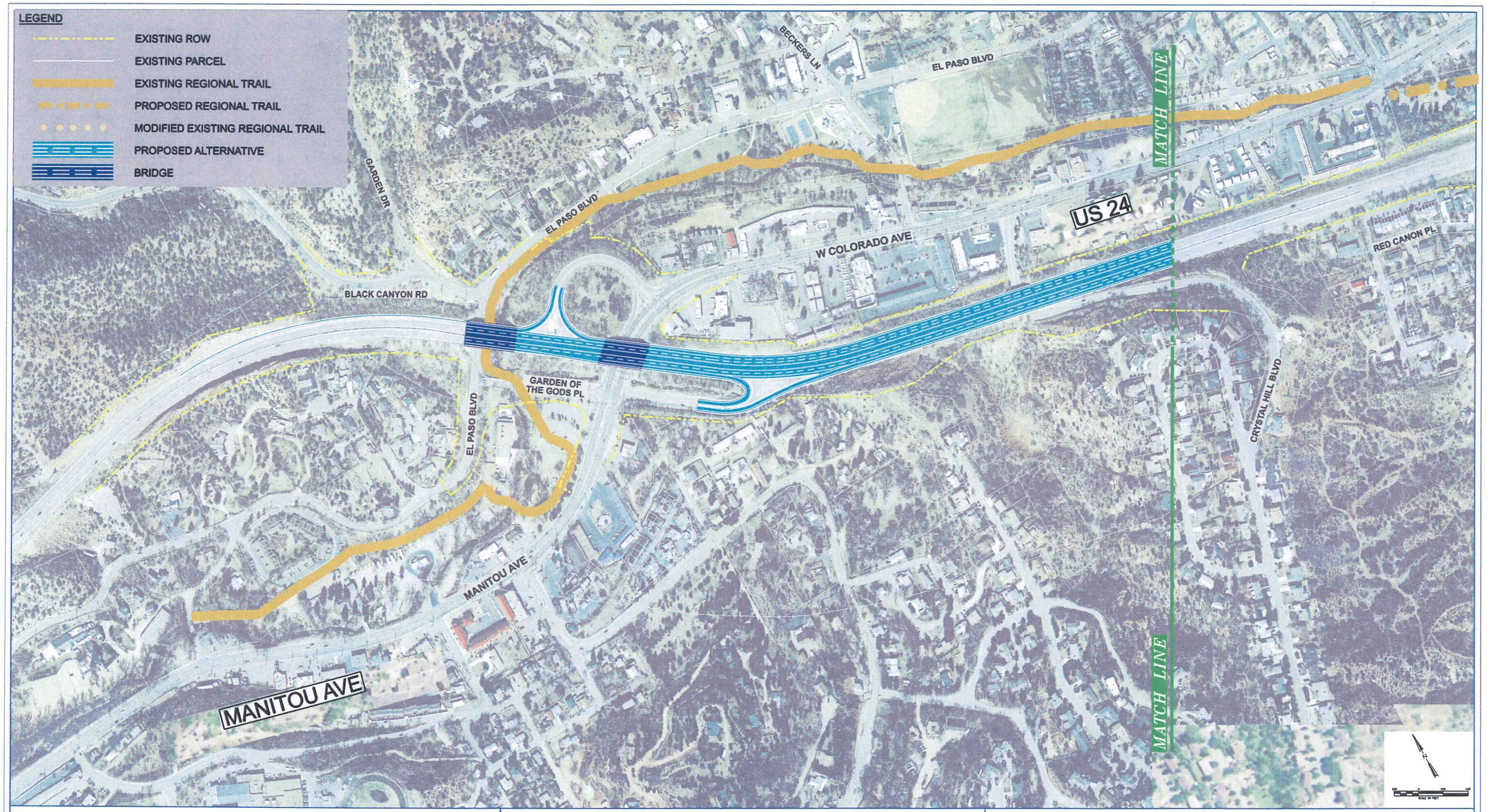
MANITOU 2-LOOP PARCLO

Envision 24 West
The Entryway

Design Option #1



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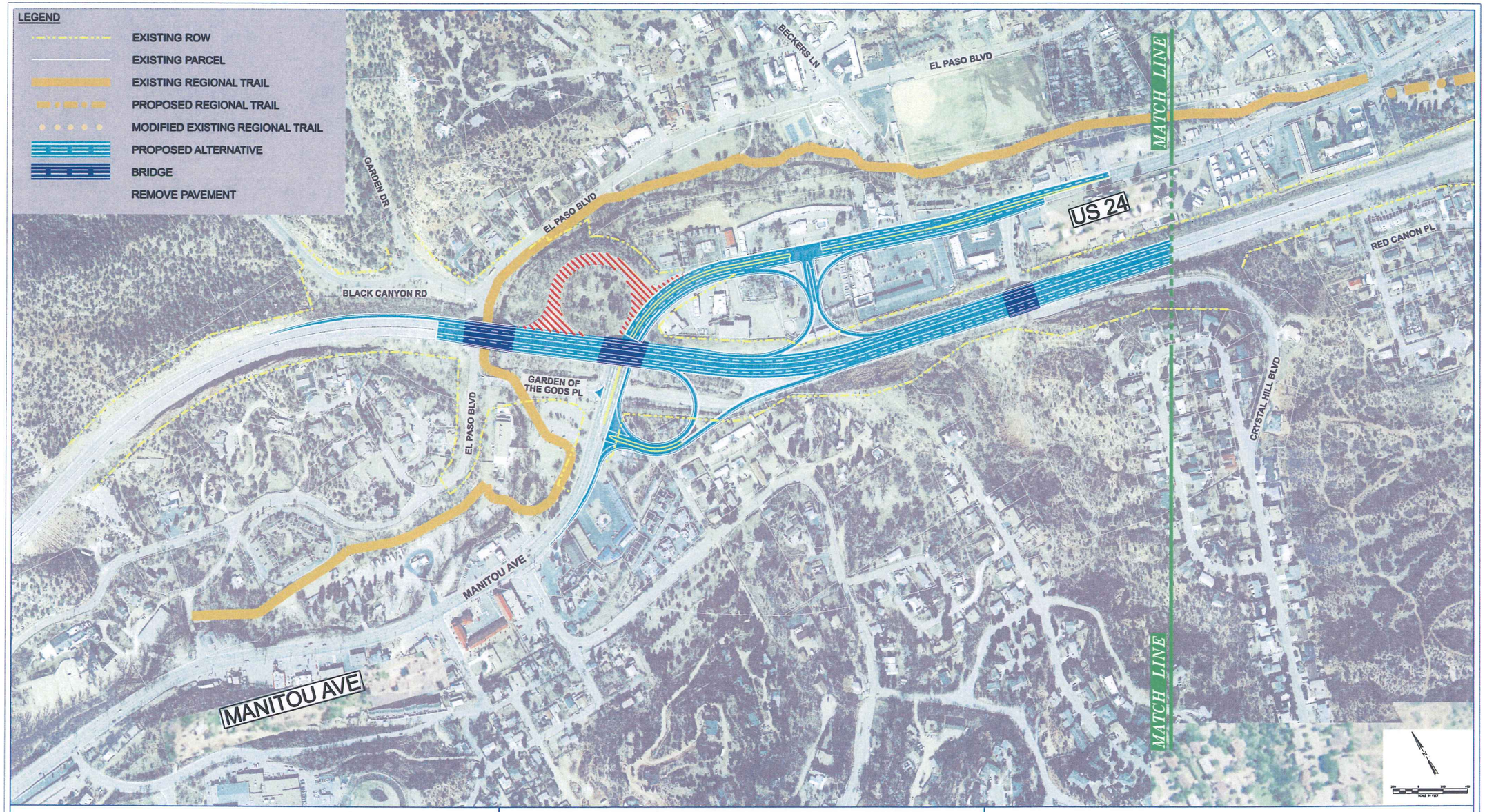
MANITOU SAFETY IMPROVEMENTS

Envision 24 West
The Entryway

Design Option #2



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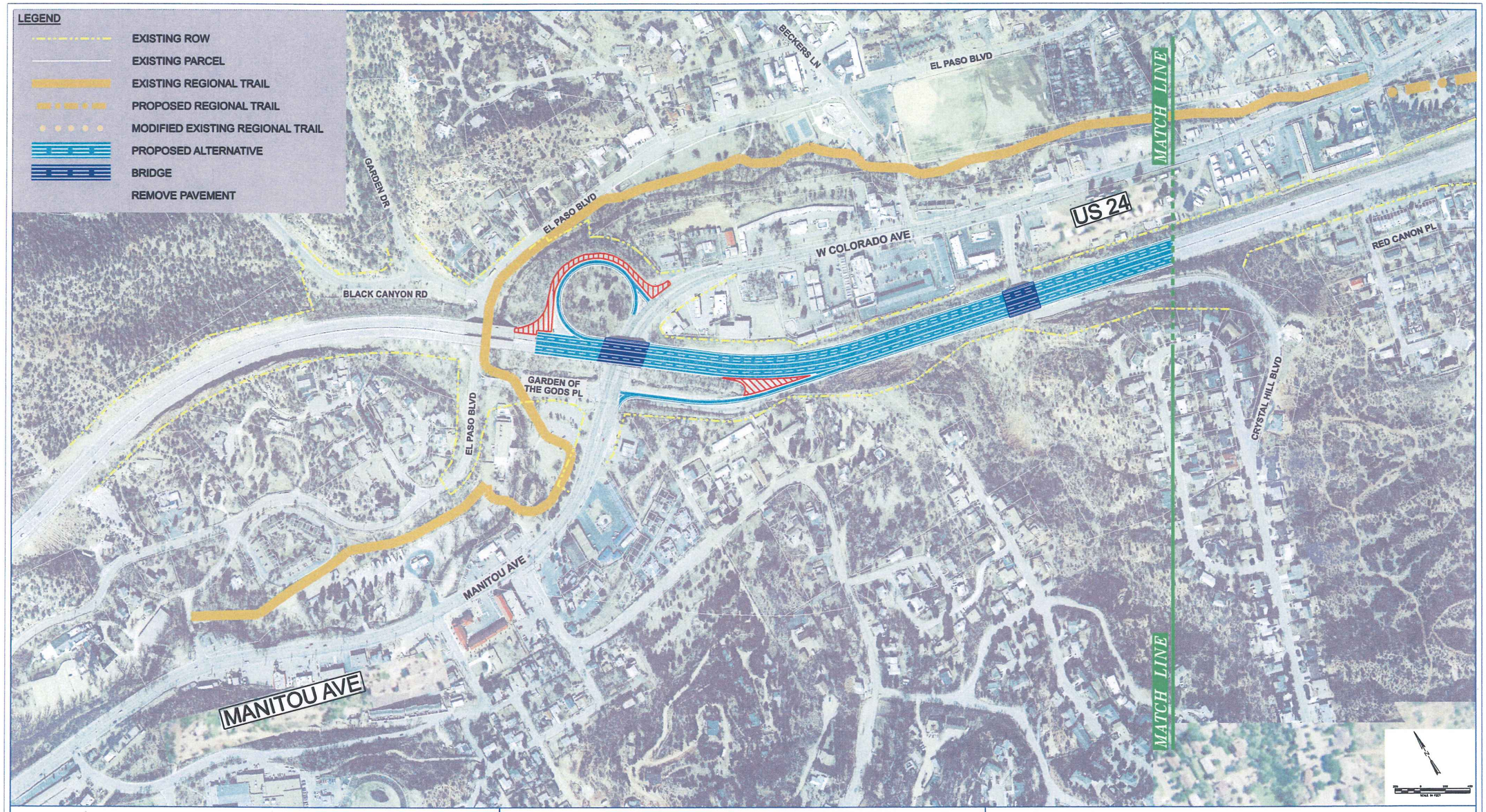
MANITOU PARCLO/HOOK RAMP

Envision 24 West
The Entryway

Design Option #3



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MANITOU HALF ACCESS

Envision 24 West
The Entryway

Design Option #4

LEGEND

- EXISTING ROW
- EXISTING PARCEL
- EXISTING REGIONAL TRAIL
- PROPOSED REGIONAL TRAIL
- MODIFIED EXISTING REGIONAL TRAIL
- PROPOSED ALTERNATIVE
- BRIDGE
- REMOVE PAVEMENT

BECKERS LN
EL PASO BLVD
GARDEN DR
EL PASO BLVD
US 24
MATCH LINE
W COLORADO AVE
RED CANON PL
BLACK CANYON RD
GARDEN OF THE GODS PL
EL PASO BLVD
CRYSTAL HILL BLVD
MANITOU AVE
MANITOU AVE
MATCH LINE

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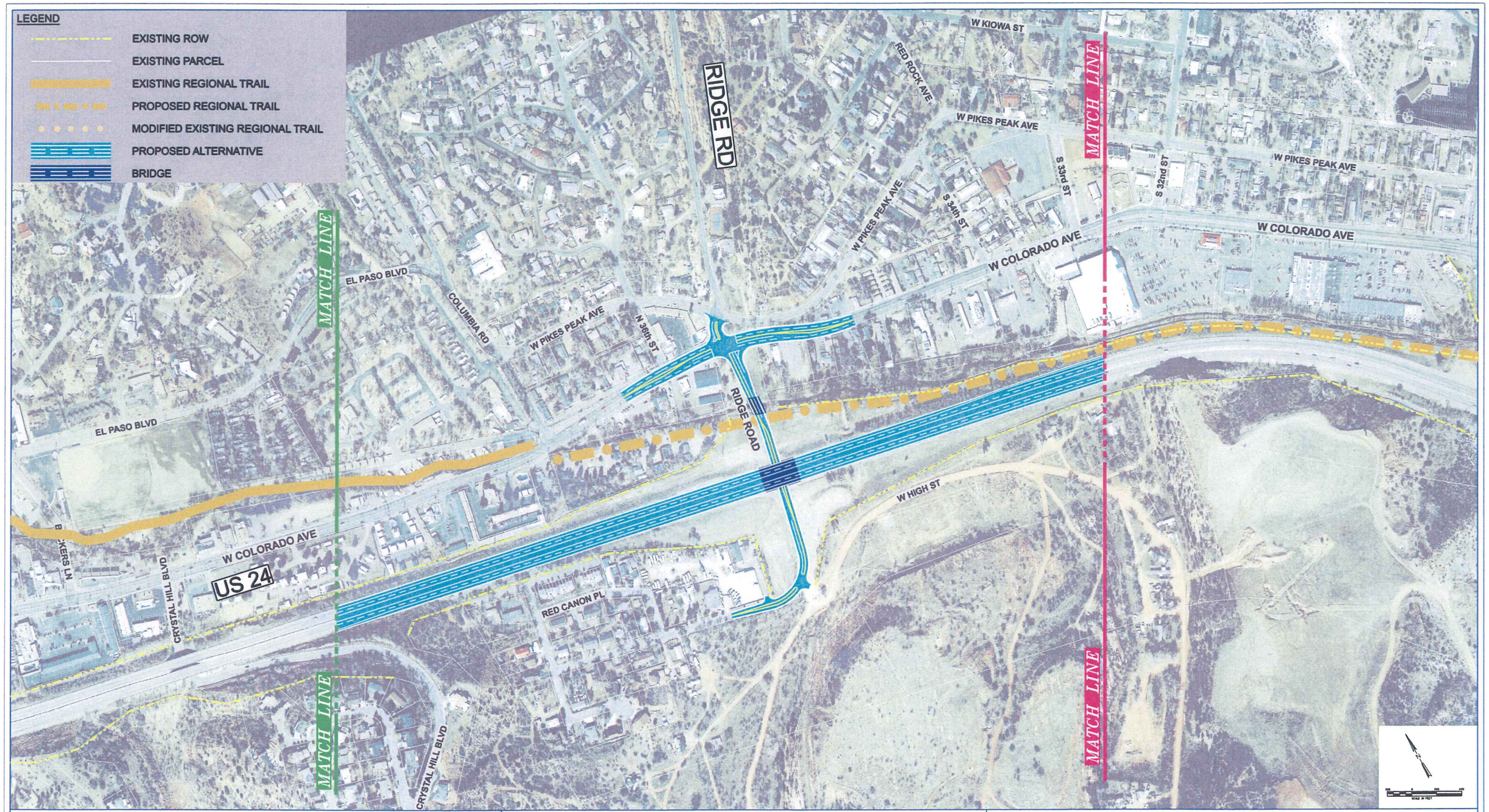
MANITOU THREE QUARTER ACCESS

Envision 24 West
The Entryway

Design Option #5



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RIDGE ROAD OVERPASS

Envision 24 West
The Entryway

Design Option #6

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RIDGE RD SIGNALIZED INTERSECTION

Envision 24 West
The Entryway

Design Option #7

LEGEND

- EXISTING ROW
- EXISTING PARCEL
- EXISTING REGIONAL TRAIL
- PROPOSED REGIONAL TRAIL
- MODIFIED EXISTING REGIONAL TRAIL
- PROPOSED ALTERNATIVE
- BRIDGE

RIDGE RD
W KIOWA ST
RED ROCK AVE
W PIKES PEAK AVE
MATCH LINE
S 33rd ST
S 32nd ST
S 34th ST
W COLORADO AVE
EL PASO BLVD
COLUMBIA RD
N 35th ST
CRYSTAL HILL BLVD
US 24
RED CANON PL
W HIGH ST

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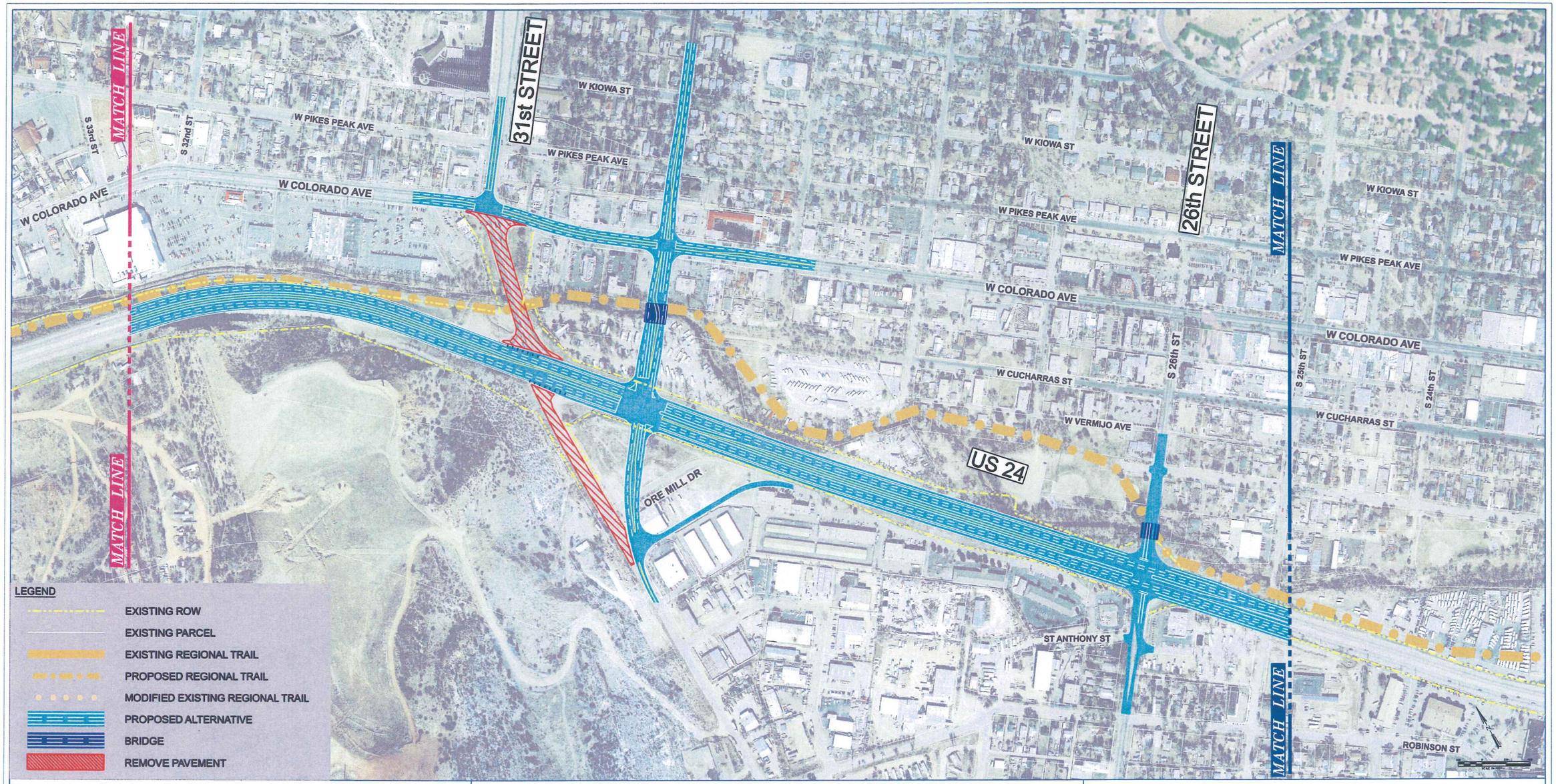
RIDGE ROAD DIAMOND INTERCHANGE

Envision 24 West
The Entryway

Design Option #20



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30TH & 26TH SIGNALIZED INTERSECTIONS

Envision 24 West
The Entryway

Design Option #8

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31ST & 26TH SIGNALIZED INTERSECTIONS

Envision 24 West
The Entryway

DESIGN OPTION #9

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21st STREET SIGNALIZED INTERSECTION

Envision 24 West
The Entryway

DESIGN OPTION #10

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21st STREET DIAMOND WITH LOOP

DESIGN OPTION #11

COLORADO AVE

CUCHARRAS ST

21st ST

18th ST

SHELDON AVE

US 24

BOTT AVE

BROADWAY AVE

MATCH LINE

MATCH LINE

MATCH LINE

LEGEND

- EXISTING ROW
- EXISTING PARCEL
- EXISTING REGIONAL TRAIL
- PROPOSED REGIONAL TRAIL
- MODIFIED EXISTING REGIONAL TRAIL
- PROPOSED ALTERNATIVE
- BRIDGE

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21st STREET SPLIT DIAMOND WITH 18th

DESIGN OPTION #12

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21st STREET TIGHT DIAMOND

Envision 24 West
The Entryway

DESIGN OPTION #13

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21st STREET TIGHT DIAMOND/SPUI NORTH

DESIGN OPTION #14

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21st STREET TIGHT DIAMOND/SPUI SOUTH

DESIGN OPTION #15

COLORADO AVE

21st ST

CUCHARRAS ST

18th ST

SHELDON AVE

US 24

BOTT AVE

BROADWAY AVE

MATCH LINE

MATCH LINE

MATCH LINE

LEGEND

- EXISTING ROW
- EXISTING PARCEL
- EXISTING REGIONAL TRAIL
- PROPOSED REGIONAL TRAIL
- MODIFIED EXISTING REGIONAL TRAIL
- PROPOSED ALTERNATIVE
- BRIDGE

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21st STREET SPLIT DIAMOND WITH 18th

DESIGN OPTION #22

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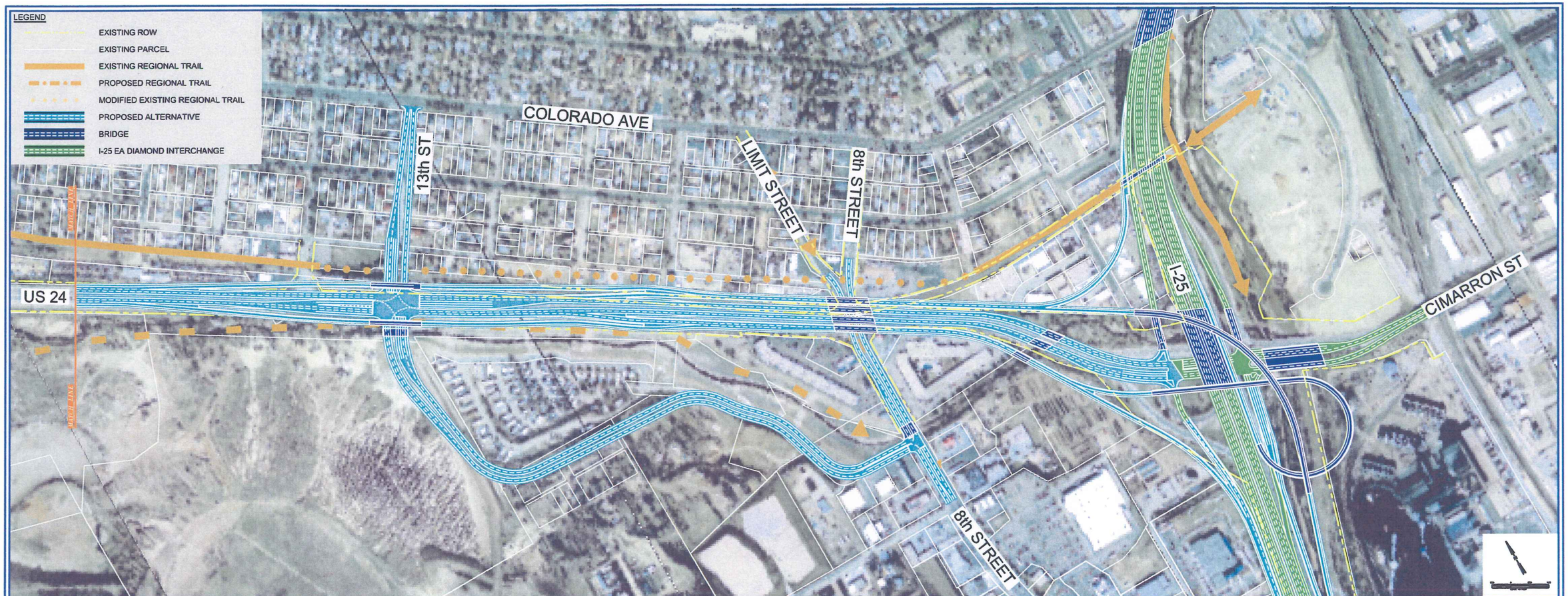
21st STREET SPUI

Envision 24 West
The Entryway

DESIGN OPTION #23



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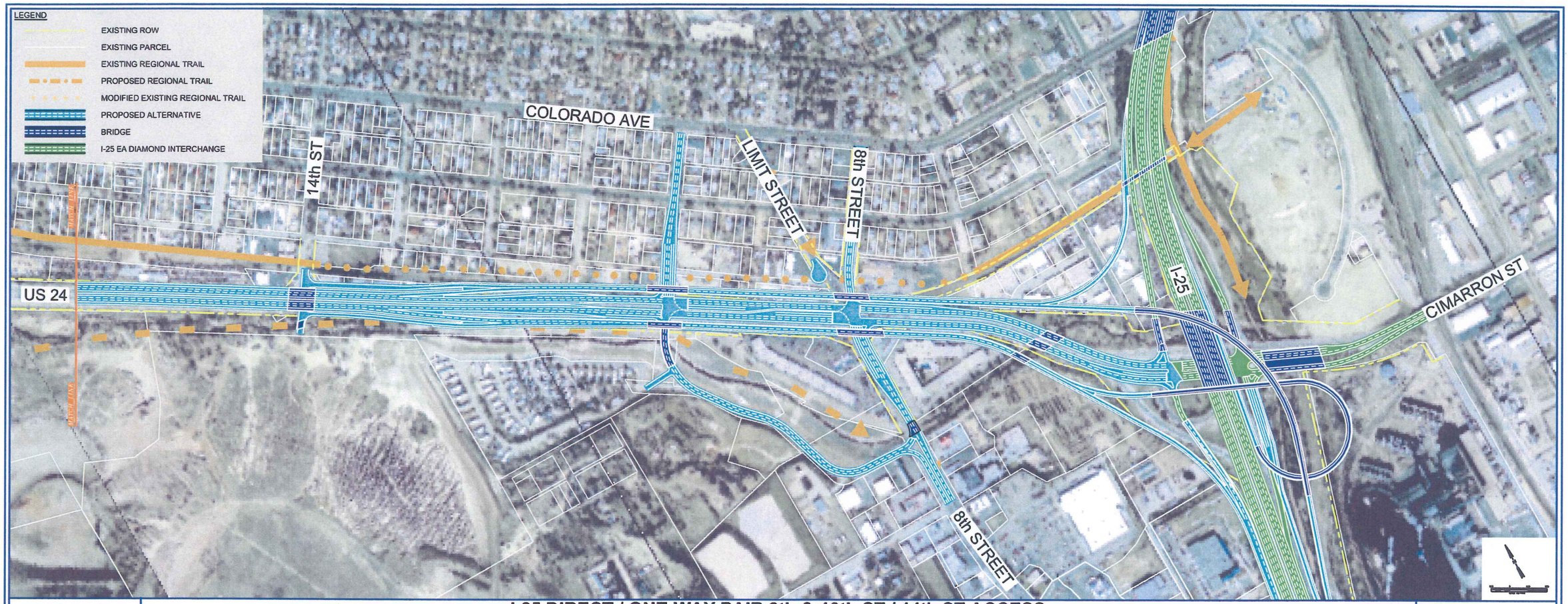
I-25 DIRECT / 8th STREET OVERPASS / 13th STREET DIAMOND

DESIGN OPTION #16



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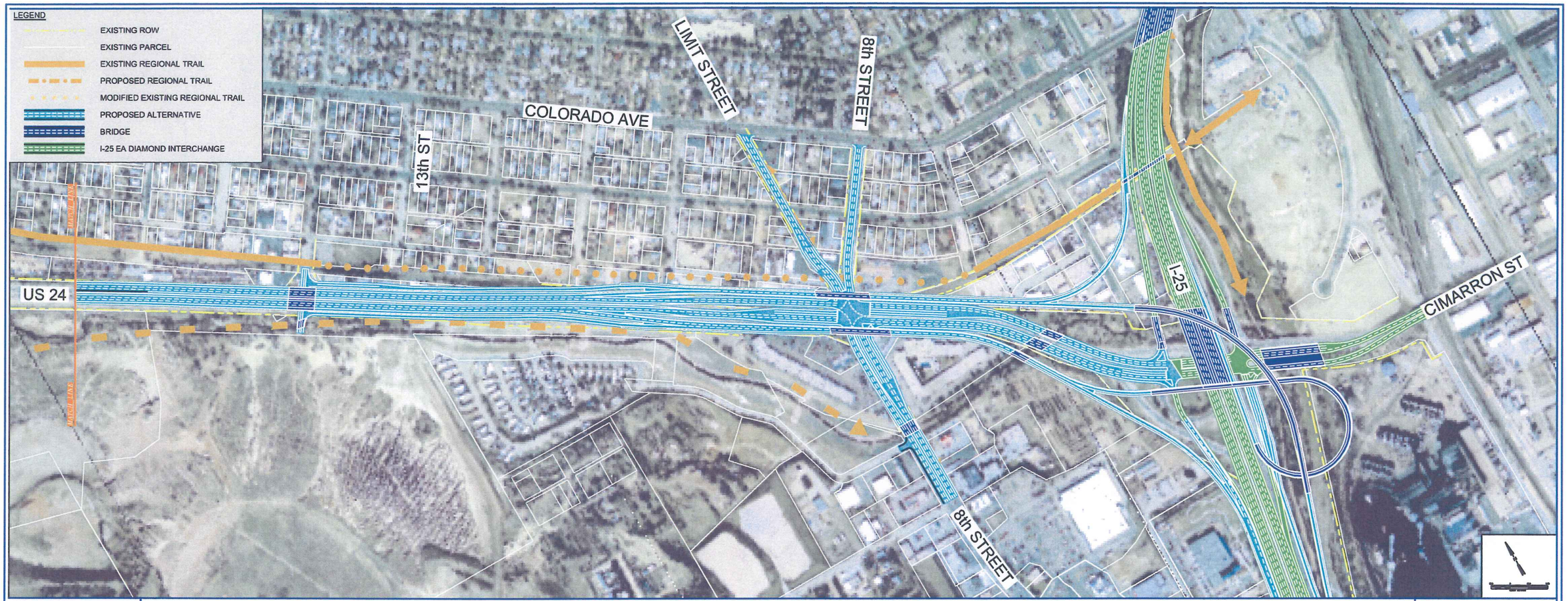
I-25 DIRECT / ONE-WAY PAIR 8th & 10th ST / 14th ST ACCESS

DESIGN OPTION #17



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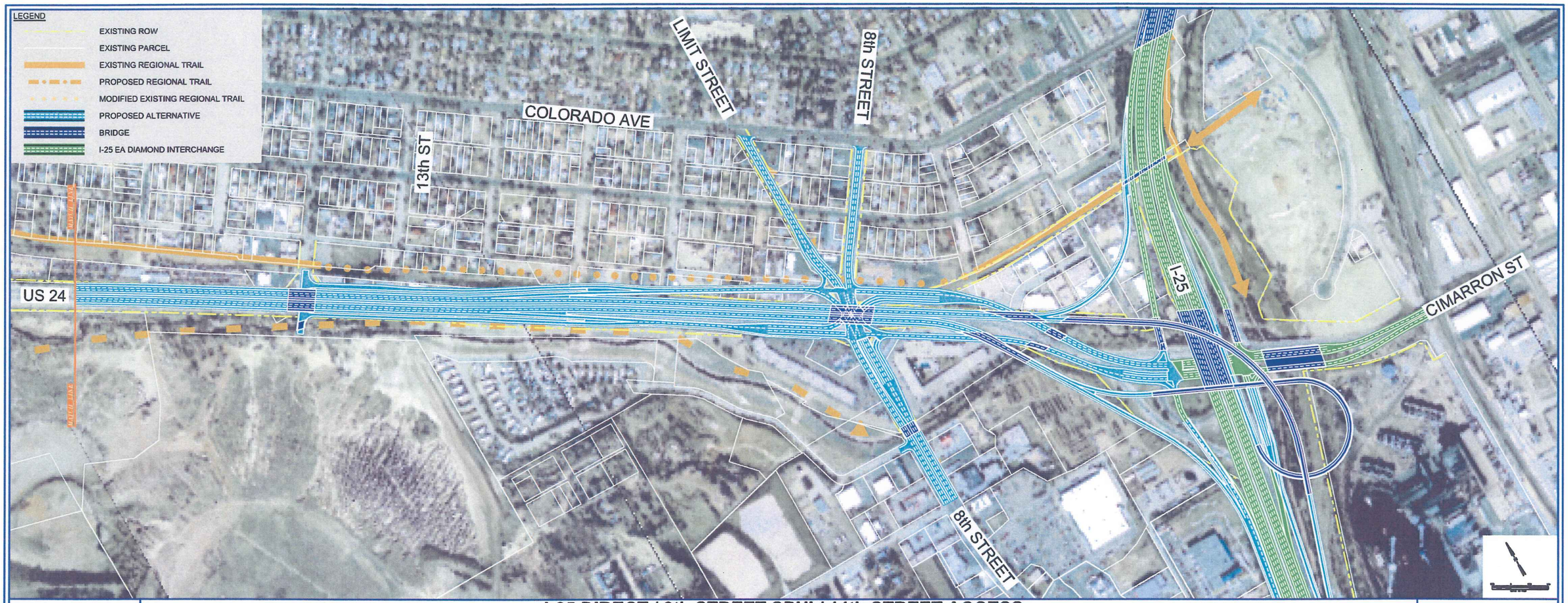
I-25 DIRECT / 8th ST SIGNALIZED INTERSECTION / 14th ST ACCESS

DESIGN OPTION #18



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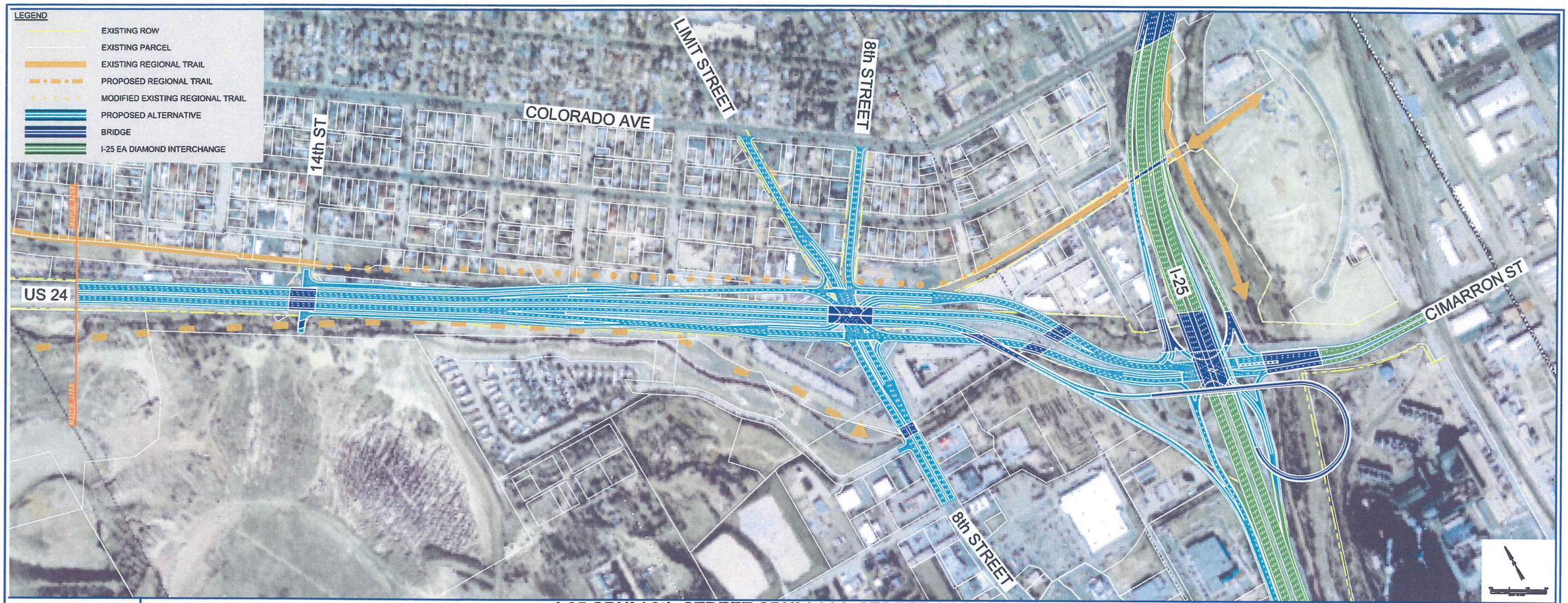
I-25 DIRECT / 8th STREET SPUI / 14th STREET ACCESS

DESIGN OPTION #19



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I-25 SPUI / 8th STREET SPUI / 14th STREET ACCESS

DESIGN OPTION #21

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The Entryway

US 24 Expressway Evaluation of Design Options – 8th Street to I-25
Design Options

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Issues	# 16 I-25 Direct/8th Street Overpass/13th Street Diamond	# 17 I-25 Direct One-way Pair 8th & 10th Street	#18 I-25 Direct/8th Street Signalized Intersections	# 19 I-25 Direct/8th Street SPUI	# 21 I-25 SPUI/8th Street SPUI
Community Values					
Vertical Alignment: Elevation	Fair - I-25 – 65 to 75 feet above existing Moderate - 8th & 13th – 20 to 25 feet above existing	Fair - I-25 – 65 to 75 feet above existing Moderate - 8th & 10th 20 to 25 feet above existing	Fair - I-25 – 65 to 75 feet above existing Moderate - 8th – 20 to 25 feet above existing	Fair - I-25 – 65 to 75 feet above existing Moderate - 8th – 20 to 25 feet above existing	Moderate - I-25 – 40 to 50 feet above existing Moderate - 8th – 20 to 25 feet above existing
Floodplain Issues	Medium Low Impact—South ramp at 13th Street encroaches into Fountain Creek. Fill from the south ramp will encroach into the floodplain. Replacement of 8th Street bridge crossing Fountain Creek will improve floodplain impacts, assuming there is enough area with the new adjacent intersection. I-25 ramps in floodplain.	Medium Low Impact—New bridges may have minor impacts on floodplain. Fill from the south ramp will encroach into the floodplain. Replacement of 8th St bridge crossing Fountain Creek will improve floodplain impacts, assuming there is enough area with the new adjacent intersection. I-25 ramps in floodplain.	Low Impact—Fill from the south ramp will encroach into the floodplain. Replacement of 8th Street bridge crossing Fountain Creek will improve floodplain impacts. I-25 ramps in floodplain.	Low Impact—Fill from the south ramp will encroach into the floodplain. Replacement of 8th Street bridge crossing Fountain Creek will improve floodplain impacts. I-25 ramps in floodplain.	Low Impact—Fill from the south ramp will encroach into the floodplain. Replacement of 8th Street bridge crossing Fountain Creek will improve floodplain impacts. I-25 ramps in floodplain.
Land Use Issues					
Redevelopment Access	Good 8th St./Limit – No direct access to/from US 24. Shopping center and hotel property can have full access. Possible new access from 13th St extension. New RI/RO access at 13th St. near US 24. 14th St. eliminated.	Fair 8th St. – Shopping center access only LI/LO. Possible new access from 10th St. extension. New RI/RO access at 10th St. near US 24. Limit – Uses will not have access to US 24/8th St. 14th St. – WB right-turn eliminated & EB movement added.	Moderate 8th St. – Shopping center access only RI/RO. 14th St. – WB right-turn eliminated and EB movement added.	Moderate 8th St. – Shopping center access only RI/RO. 14th St. – WB right-turn eliminated & EB movement added.	Moderate 8th St. – Shopping center access only RI/RO. 14th St. – WB right-turn eliminated & WB left movement added.
Size & Location of Property Remainders	9 Acres	11 Acres	11 Acres	11 Acres	11 Acres
Environmental					
Potential Number of Residences and Businesses Relocated	Residential - 18 Business - 32	Residential - 13 Business - 32	Residential - 10 Business - 31	Residential - 10 Business - 27	Residential - 10 Business - 31
Number of Acres of Aquatic Resources Disturbed	6 Acres	6 Acres	5 Acres	5 Acres	5 Acres
Number of Acres of Parks Disturbed	4 Acres	4 Acres	3 Acres	4 Acres	4 Acres
Number of Historical Properties Disturbed					
A – Listed National Historic Districts and Properties	A – 0 Properties	A – 0 Properties	A – 0 Properties	A – 0 Properties	A – 0 Properties
B – Local Historic Districts and Eligible Properties	B – 0 Properties	B – 0 Properties	B – 0 Properties	B – 0 Properties	B – 0 Properties
C – Properties with Structures Greater than 50 Years Old	C – 20 Properties	C – 15 Properties	C – 14 Properties	C – 15 Properties	C – 8 Properties
Number of Acres of New Right-of-Way	45 Acres	49 Acres	48 Acres	49 Acres	47 Acres

Envision 24 West
The Entryway

US 24 Expressway Evaluation of Design Options – 8th Street to I-25
Design Options

DRAFT

Issues	# 16 I-25 Direct/8th Street Overpass/13th Street Diamond	# 17 I-25 Direct One-way Pair 8th & 10th Street	#18 I-25 Direct/8th Street Signalized Intersections	# 19 I-25 Direct/8th Street SPUI	# 21 I-25 SPUI/8th Street SPUI
Safety, Accessibility & Mobility					
Operational Characteristics Traffic Operations I-25 Overall LOS Movements at LOS E 8th Street Overall LOS Movements at LOS E Movements at LOS F	 E 5 - EB LT, WB Thru, NB LT, SB LT, SB Thru D 13th Street: 2 - EB LT, WB LT 0	 E 5 - EB LT, WB Thru, NB LT, SB LT, SB Thru D 10th Street: 3 - EB RT, WB LT, SB RT 0	 E 5 - EB LT, WB Thru, NB LT, SB LT, SB Thru D 5 - EB LT, WB LT, NB LT, SB Thru, SB RT SB LT	 E 5 - EB LT, WB Thru, NB LT, SB LT, SB Thru D 2 - NB LT, SB LT 0	 D 0 D 2 - NB LT, SB LT 0
Safety	Good—Eliminating conflicts on US-24 is a significant benefit. Intersections for ramps will provide good levels of service. Improves pedestrian accessibility.	Good—Eliminating conflicts on US-24 is a significant benefit. Intersections for ramps will provide good levels of service. Improves pedestrian accessibility.	Good—Eliminating conflicts on US-24 is a significant benefit. Intersections for ramps will provide good levels of service. Improves pedestrian accessibility.	Good—Eliminating conflicts on US-24 is a significant benefit. Intersections for ramps will provide good levels of service. Improves pedestrian accessibility.	Good—Eliminating conflicts on US-24 is a significant benefit. Intersections for ramps will provide good levels of service. Improves pedestrian accessibility.
Access Connections to Local Street Systems	Poor - Free flow to/from I-25. Direct access to 8th & 14th to/from US 24 is precluded. Replaced by 13th Street. Long distance for US 24 users to access 8th St.	Fair - Free flow to/from I-25. Direct access to 14th to/from US 24 is precluded for all movements. 8th/10th Streets replace access.	Fair - Free flow to/from I-25. Direct access to 14th to/from US 24 is precluded to/from 8th and downtown.	Good - Free flow to/from I-25. 8th, 14th, downtown and I-25 are all accessible from US 24.	Good - Free flow to I-25 NB & SB only. 8th, 14th, downtown and I-25 are all accessible from US 24.
Implementation					
Construction Techniques Needed	Poor - I-25 EA improvements and 13th St. extension to 8th St. could be built first to divert US 24 traffic to/from the west destined for 8th Street. US 24 connection to the east (I-25, downtown) would require detour.	Poor - I-25 EA improvements and 10th St. extension to 8th St. could be built first to divert traffic off of US 24 while the remainder of at-grade improvements are constructed.	Fair - I-25 EA improvements and much of the initial at-grade improvements would require lane closures through the 8th St. intersection.	Moderate - I-25 EA improvements & 8th Street ramps could be constructed away from traffic. Through traffic on US 24 would be diverted to ramps while 8th St. overpass & flyovers are constructed.	Moderate - I-25 EA improvements & 8th Street ramps could be constructed away from traffic. Through traffic on US 24 would be diverted to ramps while 8th St. overpass & flyovers are constructed.
Future Flexibility	Good - This will be the ultimate roadway improvement.	Good - This will be the ultimate roadway improvement.	Good - This will be the ultimate roadway improvement.	Good - This will be the ultimate roadway improvement.	Good - NB to WB Flyover can be added beyond 2030.
Compatibility for Phasing	Poor - Phasing would be very difficult and most likely require “throw away” improvements at 8th St.	Good - At-grade construction could be built first and operate until flyovers, and street overpasses are constructed later.	Good - At-grade construction could be built first and operate until flyovers and 8th overpasses are constructed later.	Good - At-grade construction could be built first and operate until flyovers and 8th overpass are constructed later.	Good - At-grade construction could be built first and operate until flyover and 8th overpass are constructed later.
Costs					
	High	Medium High	Medium Low	Medium Low	Low

Poor, Fair, Moderate, Good OR High, Medium High, Medium Low, Low

Envision 24 West

The Entryway

US 24 Expressway Evaluation of Design Options - 21st Street Design Options

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Issues	#10 At Grade Intersection on Existing Alignment	#11 Interchange with Loop in SE Quadrant	#12 18th/21st Split Diamond	#13 Diamond Interchange on Existing Alignment	#14 Diamond Interchange Shifted North	#15 Diamond Interchange Shifted South	#22 18th/21st Split Diamond without access NB on 18th	#23 SPUI on Existing Alignment	#26 TUDI on Existing Alignment
Community Values									
Vertical Alignment: Elevation	Good - Slightly higher than existing	Moderate - 20 to 25 feet above existing	Fair - 20 to 25 feet above existing at 2 locations	Moderate - 20 to 25 feet above existing	Moderate - 20 to 25 feet above existing	Moderate - 20 to 25 feet above existing	Fair - 20 to 25 feet above existing at 2 locations	Moderate - 20 to 25 feet above exiting	Moderate - 20 to 25 feet above exiting
Floodplain Issues	Low Impact -Replacement of bridge crossing Fountain Creek will improve floodplain impacts.	High Impact - Loop is located on top of existing Fountain Creek. The ramps will encroach on the creek and a major drainage ditch. Fill from the ramps will encroach into the floodplain. Replacement of 21st Street and US 24 bridges crossing Fountain Creek will improve floodplain impacts. Additional bridges from ramps could worsen floodplain impacts.	Medium High Impact - Intersection at 18th Street encroaches into Fountain Creek. Fill from the ramps will encroach into the floodplain. Replacement of 21st Street and US 24 bridges crossing Fountain Creek will improve floodplain impacts. Additional bridges from ramps could worsen floodplain impacts.	Medium Low Impact - Fill from the ramps will encroach into the floodplain. Replacement of 21st Street bridge and US 24 bridge crossing Fountain Creek will improve floodplain impacts. Additional bridges from ramps could worsen floodplain impacts.	High Impact - New expressway alignment and ramps are located on top of existing Fountain Creek. Fill from the new alignment will encroach into the floodplain. Realignment of Fountain Creek and replacement of 21st Street bridgecould improve floodplain impacts. Additional bridges from ramps could worsen floodplain impacts.	Medium Low Impact -The new alignment is located on top of a short section of Fountain Creek. Some fill will occur in the floodplain. Replacement of 21st Street bridge crossing Fountain Creek will improve floodplain impacts.	Medium High Impact - Intersection at 18th Street encroaches into Fountain Creek. Fill from the ramps will encroach into the floodplain. Replacement of 21st Street bridge and US 24 bridge crossing Fountain Creek will improve floodplain impacts. Additional bridges from ramps could worsen floodplain impacts.	Medium Low Impact - The raising and replacement of 21st Street bridge due to the SPUI will improve floodplain impacts. Replacement of the US 24 bridge will improve floodplain impacts.	Medium High Impact - Fill from ramps will encroach into the floodplain. The raising of 21st Street will improve floodplain impacts. Replacement of the US 24 bridge will improve floodplain impacts.
Land Use									
Access	Poor - Bott access RI/RO only. Only RI/RO access at Sheldon. Possible new frontage road at NW corner for redevelopment	Fair - Bott relocated to match up with traffic signal at loop ramp. Only RI/RO access on north side up to Sheldon. Possible new frontage road at NW corner for redevelopment.	Good - Full access at Bott pending City approval. Only RI/RO access on north side up to Sheldon. Possible new frontage road at NW corner for redevelopment. New access opportunities at 18th St.	Moderate - Full access at Bott pending City approval. Only RI/RO access on north side up to Sheldon. Possible new frontage road at NW corner for redevelopment.	Moderate - Possible additional access for all businesses with RI/RO frontage road on existing US 24. Only RI/RO access up to Cucharras St.	Good - Bott closed. Possible access for all businesses with full movement RI/RO frontage road on existing US 24.	Good - Full access at Bott pending City approval. Only RI/RO access on north side up to Sheldon. Possible new frontage road at NW corner for redevelopment. New opportunities for Gold Hill Mesa.	Moderate - Full access at Bott pending City approval. Only RI/RO access on north side up to Sheldon. Possible new frontage road at NW corner for redevelopment.	Poor - Bott and Sheldon access RI/RO only and close all access points between.
Size of Property Remainders	11 Acres	10 Acres	11 Acres	9 Acres	11 Acres	16 Acres	11 Acres	9 Acres	14 Acres

Envision 24 West

The Entryway

US 24 Expressway Evaluation of Design Options - 21st Street Design Options

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Issues	#10 At Grade Intersection on Existing Alignment	#11 Interchange with Loop in SE Quadrant	#12 18th/21st Split Diamond	#13 Diamond Interchange on Existing Alignment	#14 Diamond Interchange Shifted North	#15 Diamond Interchange Shifted South	#22 18th/21st Split Diamond without access NB on 18th	#23 SPUI on Existing Alignment	#26 TUDI on Existing Alignment
Environmental									
Potential Number of Residences and Businesses	Residential – 12 Business - 19	Residential – 12 Business – 27	Residential – 12 Business – 21	Residential – 12 Business – 19	Residential – 19 Business – 24	Residential – 23 Business – 38	Residential – 12 Business –20	Residential – 12 Business – 20	Residential – 10 Business – 27
Number of Acres of Aquatic Resources Disturbed	2 Acres	4 Acres	4 Acres	2 Acres	3 Acres	4 Acres	3 Acres	2 Acres	2 Acres
Number of Acres of Parks Disturbed	2 Acres	2 Acres	2 Acres	2 Acres	Less Than 1 Acre	0 Acres	2 Acres	2 Acres	2 Acres
Number of Historical Properties Disturbed									
A – Listed National Historic Districts and Properties	A – 0 Properties	A – 0 Properties	A – 0 Properties	A – 0 Properties	A – 0 Properties	A – 0 Properties	A – 0 Properties	A – 0 Properties	A – 0 Properties
B – Local Historic Districts and Eligible Properties	B – 0 Properties	B – 0 Properties	B – 0 Properties	B – 0 Properties	B – 0 Properties	B – 0 Properties	B – 0 Properties	B – 0 Properties	B – 0 Properties
C – Properties with Structures Greater than 50	C – 1 Property	C – 2 Properties	C – 9 Properties	C – 4 Properties	C – 13 Properties	C – 9 Properties	C – 7 Properties	C – 4 Properties	C – 4 Properties
Number of Acres of New R/W	32 Acres	36 Acres	39 Acres	32 Acres	35 Acres	50 Acres	37 Acres	32 Acres	34 Acres
Safety, Accessibility & Mobility									
Operational Characteristics									
Traffic Operations									
Overall LOS	D	EB - B, WB - C	D/D	D	D	D	B/D	C	C
Movements at LOS E	4 - WB LT, NB Thru, SB LT, SB Thru	0	0	0	0	0	0	0	0
Movements at LOS F	1 - NB LT	0	0	0	0	0	0	0	0
Safety	Fair—Improvements to the intersection will improve safety over the existing condition.	Good—Eliminating conflicts on US 24 is a significant benefit. Intersections for ramps will provide good levels of service. Improves pedestrian accessibility.	Good—Eliminating conflicts on US 24 is a significant benefit. Intersections for ramps will provide good levels of service. Improves pedestrian accessibility.	Good—Eliminating conflicts on US 24 is a significant benefit. Intersections for ramps will provide good levels of service. Improves pedestrian accessibility.	Good—Eliminating conflicts on US 24 is a significant benefit. Intersections for ramps will provide good levels of service. Improves pedestrian accessibility.	Good—Eliminating conflicts on US 24 is a significant benefit. Intersections for ramps will provide good levels of service. Improves pedestrian accessibility.	Good—Eliminating conflicts on US 24 is a significant benefit. Intersections for ramps will provide good levels of service. Improves pedestrian accessibility.	Good—Eliminating conflicts on US 24 is a significant benefit. Intersections for ramps will provide good levels of service. Improves pedestrian accessibility.	Good—Eliminating conflicts on US 24 is a significant benefit. Intersections for ramps will provide good levels of service. Improves pedestrian accessibility.
Access Connections to Local Street Systems	Fair - Storage lengths would preclude a full movement intersection at Bott Avenue.	Good - Bott Avenue would be relocated to match up with traffic signal at loop ramp.	Moderate - Better Access provided to Old Colorado City and Gold Hill Mesa.	Moderate - No changes in access.	Fair - Storage lengths would preclude at full movement intersection at Sheldon Avenue.	Moderate - Bott Avenue Access to 21st St. would be eliminated and rerouted to other facilities.	Good - Better Access for Gold Hill Mesa 18th St.	Moderate - No changes in access.	Moderate - No changes in access.

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The Entryway

US 24 Expressway Evaluation of Design Options - 21st Street Design Options

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Issues	#10 At Grade Intersection on Existing Alignment	#11 Interchange with Loop in SE Quadrant	#12 18th/21st Split Diamond	#13 Diamond Interchange on Existing Alignment	#14 Diamond Interchange Shifted North	#15 Diamond Interchange Shifted South	#22 18th/21st Split Diamond without access NB on 18th	#23 SPUI on Existing Alignment	#26 TUDI on Existing Alignment
Implementation									
Construction Techniques Needed	Fair - Temporary lane closures necessary to re-build intersection in the same general location.	Fair - North side ramps and EB on-ramp could be built initially away from existing traffic flow. Lane closures would be necessary to construct bridge and through approaches on existing travel lanes.	Moderate - North side ramps and frontage roads and 18th Street ramps could be built initially away from existing traffic flow. Some temporary re-routing of EB movements to 21st St. or lane closures may be necessary.	Moderate - North side ramps and bridge (WB through lanes) could be built initially away from existing traffic flow. Some temporary re-routing of EB movements to 21st St. or lane closures may be necessary.	Good - Interchange would be constructed away from existing intersection. Some temporary interruption at 21st St for bridge construction.	Good - Interchange would be constructed away from existing intersection. Some temporary interruption at 21st St for bridge construction.	Moderate - North side ramps and frontage roads and 18th Street ramps could be built initially away from existing traffic flow. Some temporary re-routing of EB movements to 21st St. or lane closures may be necessary.	Moderate - North side ramps and bridge (WB through lanes) could be built initially away from existing traffic flow. Some temporary re-routing of EB movements to 21st St. or lane closures may be necessary.	Poor - Build 21st St overpass in phases with extensive construction time. Temporary lane and turning movements restrictions necessary to re-build intersection in the same general location. Some temporary interruption on US 24 for bridge construction.
Future Flexibility	Moderate - 21st St. Intersection would be constructed mostly on existing travel lanes.	Good - Overpass at 26th St. and interchange at 31st St. would be easily accommodated.	Good - Overpass at 26th St. and interchange at 31st St. would be easily accommodated.	Good - Overpass at 26th St. and interchange at 31st St. would be easily accommodated.	Good - Overpass at 26th St. and interchange at 31st St. would be easily accommodated.	Good - Overpass at 26th St. and interchange at 31st St. would be easily accommodated.	Good - Overpass at 26th St. and interchange at 31st St. would be easily accommodated.	Good - Overpass at 26th St. and interchange at 31st St. would be easily accommodated.	Good - Overpass at 26th St. and interchange at 31st St. would be easily accommodated.
Costs									
	Low	Medium High	High	Medium Low	Medium High	Medium High	High	Medium Low	Medium Low

Poor, Fair, Moderate, Good OR High, Medium High, Medium Low, Low

Envision 24 West
The Entryway

US 24 Expressway Evaluation of Design Options – Ridge, 31st and 26th Design Options

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Issues	#6 Ridge Road Overpass	#7 Ridge Road Signalized Intersection	#20 Ridge Road Diamond Interchange	#24 Ridge Road TUDI	#8 30th Street Intersection	#9 31st Street Intersection	#25 31st Street TUDI	#25 26th Street TUDI	#8 & #9 26th Street Intersection
Community Values									
Vertical Alignment: Elevation	Medium Low - 20-25' above existing	Low - Existing	Medium Low - 20-25' above existing	Medium Low - 20-25' above existing	Low - Existing	Low - Existing	Medium Low - 20-25' above existing	Medium Low - 20-25' above existing	Low - Existing
Floodplain Issues	Medium Low Impact—Raising Grade of US-24 will place fill in/or adjacent to the floodplain. Replacement of bridge crossing Fountain Creek will improve floodplain impacts	Low Impact--Replacement of bridge crossing Fountain Creek will improve floodplain impacts.	High Impact - Raising grade of US-24 will place fill in/or adjacent to the floodplain. The on/off ramps will encroach on the Fountain Creek and have large impacts. Replacement of bridge crossing Fountain Creek will improve floodplain impacts.	Medium Low Impact - Raising grade of US-24 will place fill in/or adjacent to the floodplain. The on/off ramps will encroach on the Fountain Creek and have minor impacts. Replacement of bridge crossing Fountain Creek will improve floodplain impacts.	Low Impact—The existing bridge for 31st St would be removed and a new bridge crossing the creek would be added at 30th Street. The new bridge would be constructed to minimize impacts to the floodplain.	Low Impact--Replacement of bridge crossing Fountain Creek will improve floodplain impacts.	Low Impact--Replacement of bridge crossing Fountain Creek will improve floodplain impacts.	Low Impact--Replacement of bridge crossing Fountain Creek will improve floodplain impacts.	Low Impact--Replacement of bridge crossing Fountain Creek will improve floodplain impacts.
Land Use									
Redevelopment Access	Good - Improvements to Ridge Road and Colorado Ave intersections will be performed. Elimination of the access to US-24 requires local trips to access Colorado Ave. from either Manitou Ave. or 31st St, giving more exposure to businesses	Moderate—Could induce commercial land use inconsistent with the planned land use.	Poor—An interchange could induce commercial development to a residential/rural neighborhood, which is inconsistent with planned land use.	Poor—An interchange could induce commercial development to a residential/rural neighborhood, which is inconsistent with planned land use.	Poor—Changing the access to 30th Street would have large impacts on the local street system by changing the historical traffic patterns and shifting traffic 30th Street which is currently a Residential Collector.	Good—Access to the local street system remains the same as it is today.	Good—Access to the local street system is similar to the existing conditions.	Poor—Changing the access at 26th Street would have large impacts on the local street system by changing the historical traffic patterns and restricting all access between St. Anthony and Vermijo.	Good—Existing intersection would remain with traffic signal.
Size & Location of Property Remainders	Less than 1 Acre	1 Acre	5 Acres	0 Acres	9 Acres	0 Acres	3 Acres	3 Acres	2 Acres
Environmental									
Potential Number of Residences and Business Relocated	Residential – 0 Business - 2	Residential – 0 Business - 0	Residential – 0 Business - 1	Residential – 0 Business - 0	Residential – 1 Business - 3	Residential – 0 Business - 1	Residential – 0 Business - 1	Residential – 3 Business - 3	Residential – 3 Business - 3
Number of Acres of Aquatic Resources Disturbed	Less than 1 Acre	1 Acre	1 Acre	1 Acre	2 Acres	1 Acre	1 Acre	2 Acres	3 Acres
Number of Acres of Parks Disturbed	0 Acres	0 Acres	Less than 1 Acre	0 Acres	0 Acres	0 Acres	0 Acres	Less than 1 Acre	Less than 1 Acre

Envision 24 West
The Entryway

US 24 Expressway Evaluation of Design Options – Ridge, 31st and 26th Design Options

DRAFT

Issues	#6 Ridge Road Overpass	#7 Ridge Road Signalized Intersection	#20 Ridge Road Diamond Interchange	#24 Ridge Road TUDI	#8 30th Street Intersection	#9 31st Street Intersection	#25 31st Street TUDI	#25 26th Street TUDI	#8 & #9 26th Street Intersection
Number of Historical Properties Disturbed									
A – Listed National Historic Districts and Properties	A – 0 Properties	A – 0 Properties	A – 0 Properties	A – 0 Properties	A – 0 Properties	A – 0 Properties	A – 0 Properties	A – 0 Properties	A – 0 Properties
B – Local Historic Districts and Eligible Properties	B – 0 Properties	B – 0 Properties	B – 0 Properties	B – 0 Properties	B – 0 Properties	B – 0 Properties	B – 0 Properties	B – 0 Properties	B – 0 Properties
C – Properties with Structures Greater than 50 Years Old	C – 1 Structure	C – 0 Structures	C – 0 Structures	C – 0 Structures	C – 2 Structures	C – 1 Structures	C – 1 Structures	C – 6 Structures	C – 2 Structures
Number of Acres of New Right-of-Way	1 Acre	2 Acres	8 Acres	1 Acre	23 Acres	8 Acres	7 Acres	5 Acres	4 Acres
Safety, Accessibility & Mobility									
Operational Characteristics Traffic Operations	Removing access to US-24 will greatly improve the mobility for traffic on US-24. This option re-routes traffic to Manitou and 31st and will need to be accounted for in	Adding traffic signal to US-24 will periodically stop the US-24 traffic. Ridge Road traffic will operate better.	Full controlled access will provide very good operations.	Full controlled access will provide very good operations.	Traffic signal will operate at acceptable levels of service.	Traffic signal will operate at acceptable levels of service.	Full controlled access will provide very good operations.	Full controlled access will provide very good operations.	Traffic signal will operate at acceptable levels of service.
US 24 Overall LOS	N/A	C	C	C	C	C	C	C	C
Movements at LOS E	0	0	0	0	0	0	0	0	0
Movements at LOS F	0	0	0	0	0	0	0	0	0
Safety	Good—Removing access to US-24 eliminates conflict points with Ridge Road on a relatively steep downhill grade. Improves pedestrian accessibility. Also provides for a wildlife crossing.	Moderate —Adding a traffic signal to US-24 will improve safety over the existing condition. However, adding a traffic signal on downhill grade is less desirable than the free flow condition.	Good—Eliminating conflicts on US-24 is a big benefit. Intersections for ramps will be small and few conflict points. Improves pedestrian accessibility. Also provides for a wildlife crossing.	Good - Eliminating conflicts on US-24 is a big benefit. Intersections for ramps will be small and few conflict points. Improves pedestrian accessibility.	Moderate —Improvements to the intersection will improve safety over the existing condition.	Moderate —Improvements to the intersection will improve safety over the existing condition.	Good - Eliminating conflicts on US-24 is a big benefit. Intersections for ramps will be small and few conflict points. Improves pedestrian accessibility.	Good - Eliminating conflicts on US-24 is a big benefit. Intersections for ramps will be small and few conflict points. Improves pedestrian accessibility.	Moderate —Improvements to the intersection will improve safety over the existing condition.
Operational Characteristics Access Connections to Local Street Systems	Medium Low Impact –No direct access from US-24 to Ridge Road. Provides for more circuitous access to the neighborhood south of US-24. Pedestrian access is much improved.	Medium High Impact—Existing intersection would remain with traffic signal added. Pedestrian conflicts exist.	Medium High Impact—Existing intersection would remain with traffic signal added. Pedestrian conflicts exist.	Medium High Impact—Existing intersection would remain with traffic signal added. Pedestrian conflicts exist. Non motorized access is improved.	High Impacts—Access would be changed to 30th Street from US-24. This would change driver expectancy. Also, the change in primary access to 30th Street would impact business that is currently located at the 31st and Colorado Ave. intersection.	Low Impact—Existing intersection would remain with traffic signal.	Medium Low Impact - No changes to access. Steep Grades required to meet at Colorado Ave.	Medium High Impact - St Anothony Street would need to be dead ended at 26th, and Vermijo would also have restricted access to 26th. Access to Vermijo park would have to be relocated.	Low Impact—Access to the local street system remains the same as it is today.

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The Entryway

US 24 Expressway Evaluation of Design Options – Ridge, 31st and 26th Design Options

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Issues	#6 Ridge Road Overpass	#7 Ridge Road Signalized Intersection	#20 Ridge Road Diamond Interchange	#24 Ridge Road TUDI	#8 30th Street Intersection	#9 31st Street Intersection	#25 31st Street TUDI	#25 26th Street TUDI	#8 & #9 26th Street Intersection
Implementation									
Construction Techniques Needed	Fair—Traffic during construction will be difficult to maintain due to grade changes along the existing alignment. Will be difficult to maintain access to neighborhood and Red Rocks Park.	Good—No special needs. Traffic during construction should be relatively easy to maintain since there will be minimal change to grades or alignment.	Moderate —Traffic during construction will be a challenge to maintain due to the grade change. However, phasing the ramp construction in first and re-routing traffic on the ramps ensure that access can be achieved during construction.	Moderate —Traffic during construction will be a challenge to maintain due to the grade change. However, phasing the ramp construction in first and re-routing traffic on the ramps ensure that access can be achieved during construction.	Good—No special Needs. This construction would actually be very good as the new intersection would be constructed offline mainly and the existing 31st St. intersection would remain operational through out construction.	Moderate —Maintaining traffic during construction will be more difficult since construction will take place on the existing alignment.	Poor —Traffic during construction will be a challenge to maintain due to the grade change. However, phasing the ramp construction in first and re-routing traffic on the ramps ensure that access can be achieved during construction.	Poor —Traffic during construction will be a challenge to maintain due to the grade change. However, phasing the ramp construction in first and re-routing traffic on the ramps ensure that access can be achieved during construction.	Moderate —Maintaining traffic during construction will be more difficult since construction will take place on the existing alignment.
Future Flexibility	Good—Could be expanded in the future to an interchange if needed.	Moderate —Option does not preclude future expansions. However, any future change would require grade changes.	Fair—Violates interchange spacing criteria to have interchanges at Ridge, 31st and 26th.	Fair—Violates interchange spacing criteria to have interchanges at Ridge, 31st and 26th.	Moderate —Option does not preclude future expansions.	Moderate —Option does not preclude future expansions.	Fair—Violates interchange spacing criteria to have interchanges at Ridge, 31st and 26th.	Fair—Violates interchange spacing criteria to have interchanges at Ridge, 31st and 26th.	Moderate —Option does not preclude future expansions. Expansion of 31st to an interchange will require this to be closed.
Costs									
	Medium Low Costs	Low Costs	Medium High Costs	High Costs	Medium Low Costs	Low Costs	Medium High Costs	Medium High Costs	Low Costs

Poor, Fair, Moderate, Good OR High, Medium High, Medium Low, Low

Envision 24 West
The Entryway

US 24 Expressway Evaluation of Design Options – Manitou Avenue Design Options

DRAFT

Issues	#1 2-Loop Par-Clo	#2 Safety Improvements	#3 Par-Clo Hook Ramp	#4 Half Access	#5 Three Quarter Access
Community Values					
Vertical Alignment: Elevation	Good - Matches Existing	Good - Matches Existing	Good - Matches Existing	Good - Matches Existing	Good - Matches Existing
Floodplain Issues	Low Impact—Minimal fill in the flood plain area for the new loop ramp. Sutherland Creek Drainage issues would be addressed.	Medium Low Impact—Little to no additional impact on the floodplain. No changes will be made to Sutherland Creek.	Medium Low Impact—Provides additional fill for the new ramps in areas that currently do not have fill.	Low Impact—No impacts to the floodplain.	Low Impact—No impact to the floodplain.
Land Use					
Redevelopment Access	Moderate—Garden of the Gods Pl is reduced to RI/RO.	Good	Poor—Garden of the Gods Place and businesses along Manitou Avenue is reduced to RI/RO.	Fair	Fair
Size & Location of Property Remainders	1 Acre + Less than 1 Acre (Non-Accessible)	Less than 1 Acre	4 Acres + 3 Acres (Non-Accessible)	0 Acres	0 Acres
Environmental					
Potential Number of Residences and Business Relocated	Residential – 8 Business - 3	Residential – 0 Business - 0	Residential – 8 Business - 21	Residential – 0 Business - 0	Residential – 0 Business - 0
Number of Acres of Aquatic Resources Disturbed	1 Acre	1 Acre	1 Acre	Less than 1 Acre	1 Acre
Number of Acres of Parks Disturbed	0 Acres	0 Acres	0 Acres	0 Acres	0 Acres
Number of Historical Properties Disturbed					
A – Listed National Historic Districts and Properties	A – 0 Properties	A – 0 Properties	A – 0 Properties	A – 0 Properties	A – 0 Properties
B – Local Historic Districts and Eligible Properties	B – 0 Properties	B – 0 Properties	B – 1 Property* ** - Portion of Cottonwood Court required for ROW, but may be able to avoid with further design.*	B – 0 Properties	B – 0 Properties
C – Properties with Structures Greater than 50 Years Old	C – 9 Structures	C – 0 Structures	C – 19 Structures	C – 0 Structure	C – 0 Structures
Number of Acres of New Right-of-Way	3 Acres	Less than 1 Acre	11 Acres	Less than 1 Acre	Less than 1 Acre

Envision 24 West
The Entryway

US 24 Expressway Evaluation of Design Options – Manitou Avenue
Design Options

DRAFT

Issues	#1 2-Loop Par-Clo	#2 Safety Improvements	#3 Par-Clo Hook Ramp	#4 Half Access	#5 Three Quarter Access
Safety, Accessibility & Mobility					
Operational Characteristics Traffic Operations		Ramp geometry does not meet standard.	Weave between ramps on Manitou could be problematic.		
Overall LOS *# Movements at LOS F*	B 0	B 0	B 0	B 0	B 0
Safety	Good - Full controlled access will provide very good operations. Loop design increases sight distance.	Good - Increasing the radius increases the safety allowing drivers time to slow down.	Good - Large curves and increased ramp spacing improve traffic flow.	Moderate - Ramps with tight radii are removed. Drivers must access WB 24 and EB 24 to Manitou via a different intersection.	Good - Troublesome ramp is removed.
Operational Characteristics Access Connections to Local Street Systems	Good--Access to Garden of the Gods Place woul not align with the ramp terminal.	Good--No change from existing.	Good--Access to Garden of the Gods Place woul not align with the ramp terminal.	Poor--Limited Access to Manitou Avenue from US-24.	Poor--Limited Access to Manitou Avenue from US-24
Implementation					
Construction Techniques Needed	Good	Good	Good	Good	Good
Future Flexibility	Good	Good	Moderate	Fair	Good
Costs					
	Medium Low	Medium Low	High	Low	Low

Poor, Fair, Moderate, Good OR High, Medium High, Medium Low, Low