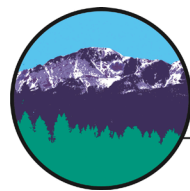


# APPENDIX H

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## CMP CORRIDOR PLANS



Pikes Peak Area  
Council of Governments

Communities Working Together

## ***Appendix A: Transportation System Management and Operations (TSMO) Congestion Management Process—Corridor Plans***

### **Interstate 25—North (Briargate Parkway to County Line Road)**

#### **National Highway System (NHS)—Strategic Corridor**

Interstate 25 is the primary corridor for the Pikes Peak Region. It carries the highest volume of traffic of any road in the area and is the key roadway for linking commerce with the rest of the Front Range and ultimately the rest of the nation. The Corridor Plan for Interstate 25 between Briargate Parkway and County Line Road is to use TSM, TDM, Bicycle, Transit, Land Development and Roadway Capacity tools. As the spine corridor for the region, it is arguably the most important roadway to manage traffic congestion.

#### **Corridor Recurring Congestion Locations**

- I-25/SH 105 (EXIT 161)\*
- I-25/BAPTIST RD (EXIT 158)\*
- I-25/NORTH GATE BLVD (EXIT 156)\*
- I-25/INTERQUEST PKWY (EXIT 153)\*

\*I-25 mainline under construction

#### **TSM**

- ***Freeway Ramp Improvements***
  - Reconstruct the ramps between Interquest Parkway and County Line Road to include continuous merge lanes.
- ***High Tech Transportation Systems***
  - Implement technological advancements to enhance the operations of the interstate including, but not limited to real time traffic monitoring, dynamic message signs, and motorist information assistance.

#### **TDM**

- ***Carpool/Vanpool Programs***
  - Fund the Metro Rides program for the Pikes Peak Region. RIDEFINDERS programs are designed to reduce automobile dependency and to promote the use of alternative transportation options in the Pikes Peak region. Services include free carpool matching for the general public, long-distance commuter vanpools, Bike Week, telecommuting consultation, School Pool for families, and general transportation information (bus routes, walking and biking trails etc.).
- ***Bike and Pedestrian***
  - ***Non-motorized Infrastructure Development***
    - Resurface and widen the Santa Fe Trail as Tier 1 trails.
  - ***Non-motorized Optimization***
    - Enhance connections from the corridor bike system to adjacent land uses and intersecting bike infrastructure.
    - Implement recommendations from the non-motorized plan.
    - Improve the connection from the Santa Fe Trail (West of Interstate 25) to the La Foret Trail (East of Interstate 25).
    - Enhance all Santa Fe Trail connections at arterial street crossings.
    - Construct connections to Park and Ride facilities.

## ***Appendix A: Transportation System Management and Operations (TSMO) Congestion Management Process—Corridor Plans***

### **Transit**

- ***Transit System Enhancement***
  - Implement technological advancements on transit vehicles and at transit stops which enhance real time route information, signal pre-emption and on-line services.
- ***Accessibility Improvements***
  - Construct a multi-modal Park and Ride facility at North Gate Road/Powers Boulevard intersection.
- ***Express Routes***
  - Establish an express route connecting the City of Fountain, City of Colorado Springs, and Town of Monument to the Denver Metropolitan area.
- ***Transit Service Optimization***
  - Implement a Call and Ride program for the areas north of Woodmen Road and east of Interstate 25.
  - Implement recommendations of the City of Colorado Springs Transit Update.
- ***Fixed Guideway Transit***
  - Construct a commuter rail system which connects to regional population centers across the Front Range and ultimately the Interstate 70 Corridor. Plan for intermodal connections at the Town of Monument, Woodmen Road Intermodal Transfer Facility, Downtown Colorado Springs and the City of Fountain.

### **Land Development**

- ***Transit Supportive Density***
  - Encourage and incentivize residential and employment centers to develop to a density supportive of mass transit, especially near existing and future multimodal centers.

### **Roadway Capacity**

- ***Additional Travel Lanes***
  - Widen Old Denver Highway/Beacon Lite Road from two lanes to a four lane facility between Baptist Road and 2<sup>nd</sup> Street as a parallel facility to Interstate 25.
  - Widen Jackson Creek Parkway from a two lane to a four lane facility between Baptist Road and SH 105 as a parallel facility to Interstate 25.

## ***Appendix A: Transportation System Management and Operations (TSMO) Congestion Management Process—Corridor Plans***

### **Interstate 25—Central (MLK Bypass to Briargate Parkway)**

#### **National Highway System (NHS)—Strategic Corridor**

Interstate 25 is the primary corridor for the Pikes Peak Region. It carries the highest volume of traffic of any road in the area and is the key roadway for linking commerce with the rest of the Front Range and ultimately the rest of the nation. The Corridor Plan for Interstate 25 between the MLK Bypass and Briargate Parkway is to use TSM, TDM, Bicycle, Transit, Land Development and Roadway Capacity tools. As the spine corridor for the region, it is arguably the most important roadway to manage traffic congestion.

#### **Corridor Recurring Congestion Locations**

- I-25/ACADEMY BLVD (EXIT 150)
- I-25/WOODMEN RD (EXIT 149)
- I-25/NEVADA-ROCKRIMMON (EXIT 148)
- I-25/GARDEN OF THE GODS RD (EXIT 146)
- I-25/FILLMORE ST (EXIT 145)
- I-25/CIMARRON ST (EXIT 141)
- I-25/NEVADA-TEJON (EXIT 140)
- I-25/MLK BYPASS (EXIT 139)

#### **TSM**

- ***High Tech Transportation Systems***
  - Implement technological advancements to enhance the operations of the interstate including, but not limited to real time traffic monitoring, dynamic message signs, and motorist information assistance.
- ***Freeway Ramp Metering***
  - Study the feasibility of implementing ramp metering at the Uintah Street Northbound On-Ramp and construct if warranted.

#### **TDM**

- ***Carpool/Vanpool Programs***
  - Fund the Metro Rides program for the Pikes Peak Region. RIDEFINDERS programs are designed to reduce automobile dependency and to promote the use of alternative transportation options in the Pikes Peak region. Services include free carpool matching for the general public, long-distance commuter vanpools, Bike Week, telecommuting consultation, School Pool for families, and general transportation information (bus routes, walking and biking trails etc.).
- ***Bike and Pedestrian***
  - ***Non-motorized Infrastructure Development***
    - Resurface and widen the Pikes Peak Greenway as a Tier 1 trail.
    - Connect Cottonwood Trail to the Pikes Peak Greenway.
- ***Non-motorized Optimization***
  - Enhance connections from the corridor bike system to adjacent land uses and intersecting bike infrastructure.
  - Implement recommendations from the non-motorized plan.
  - Enhance all Pikes Peak Greenway Trail connections at arterial street crossings.

## ***Appendix A: Transportation System Management and Operations (TSMO) Congestion Management Process—Corridor Plans***

- Construct connections to Park and Ride facilities.

### **Transit**

- ***Transit System Enhancement***
  - Implement technological advancements on transit vehicles and at transit stops which enhance real time route information, signal pre-emption and on-line services.
- ***Accessibility Improvements***
  - Construct an Intermodal Station in Downtown Colorado Springs.
  - Reconstruct/expand the Tejon Street and Pikes Peak Community College Park and Ride facilities into Intermodal Stations to accommodate enhanced transit, bicyclists, pedestrians and additional parking facilities.
- ***Express Routes***
  - Establish an express route connecting the City of Fountain, City of Colorado Springs, and Town of Monument to the Denver Metropolitan area.
- ***Transit Service Optimization***
  - Provide more frequent service to reduce headways between buses for Park and Ride.
  - Provide longer hours of service and increase days of service.
  - Implement a Call and Ride program for the areas north of Academy Boulevard and east of Interstate 25.
  - Implement recommendations of the City of Colorado Springs Transit Update.
- ***Fixed Guideway Transit***
  - Construct a commuter rail system which connects to regional population centers across the Front Range and ultimately the Interstate 70 Corridor. Plan for intermodal connections at the Town of Monument, Woodmen Road Intermodal Transfer Facility, Downtown Colorado Springs and the City of Fountain.

### **Land Development**

- ***Transit Supportive Density***
  - Encourage and incentivize residential and employment centers to develop to a density supportive of mass transit, especially near existing and future multimodal centers.

### **Roadway Capacity**

- ***Interchange Reconstruction***
  - Reconstruct the Fillmore Street Interchange to reduce traffic queues from extending to the main line of Interstate 25 and to improve traffic operations of the bridge.
  - Reconstruct the Cimarron Interchange to reduce traffic queues from extending to the main line of Interstate 25 and to improve operations of the interchange.

## ***Appendix A: Transportation System Management and Operations (TSMO) Congestion Management Process—Corridor Plans***

### **Interstate 25—South (Midway Road to MLK Bypass)**

#### **National Highway System (NHS)—Strategic Corridor**

Interstate 25 is the primary corridor for the Pikes Peak Region. It carries the highest volume of traffic of any road in the area and is the key roadway for linking commerce with the rest of the Front Range and ultimately the rest of the nation. The Corridor Plan for Interstate 25 between Midway Road and the MLK Bypass is to use TSM, TDM, Bicycle, Transit, Land Development and Roadway Capacity tools. As the spine corridor for the region, it is arguably the most important roadway to manage traffic congestion.

#### **Corridor Recurring Congestion Locations**

- I-25/CIRCLE DR (EXIT 138)

#### **TSM**

- ***High Tech Transportation Systems***
  - Implement technological advancements to enhance the operations of the interstate including, but not limited to real time traffic monitoring, dynamic message signs, and motorist information assistance.

#### **TDM**

- ***Carpool/Vanpool Programs***
  - Fund the Metro Rides program for the Pikes Peak Region. RIDEFINDERS programs are designed to reduce automobile dependency and to promote the use of alternative transportation options in the Pikes Peak region. Services include free carpool matching for the general public, long-distance commuter vanpools, Bike Week, telecommuting consultation, School Pool for families, and general transportation information (bus routes, walking and biking trails etc.).
- ***Bike and Pedestrian***
  - ***Non-motorized Infrastructure Development***
    - Resurface and widen the Pikes Peak Greenway as a Tier 1 trail.
    - Connect Sand Creek Trail to the Pikes Peak Greenway.
  - ***Non-motorized Optimization***
    - Enhance connections from the corridor bike system to adjacent land uses and intersecting bike infrastructure.
    - Implement recommendations from the non-motorized plan.
    - Enhance all Pikes Peak Greenway Trail connections at arterial street crossings.
    - Construct connections to Park and Ride facilities.

#### **Transit**

- ***Transit System Enhancement***
  - Implement technological advancements on transit vehicles and at transit stops which enhance real time route information, signal pre-emption and on-line services.
- ***Accessibility Improvements***
  - Construct an Intermodal Park and Ride facility in the City of Fountain.
- ***Express Routes***
  - Establish an express route connecting the City of Fountain, City of Colorado Springs, and Town of Monument to the Denver Metropolitan area.

***Appendix A: Transportation System Management and Operations (TSMO)  
Congestion Management Process—Corridor Plans***

- ***Transit Service Optimization***
  - Provide more frequent service to reduce headways between buses for Park and Ride.
  - Implement recommendations of the City of Colorado Springs Transit Update.
  - Provide longer hours of service and increase days of service.
- ***Fixed Guideway Transit***
  - Construct a commuter rail system which connects to regional population centers across the Front Range and ultimately the Interstate 70 Corridor. Plan for intermodal connections at the Town of Monument, Woodmen Road Intermodal Transfer Facility, Downtown Colorado Springs and the City of Fountain.

**Land Development**

- ***Transit Supportive Density***
  - Encourage and incentivize residential and employment centers to develop to a density supportive of mass transit, especially near existing and future multimodal centers.

## ***Appendix A: Transportation System Management and Operations (TSMO) Congestion Management Process—Corridor Plans***

### **US 24 West**

#### **Strategic Corridor**

US 24 is the primary East-West corridor through the Pikes Peak Region and is one of only four major roadways heading West into the Colorado Rocky Mountain Range south of Interstate 70. As such it is a key corridor for tourists and those mountain residents who depend on services along the Front Range of the Rockies. US 24 is also an emergency evacuation route for the mountain communities west of Colorado Springs when wildland, forest fires, or acts of nature forces the evacuation of residents. It is critical that the roadway remain open and is able to accommodate the additional traffic.

#### **Corridor Recurring Congestion Locations**

- I-25/CIMARRON ST (EXIT 141)
- US-24/8TH ST

#### **TSM**

- ***High Tech Transportation Systems***
  - Implement Technological advancements to enhance the operations of the corridor including, but not limited to real time traffic monitoring, dynamic message signs, and motorist information assistance.

#### **TDM**

- ***All Modes Road Reconstruction***
  - Reconstruct US 24 to include shoulders where shoulders don't exist today.
- ***Bike and Pedestrian***
  - ***Non-motorized Infrastructure Development***
    - Enhance connections from the corridor bike system to adjacent land uses and intersecting bike infrastructure.
    - Enhance the Midland Trail crossing at arterial street to be grade separated.
    - Implement recommendations from the non-motorized plan.
- ***Carpool/Vanpool Programs*** Fund the Metro Rides program for the Pikes Peak Region. RIDEFINDERS programs are designed to reduce automobile dependency and to promote the use of alternative transportation options in the Pikes Peak region. Services include free carpool matching for the general public, long-distance commuter vanpools, Bike Week, telecommuting consultation, School Pool for families, and general transportation information (bus routes, walking and biking trails etc.).

#### **Transit**

- ***Transit System Enhancement***
  - Implement technological advancements on transit vehicles and at transit stops which enhance real time route information, signal pre-emption and on-line services.
- ***Transit Service Optimization***
  - Provide longer hours of service and increase days of service.
  - Implement recommendations of the City of Colorado Springs Transit Update.



***Appendix A: Transportation System Management and Operations (TSMO)  
Congestion Management Process—Corridor Plans***

- ***Fixed Guideway Transit***
  - Implement a fixed guideway system from Downtown Colorado Springs to Downtown Manitou Springs.

**Land Development**

- ***Transit Supportive Density***
  - Encourage and incentivize residential and employment centers to develop to a density supportive of mass transit, especially near existing and future multimodal centers.

**Roadway Capacity**

- ***Interchange Reconstruction***
  - Reconstruct the Cimarron Interchange to reduce traffic queues from extending to the main lanes on the interstate and to improve traffic operations of the interchange.
- ***Grade Separation***
  - Construct interchanges at the 8<sup>th</sup> Street and 21<sup>st</sup> Street intersections per the US 24 West Environmental Assessment.
  - Construct overpass at Ridge Road.
- ***Construct Additional Travel Lanes***
  - Construct additional travel lanes from Interstate 25 to 31<sup>st</sup> Street.
- ***Construct Bypass Corridor***
  - Construct the US 24 bypass on the western boundary of the MPO in Woodland Park.

## ***Appendix A: Transportation System Management and Operations (TSMO) Congestion Management Process—Corridor Plans***

### **US 24 East**

#### **Strategic Corridor**

US 24 East travels through the City of Colorado Springs and further east as a key truck route for transportation to Interstate 70 and to farming and ranching communities. US 24 East connects with Interstate 70 in Limon and can reduce travel times by over an hour by bypassing the Denver Metropolitan area. CMP tools for this corridor focus on TSM, Enhanced Transit, Land Development and Capacity Improvements.

#### **Corridor Recurring Congestion Locations**

- US 24/SH 94
- US 24/MARKSHEFFEL ROAD

#### **TSM**

- ***Intersection Improvements***
  - Improve traffic flow through the intersection of US 24 and Marksheffel Road through the realignment of the north-south travel lanes.
  - Improve the traffic flow through the intersection of US 24 and Meridian Road through intersection improvements and the realignment of Old Meridian Road.
- ***High Tech Transportation Systems***
  - Implement Technological advancements to enhance the operations of the corridor including, but not limited to real time traffic monitoring, dynamic message signs, and motorist information assistance.

#### **TDM**

- ***Carpool/Vanpool Programs***
  - Fund the Metro Rides program for the Pikes Peak Region. RIDEFINDERS programs are designed to reduce automobile dependency and to promote the use of alternative transportation options in the Pikes Peak region. Services include free carpool matching for the general public, long-distance commuter vanpools, Bike Week, telecommuting consultation, School Pool for families, and general transportation information (bus routes, walking and biking trails etc.).
- ***Bike and Pedestrian***
  - ***Non-motorized Infrastructure Development***
    - Enhance connections from the corridor bike system to adjacent land uses and intersecting bike infrastructure.
    - Enhance the Midland Trail crossing at arterial street to be grade separated.
    - Implement recommendations from the non-motorized plan.

#### **Transit**

- ***Transit System Enhancement***
  - Implement a transit program extending to the Falcon community.
  - Implement technological advancements on transit vehicles and at transit stops which enhance real time route information, signal pre-emption and on-line services.

**Appendix A: Transportation System Management and Operations (TSMO)  
Congestion Management Process—Corridor Plans**

- **Accessibility Improvements**
  - Construct an Intermodal Transfer Station near the SH 94/Marksheffel Road intersection.
  - Construct Intermodal Park and Ride facilities in the community of Falcon and at the intersection of Constitution Avenue and Powers Boulevard.
- **Fixed Guideway Transit**
  - Implement a fixed guideway system from Downtown Colorado Springs to a planned Intermodal Transportation Station near the SH 94/Marksheffel Road intersection.
- **Transit Service Optimization**
  - Provide more frequent service to reduce headways between buses for planned Park and Ride facilities.
  - Provide longer hours of service and increase days of service.
  - Implement recommendations of the City of Colorado Springs Transit Update.

**Land Development**

- **Transit Supportive Density**
  - Encourage and incentivize residential and employment centers to develop to a density supportive of mass transit, especially near existing and future multimodal centers.

**Roadway Capacity**

- Construct additional travel lanes.
- Construct additional travel lanes from Garrett Road to Judge Orr Road.
- Construct turn lanes to improve overall operational efficiency.

## ***Appendix A: Transportation System Management and Operations (TSMO) Congestion Management Process—Corridor Plans***

### **SH 115/South Nevada Avenue**

#### **Strategic Corridor**

The SH 115/South Nevada corridor is the primary corridor for southwest Colorado Springs and the west side of Fort Carson. It is also a key link from Interstate 25 to Canon City and US 50, one of the only four major roadways heading west into the Colorado Rocky Mountain Range south of Interstate 70. This corridor does not have much opportunity for a lot of growth as most of the adjacent land has been developed. The area of South Nevada Avenue from Cheyenne Road/Southgate Road to Interstate 25 has been identified as an area for redevelopment within the City of Colorado Springs Comprehensive Plan. CMP tools for this corridor focus on TSM, TDM, Non-motorized, Land Development and enhanced Transit.

#### **Corridor Recurring Congestion Locations**

- I-25/NEVADA AVE (EXIT 140)
- NEVADA AVE/CIMARRON ST
- NEVADA AVE/RAMONA AVE

#### **TSM**

- ***Intersection Improvements***
  - Improve traffic flow on SH 115 by constructing accel/decel and turn lanes at the Fort Carson Gates 5 and 6.
  - Improve traffic flow at the intersection of South Nevada Avenue and Interstate 25 by removing the full-movement, signalized intersection at Arvada Street. Study the feasibility of constructing a ¼ continuous flow intersection for the southbound approach to the interstate ramps.
- ***Access Management***
  - Minimize conflict points and improved traffic flow by limiting the number of curb and median cuts on South Nevada Avenue from Southgate/Cheyenne Roads north to Interstate 25.

#### **TDM**

- ***Carpool/Vanpool Programs***
  - Fund the Metro Rides program for the Pikes Peak Region. RIDEFINDERS programs are designed to reduce automobile dependency and to promote the use of alternative transportation options in the Pikes Peak region. Services include free carpool matching for the general public, long-distance commuter vanpools, Bike Week, telecommuting consultation, School Pool for families, and general transportation information (bus routes, walking and biking trails etc.).
- ***Bike and Pedestrian***
  - ***Non-motorized Infrastructure Development***
    - Enhance connections from the corridor bike system to adjacent land uses and intersecting bike infrastructure.
    - Enhance the Pikes Peak Greenway Trail connections at arterial street.
    - Implement recommendations from the non-motorized plan.

***Appendix A: Transportation System Management and Operations (TSMO)  
Congestion Management Process—Corridor Plans***

**Transit**

- ***Transit System Enhancement***
  - Implement technological advancements on transit vehicles and at transit stops which enhance real time route information, signal pre-emption and on-line services.
- ***Accessibility Improvements***
  - Construct an Intermodal Station in Downtown Colorado Springs.
  - Reconstruct/expand the Tejon Street and Pikes Peak Community College Park and Ride facilities into Intermodal Stations to accommodate enhanced transit, bicyclists, pedestrians and additional parking facilities.
- ***Express Routes***
  - Implement an express route from the Pikes Peak Community College to Downtown service.
- ***Transit Service Optimization***
  - Provide more frequent service to reduce headways between buses for Park and Ride facilities.
  - Provide longer hours of service and increase days of service.
  - Implement recommendations of the City of Colorado Springs Transit Update.

## ***Appendix A: Transportation System Management and Operations (TSMO) Congestion Management Process—Corridor Plans***

### **SH 94**

#### **Strategic Corridor**

SH 94 is the primary road to Schriever Air Force Base and El Paso County ranching communities on the eastern plains. The roadway has major development being planned along its alignment and is one of the primary corridors to accommodate traffic as the Pikes Peak Region grows eastward. Since most of the land is underdeveloped at this time, preservation of a transportation system sufficient to handle planned growth is imperative. The area of influence along this corridor could result in densities requiring a roadway similar to Powers Boulevard. CMP tools for this corridor focus on TSM, Land Development, and Capacity Improvements.

#### **Corridor Recurring Congestion Locations**

- US-24/SH 94

#### **TSM**

- ***Intersection Improvements***
  - Construct geometric improvements which increase operational capacity of existing intersections.
- ***Signalization Optimization***
  - Implement traffic signal advanced detection and timing upgrades to improve roadway system mobility for emergency response, automobiles and buses.

#### **TDM**

- ***Carpool/Vanpool Programs***
  - Fund the Metro Rides program for the Pikes Peak Region. RIDEFINDERS programs are designed to reduce automobile dependency and to promote the use of alternative transportation options in the Pikes Peak region. Services include free carpool matching for the general public, long-distance commuter vanpools, Bike Week, telecommuting consultation, School Pool for families, and general transportation information (bus routes, walking and biking trails etc.).
- ***Employer Based Program***
  - Implement staggered work hours, flexible work schedule or compressed work weeks at Schriever Air Force Base.

#### **Transit**

- ***Transit System Enhancement***
  - Implement a transit program to serve the corridor.
  - Implement technological advancements on transit vehicles and at transit stops which enhance real time route information, signal pre-emption and on-line services.
- ***Accessibility Improvements***
  - Construct an Intermodal Transfer Station in SH 94/Marksheffel Road area.

**Appendix A: Transportation System Management and Operations (TSMO)  
Congestion Management Process—Corridor Plans**

- Construct Intermodal Park and Ride facilities in the community of Falcon and at the intersection of Constitution Avenue and Powers Boulevard to accommodate enhanced transit, bicyclists, pedestrians and additional parking facilities.
- **Fixed Guideway Transit**
  - Construct a fixed guideway system from Downtown Colorado Springs to an Intermodal Transfer Station near the SH 94/Marksheffel Road intersection.
- **Transit Service Optimization**
  - Provide more frequent service to reduce headways between buses for Park and Ride facilities.
  - Provide longer hours of service and increase days of service.
  - Implement recommendations of the City of Colorado Springs Transit Update.

**Land Development**

- **Transit Supportive Density**
  - Encourage and incentivize residential and employment centers to develop to a density supportive of mass transit, especially near existing and future multimodal centers.
- **Transit Oriented Development**
  - Encourage development which integrates commercial, retail and residential design to maximize access to public transportation.

**Roadway Capacity**

- **Construct turn lanes to improve overall operational efficiency.**
- **Construct Additional Capacity**
  - Widen SH 94 from US 24 to Curtis Road.
- **Construct Bypass Corridor**
  - Widen Curtis Road and Bradley Road to serve as complementary facilities to SH 94.

## ***Appendix A: Transportation System Management and Operations (TSMO) Congestion Management Process—Corridor Plans***

### **SH 83/Interquest Parkway**

#### **Strategic Corridor**

SH 83/Interquest Parkway is a parallel facility to Interstate 25 extending from northern Colorado Springs to the south Denver Metropolitan area. The area of influence along SH 83 is mostly large lot, single family homes located in the Black Forest community. Major growth is not anticipated in this community and transportation options are limited. SH 83 serves as an alternative route for Interstate 25 when a major incident occurs. CMP tools comprise of TSM projects, TDM, Bike and Pedestrian, and Transit projects.

#### **Corridor Recurring Congestion Locations**

- I-25/INTERQUEST PKWY (EXIT 153)

#### **TSM**

- ***Intersection Improvements***
  - Improve traffic flow on SH 83 by constructing accel/decel and turn lanes at all intersections.
  - Review signalized intersections for consideration of signal removal if access to alternative signals are easily accessible and are sufficient to handle the redirected traffic.
- ***Access Management***
  - Minimize conflict points and improve traffic flow by limiting the number of curb and median cuts from Interstate 25 to County Line Road.

#### **TDM**

- ***Carpool/Vanpool Programs***
  - Fund the Metro Rides program for the Pikes Peak Region. RIDEFINDERS programs are designed to reduce automobile dependency and to promote the use of alternative transportation options in the Pikes Peak region. Services include free carpool matching for the general public, long-distance commuter vanpools, Bike Week, telecommuting consultation, School Pool for families, and general transportation information (bus routes, walking and biking trails etc.).
- ***Bike and Pedestrian***
  - ***Non-motorized Infrastructure Development***
    - Enhance connections from the corridor bike system to adjacent land uses and intersecting bike infrastructure.
    - Continue to develop the on-street bike lanes and shoulders along this corridor.
    - Implement recommendations from the non-motorized plan.

#### **Transit**

- ***Transit Service Optimization***
  - Implement a Call and Ride program for the areas north of Woodmen Road and east of Interstate 25.
  - Implement recommendations of the City of Colorado Springs Transit Update.



## ***Appendix A: Transportation System Management and Operations (TSMO) Congestion Management Process—Corridor Plans***

### **Woodmen Road**

#### **Strategic Corridor**

Woodmen Road is a major east-west roadway between Interstate 25 and US 24 along the north side of Colorado Springs. Most of the corridor is developed between Interstate 25 and Powers Boulevard. Future expansion of the roadway will be difficult between Interstate 25 and Powers Boulevard so the focus of this portion of the corridor is to develop it as an express transit corridor. East of Powers Boulevard to US 24 within El Paso County consists of a four lane urban highway. CMP tools along this corridor focus on enhanced Transit, Land Development, TSM and Capacity improvements to parallel facilities.

#### **Corridor Recurring Congestion Locations**

- I-25/WOODMEN RD (EXIT 149)
- WOODMEN RD/ACADEMY BLVD

#### **TSM**

- ***Signalization Optimization***
  - Enhance signal operations for emergency response, automobiles and buses through the implementation of technological upgrades and integration to traffic control devices from Interstate 25 west to US 24.
- ***Access Management***
  - Protect the region's investment in upgrading Woodmen Road from Interstate 25 to US 24 by limiting curb cuts and median cuts in order to maintain good traffic flow and safety.
- ***Intersection Improvements***
  - Construct intersection improvements along corridor as needed to improve overall traffic operations.

#### **TDM**

- ***Carpool/Vanpool Programs***
  - Fund the Metro Rides program for the Pikes Peak Region. RIDEFINDERS programs are designed to reduce automobile dependency and to promote the use of alternative transportation options in the Pikes Peak region. Services include free carpool matching for the general public, long-distance commuter vanpools, Bike Week, telecommuting consultation, School Pool for families, and general transportation information (bus routes, walking and biking trails etc.).
- ***Bike and Pedestrian***
  - ***Non-motorized Infrastructure Development***
    - Enhance connections from the corridor bike system to adjacent land uses and intersecting bike infrastructure.
    - Implement recommendations from the non-motorized plan.

#### **Transit**

- ***Transit System Enhancement***
  - Implement technological advancements on transit vehicles and at transit stops which enhance real time route information, signal pre-emption and on-line services.

## ***Appendix A: Transportation System Management and Operations (TSMO) Congestion Management Process—Corridor Plans***

- ***Accessibility Improvements***
  - Construct multi-modal Park and Ride facility in the community of Falcon.
  - Reconstruct/expand the Woodmen Road Park and Ride into the Intermodal Station to accommodate enhanced transit, bicyclists, pedestrians and additional parking.
- ***Express Routes***
  - Establish an express route connecting the Woodmen Road Park and Ride Facilities with planned intermodal transfer facilities.
- ***Transit Service Optimization***
  - Provide more frequent service to reduce headways between buses for Park and Ride facilities.
  - Provide longer hours of service and increase days of service.
  - Implement a Call and Ride program for the areas north of Woodmen Road and east of I-25.
  - Implement recommendations of the City of Colorado Springs Transit Update.
- ***Fixed Guideway Transit***
  - Conduct a study to determine the feasibility of the Woodmen Road corridor for a Bus Rapid Transit facility.

### **Land Development**

- ***Transit Supportive Density***
  - Encourage and incentivize residential and employment centers to develop to a density supportive of mass transit, especially near existing and future multimodal centers.

### **Roadway Capacity**

- ***Construct Bypass Corridors***
  - Construct Powers Boulevard as a freeway from Interstate 25 (North) to Milton E. Proby Parkway as identified in the City of Colorado Springs East-West Mobility Study.
  - Construct Briargate Parkway/Stapleton Road as a parallel facility to Woodmen Road from Powers Boulevard to US 24.

## ***Appendix A: Transportation System Management and Operations (TSMO) Congestion Management Process—Corridor Plans***

### **Powers Boulevard**

#### **Strategic Corridor**

Powers Boulevard is planned and being constructed as the next freeway in Colorado Springs. Its strategic alignment connects Fort Carson, Peterson Air Force Base and the Air Force Academy. Even though Powers Boulevard is a north-south alignment, the fact that it connects to Interstate 25 on the south, and will eventually on the north, provides relief to the City of Colorado Springs east-west arterial streets. The developing freeway also supports economic development along the corridor as commercial, office and residential growth continues to occur around its area of influence with the City of Colorado Springs, El Paso County, and the City of Fountain. CMP tools for this corridor focus on TSM, Enhanced Transit and Capacity.

#### **Corridor Recurring Congestion Locations**

- POWERS BLVD/PLATTE AVE
- POWERS BLVD/AIRPORT RD
- POWERS BLVD/FOUNTAIN BLVD
- POWERS BLVD/N. CAREFREE CIR

#### **TSM**

- ***High Tech Transportation Systems***
  - Implement technological advancements to enhance the operations of the interstate including, but not limited to real time traffic monitoring, dynamic message signs, and motorist information assistance.
- ***Signalization Optimization***
  - Enhance signal operations for emergency response, automobiles and buses through the implementation of technological upgrades and integration to traffic control devices at Dublin Boulevard, North Carefree Circle, Constitution Avenue, Palmer Park Boulevard, and Airport Road.

#### **TDM**

- ***Carpool/Vanpool Programs***
  - Fund the Metro Rides program for the Pikes Peak Region. RIDEFINDERS programs are designed to reduce automobile dependency and to promote the use of alternative transportation options in the Pikes Peak region. Services include free carpool matching for the general public, long-distance commuter vanpools, Bike Week, telecommuting consultation, School Pool for families, and general transportation information (bus routes, walking and biking trails etc.).

#### **Transit**

- ***Transit System Enhancement***
  - Implement technological advancements on transit vehicles and at transit stops which enhance real time route information, signal pre-emption and on-line services.

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- ***Accessibility Improvements***
  - Construct multi-modal Park and Ride facilities at North Gate Road, Woodmen Road, Constitution Avenue and Fountain Boulevard.
  - Reconstruct/expand the Woodmen Road Park and Ride into the Intermodal Station to accommodate enhanced transit, bicyclists, pedestrians and additional parking.
- ***Express Routes***
  - Establish an express route connecting the Woodmen Road Park and Ride Facilities with planned intermodal transfer facilities.
- ***Transit Service Optimization***
  - Provide more frequent service to reduce headways between buses for Park and Ride facilities.
  - Provide longer hours of service and increase days of service.
  - Implement a Call and Ride program for the areas north of Woodmen Road and east of Interstate 25.
  - Implement recommendations of the City of Colorado Springs Transit Update.

**Land Development**

- ***Transit Supportive Density***
  - Encourage and incentivize residential and employment centers to develop to a density supportive of mass transit, especially near existing and future multimodal centers.

**Roadway Capacity**

- ***Connectivity/Gap Eliminator***
  - Construct the extension of Powers Boulevard from SH 83 to Interstate 25 as identified in the City of Colorado Springs East-West Mobility Study.
  - Construct the extension of Powers Boulevard from Mesa Ridge Parkway south to the Pikes Peak Raceway.
- ***Construct Additional Capacity***
  - Upgrade Powers Boulevard to a freeway facility from Interstate 25 (North) to Milton E. Proby Parkway and as an expressway from Milton E. Proby Parkway south to Interstate 25 (South).

## ***Appendix A: Transportation System Management and Operations (TSMO) Congestion Management Process—Corridor Plans***

### **Meridian Road**

#### **Strategic Corridor**

Meridian Road is planned as a major facility running north-south along the eastern edge of Colorado Springs in El Paso County. Meridian Road extends through the Black Forest community, an area of large lot, single family homes, and the unincorporated community of Falcon. It is a key roadway in providing residents in these two communities access to both Woodmen Road and US 24. The Meridian Road intersections with Woodmen Road and US 24 have been quickly developing business centers for eastern El Paso County. CMP tools comprise of TSM, Transit and Capacity projects.

#### **TSM**

- ***Intersection Improvements***
  - Improve traffic flow on Meridian Road by constructing accel/decel and turn lanes at all intersections.
- ***Access Management***
  - Minimize conflict points and improve traffic flow by limiting the number of curb and median cuts from Garrett Road to County Line Road.

#### **TDM**

- ***Carpool/Vanpool Programs***
  - Fund the Metro Rides program for the Pikes Peak Region. RIDEFINDERS programs are designed to reduce automobile dependency and to promote the use of alternative transportation options in the Pikes Peak region. Services include free carpool matching for the general public, long-distance commuter vanpools, Bike Week, telecommuting consultation, School Pool for families, and general transportation information (bus routes, walking and biking trails etc.).
- ***Bike and Pedestrian***
  - ***Non-motorized Infrastructure Development***
    - Enhance connections from the corridor bike system to adjacent land uses and intersecting bike infrastructure.
    - Implement recommendations from the non-motorized plan.

#### **Transit**

- ***Transit Service Optimization***
  - Implement a Call and Ride program for the Falcon community.

#### **Roadway Capacity**

- ***Construct Bypass Corridor***
  - Construct the Meridian Road realignment which provides better spacing for signalized intersections on US 24 in the Falcon community.

***Appendix A: Transportation System Management and Operations (TSMO)  
Congestion Management Process—Corridor Plans***

- ***Construct Additional Capacity***
  - Widen Meridian Road to four lanes from Rex Road to Garrett Road.
- ***Construct turn lanes to improve overall operational efficiency.***

## ***Appendix A: Transportation System Management and Operations (TSMO) Congestion Management Process—Corridor Plans***

### **Baptist Road/Hodgen Road**

#### **Significant Corridor**

The Baptist Road/Hodgen Road corridor is classified as Principal Arterial west of SH 83 and a Minor Arterial east of SH 83 in the El Paso County Major Transportation Corridors Plan. Baptist Road travels along the southern edge of the Town of Monument and has experienced significant growth. Baptist Road extends to the east, connecting with Hodgen Road. Hodgen Road is a major east-west access road for the Black Forest community and extends east to Eastonville Road. The Black Forest community is primarily comprised of large lot, single family residential homes. CMP tools focus on TSM improvements as capacity improvements have recently been constructed.

#### **Corridor Recurring Congestion Locations**

- I-25/BAPTIST RD (EXIT 158)

#### **TSM**

- ***Intersection Improvements***
  - Improve traffic flow on Baptist Road by constructing geometric improvements at commercial developments.
- ***Access Management***
  - Minimize conflict points and improve traffic flow by limiting the number of curb and median cuts from Interstate 25 to County Line Road.
- ***Widening of Existing Lanes***
  - Widen sections of Baptist Road and Hodgen Road in the Black Forest community without adding additional travel lanes to improve traffic flow while providing shoulders for safety.

#### **TDM**

- ***Carpool/Vanpool Programs***
  - Fund the Metro Rides program for the Pikes Peak Region. RIDEFINDERS programs are designed to reduce automobile dependency and to promote the use of alternative transportation options in the Pikes Peak region. Services include free carpool matching for the general public, long-distance commuter vanpools, Bike Week, telecommuting consultation, School Pool for families, and general transportation information (bus routes, walking and biking trails etc.).
- ***Bike and Pedestrian***
  - ***Non-motorized Infrastructure Development***
    - Enhance connections from the corridor bike system to adjacent land uses and intersecting bike infrastructure.
    - Construct a grade separation over Baptist Road for the Santa Fe Trail.
    - Implement recommendations from the non-motorized plan.

#### **Transit**

- ***Transit Service Optimization***
  - Implement a Call and Ride program for the areas north of Woodmen Road and east of Interstate 25.
  - Implement recommendations of the City of Colorado Springs Transit Update.

***Appendix A: Transportation System Management and Operations (TSMO)  
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**Roadway Capacity**

- ***Improve Bypass Corridors***
  - Widen SH 105 from Interstate 25 to SH 83 as a parallel facility to provide traffic congestion relief.
  - Widen Baptist Road from Interstate 25 to Hay Creek Road.
  - Upgrade Hodgen Road to minor arterial standards.



## ***Appendix A: Transportation System Management and Operations (TSMO) Congestion Management Process—Corridor Plans***

### **Briargate Parkway/Stapleton Road**

#### **Significant Corridor**

The Briargate Parkway/Stapleton Road corridor is a parallel facility to Woodmen Road. Briargate Parkway is a Principal Arterial on the City of Colorado Springs Major Thoroughfare Plan and Stapleton Road is a Principal Arterial on the El Paso County Corridors Plan. The corridor runs along the northern edge of the City of Colorado Springs and the southern edge of Black Forest. This corridor has the potential to be a major east-west facility connecting US 24 with Interstate 25. CMP tools focus on TSM improvements, Bike and Pedestrian and Capacity improvements.

#### **Corridor Recurring Congestion Locations**

- I-25/BRIARGATE PKWY (EXIT 151)
- BRIARGATE PKWY/ACADEMY BLVD

#### **TSM**

- ***Access Management***
  - Minimize conflict points and improve traffic flow by limiting the number of curb and median cuts from Interstate 25 to US 24.
- ***Signalization Optimization***
  - Enhance signal operations for emergency response, automobiles and buses through the implementation of technological upgrades and integration to traffic control devices.
- ***Intersection Improvements***
  - Construct intersection improvements where needed to improve traffic operations.

#### **TDM**

- ***Carpool/Vanpool Programs***
  - Fund the Metro Rides program for the Pikes Peak Region. RIDEFINDERS programs are designed to reduce automobile dependency and to promote the use of alternative transportation options in the Pikes Peak region. Services include free carpool matching for the general public, long-distance commuter vanpools, Bike Week, telecommuting consultation, School Pool for families, and general transportation information (bus routes, walking and biking trails etc.).
- ***Bike and Pedestrian***
  - ***Non-motorized Infrastructure Development***
    - Enhance connections from the corridor bike system to adjacent land uses and intersecting bike infrastructure.
    - Implement recommendations from the non-motorized plan.

#### **Transit**

- ***Transit Service Optimization***
  - Implement a Call and Ride program for the areas north of Woodmen Road and east of Interstate 25.

***Appendix A: Transportation System Management and Operations (TSMO)  
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**Roadway Capacity**

- **Improve Bypass Corridors**
  - Construct extension of Stapleton Road to serve as an alternative east-west facility to US 24.
- ***Bottleneck Removal***
  - Construct a continuous lane from Voyager Parkway west to the Northbound Interstate 25 On-Ramp.

## ***Appendix A: Transportation System Management and Operations (TSMO) Congestion Management Process—Corridor Plans***

### **Garden of the Gods Road/Austin Bluffs Parkway/Stetson Hill Boulevard/Huber Road/Garrett Road**

#### **Significant Corridor**

The Garden of the Gods Road/Austin Bluffs Parkway/Stetson Hill Boulevard/Huber Road/Garrett Road corridor extends from 30<sup>th</sup> Street along the western edge of Colorado Springs to Meridian Road in El Paso County. As defined by the City of Colorado Springs' Major Thoroughfare Plan and El Paso County's Major Transportation Corridors Plan the roadway functional classification vary over the corridor as the demand changes. The defined roadway functional classifications include: Garden of the Gods (Principal Arterial), Austin Bluffs Parkway (Parkway), Stetson Hills Boulevard (Principal Arterial), Huber Road (Minor Arterial), and Garrett Road (Minor Arterial). CMP tools recommended for this corridor include: TSM, TDM, Bicycle and Pedestrian, Transit and Capacity projects.

#### **Corridor Recurring Congestion Locations**

- I-25/GARDEN OF THE GODS RD (EXIT 146)
- AUSTIN BLUFFS PKWY/ACADEMY BLVD
- GARDEN OF THE GODS RD/N NEVADA AVE

#### **TSM**

- ***Signalization Optimization***
  - Fund Congestion and Incident Management Signal Improvement projects to implement Intelligent Transportation Systems (ITS) that improve traffic operations, coordinate systems and improve safety.
  - Implement traffic signal advanced detection and timing upgrades to improve roadway system mobility for emergency response, automobiles and buses.
- ***Access Management***
  - Protect the region's investment in transportation infrastructure by limiting curb cuts and median cuts in order to maintain good traffic flow and safety.
- ***Intersection Improvements***
  - Intersection reconstruction to increase operational capacity of intersections.

#### **TDM**

- ***Carpool/Vanpool Programs***
  - Fund the Metro Rides program for the Pikes Peak Region. RIDEFINDERS programs are designed to reduce automobile dependency and to promote the use of alternative transportation options in the Pikes Peak region. Services include free carpool matching for the general public, long-distance commuter vanpools, Bike Week, telecommuting consultation, School Pool for families, and general transportation information (bus routes, walking and biking trails etc.).
- ***Bike and Pedestrian***
  - ***Non-motorized Infrastructure Development***
    - Enhance connections from the corridor bike system to adjacent land uses and intersecting bike infrastructure.
  - ***Non-motorized Optimization***
    - Implement bike and pedestrian priority corridors as defined through the non-motorized plan.

**Appendix A: Transportation System Management and Operations (TSMO)  
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**Transit**

- **Transit System Enhancement**
  - Implement a transit program easterly into El Paso County.
  - Implement technological advancements on transit vehicles and at transit stops which enhance real time route information, signal pre-emption and on-line services.
- **Accessibility Improvements**
  - Construct multi-modal Park and Ride facility in the community of Falcon.
- **Transit Service Optimization**
  - Reduce headways, lengthen service hours and increase days of service.
  - Implement recommendations of the City of Colorado Springs Transit Update.

**Roadway Capacity**

- **Connectivity/Gap Elimination**
  - Extend Stetson Hills Parkway as a principal arterial between Marksheffel Road and US 24.
  - Complete the extension of Centennial Boulevard between Fillmore Street and Interstate 25 to remove traffic from Garden of the Gods Road between Centennial Boulevard and Interstate 25 and from Interstate 25 from the Fontanero Interchange to the Garden of the Gods Interchange.

## ***Appendix A: Transportation System Management and Operations (TSMO) Congestion Management Process—Corridor Plans***

### **Constitution Avenue**

#### **Significant Corridor**

The Constitution Avenue corridor extends from Interstate 25 along a portion of the old Constitution Railroad alignment to US 24. The roadway falls within the jurisdiction of both the City of Colorado Springs and El Paso County. Constitution Avenue is a Principal Arterial on both the City of Colorado Springs Major Thoroughfare Plan and the El Paso County Major Transportation Corridors Plan. It contains one of the east-west corridors identified in the City's East-West Mobility Study which includes specific improvements to enhance mobility for the Colorado Springs residents. Recommendations from the study were adopted by ordinance by the City of Colorado Springs with a specific recommendation that this corridor not be developed prior to 2020. The connection to Interstate 25 is planned at the Fontanero Interchange. CMP tools recommended for the corridor are consistent with the Intermodal Transportation Plan and include TSM, Bike and Pedestrian, Transit and Capacity projects.

#### **Corridor Recurring Congestion Locations**

- CONSTITUTION AVE/UNION AVE
- CONSTITUTION AVE/ACADEMY BLVD
- CONSTITUTION AVE/CIRCLE DR

#### **TSM**

- ***Intersection Improvements***
  - Construct intersection improvements at Paseo Drive and Academy Boulevard to improve traffic operations.
- ***Widening of Existing Lanes***
  - Widen Constitution Avenue without adding additional travel lanes to improve traffic flow while providing bike lanes for safety.
- ***Signalization Optimization***
  - Fund Congestion and Incident Management Signal Improvement projects to implement Intelligent Transportation Systems (ITS) that improve traffic operations, coordinate systems and improve safety.
  - Implement traffic signal advanced detection and timing upgrades to improve roadway system mobility for emergency response, automobiles and buses.

#### **TDM**

- ***Carpool/Vanpool Programs***
  - Fund the Metro Rides program for the Pikes Peak Region. RIDEFINDERS programs are designed to reduce automobile dependency and to promote the use of alternative transportation options in the Pikes Peak region. Services include free carpool matching for the general public, long-distance commuter vanpools, Bike Week, telecommuting consultation, School Pool for families, and general transportation information (bus routes, walking and biking trails etc.).
- ***Bike and Pedestrian***
  - ***Non-motorized Infrastructure Development***
    - Enhance connections from the corridor bike system to adjacent land uses and intersecting bike infrastructure.

## ***Appendix A: Transportation System Management and Operations (TSMO) Congestion Management Process—Corridor Plans***

- ***Non-motorized Optimization***
  - Implement bike and pedestrian priority corridors as defined through the non-motorized plan.
  - Construct grade separated crossings for the Rock Island Trail across arterial streets along the corridor.

### **Transit**

- ***Transit System Enhancement***
  - Implement technological advancements on transit vehicles and at transit stops which enhance real time route information, signal pre-emption and on-line services.
- ***Accessibility Improvements***
  - Construct multi-modal Park and Ride facilities in the community of Falcon.
- ***Transit Service Optimization***
  - Reduce headways, lengthen service hours and increase days of service.
  - Implement recommendations of the City of Colorado Springs Transit Update.

### **Roadway Capacity**

- ***Connectivity/Gap Elimination***
  - Construct the extension of Constitution Avenue between Paseo Road and Interstate 25 as adopted by the Colorado Springs City Council and identified in the Intermodal Transportation Plan.

## ***Appendix A: Transportation System Management and Operations (TSMO) Congestion Management Process—Corridor Plans***

### **Platte Avenue Corridor**

#### **Significant Corridor**

Platte Avenue is a Principal Arterial on the City of Colorado Springs Major Thoroughfare Plan. It is one of the east-west corridors identified in the East-West Mobility Study which includes specific improvements to enhance mobility for Colorado Springs residents. Recommendations from the study were adopted by ordinance by the City of Colorado Springs. The corridor is built-out between Cascade Avenue and Academy Boulevard with the only significant redevelopment opportunity being at the Citadel Mall and its surrounding area. Platte Avenue is recommended to be primarily a transit corridor as widening of the roadway is not recommended given the adjacent land use. CMP tools recommended for this corridor are consistent with the Intermodal Transportation Plan and include TSM, TDM, Bike and Pedestrian, Transit and Land Development projects.

#### **Corridor Recurring Congestion Locations**

- PLATTE AVE/ACADEMY BLVD
- PLATTE AVE/CIRCLE DR
- PLATTE AVE/ POWERS BLVD
- PLATTE AVE/N. NEVADA AVE

#### **TSM**

- ***Access Management***
  - Minimize conflict points and improve traffic flow by limiting the number of curb and median cuts from Union to Powers.
- ***Intersection Improvements***
  - Construct intersection improvements at Murray Street to increase the operational capacity at the intersection.
  - Construct intersection improvements at Union Boulevard to improve the traffic operations.
- ***Signalization Optimization***
  - Fund Congestion and Incident Management Signal Improvement projects to implement Intelligent Transportation Systems (ITS) that improve traffic operations, coordinate systems and improve safety.
  - Implement traffic signal advanced detection and timing upgrades to improve roadway system mobility for emergency response, automobiles and buses.

#### **TDM**

- ***Carpool/Vanpool Programs***
  - Fund the Metro Rides program for the Pikes Peak Region. RIDEFINDERS programs are designed to reduce automobile dependency and to promote the use of alternative transportation options in the Pikes Peak region. Services include free carpool matching for the general public, long-distance commuter vanpools, Bike Week, telecommuting consultation, School Pool for families, and general transportation information (bus routes, walking and biking trails etc.).

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- **Bike and Pedestrian**
  - ***Non-motorized Infrastructure Development***
    - Enhance connections from the corridor bike system to adjacent land uses and intersecting bike infrastructure.
  - ***Non-motorized Optimization***
    - Implement bike and pedestrian priority corridors as defined through the non-motorized plan.

### **Transit**

- ***Transit System Enhancement***
  - Implement technological advancements on transit vehicles and at transit stops which enhance real time route information, signal pre-emption and on-line services.
- ***Accessibility Improvements***
  - Construct multi-modal transfer facilities in Downtown Colorado Springs and the Citadel Mall.
- ***Transit Service Optimization***
  - Reduce headways between Downtown and the Citadel Mall, lengthen service hours and increase days of service.
  - Implement recommendations of the City of Colorado Springs Transit Update.
- ***Fixed Guideway Transit***
  - Implement a Bus Rapid Transit system between Downtown and the Citadel Mall.

### **Land Development**

- ***Transit Oriented Development***
  - Encourage development which integrates commercial, retail and residential design to maximize access to public transportation.

### **Roadway Capacity**

- ***Bypass Alternative Options***
  - Evaluate corridor flow alternatives through creating one-way couplets (i.e. Platte Ave and Boulder Avenue).
- ***Construct Additional Capacity***
  - Widen Platte Avenue from Academy Boulevard to Powers Boulevard to six lanes.



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### **Milam Road/Union Boulevard/Hancock Expressway**

#### **Significant Corridor**

The Milam Road/Union Boulevard/Hancock Expressway corridor is a parallel facility to both Interstate 25 and Powers Boulevard. Milam Road is a Minor Arterial in the El Paso County Major Corridors Plan. Union Boulevard and Hancock Expressway are both Principal Arterials in the City of Colorado Springs Major Thoroughfare Plan. The corridor extends from Shoup Road in the Black Forest community south until its second intersection with Powers Boulevard. The corridor in the City of Colorado Springs is pretty much built out with very limited opportunity for roadway widening other than at congested intersections. Due to its numerous signals, it is not a good incident management route for either Powers Boulevard or Interstate 25. CMP tools focus on TSM improvements, Bike and Pedestrian, enhanced Transit and capacity improvements to parallel facilities.

#### **Corridor Recurring Congestion Locations**

- UNION BLVD/CONSTITUTION AVE
- UNION BLVD/PALMER PARK BLVD
- UNION BLVD/PLATTE AVE
- UNION BLVD/ACADEMY BLVD
- UNION BLVD/CACHE LA POUFRE ST
- HANCOCK EXPY/ACADEMY BLVD

#### **TSM**

- ***Access Management***
  - Minimize conflict points and improve traffic flow by limiting the number of curb and median cuts from Old Ranch Road south to the second intersection with Powers Boulevard.
- ***Intersection Improvements***
  - Construct intersection improvements at Woodmen Road, Constitution Avenue, Boulder Street and Platte Avenue to improve the operational capacity of the intersections and to improve traffic operations.
- ***Signalization Optimization***
  - Fund Congestion and Incident Management Signal Improvement projects to implement Intelligent Transportation Systems (ITS) that improve traffic operations, coordinate systems and improve safety.
  - Implement traffic signal advanced detection and timing upgrades to improve roadway system mobility for emergency response, automobiles and buses from Powers Boulevard south to the second intersection with Powers Boulevard.

#### **TDM**

- ***Carpool/Vanpool Programs***
  - Fund the Metro Rides program for the Pikes Peak Region. RIDEFINDERS programs are designed to reduce automobile dependency and to promote the use of alternative transportation options in the Pikes Peak region. Services include free carpool matching

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for the general public, long-distance commuter vanpools, Bike Week, telecommuting consultation, School Pool for families, and general transportation information (bus routes, walking and biking trails etc.).

- **Bike and Pedestrian**
  - ***Non-motorized Infrastructure Development***
    - Enhance connections from the corridor bike system to adjacent land uses and intersecting bike infrastructure.
  - ***Non-motorized Optimization***
    - Implement bike and pedestrian priority corridors as defined through the non-motorized plan.
    - Construct grade separated crossings for the Woodmen Trail, Cottonwood Creek Trail, Rock Island Trail, and Sand Creek Trail.

### **Transit**

- ***Transit System Enhancement***
  - Implement technological advancements on transit vehicles and at transit stops which enhance real time route information, signal pre-emption and on-line services.
- ***Transit Service Optimization***
  - Provide longer hours of service and increase days of service.
  - Implement recommendations of the City of Colorado Springs Transit Update.

### **Roadway Capacity**

- ***Connectivity/Gap Elimination***
  - Complete the extension of Union Boulevard to Milam Road at Old Ranch Road.
  - Complete the realignment of Hancock Expressway at Chelton Road to complete the connection to Powers Boulevard.

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### **Academy Boulevard**

#### **Significant Corridor**

Academy Boulevard is a Principal Arterial on the City of Colorado Springs Major Thoroughfare Plan. It extends from Interstate 25 in northern Colorado Springs at the entrance to the Air Force Academy, south to SH 115 along the northern edge of Fort Carson. The corridor is built-out within the City of Colorado Springs with limited opportunity for development in the unincorporated areas between Bradley Road and Interstate 25 (south). The unincorporated section contains a construction project to improve the roadway to facilitate traffic from SH 115 to Proby Parkway as improved access to the Colorado Springs Airport. There is a significant redevelopment initiative for the corridor, ABC Great Streets, from Maizeland Road to Proby Parkway to revitalize this once thriving corridor. The ABC Great Streets plan recommends this section of Academy Boulevard redevelop with an emphasis on transit. CMP tools recommended for this corridor are consistent with the Intermodal Transportation Plan and include TSM, TDM, Bike and Pedestrian, Transit, Land Development and Capacity projects.

#### **Corridor Recurring Congestion Locations**

- I-25/S. ACADEMY BLVD (EXIT 135)
- I-25/N. ACADEMY BLVD (EXIT 150)
- ACADEMY BLVD/PLATTE AVE
- ACADEMY BLVD/AIRPORT RD
- ACADEMY BLVD/GALLEY RD
- ACADEMY BLVD/UNION BLVD
- ACADEMY BLVD/BRIARGATE BLVD
- ACADEMY BLVD/WOODMEN RD
- ACADEMY BLVD/FLINTRIDGE DR
- ACADEMY BLVD/AUSTIN BLUFFS PKWY
- ACADEMY BLVD/PALMER PARK BLVD
- ACADEMY BLVD/ CONSTITUTION AVE
- ACADEMY BLVD/FOUNTAIN BLVD
- ACADEMY BLVD/KELLY JOHNS BLVD
- ACADEMY BLVD/HANCOCK EXPY

#### **TSM**

- ***Access Management***
  - Minimize conflict points and improve traffic flow by limiting the number of curb and median cuts from Interstate 25 (North) to SH 115.
- ***Intersection Improvements***
  - Construct intersection improvements at Maizeland Road, Constitution Avenue, Fountain Boulevard and Hancock Expressway to improve the operational capacity of the intersections and to improve traffic operations.
- ***Signalization Optimization***
  - Fund Congestion and Incident Management Signal Improvement projects to implement Intelligent Transportation Systems (ITS) that improve traffic operations, coordinate systems and improve safety.

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- Implement traffic signal advanced detection and timing upgrades to improve roadway system mobility for emergency response, automobiles and buses from Cascade Avenue east to Powers Boulevard.
- **All Modes Reconstruction**
  - Reconstruct Academy Boulevard to accommodate bike facilities and enhanced pedestrian facilities to support enhanced transit services planned for the corridor without adding travel lanes.

**TDM**

- **Flexible Work Schedules**
  - Implement flexible work hours along corridor in order to maximize transportation operations along the corridor.
- **Carpool/Vanpool Programs**
  - Fund the Metro Rides program for the Pikes Peak Region. RIDEFINDERS programs are designed to reduce automobile dependency and to promote the use of alternative transportation options in the Pikes Peak region. Services include free carpool matching for the general public, long-distance commuter vanpools, Bike Week, telecommuting consultation, School Pool for families, and general transportation information (bus routes, walking and biking trails etc.).
- **Bike and Pedestrian**
  - **Non-motorized Infrastructure Development**
    - Enhance connections from the corridor bike system to adjacent land uses and intersecting bike infrastructure.
  - **Non-motorized Optimization**
    - Implement bike and pedestrian priority corridors as defined through the non-motorized plan.
    - Construct grade separated facilities for Tier 1 trail crossings at the Sand Creek Trail, Cottonwood Creek Trail and Templeton Gap Trail crossings with Academy Boulevard.

**Transit**

- **Transit System Enhancement**
  - Implement technological advancements on transit vehicles and at transit stops which enhance real time route information, signal pre-emption and on-line services.
- **Transit Service Optimization**
  - Provide longer hours of service and increase days of service.
  - Implement recommendations of the City of Colorado Springs Transit Update.
  -
- **Fixed Guideway Transit**
  - Implement a Bus Rapid Transit system along Academy Boulevard with an Intermodal Transportation Hub located at the Citadel Mall connecting to the Pikes Peak Community College near Fort Carson. Expand the system north until it connects with the Woodmen Intermodal Transportation Center.

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### **Land Development**

- ***Transit Supportive Density***
  - Encourage and incentivize residential and employment centers to develop to a density supportive of mass transit, especially near existing and future multimodal centers.
- ***Transit Oriented Development***
  - Encourage development which integrates commercial, retail and residential design to maximized access to public transportation.

### **Roadway Capacity**

- ***Intersection Improvements***
  - Implement Academy Boulevard/Hancock Expressway PEL recommendations.
- ***Interchange Construction***
  - Construct an interchange at the intersection of US 24/Fountain Boulevard per the East-West Mobility Study recommendations.
- ***Construct Additional Capacity***
  - Construct Powers Boulevard as a freeway to provide traffic relief to Academy Boulevard as a parallel facility.
  - Implement SMAS study recommendations.
  - Widen facility to six (6) lane cross-section.

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### **Marksheffel Road**

#### **Significant Corridor**

Marksheffel Road is a Principal Arterial in the El Paso County Major Transportation Corridors Plan and a Principal Arterial in the Colorado Springs Major Thoroughfare Plan. It is a major north-south corridor extending from Woodmen Road south to the City of Fountain and is located east of Powers Boulevard. Marksheffel Road is a developing corridor and provides access to the east side of Peterson Air Force Base. CMP tools for this corridor include TSM, TDM, Bike and Pedestrian, enhanced Transit, Land Development and Capacity projects.

#### **Corridor Recurring Congestion Locations**

- US 24/MARKSHEFFEL RD

#### **TSM**

- ***Access Management***
  - Minimize conflict points and improve traffic flow by limiting the number of curb and median cuts from Woodmen Road to Link Road in the City of Fountain.
- ***Intersection Improvements***
  - Construct intersection improvements at SH 94 and Fontaine Boulevard to improve the operational capacity of the intersections and to improve traffic operations.
- ***Signalization Optimization***
  - Fund Congestion and Incident Management Signal Improvement projects to implement Intelligent Transportation Systems (ITS) that improve traffic operations, coordinate systems and improve safety.
  - Implement traffic signal advanced detection and timing upgrades to improve roadway system mobility for emergency response, automobiles and buses.

#### **Land Development**

- ***Transit Supportive Density***
  - Encourage and incentivize residential and employment centers to develop to a density supportive of mass transit, especially near existing and future multimodal centers.
- ***Transit Oriented Development***
  - Encourage development which integrates commercial, retail and residential design to maximized access to public transportation.

#### **Roadway Capacity**

- ***Construct Additional Capacity***
  - Complete the widening of Marksheffel Road north between Constitution Avenue and Dublin Boulevard as a six lane Principal Arterial.
  - Implement Marksheffel Road South Corridor Preservation Plan/PEL recommendations.

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- ***Construct New Roadways***
  - Construct the Banning-Lewis Ranch Parkway as a parallel facility which will provide traffic relief from development within the Banning-Lewis Ranch and along the Marksheffel Road corridor.
  - Construct four (4) lane cross-section between US 24 and Link Road.

## ***Appendix A: Transportation System Management and Operations (TSMO) Congestion Management Process—Corridor Plans***

### **Venetucci Boulevard/Old Highway 85/Santa Fe Avenue**

#### **Significant Corridor**

This corridor is a parallel corridor to Interstate 25 which extends from Lake Avenue in the City of Colorado Springs south through the Security/Widefield communities, and continuing to Interstate 25 on the south side of the City of Fountain. The roadway occasionally serves as an incident management route to Interstate 25 when it is closed. The corridor has intense commercial/retail development in the City of Colorado Springs, Security/Widefield communities, and the City of Fountain. There is still potential for additional development along the corridor in terms of raw, undeveloped land. The CMP Tools proposed for this corridor include TSM, Bike and Pedestrian, Transit, Land Development and Capacity projects.

#### **TSM**

- ***Access Management***
  - Minimize conflict points and improve traffic flow by limiting the number of curb cuts from Lake Avenue to Interstate 25 on the south side of the City of Fountain.

#### **TDM**

- ***Carpool/Vanpool Programs***
  - Fund the Metro Rides program for the Pikes Peak Region. RIDEFINDERS programs are designed to reduce automobile dependency and to promote the use of alternative transportation options in the Pikes Peak region. Services include free carpool matching for the general public, long-distance commuter vanpools, Bike Week, telecommuting consultation, School Pool for families, and general transportation information (bus routes, walking and biking trails etc.).
- ***Bike and Pedestrian***
  - ***Non-motorized Infrastructure Development***
    - Enhance connections from the corridor bike system to adjacent land uses and intersecting bike infrastructure.
    - Implement recommendations from the non-motorized plan.

#### **Transit**

- ***Transit System Enhancement***
  - Implement technological advancements on transit vehicles and at transit stops which enhance real time route information, signal pre-emption and on-line services.
- ***Accessibility Improvements***
  - Construct an Intermodal Transfer Station near the future intersection of Comanche Road.
- ***Express Routes***
  - Establish an express route connecting the City of Fountain intermodal transfer station with the Pikes Peak Community College intermodal transfer facilities.



## ***Appendix A: Transportation System Management and Operations (TSMO) Congestion Management Process—Corridor Plans***

- ***Transit Service Optimization***
  - Provide more frequent service to reduce headways between buses.
  - Provide longer hours of service and increase days of service.
  - Implement recommendations of the City of Colorado Springs Transit Update.
  
- ***Fixed Guideway Transit***
  - Construct a commuter rail system which connects to regional population centers across the Front Range and ultimately the Interstate 70 Corridor. Plan for intermodal connections at the Town of Monument, Woodmen Road Intermodal Transfer Facility, Downtown Colorado Springs and the City of Fountain.

### **Land Development**

- ***Transit Supportive Density***
  - Encourage and incentivize residential and employment centers to develop to a density supportive of mass transit, especially near existing and future multimodal centers.
- ***Transit Oriented Development***
  - Encourage development which integrates commercial, retail and residential design to maximized access to public transportation.

### **Roadway Capacity**

- ***Connectivity/Gap Elimination***
  - Complete the extension of Squirrel Creek/Comanche Road to Old Highway 85.
  - Widen Marksheffel Road/Link Road from Powers Boulevard north to Mesa Ridge Parkway.
- ***Construct Bypass Corridors***
  - Upgrade Las Vegas Street from the Fountain Valley to Downtown.