

**Appendix F:
CDOT Corridor Visions for State Facilities**

**Colorado Department of Transportation
Corridor Visions for State Facilities in Colorado Springs
Urbanized Area**

Corridor Vision Segments				
Corridor Name	Description (from/to)	Beg MP	End MP	Primary Investment Category
SH 16	SH 16 – I-25 to Powers (including Mesa Ridge Pkwy)	0	4	Mobility
US 24 (i)	US 24 – Divide to I-25	278	304	Mobility
US 24 (ii)	US 24 – I-25 to Powers	304	311	Mobility
US 24 (iii)	US 24 – Powers to Peyton Hwy	311	330	Mobility
US 24 (iiii)	US 24 – Business	0	4	System Quality
I-25 (i)	I-25 – Purcell to South Powers	108	123	Mobility
I-25 (ii)	I-25 – South Powers to Douglas County Line	123	163	Mobility
SH 67	SH 67 – Woodland Park north	77	100	System Quality
SH 83 (i)	SH 83 (Academy) – SH 115 to Powers Blvd	0	21	Safety
SH 83 (ii)	SH 83 – Powers Blvd to SH 86	21	51	Mobility
Powers (i)	Powers – I-25 (exit 123) to Mesa Ridge Pkwy (future SH 83)			Mobility
Powers (ii)	Powers – Mesa Ridge Pkwy to I-25 (Northgate) (future SH 83)			Mobility
US 85	US 85 – I-25 (Fountain) to I-25 (Nevada Ave)	128	141	Safety
SH 94	SH 94 – US 24 east	0	17	Safety
SH 105 (i)	SH 105 – SH 83 to I-25	0	6	Mobility
SH 105 (ii)	SH 105 – I-25 to Palmer Lake	6	9	Safety
SH 115 (i)	SH 115 – US 50 to Fort Carson South Gate	14	40	Mobility
SH 115 (ii)	SH 115 – Fort Carson South Gate to Lake Ave (US 85)	40	46	Safety

Colorado Department of Transportation

Corridor Visions for State Facilities in Colorado Springs Urbanized Area

Corridor	SH 16	Primary Investment Category: Mobility
Description	SH 16 – I-25 to Powers (includes Mesa Ridge Pkwy) Interim Powers Blvd Connection	
Beg MP 0	End MP 4	

Vision Statement

The Vision for the **SH 16 - I25 to Powers (includes Mesa Ridge)** corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal regional facility, provides commuter access, and makes east-west connections within the Fountain Valley area. Future travel modes include passenger vehicle and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. The communities along the corridor value high levels of mobility and safety. They depend on commercial activity and Military for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

- Increase travel reliability and improve mobility
- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system

Strategies

- Add general purpose lanes
- Construct, improve and maintain the system of local roads
- Improve ITS Incident response, Traveler Information and Traffic Management
- Improve geometrics
- Construct intersection/interchange improvements
- Add surface treatment/overlays
- Bridge repairs/replacement
- Add interchange reconstructions
- Promote environmental responsibility

Colorado Department of Transportation

Corridor Visions for State Facilities in Colorado Springs Urbanized Area

Corridor	US 24 (i)	Primary Investment Category: Mobility	
Description	US 24 – Divide to I-25		
Beg MP	278	End MP	304

Vision Statement

The Vision for the **US 24 - Divide to I-25** corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections within the western El Paso and Teller Counties area. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. The communities along the corridor value high levels of mobility, connections to other areas, safety, and system preservation. They depend on tourism and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban and mountain character of the area while supporting the movement of tourists and commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

- Increase travel reliability and improve mobility
- Support commuter travel
- Support recreation travel
- Reduce fatalities, injuries and property damage crash rate
- Provide for safe movement of bicycles and pedestrians
- Increase capacity

Strategies

- Add roadway bypasses
- Consolidate and limit access and develop access management plans
- Provide bicycle/pedestrian facilities
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Improve geometrics
- Construct intersection/interchange improvements
- Improve rock fall mitigations
- Construct separated bike facilities
- Add surface treatment/overlays
- Promote environmental responsibility
- Add general purpose lanes

Colorado Department of Transportation

Corridor Visions for State Facilities in Colorado Springs Urbanized Area

Corridor	US 24 (ii)	Primary Investment Category: Mobility
Description	US 24 – I-25 to Powers	
Beg MP 304	End MP 311	

Vision Statement

The Vision for the **US 24 - I25 to Powers** corridor is primarily to improve safety as well as to maintain system quality. This corridor serves as a multi-modal National Highway System facility, provides local access, and makes east-west connections within the Central Colorado Springs area. Future travel modes include passenger vehicle, bus service, and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The community along the corridor value system preservation. They depend on tourism and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Provide for safe movement of bicycles and pedestrians
- Preserve the existing transportation system
- Provide access to airport

Strategies

- Promote carpooling and vanpooling
- Synchronize/interconnect traffic signals
- Construct Intersection/Interchange improvements
- Add lights for crosswalks and highways
- Add Surface treatment/overlays
- Consolidate and limit access

Colorado Department of Transportation

Corridor Visions for State Facilities in Colorado Springs Urbanized Area

Corridor	US 24 (iii)	Primary Investment Category: Mobility
Description	US 24 – Powers Blvd to Peyton Hwy	
Beg MP 311	End MP 330	

Vision Statement

The Vision for the **US 24 - Powers Blvd to Peyton Hwy** corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections within the Eastern El Paso County area. Future travel modes include passenger vehicle, bus service, bicycles and pedestrian facilities, and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, connections to other areas, and safety. Users of this corridor want to preserve the developing urban character of the area while supporting the movement of commuters and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

- Increase travel reliability and improve mobility
- Support commuter travel
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system

Strategies

- Add general purpose lanes
- Consolidate and limit access and develop access management plans
- Improve geometrics
- Construct intersection/interchange improvements
- Add turn lanes
- Add/improve shoulders
- Construct separated bike facilities
- Bridge repairs/replacement
- Reconstruct roadways
- Consolidate and limit access

Colorado Department of Transportation

Corridor Visions for State Facilities in Colorado Springs Urbanized Area

Corridor	US 24 (iii)	Primary Investment Category: System Quality
Description	US 24 – Business	
Beg MP 0	End MP 4	

Vision Statement

The Vision for the **US 24 - Business** corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a multi-modal local facility, provides local access, and makes east-west connections within the Manitou Springs area. Future travel modes include passenger vehicle, bus service, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value safety and system preservation. They depend on tourism and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of tourists in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

- Provide for tourist-friendly travel
- Provide for safe movement of bicycles and pedestrians
- Preserve the existing transportation system
- Promote transportation improvements that are environmentally responsible

Strategies

- Post informational signs
- Provide bicycle/pedestrian facilities
- Promote carpooling and vanpooling
- Construct Intersection/Interchange improvements
- Add lights for crosswalks and highways
- Construct separated bike facilities
- Improve landscaping
- Add drainage improvements
- Surface treatment and overlays

Colorado Department of Transportation

Corridor Visions for State Facilities in Colorado Springs Urbanized Area

Corridor	I-25 (i)	Primary Investment Category: Mobility
Description	I-25 – Purcell to South Powers	
Beg MP 108	End MP 123	

Vision Statement

The Vision for the **I-25 - Purcell to South Powers** corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal Interstate facility, connects to places outside the region, and makes north-south connections within the southern El Paso County area. Future travel modes include passenger vehicle, truck freight, rail freight, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, and connections to other areas. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

- Increase travel reliability and improve mobility
- Support commuter travel
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system

Strategies

- Promote carpooling and vanpooling
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Improve accel/decel lanes
- Add surface treatment/overlays

Colorado Department of Transportation

Corridor Visions for State Facilities in Colorado Springs Urbanized Area

Corridor	I-25 (ii)	Primary Investment Category: Mobility
Description	I-25 – South Powers to Douglas County Line	
Beg MP 123	End MP 163	

Vision Statement

The Vision for the **I-25 - South Powers to Douglas County Line** corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal Interstate facility, connects to places outside the region, and makes north-south connections within the Colorado Springs and El Paso County area. Future travel modes include passenger vehicle, bus service, truck freight, rail freight, bicycle and pedestrian facilities, aviation, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility and connections to other areas. They depend on tourism, high-tech, and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

- Increase travel reliability and improve mobility
- Expand transit usage
- Increase Transportation Demand Management (carpool, vanpool, telecommute, etc.)
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system

Strategies

- Add general purpose lanes
- Provide and expand transit bus and rail services
- Provide inter-modal connections
- Promote carpooling and vanpooling
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Improve geometrics
- Construct intersection/interchange improvements
- Bridge repairs/replacement
- Reconstruct roadways
- Promote environmental responsibility

Colorado Department of Transportation

Corridor Visions for State Facilities in Colorado Springs Urbanized Area

Corridor	SH 67	Primary Investment Category: System Quality
Description	SH 67 – Woodland Park north	
Beg MP	77	End MP 100

Vision Statement

The Vision for the **SH 67 - Woodland Park north** corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections within the Woodland Park north area. Future travel modes include passenger vehicle and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value system preservation. They depend on tourism for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

- Provide for tourist-friendly travel
- Improve access to public lands
- Provide for safe movement of bicycles and pedestrians
- Preserve the existing transportation system
- Promote transportation improvements that are environmentally responsible

Strategies

- Provide bicycle/pedestrian facilities
- Improve geometrics
- Add surface treatment/overlays

Colorado Department of Transportation

Corridor Visions for State Facilities in Colorado Springs Urbanized Area

Corridor	SH 83 (i)	Primary Investment Category: Safety
Description	SH 83 (Academy) – SH 115 to Powers Blvd	
Beg MP 0	End MP 21	

Vision Statement

The Vision for the **SH 83 (Academy) - SH 115 to Powers Blvd** corridor is primarily to improve safety as well as to increase mobility and to maintain system quality. This corridor serves as a multi-modal regional facility and makes north-south connections within the Colorado Springs area. Future travel modes include passenger vehicle, bus service, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. The communities along the corridor value high levels of mobility and safety. They depend on commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of commuters and consumers in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Support economic development while maintaining environmental responsibility
- Add capacity

Strategies

- Construct, improve and maintain the system of local roads
- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities
- Promote carpooling and vanpooling
- Synchronize/interconnect traffic signals
- Construct intersection/interchange improvements
- Add surface treatment/overlays
- Add general purpose lanes
- Consolidate and limit access

Colorado Department of Transportation

Corridor Visions for State Facilities in Colorado Springs Urbanized Area

Corridor	SH 83 (ii)	Primary Investment Category: Mobility
Description	SH 83 – Powers Blvd to SH 86	
Beg MP 21	End MP 51	

Vision Statement

The Vision for the **SH 83 - Powers Blvd to SH 86** corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal regional facility, connects to places outside the region, and makes north-south connections within the Northeast El Paso County area. Future travel modes include passenger vehicle. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will increase. The communities along the corridor value high levels of mobility, connections to other areas, and safety. Users of this corridor want to preserve the rural character of the area while supporting the movement of commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

- Increase travel reliability and improve mobility
- Support commuter travel
- Provide improved freight linkages
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Develop as a scenic corridor

Strategies

- Construct, improve and maintain the system of local roads
- Consolidate and limit access and develop access management plans
- Add traffic signals
- Improve geometrics
- Construct intersection/interchange improvements
- Add passing lanes
- Improve visibility/sight lines
- Add/improve shoulders
- Improve hot spots
- Add surface treatment/overlays
- Add general purpose lanes

Colorado Department of Transportation

Corridor Visions for State Facilities in Colorado Springs Urbanized Area

Corridor	Powers (i)	Primary Investment Category: Mobility
Description	Powers – I-25 (exit 123) to Mesa Ridge Pkwy (future SH 83)	
Beg MP		End MP

Vision Statement

The Vision for the **Powers - I-25 (exit 123) to Mesa Ridge Pkwy (future SH 83)** corridor is primarily to increase mobility as well as to maintain system quality and to improve safety. This corridor serves as a multi-modal regional facility, provides commuter access, and makes north-south connections within the South El Paso County area. Future travel modes include passenger vehicle, bus service, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, and connections to other areas. They depend on commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of commuters and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

- Increase travel reliability and improve mobility
- Support commuter travel
- Accommodate growth in freight transport
- Provide improved freight linkages
- Support economic development while maintaining environmental responsibility

Strategies

- Add general purpose lanes
- Add roadway bypasses
- Add new Interchanges/Intersections
- Construct, improve and maintain the system of local roads
- Consolidate and limit access and develop access management plans
- Reconstruct roadways
- Study corridors
- Promote environmental responsibility

Colorado Department of Transportation

Corridor Visions for State Facilities in Colorado Springs Urbanized Area

Corridor	Powers (ii)	Primary Investment Category: Mobility
Description	Powers – Mesa Ridge Pkwy to I-25 (Northgate) (future SH 83)	
Beg MP		End MP

Vision Statement

The Vision for the **Powers - Mesa Ridge Pkwy to I-25 (Northgate) (future SH 83)** corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal local facility, provides commuter access, and makes north-south connections within the Colorado Springs area. Future travel modes include passenger vehicle, bus service, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility and safety. They depend on commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of commuters and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Support economic development while maintaining environmental responsibility
- Provide access to airport

Strategies

- Add general purpose lanes
- Add new interchanges/intersections
- Construct, improve and maintain the system of local roads
- Provide and expand transit bus and rail services
- Construct and maintain Park'n Ride facilities
- Provide inter-modal connections
- Synchronize/interconnect traffic signals
- Consolidate and limit access and develop access management plans
- Add surface treatment/overlays

Colorado Department of Transportation

Corridor Visions for State Facilities in Colorado Springs Urbanized Area

Corridor	US 85	Primary Investment Category: Safety
Description	US 85 – I-25 (Fountain) to I-25 (Nevada Ave)	
Beg MP 128	End MP 141	

Vision Statement

The Vision for the **US 85 - I-25 (Fountain) to I-25 (Nevada Ave)** corridor is primarily to improve safety as well as to maintain system quality. This corridor serves as a multi-modal local facility, acts as Main Street, and makes north-south connections within the Fountain Valley area. Future travel modes include passenger vehicle, bus service, truck freight, rail freight, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value high levels of mobility and safety. They depend on commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

- Increase travel reliability and improve mobility
- Reduce fatalities, injuries and property damage crash rate
- Provide for safe movement of bicycles and pedestrians
- Preserve the existing transportation system
- Coordinate transportation and land use decisions

Strategies

- Add general purpose lanes
- Construct, improve and maintain the system of local roads
- Improve geometrics
- Construct intersection/interchange improvements
- Improve railroad crossing devices
- Add accel/decel lanes
- Add turn lanes
- Add surface treatment/overlays
- Reconstruct roadways
- Consolidate and limit access

Colorado Department of Transportation

Corridor Visions for State Facilities in Colorado Springs Urbanized Area

Corridor	SH 94	Primary Investment Category: Safety
Description	SH 94 – US 24 east	
Beg MP 0	End MP 17	

Vision Statement

The Vision for the **SH 94 - US 24 east** corridor is primarily to improve safety as well as to maintain system quality. This corridor serves as a multi-modal regional facility, provides commuter access, and makes east-west connections within the Eastern El Paso County area. Future travel modes include passenger vehicle, bus service, bicycle and pedestrian facilities, and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. The communities along the corridor value high levels of mobility, safety, and system preservation. They depend on the Military for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

- Support commuter travel
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Serve as primary access to Schriver AFB
- Connect to east/west mobility corridor

Strategies

- Improve geometrics
- Construct intersection/interchange improvements
- Add passing lanes
- Add/improve shoulders
- Add surface treatment/overlays
- Add shoulders
- Expand ITS
- Add bus service

Colorado Department of Transportation

Corridor Visions for State Facilities in Colorado Springs Urbanized Area

Corridor	SH 105 (i)	Primary Investment Category: Mobility
Description	SH 105 – SH 83 to I-25	
Beg MP 0	End MP 6	

Vision Statement

The Vision for the **SH 105 - SH 83 to I-25** corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a multi-modal local facility, provides local access, and makes east-west connections within the Monument/Black Forest area. Future travel modes include passenger vehicle and bicycle. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value system preservation. Users of this corridor want to preserve the rural character of the area while supporting the movement of commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

- Support commuter travel
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Add capacity

Strategies

- Construct, improve and maintain the system of local roads
- Improve geometrics
- Construct intersection/interchange improvements
- Add surface treatment/overlays
- Add general purpose lanes
- Add shoulders
- Consolidate and limit access

Colorado Department of Transportation

Corridor Visions for State Facilities in Colorado Springs Urbanized Area

Corridor	SH 105 (ii)	Primary Investment Category: Safety
Description	SH 105 – I-25 to Palmer Lake	
Beg MP	6	End MP
		9

Vision Statement

The Vision for the **SH 105 - I-25 to Palmer Lake** corridor is primarily to improve safety as well as to maintain system quality. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections within the Monument/Palmer Lake area. Future travel modes include passenger vehicle and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value safety. They depend on commercial activity for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

- Support commuter travel
- Provide for bicycle/pedestrian travel
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Promote transportation improvements that are environmentally responsible

Strategies

- Construct, improve and maintain the system of local roads
- Improve geometrics
- Add/improve shoulders
- Improve railroad crossing devices
- Add surface treatment/overlays
- Consolidate and limit access

Colorado Department of Transportation

Corridor Visions for State Facilities in Colorado Springs Urbanized Area

Corridor	SH 115 (i)	Primary Investment Category: Mobility
Description	SH 115 – US 50 to Fort Carson South Gate	
Beg MP 14	End MP 40	

Vision Statement

The Vision for the **SH 115 - US 50 to Fort Carson South Gate** corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal regional facility, connects to places outside the region, and makes north-south connections within the Southwest El Paso County area. Future travel modes include passenger vehicle and bicycle. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. The communities along the corridor value high levels of mobility, connections to other areas, and safety. They depend on the Military for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

- Increase travel reliability and improve mobility
- Support commuter travel
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Promote transportation improvements that are environmentally responsible

Strategies

- Improve geometrics
- Construct intersection/interchange improvements
- Add passing lanes
- Add/improve shoulders
- Add surface treatment/overlays
- Bridge repairs/replacement
- Promote environmental responsibility

Colorado Department of Transportation

Corridor Visions for State Facilities in Colorado Springs Urbanized Area

Corridor	SH 115 (ii)	Primary Investment Category: Safety
Description	SH 115 – Fort Carson South Gate to Lake Ave (US 85)	
Beg MP 40	End MP 46	

Vision Statement

The Vision for the **SH 115 - Fort Carson South Gate to Lake Ave (US 85)** corridor is primarily to improve safety as well as to increase mobility and to maintain system quality. This corridor serves as a multi-modal local facility, acts as Main Street, and makes north-south connections within the southwest Colorado Springs area. Future travel modes include passenger vehicle, bus service, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value high levels of mobility and safety. They depend on commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Reduce fatalities, injuries and property damage crash rate
- Provide for safe movement of bicycles and pedestrians
- Preserve the existing transportation system

Strategies

- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities
- Improve geometrics
- Construct intersection/interchange improvements
- Consolidate and limit access and develop access management plans
- Add surface treatment/overlays
- Add Interchange ramps