

*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 21 <sup>st</sup> 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 31 <sup>st</sup>	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 20 <sup>th</sup> Street	12/04
Trailhead for Midland Trail at 21 <sup>st</sup>	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 21 <sup>st</sup> and 31 <sup>st</sup>	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 <a href="http://www.peakoil.net">www.peakoil.net</a>	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 <u>Big Ugly</u> 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 improvements	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 31 <sup>st</sup>	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 20 <sup>th</sup> Street	12/04
Trailhead for Midland Trail at 21 <sup>st</sup>	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 <u>Big Ugly</u> 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 8 <sup>th</sup> -26 <sup>th</sup>	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 / 8 <sup>th</sup> 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 14 <sup>th</sup> )	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 21 <sup>st</sup> 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 (8 <sup>th</sup> to 21 <sup>st</sup> ), 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 sky 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 8 <sup>th</sup> 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 21 <sup>st</sup> 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 31 <sup>st</sup>	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 20 <sup>th</sup> Street	12/04
Trailhead for Midland Trail at 21 <sup>st</sup>	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 31 <sup>st</sup> Street	12/04

Overhead lighting (8 <sup>th</sup> to 21 <sup>st</sup> ), 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 31 <sup>st</sup>	12/04
Poor operational at 31 <sup>st</sup> , 8 <sup>th</sup> 21 <sup>st</sup>	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, 30 <sup>th</sup> , Garden of the Gods, and Manitou Avenue	12/04
Intersection of US 24 and 21 <sup>st</sup> 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 31 <sup>st</sup> Street	12/04
Crossing H/R to go E/W because of heavy traffic	12/04
W/B from 14 <sup>th</sup> 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 (25 <sup>th</sup> ) for pedestrians	12/04
Holiday weekends – traffic backs up to 8 <sup>th</sup> -26 <sup>th</sup>	12/04
Rush Hours – sit through lights	12/04
Speeders and danger	12/04
No acceleration lane at eastbound 24 at 21 <sup>st</sup> - - 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 <a href="http://www.peakoil.net">www.peakoil.net</a>	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 – 30 <sup>th</sup> /31 <sup>st</sup>	12/04
Look beyond existing US 24 and local streets	12/04
Accidents at 26 <sup>th</sup> Street	12/04
Westbound US 24 to southbound I-25 backs-up	12/04
Concerned about 2 intersections: 30 <sup>th</sup> and 8 <sup>th</sup> . At 30 <sup>th</sup> , cars do not yeild and at 8 <sup>th</sup> the merge ramp is too short.	12/04
Gold Hill Mesa development may impact properties at 14 <sup>th</sup> 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
31 <sup>st</sup> 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 21 <sup>st</sup> 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 20 <sup>th</sup> Street	12/04
Trailhead for Midland Trail at 21 <sup>st</sup>	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 <a href="http://www.peakoil.net">www.peakoil.net</a>	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 25 <sup>th</sup> and east of 21 <sup>st</sup> needed	12/04
Overpass at I-25 & US 24 – 8 <sup>th</sup> street separation needed	12/04
I-25 & MLK Bypass – extend MLKing West of 8 <sup>th</sup> 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 / 8 <sup>th</sup> 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 21 <sup>st</sup> and 31 <sup>st</sup>	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 21 <sup>st</sup> , 8 <sup>th</sup> , 26 <sup>th</sup> , 31 <sup>st</sup> – 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 8 <sup>th</sup> street	12/04
No flyovers or anything that puts 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 many lights?	12/04
Don't put people stuff all the way to the mountains	12/04
Fix 8 <sup>th</sup> 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 31 <sup>st</sup>	12/04
31 <sup>st</sup> 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 & 21 <sup>st</sup> 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 8 <sup>th</sup> Street in 8 <sup>th</sup> 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