



## **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.

### Existing:

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

### Committed:

- Widen 8<sup>th</sup> 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 8<sup>th</sup> Street intersection
- Widen 21<sup>st</sup> Street (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
- Extend the Midland Trail between 21<sup>st</sup> and 31<sup>st</sup> Streets

## **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.

### Details:

- Posted Speed: 40 mph
- Laneage: 6 – 8 through lanes
- Grade Separated Interchanges at I-25 and 8<sup>th</sup> Street and at Manitou Avenue
- Signalized Intersections: 14<sup>th</sup> (signalized or right-in/right-out); 21<sup>st</sup> Street, 26<sup>th</sup> Street, 31<sup>st</sup> Street, and Ridge Road
- Pedestrian Over crossing: Between 31<sup>st</sup> Street and Ridge Road

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.

### Details:

- Posted Speed: 55 mph
- Laneage: 4 – 6 through lanes
- Grade Separated Interchanges at I-25 and 8<sup>th</sup> Street; 21<sup>st</sup> Street; 31<sup>st</sup> Street; and Manitou Avenue
- Overpass/Underpass: 14<sup>th</sup> Street; 26<sup>th</sup> Street; and Ridge Road
- Pedestrian Over crossing: 14<sup>th</sup> Street; 26<sup>th</sup> Street; and Ridge Road

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