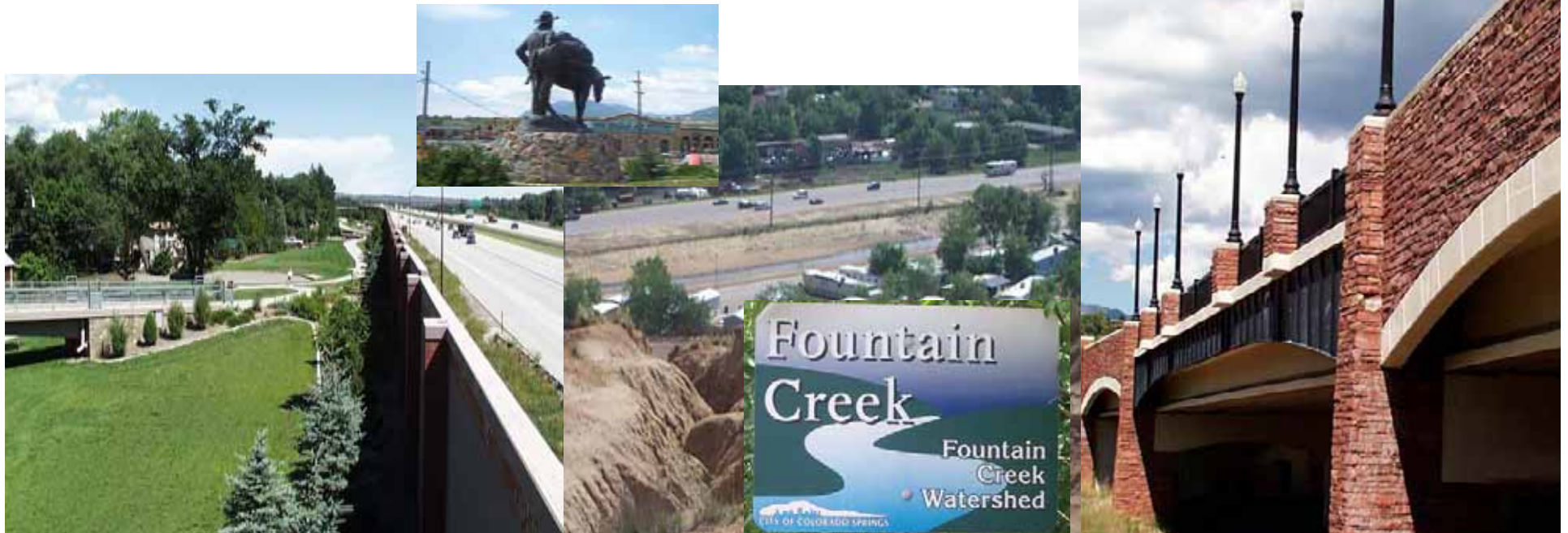




# US 24 West Environmental Assessment

Public Meeting  
August 24, 2006





# Tonight's presentation

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- Environmental document
- Funding the improvements
- Planning cost estimates for the project
- Traffic
- Alternatives
- Design options
- Fountain Creek
- Next steps
- Questions



# Environmental Document

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- This is an Environmental Assessment (EA)
- Comply with the National Environmental Policy Act (NEPA)
- The 1<sup>st</sup> Draft of the EA is expected to be completed by the end of 2007
- The current estimate to complete the environmental work is \$7.5 Million



## Funding the Improvements

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- ❑ The Pikes Peak Area Council of Governments (PPACG) budgets all of these improvements in the Transportation Improvement Plan (TIP)
- ❑ Current TIP 2007 through 2012 does not program dollars for improvements on US 24
- ❑ Next TIP 2009 through 2014 may program dollars for US 24



## Cost for the Improvements

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- Current planning level estimate for the Midland Expressway alternative is \$240 million
- This estimate does not include right-of-way costs
- No detailed engineering has been done yet that could refine these costs



# Traffic

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- Traffic Counts
- Traffic Forecasts
  
- This corridor is a regional facility
  - State significance
  - Regional growth
  - Local growth
  - Latent demand



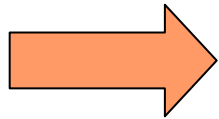


# The Decision Process

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- Community Values
- Environmental Resources
- Safety, Mobility and Accessibility

Accident Statistics



Traffic Forecasts  
Traffic Operations

- Implementation

**Balance**



## Vision

### A Community Vision for the US 24 West Corridor

Our Vision for US 24 West improvements will integrate into the community fabric while providing safety, accessibility and mobility.

The Plan must...

- begin with the existing conditions and current plans for the corridor
- recognize the distinct character of segments along the corridor
- address the needs of the multiple users of multiple modes
- enhance the corridor aesthetics
- provide access to destinations and gateways

The US 24 improvements must...

- protect and enhance neighborhoods and cultural resources
- support economic vitality in the adjacent areas
- avoid and minimize adverse impacts to the natural and human environments
- provide way-finding systems that guide users 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

### 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*

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

#### 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 and regional plans?

... begin with current plans  
... recognize the distinct character  
... address needs of multiple users  
... enhance the corridor aesthetics  
... provide access

#### Safety, Accessibility and Mobility

Does this solution provide access for local trips?

Does this solution provide regional mobility?

Does this solution provide access for non-motorized users?

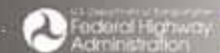
Does this solution provide regional mobility?

Does this solution provide access for non-motorized users?

... protect and enhance the neighborhoods  
... support economic vitality  
... avoid and minimize adverse impacts

Is this compatible with local long-range plans?

Is this a proven technology?



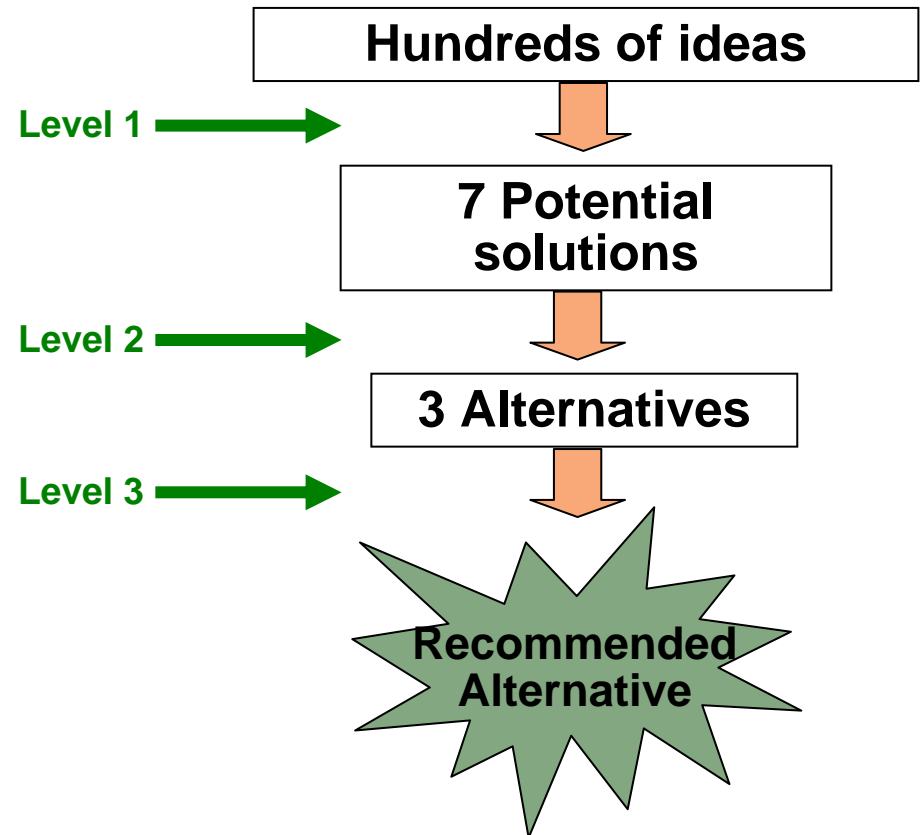




# Developing Alternatives

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Develop and evaluate alternatives with public and agency involvement





# Alternatives

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- No Action
  
- The US 24 Freeway
  
- The Midland Expressway

**Recommended**



## Why the Midland Expressway?

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- is preferred for its compatibility with the West Side
- provides the most accessibility at key points on the corridor
- provides an appropriate balance between local and regional users
- provides the required mobility with fewer impacts
- satisfies all of the critical issues



## What is included in the Midland Expressway?

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- Improves the through lanes, the accel/decel lanes and the turn lanes
- Improves the interchanges at I-25 and Manitou Avenue
- Uses at-grade signalized intersections for access at 26<sup>th</sup> Street and 31<sup>st</sup> Street
- Uses grade separated interchanges at 8<sup>th</sup> Street and 21<sup>st</sup> Street
- Improves the trail systems both east/west and north/south
- Is compatible with existing and future transit plans
- Offers many opportunities for aesthetic improvements



The Midland Expressway has  
a multitude of  
design options!  
**plus**



# Design Options will all include “Additional Corridor Elements”

- Landscaping
- Lighting
- Architectural treatments
- Trail extensions, trailheads, trail connections
- Signing for destinations
- Gateway features
- Mitigation
  - Historic interpretive areas
  - New park land
  - Removal of properties from the floodplain
  - Trails along the creek for all non-motorized users
  - Trail over and under passes





# Design Options

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- No decisions have been made between the design options
- Prioritization has occurred at some locations
- We will briefly describe the option and the evaluation that has been completed



0' 20' 40'  
AUG/06 THK



# Design Option Evaluation

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## Level of Service

### ■ A through F

A – little to no delay

F – multiple cycles at a signal to gridlock

■ City Standard: Intersection LOS D with no movements at E  
CDOT Standard: Intersection LOS D

## Acquisition of property

■ Considered when property can't function, remove buildings, no access

■ No detailed engineering has been completed to refine these at this time

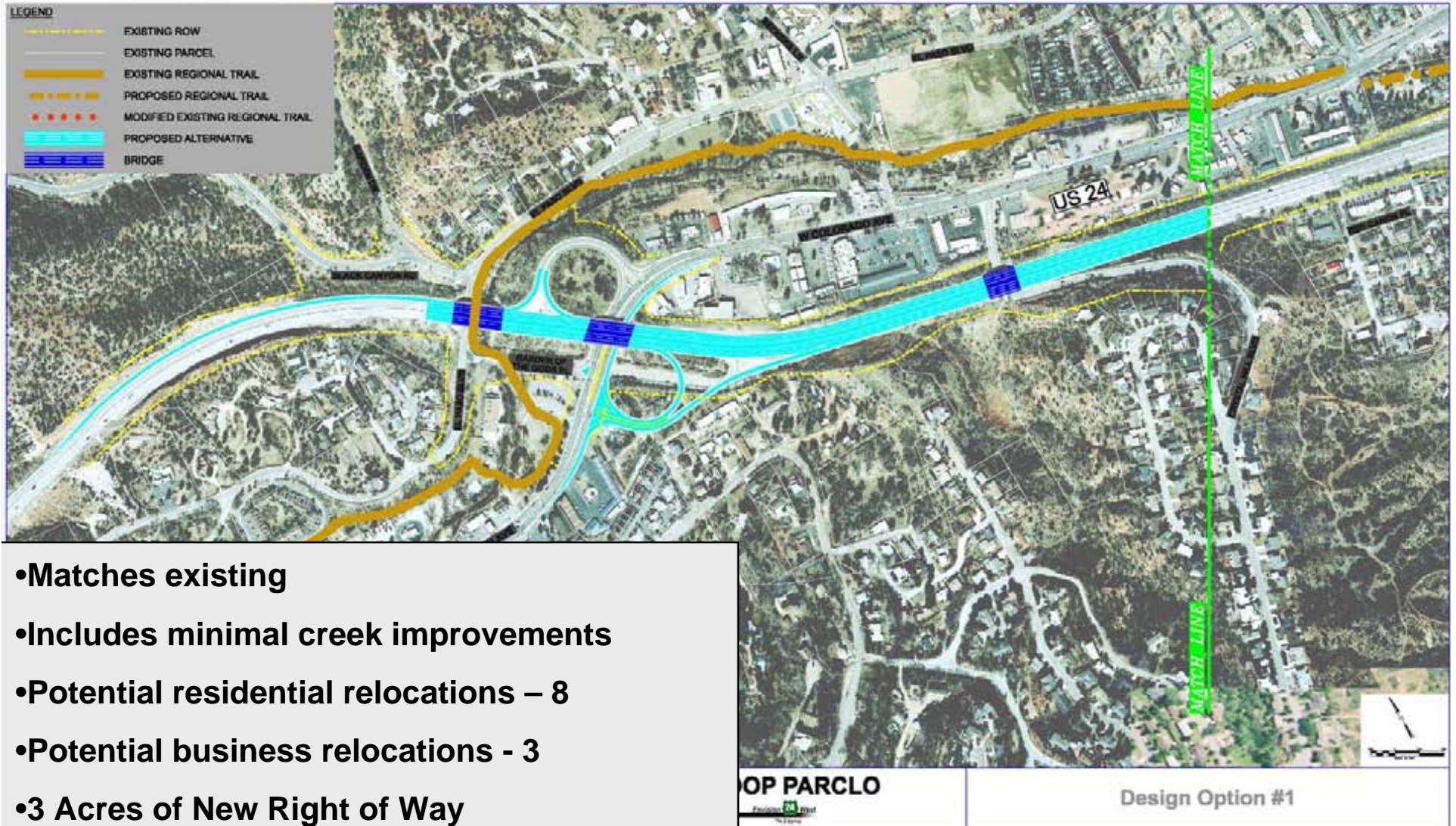




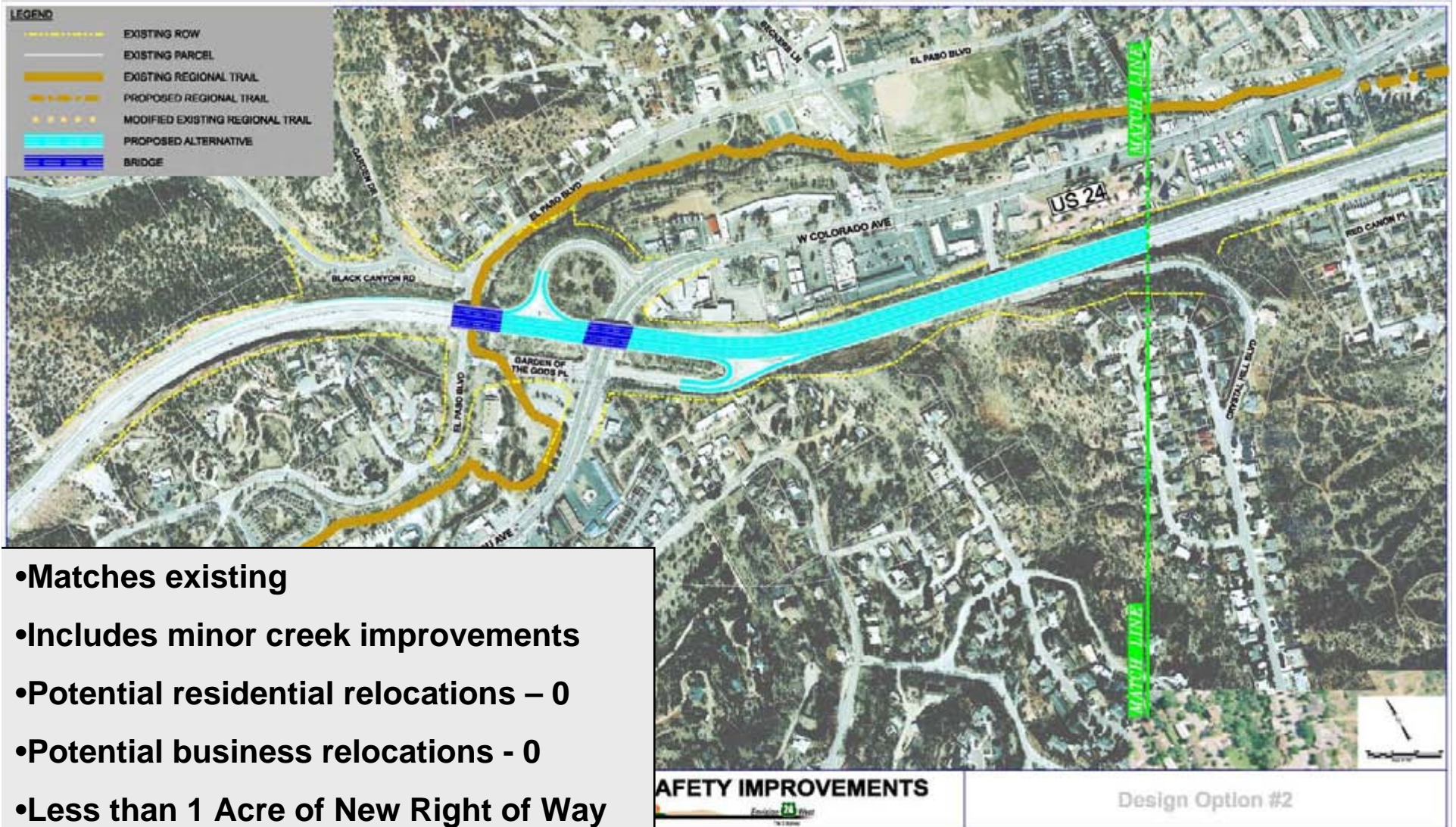
# Design Options

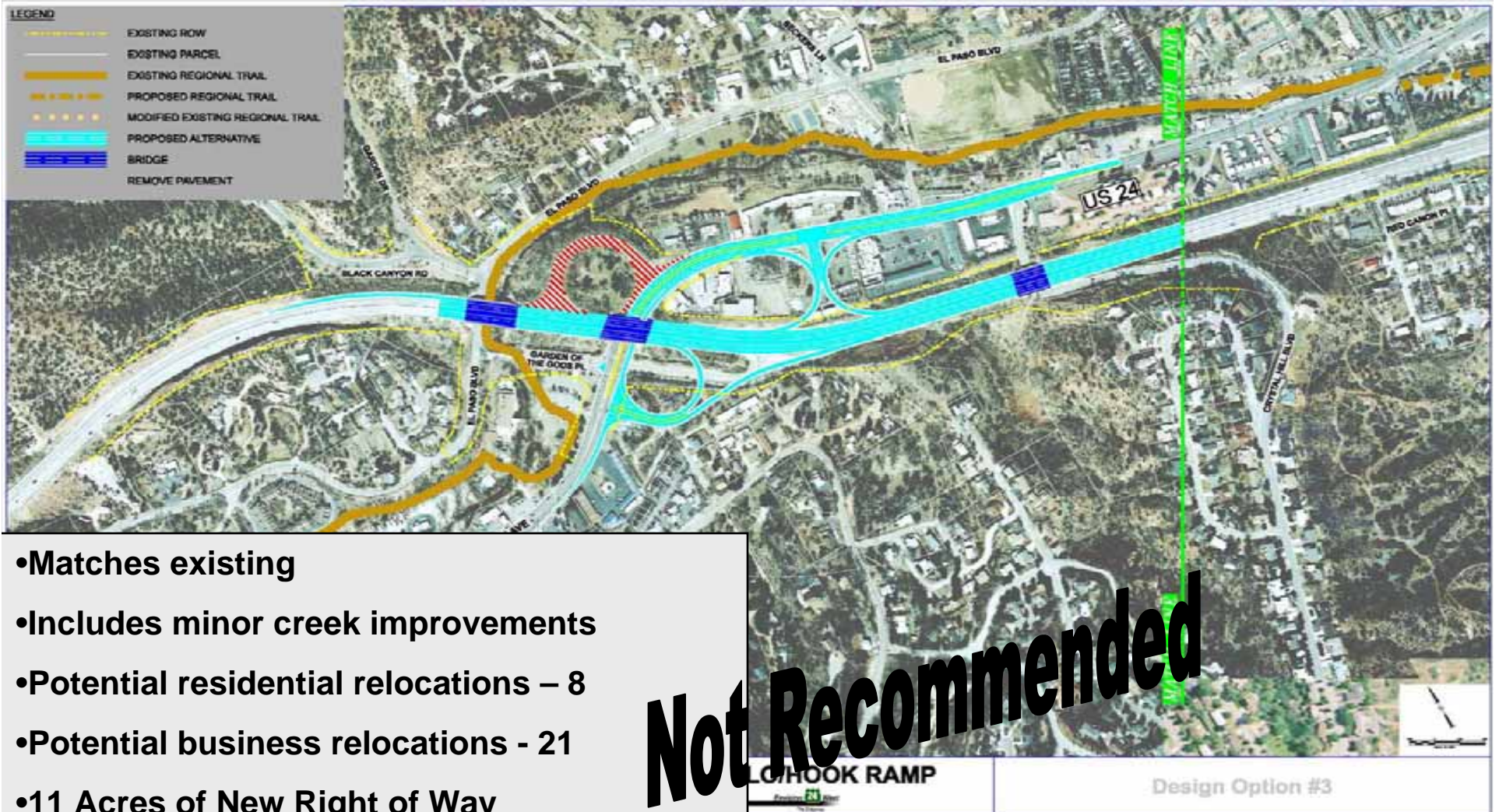
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- Posted speed
- Typical section options
  - curb and gutter
  - median treatments
  - lighting
- Realignment of US 24 centerline
- Side street crossings
- Trail connections and trail heads
  - pedestrian overpasses
- Transit opportunities
  - shared parking
  - pedestrian overpasses



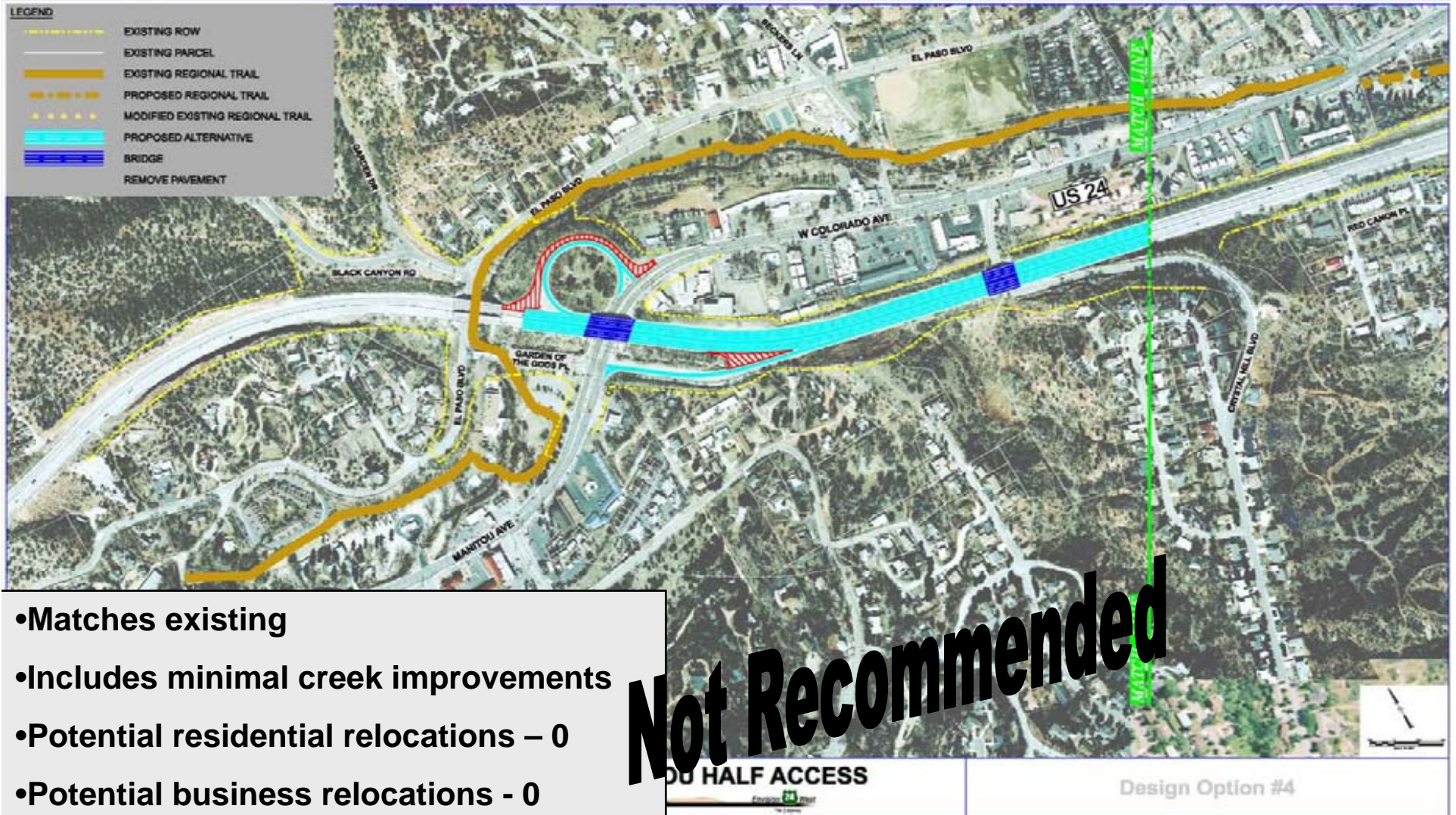
- Matches existing
- Includes minimal creek improvements
- Potential residential relocations – 8
- Potential business relocations - 3
- 3 Acres of New Right of Way
- LOS B – Meets standards
- Modified access to Garden of Gods Place





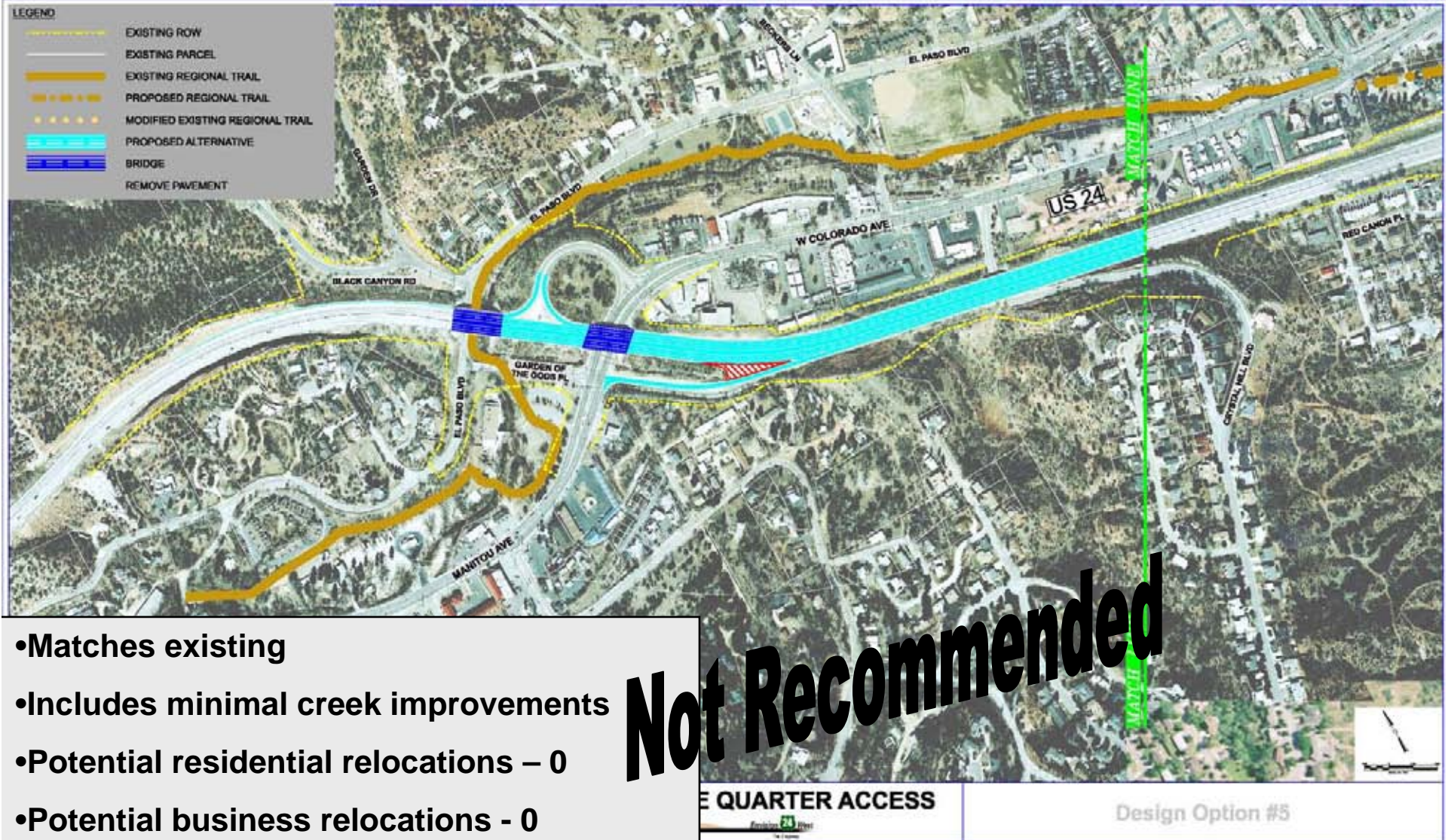
**Not Recommended**

- Matches existing
- Includes minor creek improvements
- Potential residential relocations – 8
- Potential business relocations - 21
- 11 Acres of New Right of Way
- Weave between ramps on Manitou Ave could be problematic
- LOS B – Meets standards
- Restricted access to Garden of Gods Place

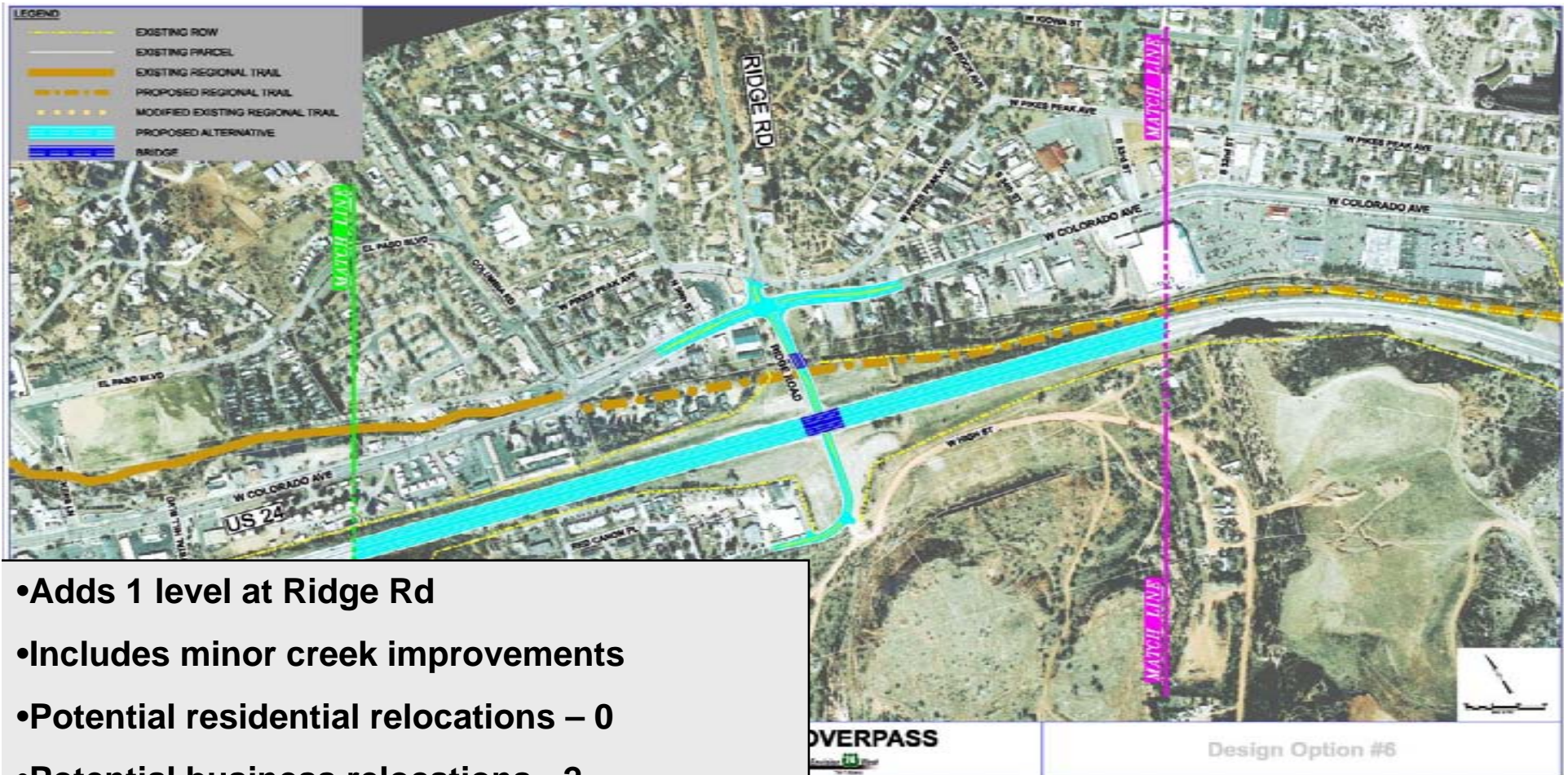


**Not Recommended**

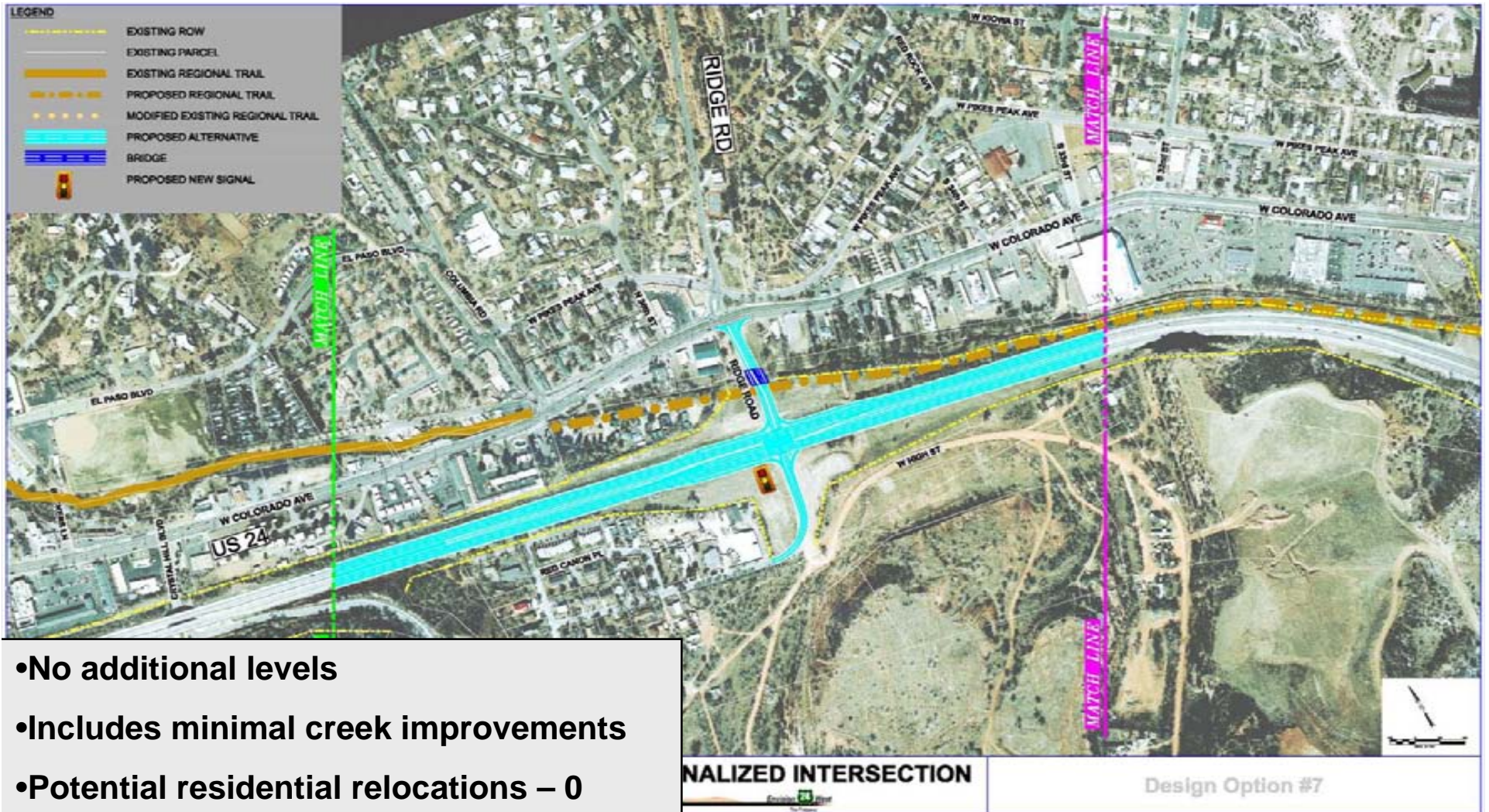
- Matches existing
- Includes minimal creek improvements
- Potential residential relocations – 0
- Potential business relocations - 0
- Less than 1 Acre of New Right of Way
- LOS B – Meets standards
- Limited access to/from Manitou Ave from US 24



- Matches existing
- Includes minimal creek improvements
- Potential residential relocations – 0
- Potential business relocations - 0
- Less than 1 Acre of New Right of Way
- LOS B – Meets standards
- Limited access to Manitou Ave from US 24

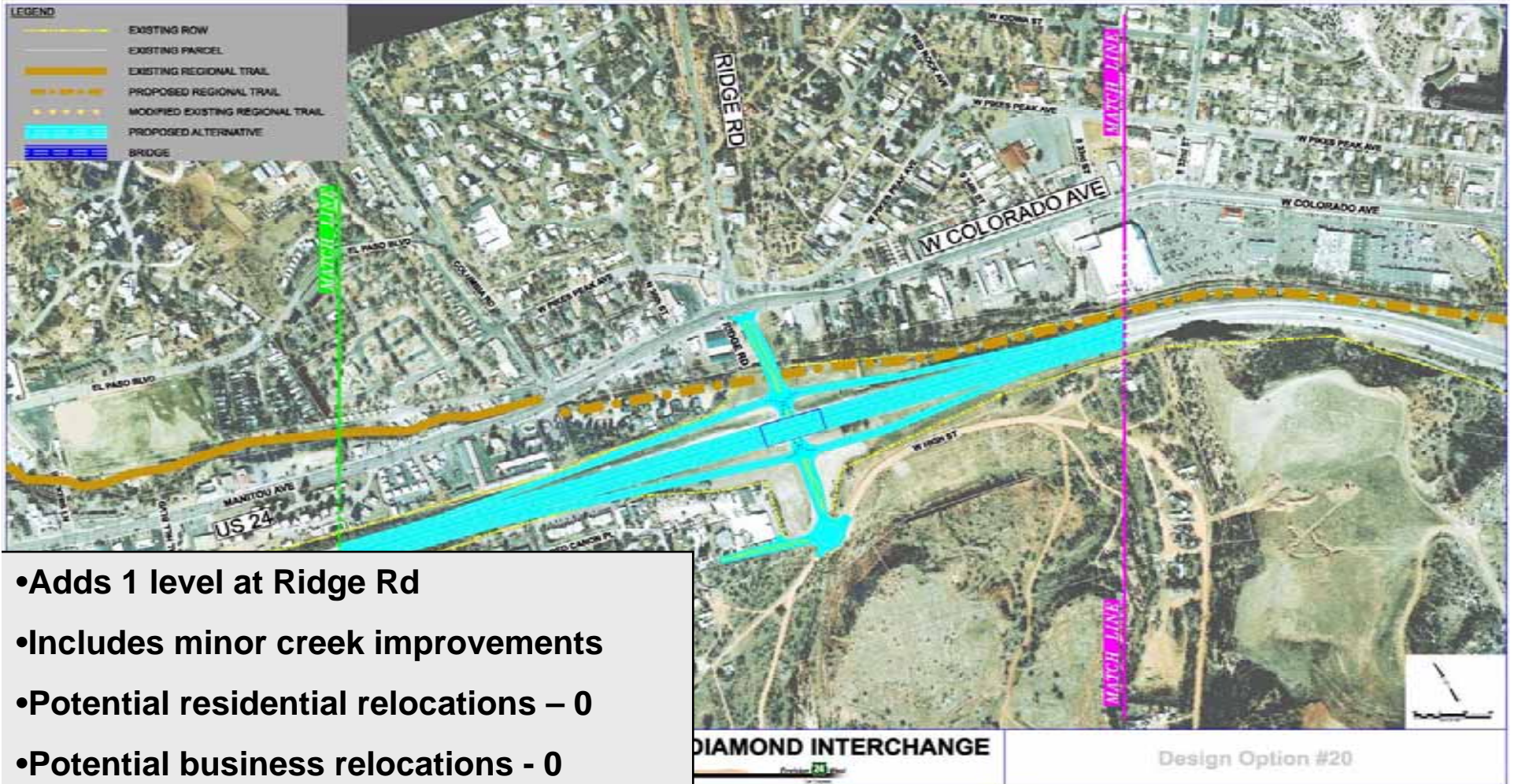


- Adds 1 level at Ridge Rd
- Includes minor creek improvements
- Potential residential relocations – 0
- Potential business relocations - 2
- 1 Acre of New Right of Way
- Free flow for US 24 traffic
- No direct access from US 24 to Ridge Rd
- Reroutes traffic to Manitou Ave and 31st St
- Non-motorized access maximized
- Includes improvements at Colorado Ave

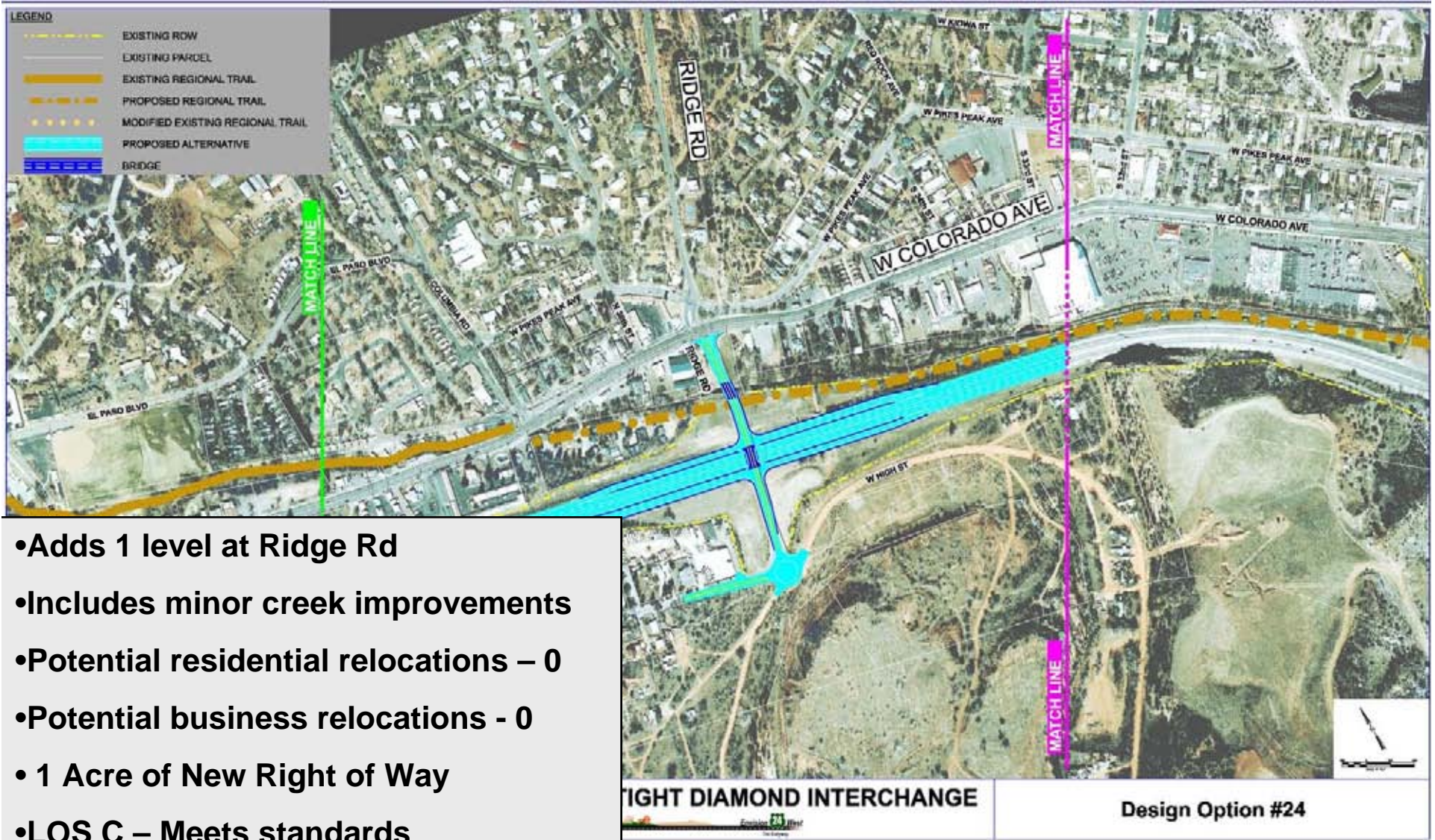


- No additional levels
- Includes minimal creek improvements
- Potential residential relocations – 0
- Potential business relocations - 0
- 2 Acres of New Right of Way
- LOS C – Meets standards
- Adds traffic signal
- Non-motorized conflicts at intersection

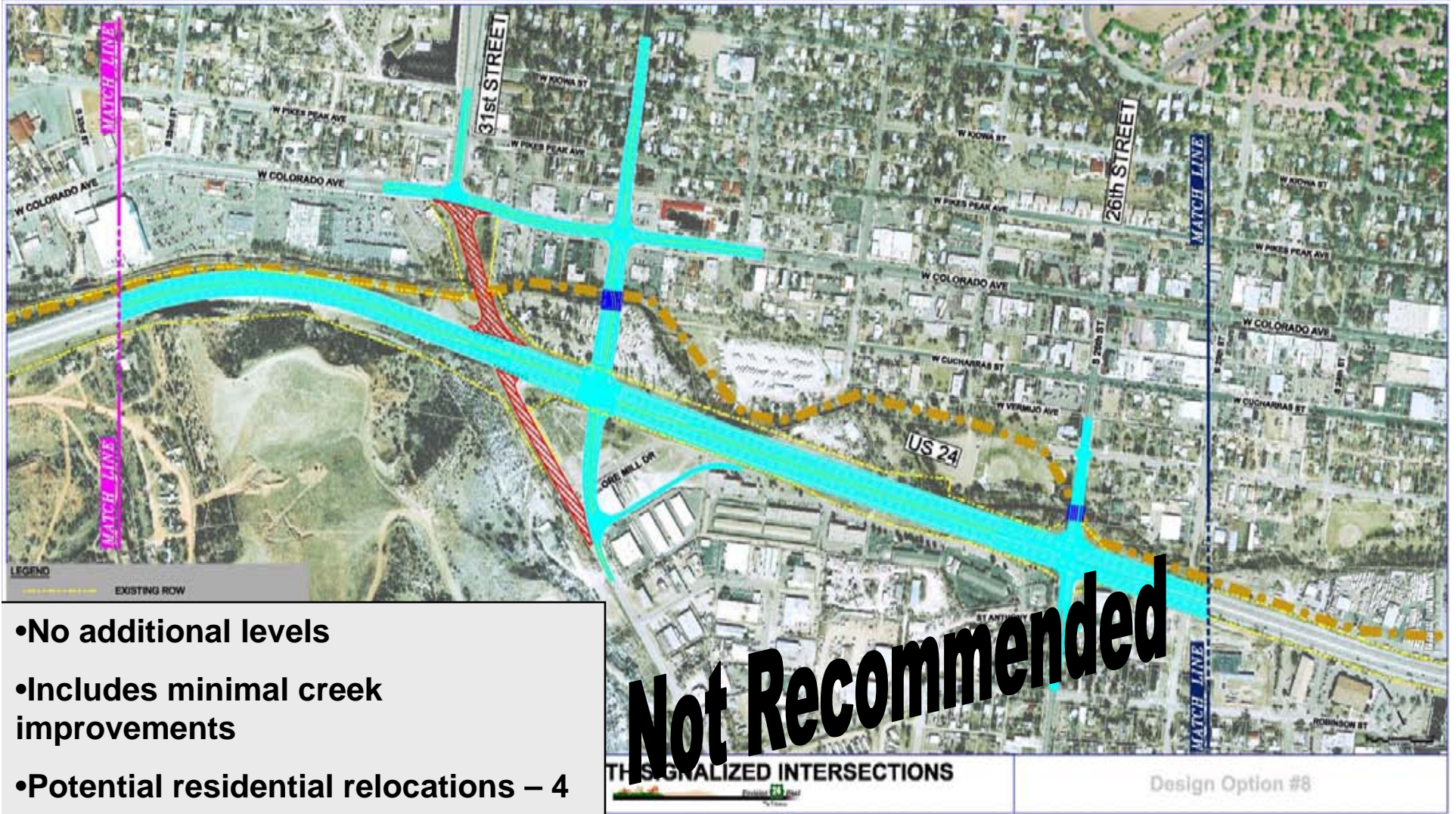




- Adds 1 level at Ridge Rd
- Includes minor creek improvements
- Potential residential relocations – 0
- Potential business relocations - 0
- 2 Acres of New Right of Way
- LOS C – Meets standards
- Free flow for US 24 traffic
- Access remains with traffic signals at ramps
- Non-motorized access improved

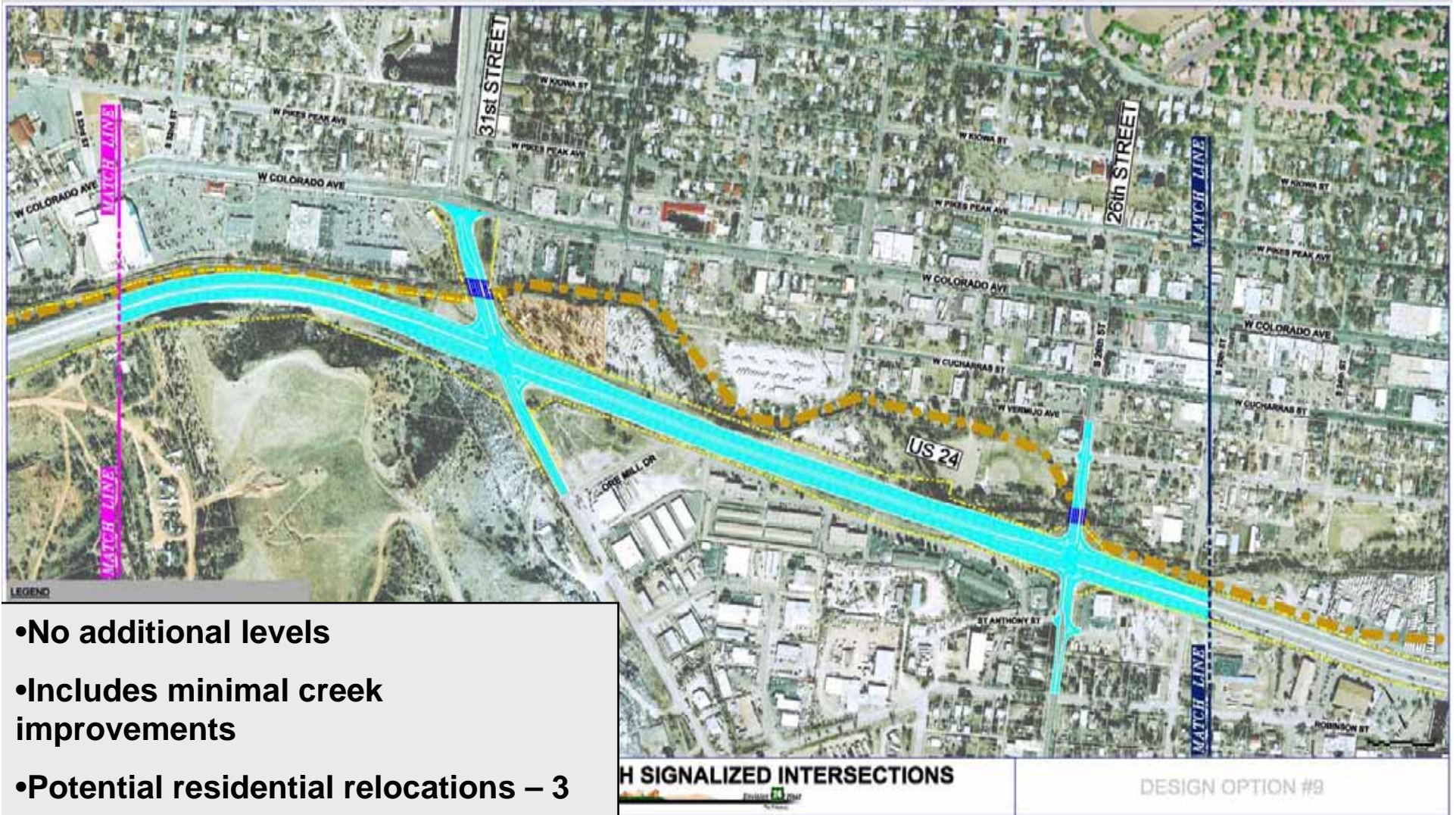


- Adds 1 level at Ridge Rd
- Includes minor creek improvements
- Potential residential relocations – 0
- Potential business relocations - 0
- 1 Acre of New Right of Way
- LOS C – Meets standards
- Free flow for US 24 traffic
- Access remains with traffic signals at ramps
- Non-motorized access improved

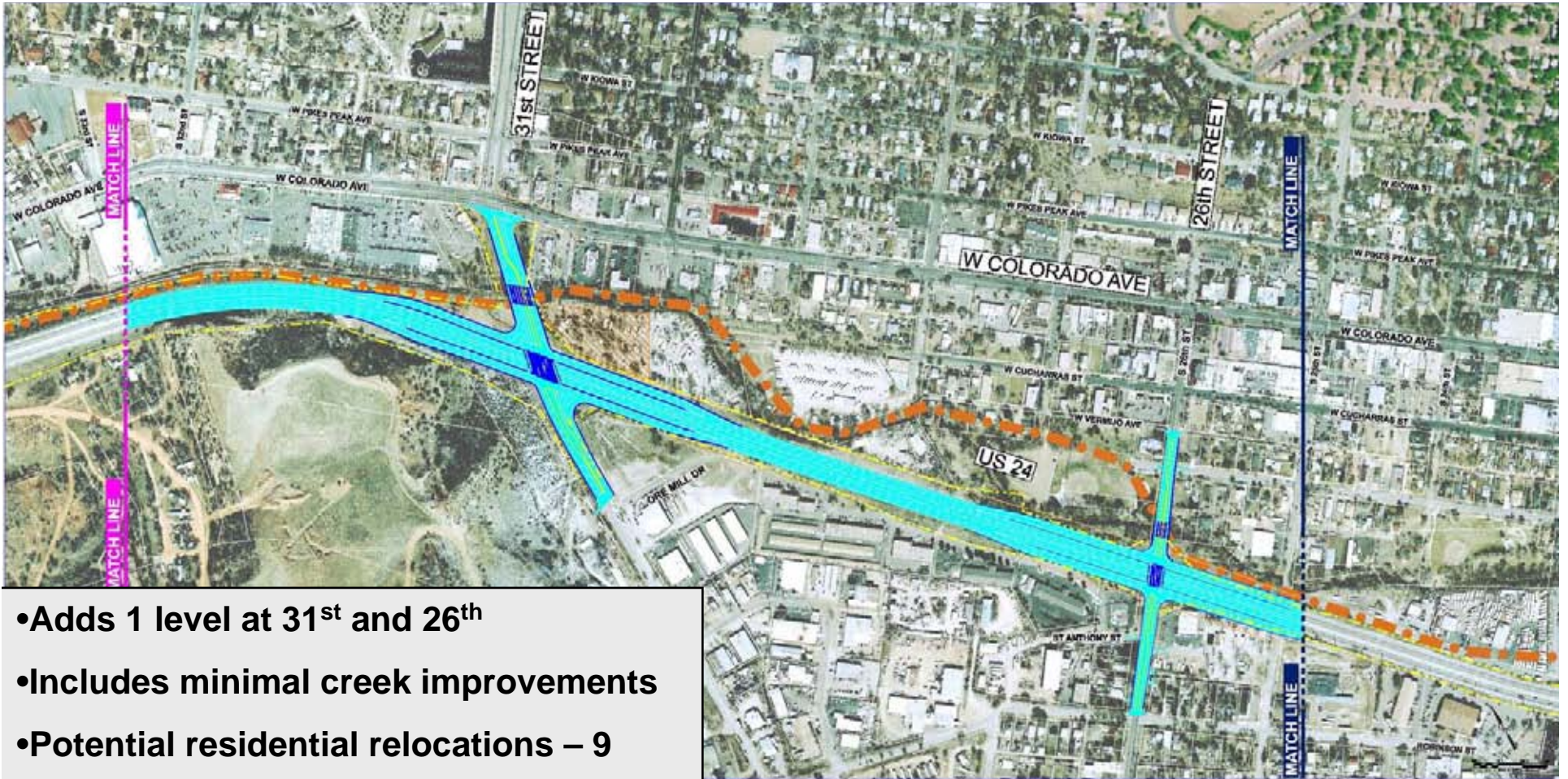


**Not Recommended**

- No additional levels
- Includes minimal creek improvements
- Potential residential relocations – 4
- Potential business relocations - 6
- 27 Acres of New Right of Way
- LOS C – Meets standards
- Change in flow patterns impacts residents and businesses



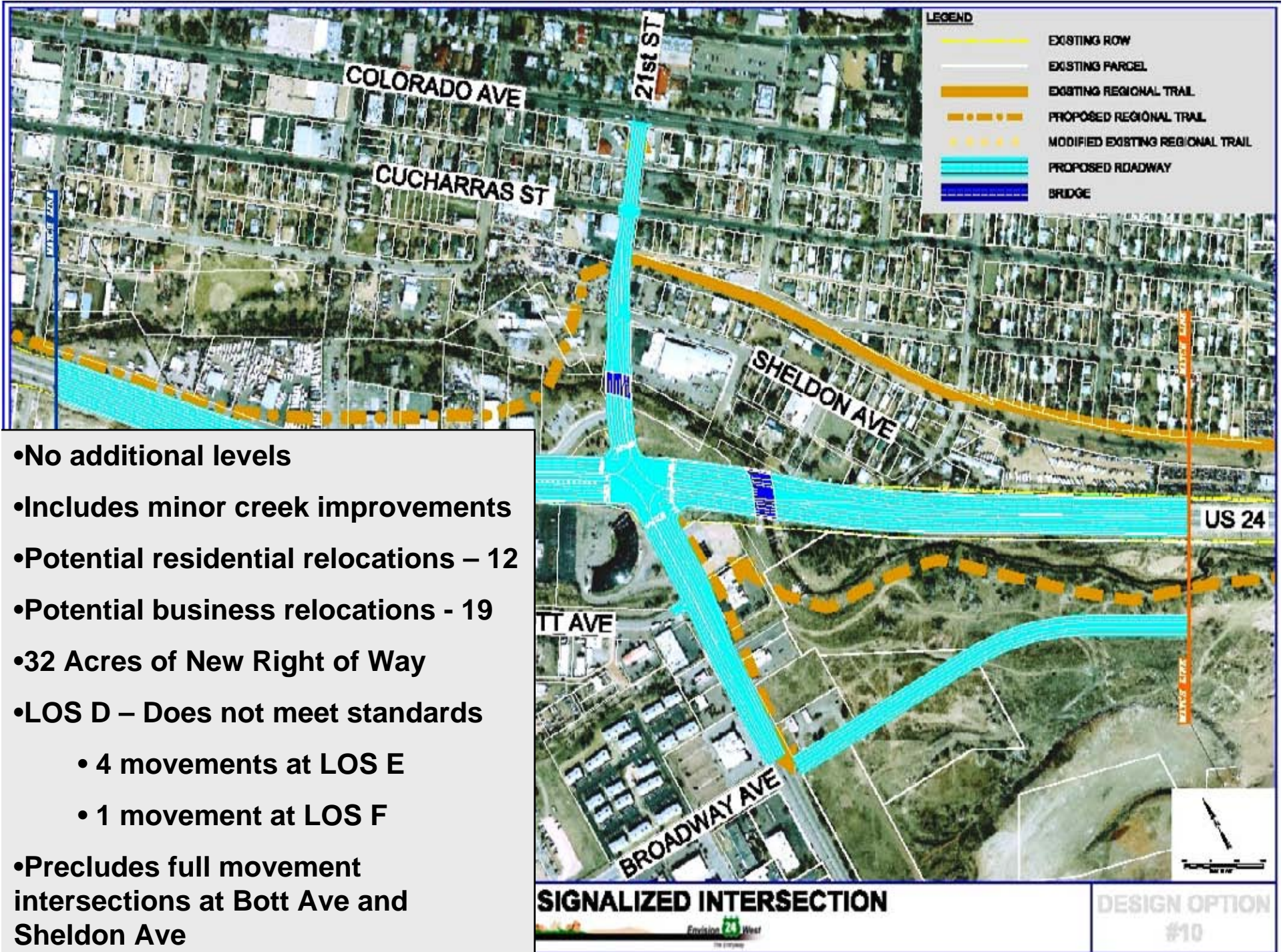
- No additional levels
- Includes minimal creek improvements
- Potential residential relocations – 3
- Potential business relocations - 4
- 12 Acres of New Right of Way
- LOS C – Meets standards
- Access to the local street system remains the same

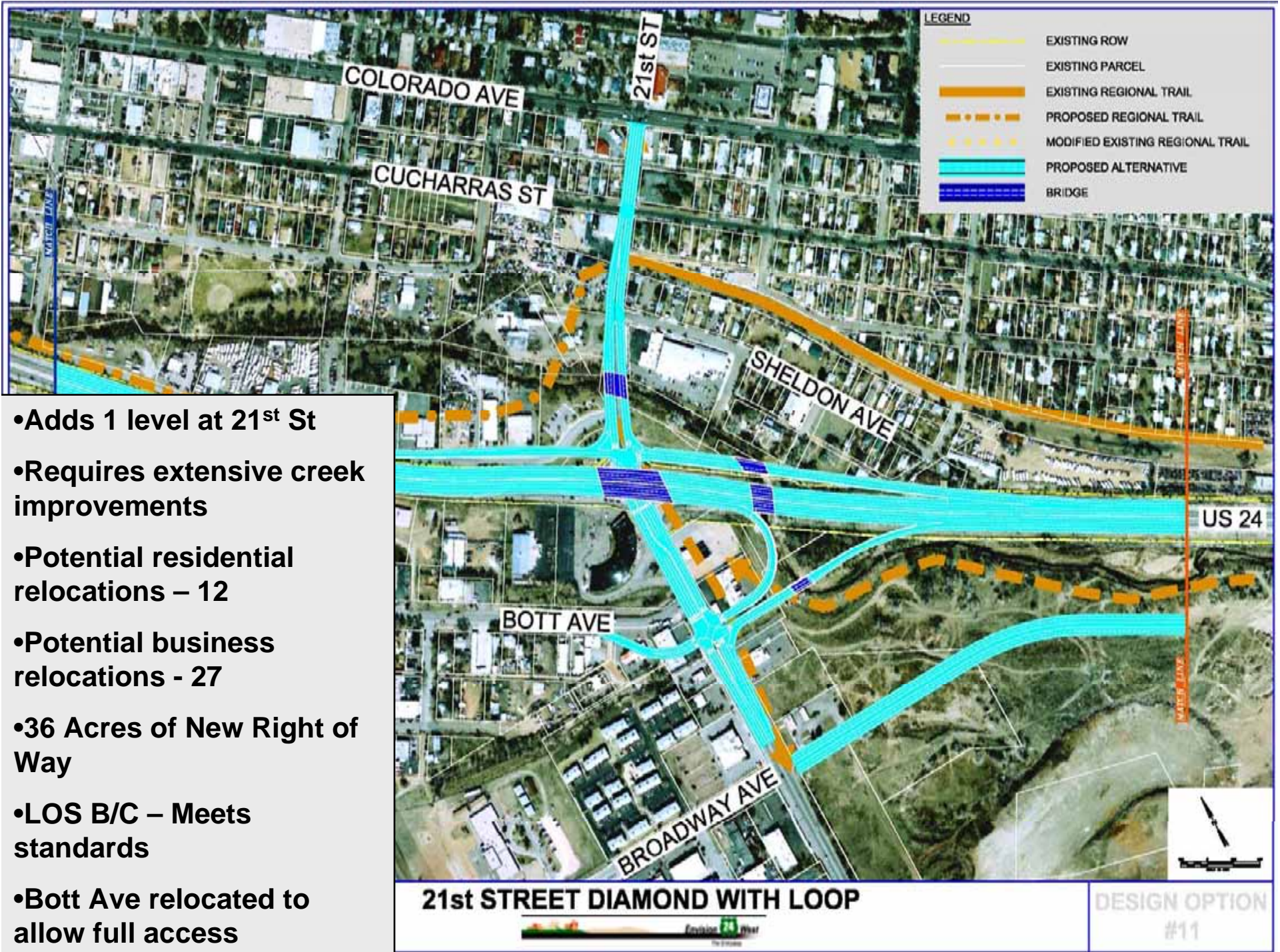


IGHT DIAMOND INTERCHANGE

DESIGN OPTION #25

- Adds 1 level at 31<sup>st</sup> and 26<sup>th</sup>
- Includes minimal creek improvements
- Potential residential relocations – 9
- Potential business relocations - 5
- 14 Acres of New Right of Way
- LOS C or better– Meets standards
- 26<sup>th</sup> St. Access is eliminated between Vermijo and St. Anthony
- -31<sup>st</sup> St. Access remains the same- steep grades to meet Colorado Ave.





- Adds 1 level at 21<sup>st</sup> St
- Requires extensive creek improvements
- Potential residential relocations – 12
- Potential business relocations - 27
- 36 Acres of New Right of Way
- LOS B/C – Meets standards
- Bott Ave relocated to allow full access



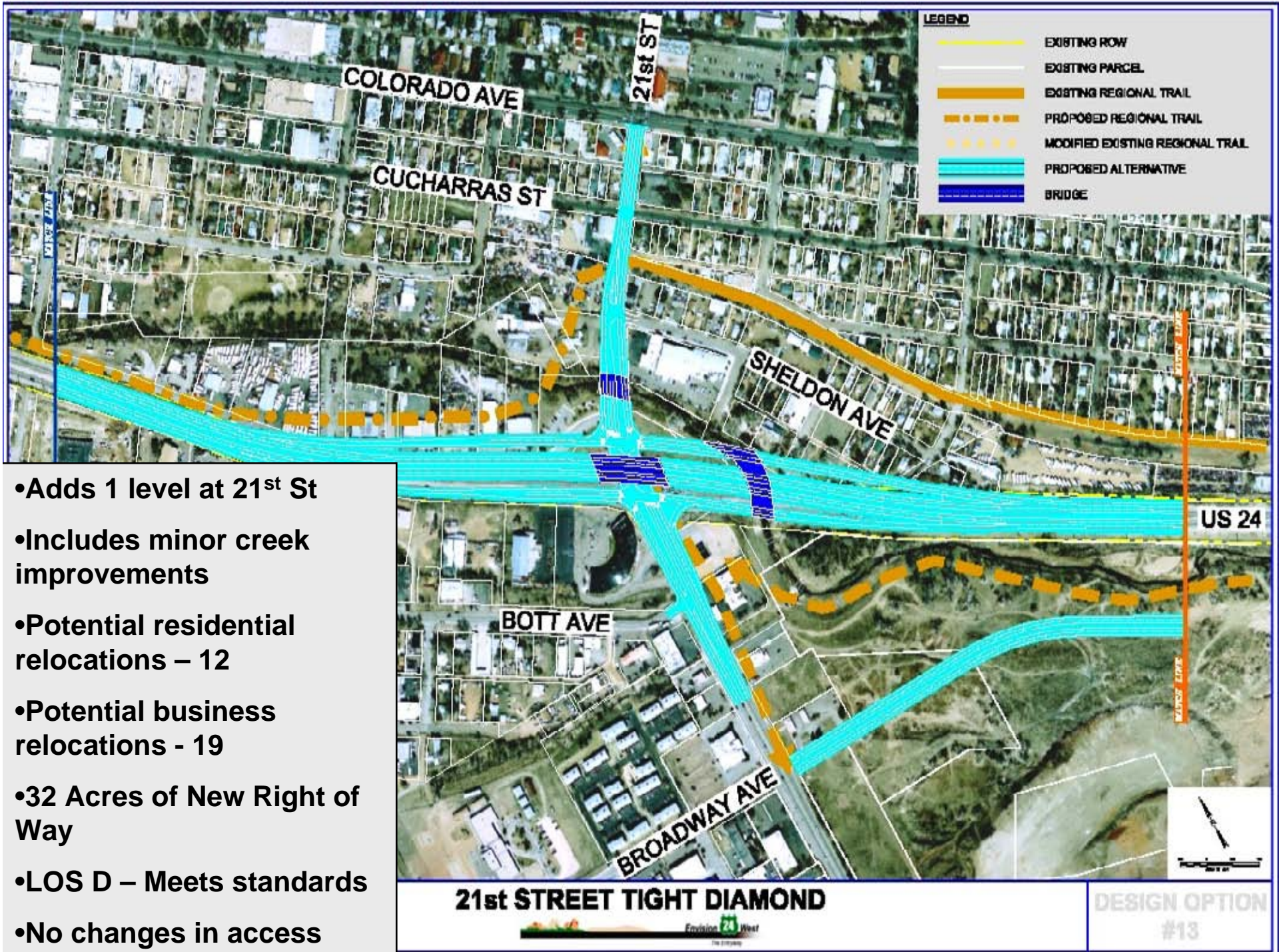
- Adds 1 level at 18<sup>th</sup> St and 21<sup>st</sup> St
- Requires major creek improvements
- Potential residential relocations – 12
- Potential business relocations - 21
- 39 Acres of New Right of Way
- LOS D/D – Meets standards
- Additional access provided to Colorado Ave and Gold Hill Mesa

**Not Recommended**

21st STREET SPLIT DIAMOND WITH 18th

DESIGN OPTION #12



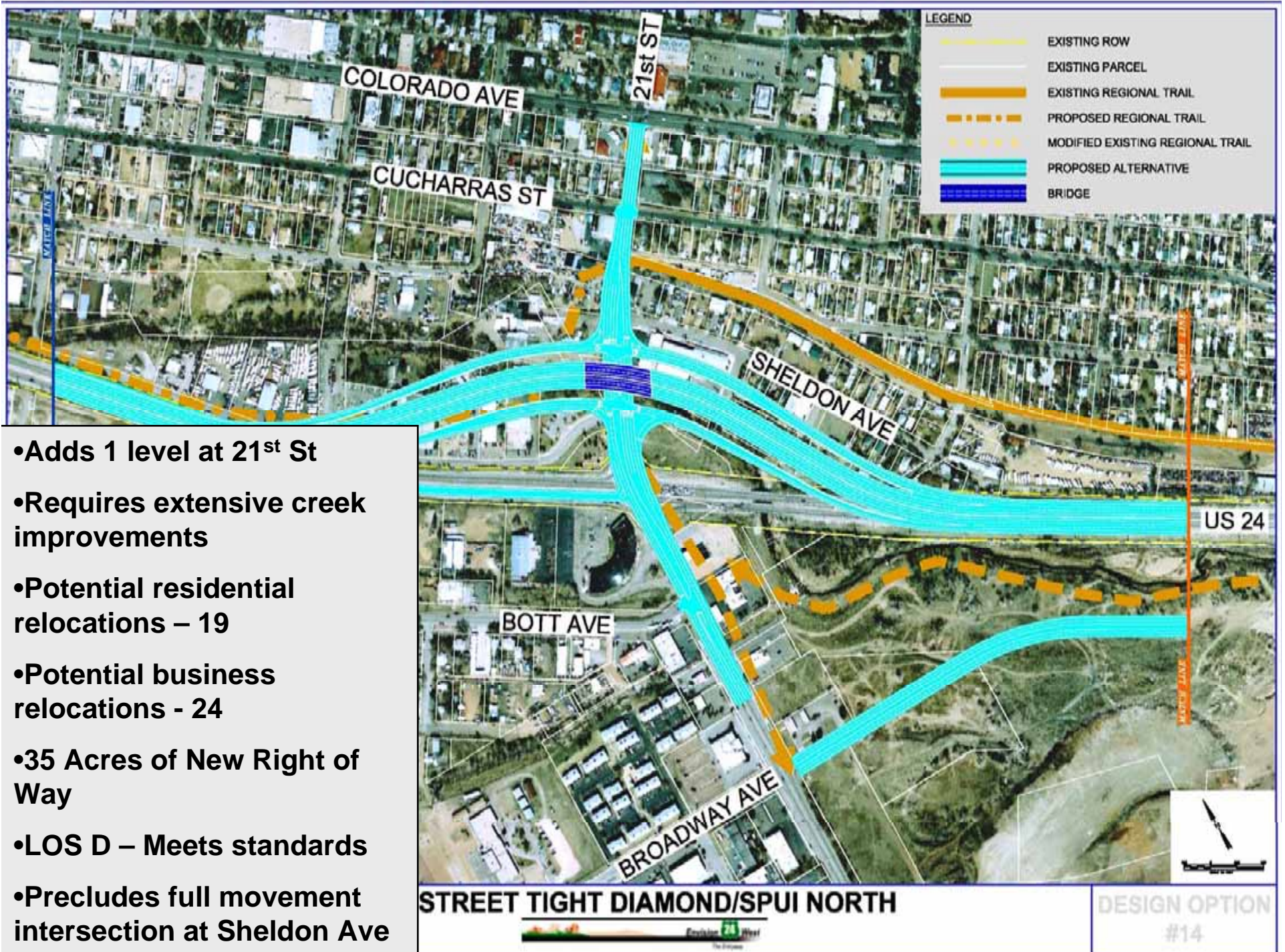


- Adds 1 level at 21<sup>st</sup> St
- Includes minor creek improvements
- Potential residential relocations – 12
- Potential business relocations - 19
- 32 Acres of New Right of Way
- LOS D – Meets standards
- No changes in access

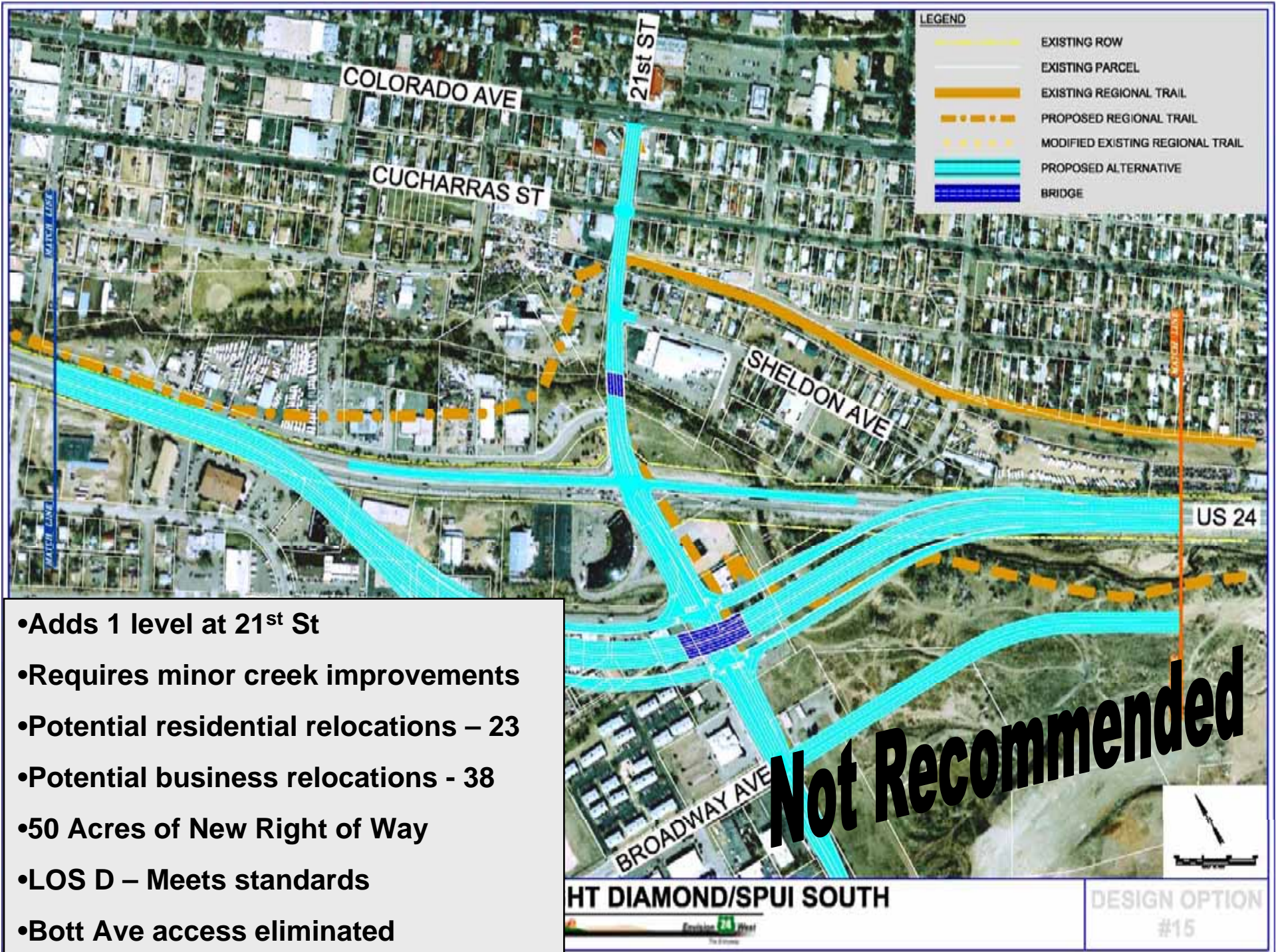
**21st STREET TIGHT DIAMOND**

DESIGN OPTION  
#13

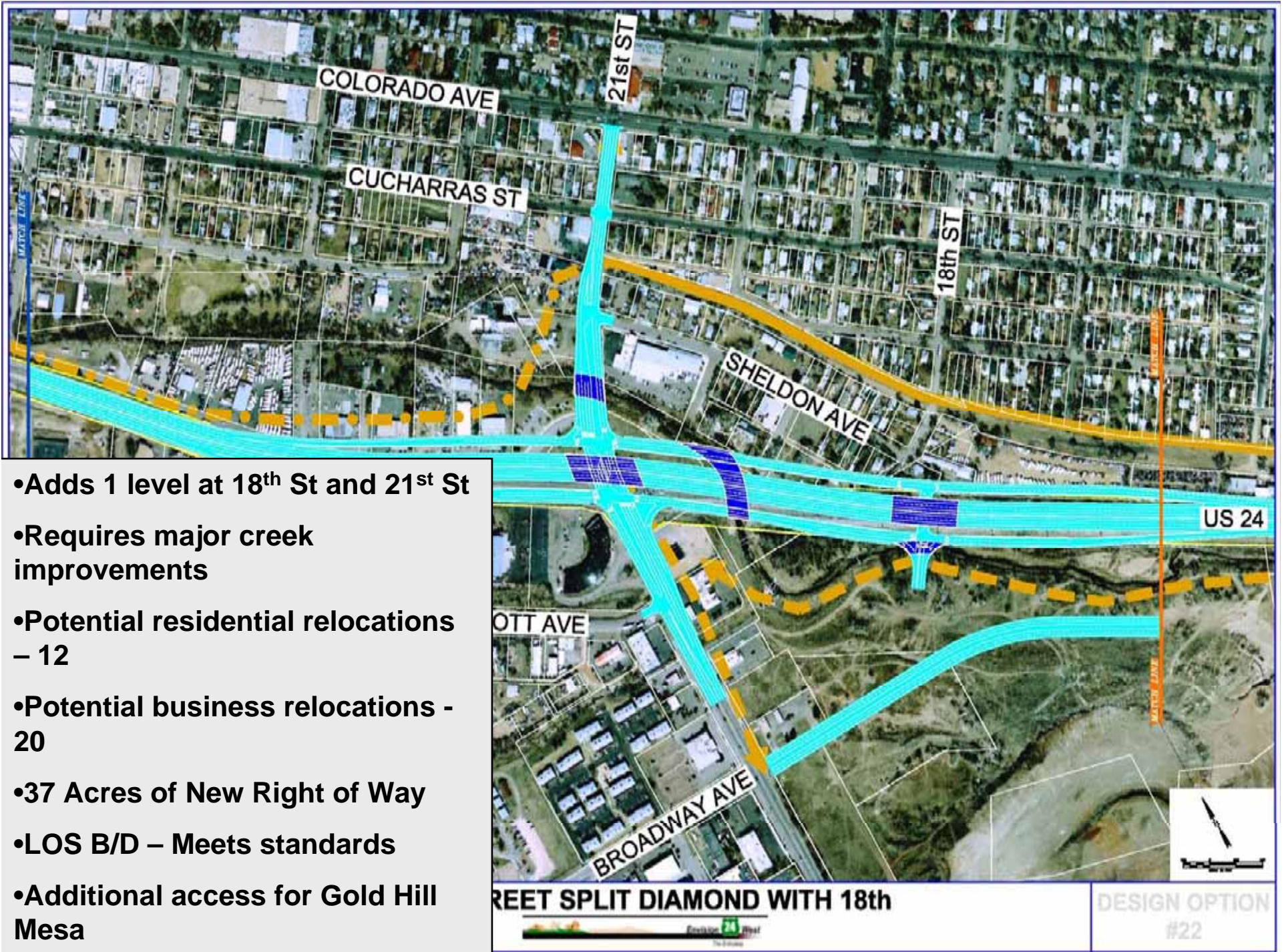




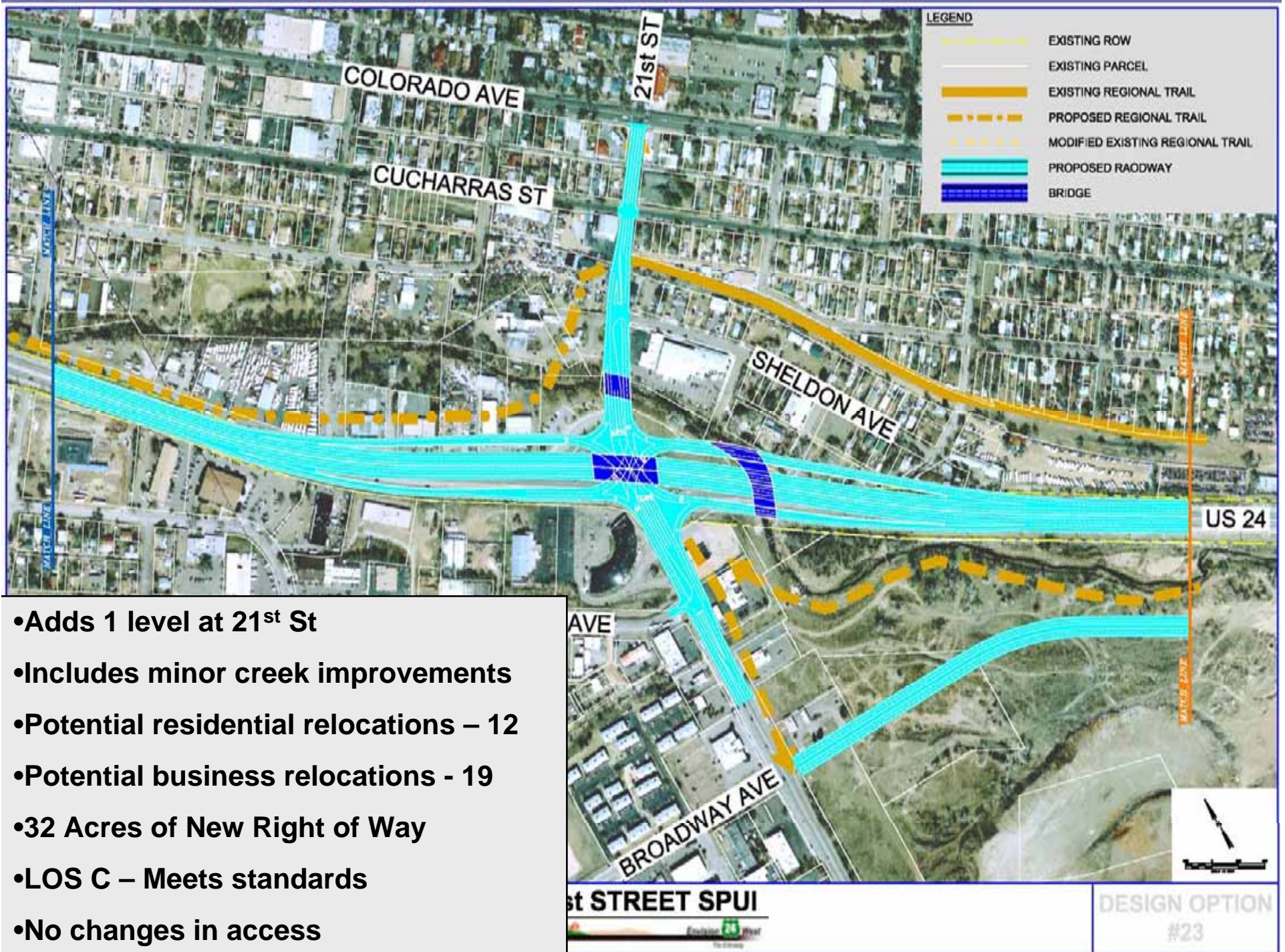
- Adds 1 level at 21<sup>st</sup> St
- Requires extensive creek improvements
- Potential residential relocations – 19
- Potential business relocations - 24
- 35 Acres of New Right of Way
- LOS D – Meets standards
- Precludes full movement intersection at Sheldon Ave

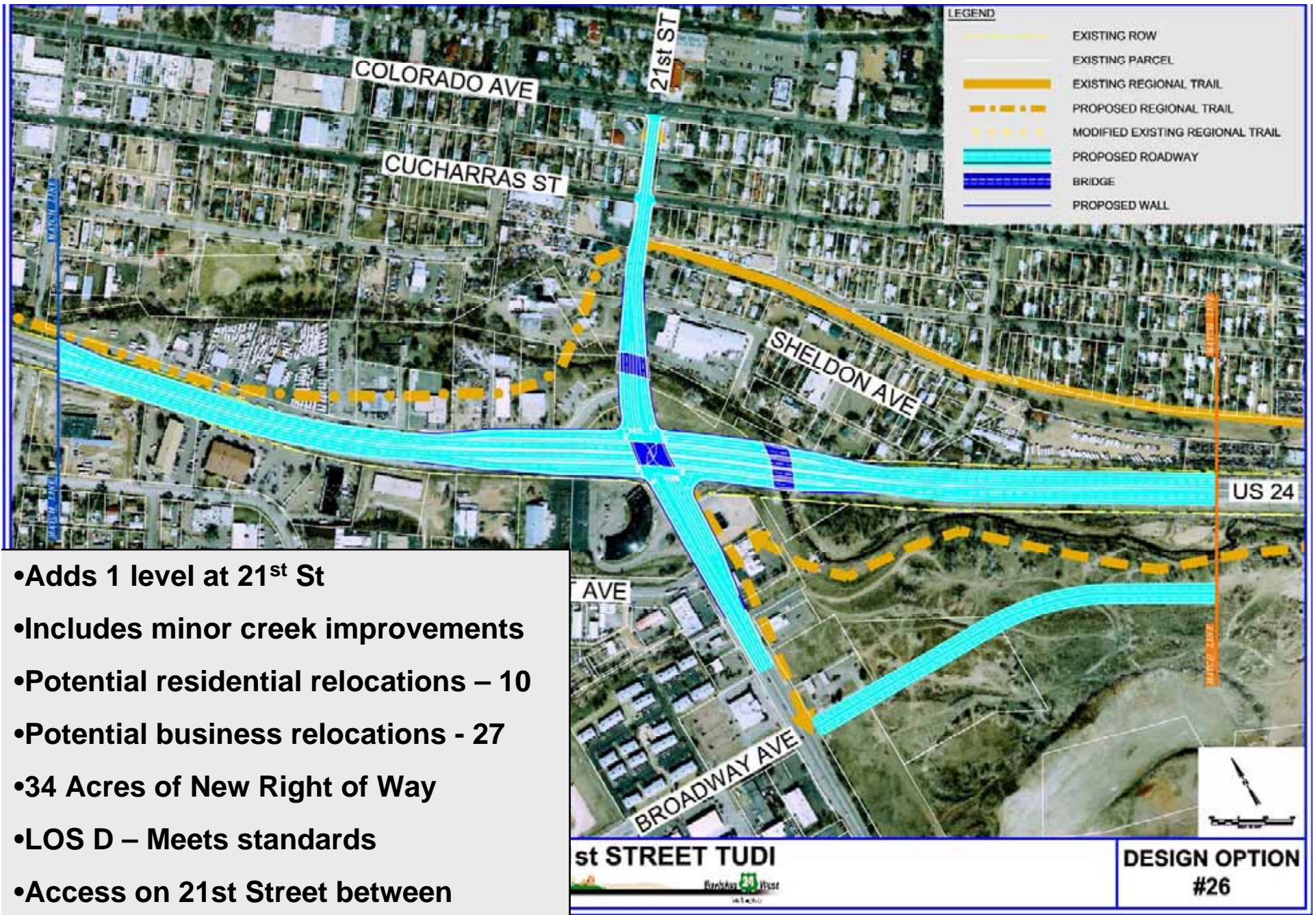


- Adds 1 level at 21<sup>st</sup> St
- Requires minor creek improvements
- Potential residential relocations – 23
- Potential business relocations - 38
- 50 Acres of New Right of Way
- LOS D – Meets standards
- Bott Ave access eliminated

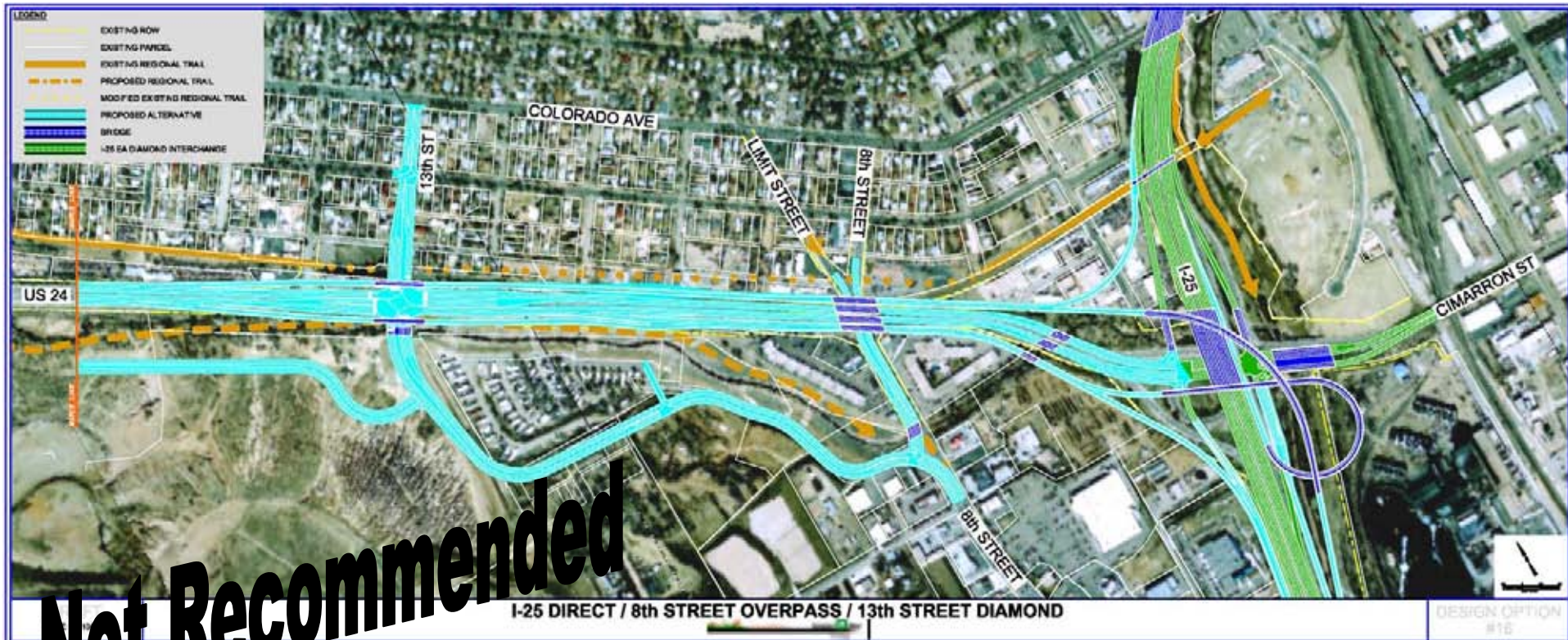


- Adds 1 level at 18<sup>th</sup> St and 21<sup>st</sup> St
- Requires major creek improvements
- Potential residential relocations – 12
- Potential business relocations - 20
- 37 Acres of New Right of Way
- LOS B/D – Meets standards
- Additional access for Gold Hill Mesa





- Adds 1 level at 21<sup>st</sup> St
- Includes minor creek improvements
- Potential residential relocations – 10
- Potential business relocations - 27
- 34 Acres of New Right of Way
- LOS D – Meets standards
- Access on 21st Street between Cucharras and Broadway is limited or eliminated



- Adds 2 levels to I-25 Interchange
- Adds 1 level at 8<sup>th</sup> St and 13<sup>th</sup> St
- Includes minor creek improvements
- Potential residential relocations – 18
- Potential business relocations - 32
- 45 Acres of New Right of Way

- I-25 LOS E - Does not meet standards
  - 5 movements at LOS E
- 13<sup>th</sup> St LOS D - Does not meet standards
  - 2 movements at LOS E
- Free flow to/from I-25 to US 24
- Long distance for access 8<sup>th</sup> St



- Adds 2 levels to I-25 Interchange
- Adds 1 level at 8<sup>th</sup> St and 10<sup>th</sup> St and 14<sup>th</sup> St or 15<sup>th</sup> St
- Includes minor creek improvements
- Potential residential relocations – 13
- Potential business relocations - 32
- 49 Acres of New Right of Way

- I-25 LOS E - Does not meet standards
  - 5 movements at LOS E
- 8<sup>th</sup> St and 10<sup>th</sup> St LOS D - Does not meet standards
  - 3 movements at LOS E – 10<sup>th</sup>
- Free flow to/from I-25 to US 24
- One-way streets change existing flow patterns





- Adds 2 levels to I-25 Interchange
- Adds 1 level at 8<sup>th</sup> St and 14<sup>th</sup> St or 15<sup>th</sup> St
- Includes minimal creek improvements
- Potential residential relocations – 10
- Potential business relocations - 31
- 48 Acres of New Right of Way

- I-25 LOS E - Does not meet standards
  - 5 movements at LOS E
- 8<sup>th</sup> St LOS D - Does not meet standards
  - 5 movements at LOS E
  - 1 movement at LOS F
- Free flow to/from I-25 to US 24
- Direct access to 14<sup>th</sup> St to/from US 24 is precluded to/from 8<sup>th</sup> St and downtown



- Adds 2 levels to I-25 Interchange
- Adds 1 level at 8<sup>th</sup> St and 14<sup>th</sup> St or 15<sup>th</sup> St
- Includes minimal creek improvements
- Potential residential relocations – 10
- Potential business relocations - 27
- 49 Acres of New Right of Way

- I-25 LOS E - Does not meet standards
  - 5 movements at LOS E
- 8<sup>th</sup> St LOS D - Does not meet standards
  - 2 movements at LOS E
- Free flow to/from I-25 to US 24
- 8<sup>th</sup> St, 14<sup>th</sup> St, downtown and I-25 are all accessible from US 24



- Adds 1 level to I-25 Interchange
- Adds 1 level at 8<sup>th</sup> St and 14<sup>th</sup> St or 15<sup>th</sup> St
- Includes minimal creek improvements
- Potential residential relocations – 10
- Potential business relocations - 31
- 47 Acres of New Right of Way

- I-25 LOS D – Meets standards
- 8<sup>th</sup> LOS D – Does not meet standards
  - 2 – Movements at LOS E
- Free Flow to I-25 from eastbound US24 only
- 8<sup>th</sup>, 14<sup>th</sup>, downtown and I-25 are all accessible from US24



# Fountain Creek

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- Segments of US 24 are in the 100 year floodplain
- Fountain Creek bridges may need to be raised and widened
- Fountain Creek may need to be widened
- Fountain Creek and US 24 have to be designed together to accomplish improvements for both





**Possibilities**



## Next Steps

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- Select design options
- Identify the preferred alternative
- Complete conceptual design for the road and the creek
- Complete visual modeling of the design
- Continue to refine the alternative
- Add the 'Additional Corridor Elements'
- Identify the proposed action
- Evaluate the environmental impacts
- Complete the EA

***Public input will  
continue to be an  
integral part of  
the US 24 work***



# US 24 West Environmental Assessment

Public Meeting  
August 24, 2006





# Questions

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