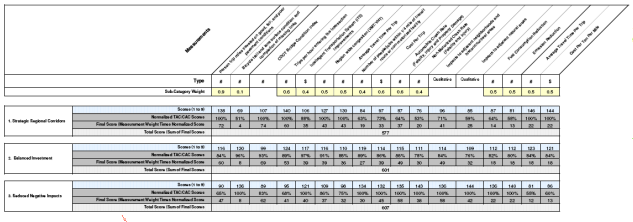
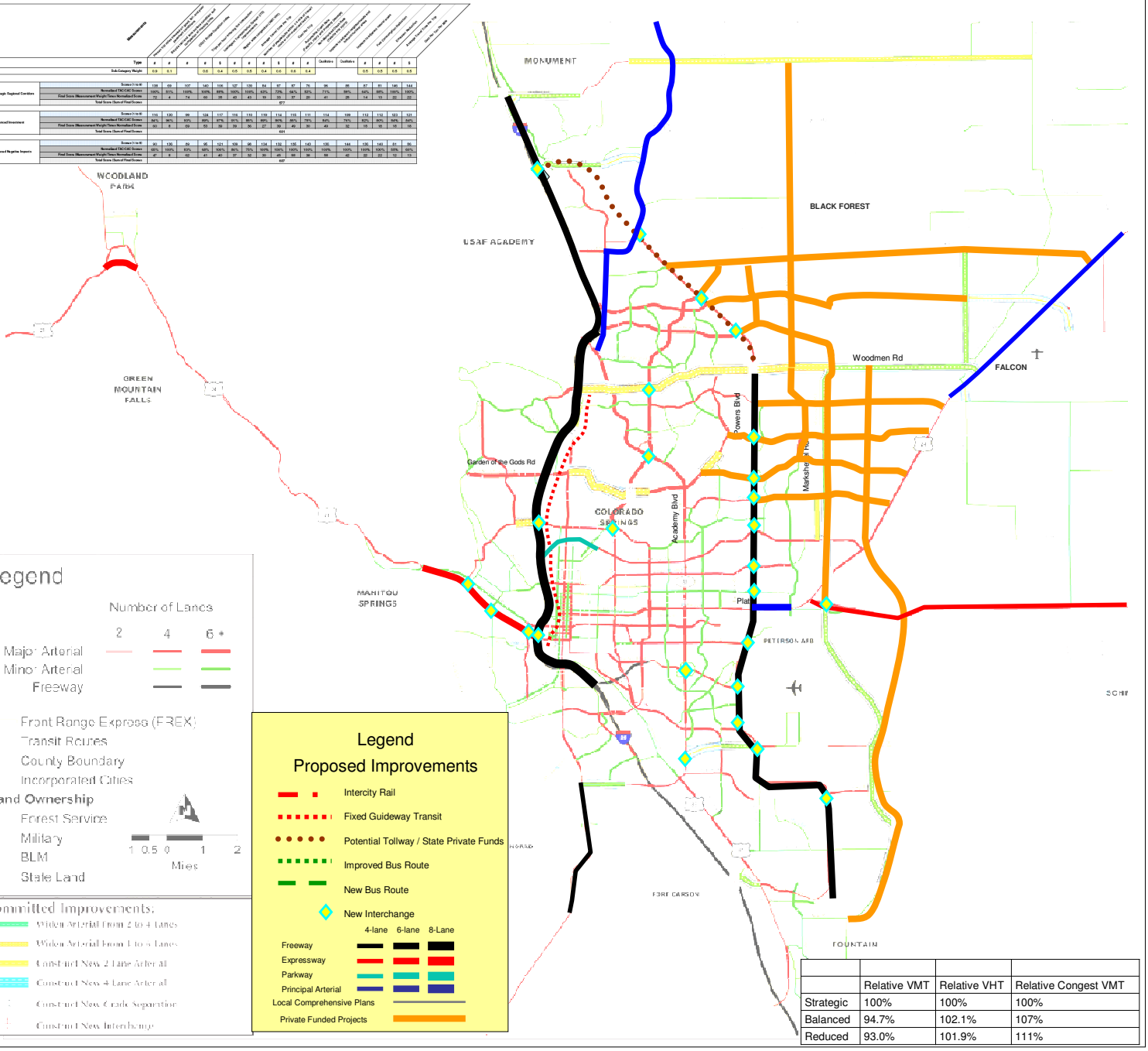
Recommended System

This is based on the Balancing Investment System – It focuses on improving strategic corridors while also improving transit coverage and frequency with fixed guideway transit routes on major corridors. I-25 widening continues north of North Academy Blvd; US-24 is widened from I-25 west to Manitou Springs Exit and from Woodmen Rd, east past Falcon. The Woodland Park Bypass is constructed and Central Powers Blvd is completed as a freeway. In addition, SH-94 and SH-115 are improved. This alternative also includes policies to dedicate approximately $1 million/year each, to both operational improvements and completion of the high priority non-motorized project list. This alternative is predicated on changing local land-use to increase density along fixed guideway transit routes. North Powers (SH-21) is completed using local/private funds, potentially as a toll road.

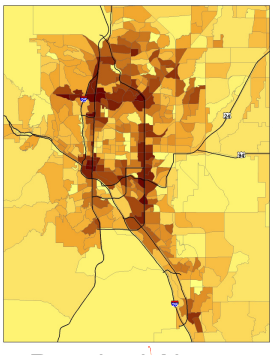




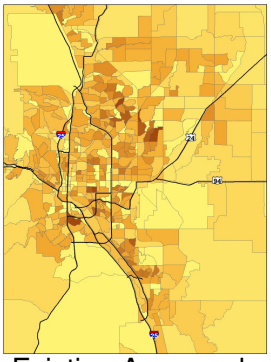
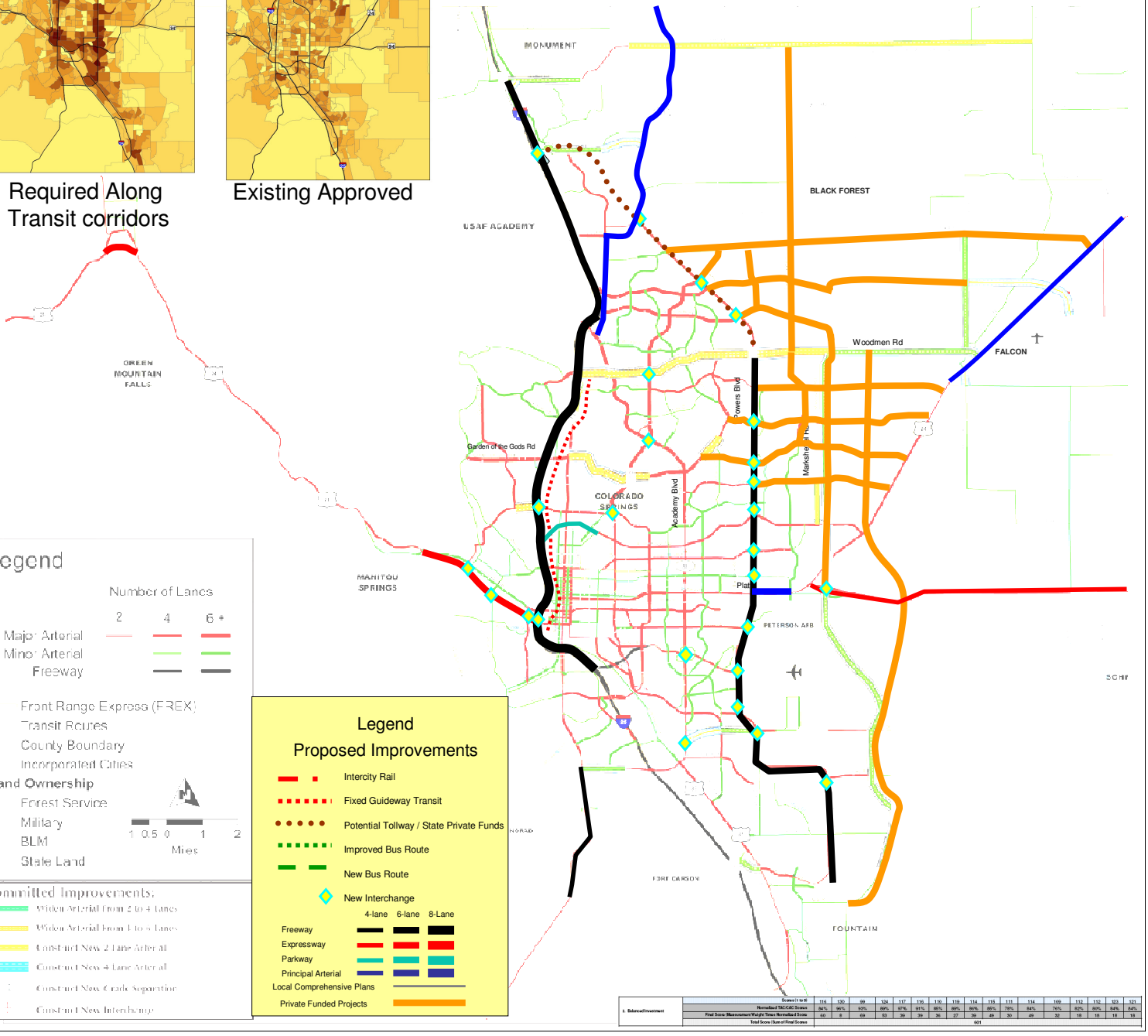
	Relative VMT	Relative VHT	Relative Congest VMT
Strategic	100%	100%	100%
Balanced	94.7%	102.1%	107%
Reduced	93.0%	101.9%	111%

Balancing Investment System

Balancing Investment System – Focuses on improved transit coverage and frequency with express bus routes on major corridors; US-24, widening I-25 west to Manitou Springs Exit and east of Woodmen Rd, and the Woodland Park Bypass; completing Central Powers Blvd as a freeway; central Colorado Springs east-west improvements; and SH-94 and SH-115 widening. Assumes North Powers Extension is completed privately as a toll road. There must be increased density along the fixed guideway transit corridors in order to acquire the funding needed to develop the corridors.



Required Along Transit corridors



Existing Approved