



TRANSPORTATION & MOBILITY

ROADWAY SYSTEM

There are approximately 40 miles of existing roadways in Manitou Springs. For planning purposes, roadways are typically assigned a functional classification which defines the role of the roadway in the community. Roadway classifications for Manitou Springs were developed using Colorado Department of Transportation (CDOT) and Teller-El Paso County 911 (E-911) datasets.

Functional Classifications

Each of the City's four roadway classifications is described below and identified on the accompanying Functional Roadway Classification map.

- **Expressways.** US 24 is the only roadway classified as an expressway in Manitou Springs. It is characterized by its separated directional travel lanes, limited access via on- and off-ramps, and primary focus on mobility. The only interchange within the City is at the east end of Manitou Avenue where it travels under US 24.
- **Arterials.** Manitou Avenue is the only roadway classified as an arterial in Manitou Springs. It provides connections to US 24 and accommodates some of the highest traffic volumes. Access along Manitou Avenue is
- **Collectors.** The primary role of collector streets is to gather traffic from local streets and funnel them onto arterials. They typically provide access to adjacent properties. Examples include El Paso Boulevard, Crystal Hills Boulevard, and Ruxton Avenue.
- **Local.** Roadways in this category are not intended for long distance travel, and are typically designed to discourage through traffic. In Manitou Springs, these streets service much of the City's residential areas, and provide the greatest level of access. Examples include Lovers Lane and Prospect Place. Local roadways in Manitou also include jeep trails, which are only passable by four-wheel drive vehicles and service roads, which generally provide access to public facilities that are not open to the general public.



TRENDS & KEY ISSUES

Funding and Maintenance

Maintenance and funding for roadways in Manitou Springs is mostly the responsibility of the Street Division of the City's Public Services Department. However, certain roadways, such as Manitou Avenue and US 24, are managed and maintained by CDOT.

Traffic Forecasts

Regional traffic is forecast to grow at a faster rate than traffic in the Manitou Springs area. The Pikes Peak Area Council of Governments (PPACG) estimates that total travel volume in the region will increase by 50% by 2040, compared to about 20% on US 24 and between 10 and 15% on Manitou Avenue.

SUPPORTING MAPS

- Functional Roadway Classification
- Transit Routes and Parking
- Transit Routes and Parking (Downtown Manitou)
- Bicycle and Pedestrian Facilities

TRENDS & KEY ISSUES

Congestion Management

The City has taken a number of actions to manage traffic volume and congestion that occurs along Manitou and Ruxton Avenues during the summer months and major events and festivals. These efforts include: initiating a year-round shuttle service; modifying the route of the Mountain Metro service from Colorado Springs; and instituting a Residential Parking Program to help balance competing demands for on-street parking in Ruxton Canyon and in downtown.

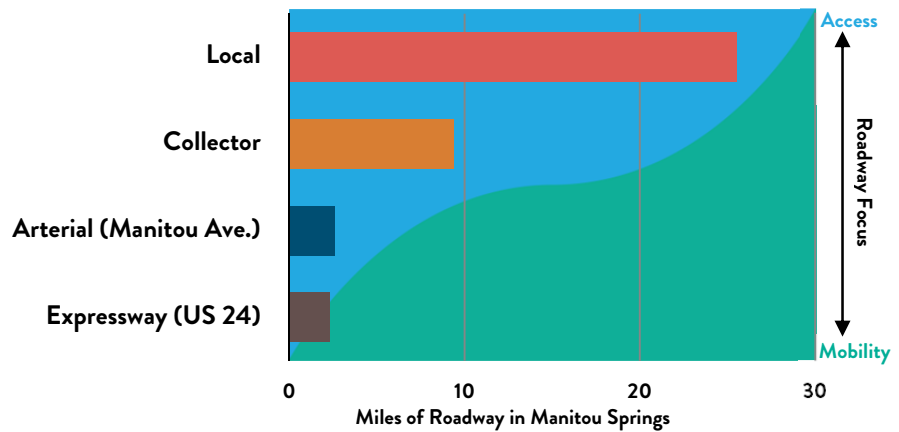
Manitou Avenue Improvements

In 2003, the community began implementing the Avenue Plan for Manitou Avenue. These improvements have added planters and landscaping, created a more pedestrian-friendly environment with wider sidewalks and safer pedestrian crossings, and slowed vehicle traffic through the downtown by reducing the number of travel lanes.

Roadway Safety

Major crashes occur with very limited frequency in Manitou Springs. As a result, data is limited.

FUNCTIONAL CLASSIFICATIONS BY MILES OF ROADWAY



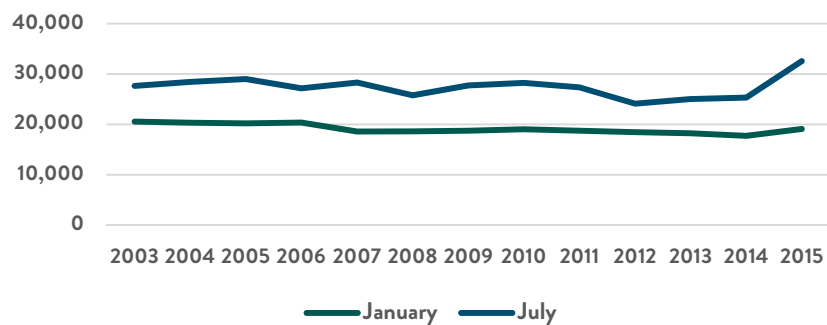
Source: CDOT

TRAFFIC & CONGESTION

Traffic volume data presented in this section for US 24 and Manitou Avenue was obtained on-line from CDOT’s On-line Transportation System (OTIS). Data for Ruxton Avenue was obtained from the City of Manitou Springs.

Seasonal Variation. The summer season brings increased activity in the Pikes Peak Region. One measure of this activity is the level of traffic along the US 24 corridor. Historical data from a CDOT continuous counter at Green Mountain Falls shows that between 2003 and 2014, average daily traffic in July was consistently 40% higher than in January. Although traffic volumes along the US 24 corridor fluctuated somewhat during the same time period, summer traffic volumes increased sharply between 2014 and 2015, and initial data from 2016 shows January daily traffic was slightly higher than 2015.

US 24 AVERAGE DAILY TRAFFIC (SEASONAL 2003-2015)

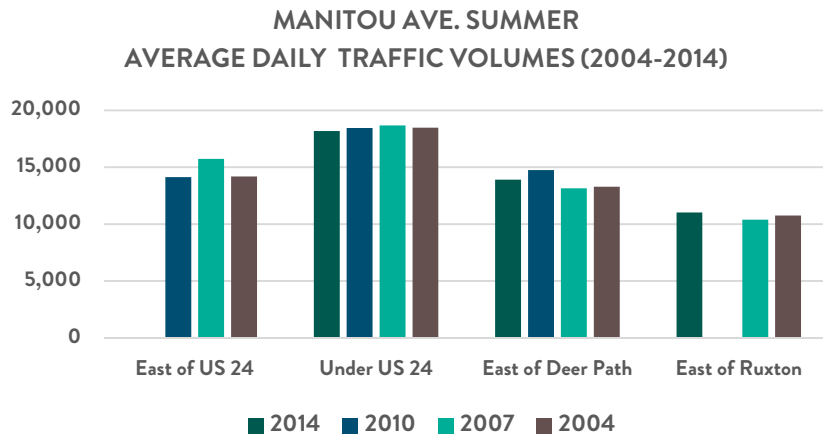


Source: CDOT On-Line Transportation System

For more information please refer to Plan Manitou, the City’s Master Plan process: www.planmanitou.com
 Or the Planning Department: [719-685-4398](tel:719-685-4398)

Manitou Avenue. In addition to the US 24 traffic data, CDOT periodically conducts one-day counts on Manitou Avenue. The Functional Road Classification map shows average daily traffic counts on Manitou Avenue and the date they were collected. The most recent one-day counts by CDOT were done in 2014 during the summer peak season. The data shows overall traffic volumes at 15,000 vehicles per day (vpd) near Beckers Lane; 18,000 west of US 24; 14,000 vpd at Deer Path Avenue; 11,000 at Ruxton Avenue; and 4,000 vpd at Cave of the Winds Road.

Although Manitou Avenue traffic volumes are within the theoretical capacity of a two-lane roadway with a center left turn lane, congestion still occurs—especially in the downtown area. Congestion is triggered during busy times as parallel parking maneuvers and heavy pedestrian activity at the seven marked crossings between Pawnee and Ruxton Avenue reduce the ability of the roadway to carry traffic.



Source: CDOT On-Line Transportation System (Note: some data not available.)

Ruxton Avenue. As with US 24 and Manitou Avenue, traffic volumes along Ruxton Avenue are much higher during the summer. As shown below, average traffic on Ruxton is about 6,000 vehicles per day (vpd) in the summer and about 3,000 vpd during the off-season.

TRENDS & KEY ISSUES

Ruxton Avenue

Two popular tourist attractions—the Pikes Peak Cog Railway and the Manitou Incline—are accessed from Ruxton Avenue. Recent traffic counts show Ruxton Avenue during the summer carries about 6,000 vehicles per day and it is estimated that about 75% of this traffic related to popular attractions in the corridor. Ongoing efforts are needed to manage parking and traffic within the corridor and reduce impacts on area residents.

Manitou Avenue

Traffic volumes along Manitou Avenue have remained fairly steady over the last 10 to 12 years. As shown at left, one-day summer counts in 2014 were about equal or less than counts in 2004.

On-Street Bike Facilities

The City does not have any dedicated on-street bicycle lanes or routes. In the short-term, on-street bike lanes will be added to Manitou Avenue east of the US 24 interchange to the Midland Trail crossing at Columbia Road with the completion of the Westside Avenue Action Plan (WAAP).

TRENDS & KEY ISSUES

Creek Walk Trail

The Creek Walk Trail is an off-street bike and pedestrian route that provides a regional connection to the Midland Trail. The trail is disconnected in certain areas, which limits its functionality as a transportation route (although it still serves as a valuable recreational amenity). Opportunities to complete missing segments of the trail are being explored, but are somewhat limited along portions of the Creek.

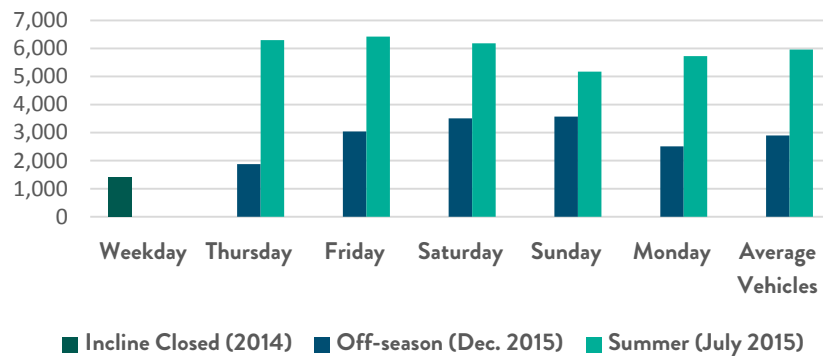
Walkability

The downtown area is highly walkable, with wide sidewalks, bulb-outs at intersections, and formal pedestrian crosswalks. Other streets in the City are not as walkable. Not all streets have sidewalks, and the steep grade and condition of some streets make them difficult to navigate on foot.

Transit Funding

While regular transit services are provided by Mountain Metro (which receives funding from the Pikes Peak Rural Transportation Authority), the City of Manitou Springs pays Mountain Metro to run the City’s free shuttle service (Routes 33 and 36). Providing this service cost the City around \$260,000 in 2015 and is expected to increase in 2017.

RUXTON AVE. AVERAGE DAILY TRAFFIC VOLUMES (SEASONAL 2014-2015)



Source: City of Manitou Springs

Off-season weekday counts taken while The Incline was closed for upgrades in 2014, showed average daily traffic on Ruxton was about 1,300 vpd. This count establishes a baseline for Ruxton Avenue vehicle volume generated by residents and year round businesses in the Ruxton Avenue corridor. Based on this data, Incline usage represents over 50% of the traffic on Ruxton Avenue. During the summer season, Incline and COG railroad users, along with other trail users likely represent over 75% of traffic on Ruxton Avenue. The implication is that there is an opportunity to reduce Ruxton Avenue traffic by encouraging and/or mandating shuttle usage to destinations in the corridor.

PUBLIC TRANSIT

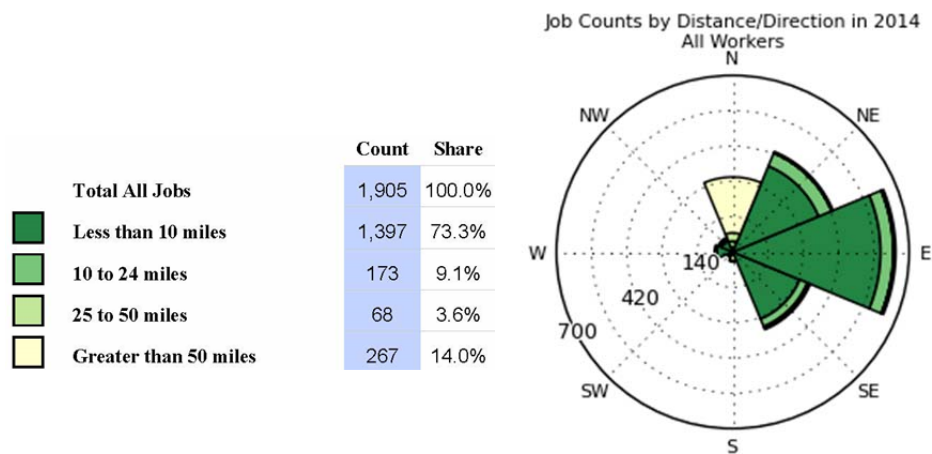
Mountain Metro: In 2013, Mountain Metro began a seasonal transit service within Manitou Springs that operated between May and September. Starting in May 2016, the City expanded service to include year round service within the City. Mountain Metro also operates a line connecting Manitou Springs with Downtown Colorado Springs. Routes servicing Manitou Springs include:

- **Route 3 (year-round)** – Service begins in Downtown Colorado Springs and ends at Hiawatha Gardens. It is possible to transfer from this route to Route 33 and Route 36. An adult fare for this route costs \$1.75.
- **Route 33 (year-round)** – Service begins at Hiawatha Gardens and travel west on Manitou Avenue to the Ruxton roundabout, and then up Ruxton Avenue to the Incline/COG area, and returns to Hiawatha Gardens. This route operates with a reduced schedule during the off-season. Travel on this route is free.

- Route 36 (seasonal)** – Service begins at El Paso Boulevard near Beckers Lane, travels west on Manitou Avenue to the Ruxton roundabout, before returning along Manitou Avenue to El Paso Boulevard and Beckers Lane. This route is seasonal and only operates between May and September. Travel on this route is free.

COMMUTING PATTERNS

Number of Commuters: Over 88% of employed residents commute out of the City for work. 82% of those employed in the City commute in from other locations. Just 225 individuals (or 12% of employed residents or 18% of all workers in the City) both live and work in Manitou Springs.



Source: Longitudinal Employer-Household Dynamics (LEHD) Website

MODE SPLIT, 2014		
	Manitou Springs	El Paso County
Car, Truck Van	80.8%	87.7%
Transit	1.3%	0.8%
Walked	8.2%	4.1%
Bicycle	0.0%	0.5%
Worked at Home	9.4%	5.8%
Taxicab, motorcycle or other means	0.4%	1.2%

Source: US Census Bureau, 2010-2014

Method of Travel to Work: The mode split for Manitou Springs residents (which reflects how residents commute to work) shows that the majority of residents commute by car, truck, or van. However, the percentage of residents commuting in this way is lower than the percentage for residents of the County. Manitou Springs also had a higher prevalence of residents

TRENDS & KEY ISSUES

Transit Facilities

In 2015, the City of Manitou purchased the Tajine Alami/Hiawatha Gardens site near City Hall with the intent of converting a portion of the site into a combined parking and transit facility. A range of opportunities for the reuse of the existing building and longer-term opportunities for the site are currently being explored.

Transit Ridership

In early summer 2015, Shuttle Route 33 had an average weekend ridership of 1,537. This was more than double the average weekday ridership recording over this same period.

Commuting Patterns

Most commuters traveling to Manitou Springs come from areas east the City. About 75% of commuting trips are less than 10 miles, indicating that many commuters are likely traveling from Colorado Springs. Around 14% of commuting trips are over 50 miles. All of these trips began/ended north of the City.

TRENDS & KEY ISSUES

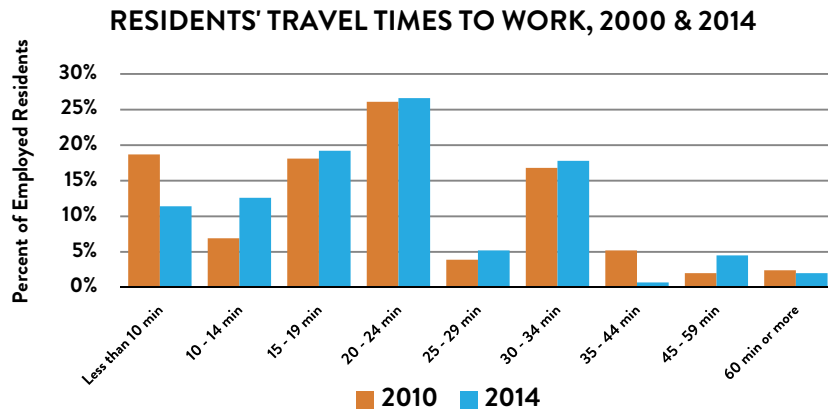
Travel Times to Work

In 2014, it took an average of 21.1 minutes for an employed resident of Manitou Springs to commute to their place of work. This marks a slight increase from 2010 when the average time was 20.4 minutes. As the region continues to grow, further increases in commute times are likely.

Mobility for an Aging Population

As the City’s population continues to age, ensuring older adults (especially those with impaired mobility) are able to travel around Manitou Springs and to destinations throughout the region will become more pressing issues. The City’s steep topography poses unique challenges to mobility, especially in winter month when ice and snow on sidewalks and streets can make walking nearly impossible. In addition, it will be important to ensure that older residents, particularly those who can no longer drive a car, have access to alternative methods of transportation.

who commuted on foot, although no residents commuted by bicycle in 2014.



PARKING

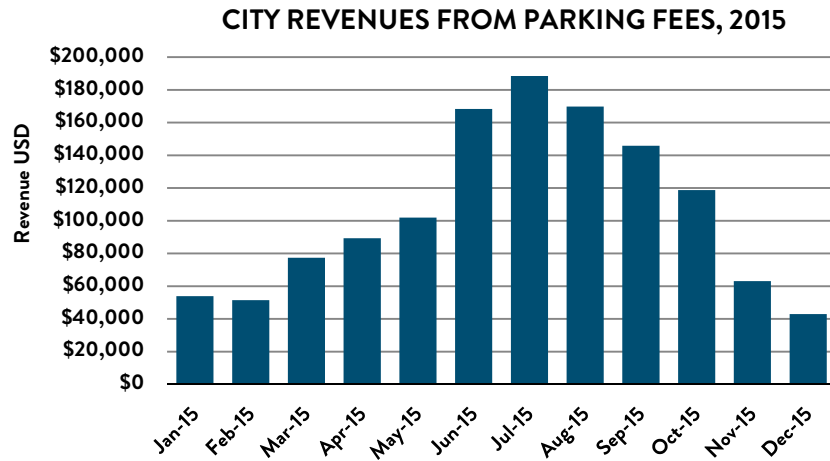
Source: US Census Bureau, 2010-2014

In all, the City’s public parking system has a total of 603 spaces spread across on-street parking (480 spots) and off-street lots (123 spots). More than half of these parking spots are located in the downtown area.

CITY-MANAGED PARKING INVENTORY			
Location	No. of Spots	Rate	Time Limits
Canon Lot	43	\$1.00 for first 4 hours, \$5.00 for the day	N/A
Wichita Lot	85		N/A
Smischny Lot	41		N/A
Prospect Lot	41	Permit Required	N/A
Barr Trail Lot	40	\$10 per day	24 hrs., 7 days a week
The Fields Lot	20	Free	N/A
Schryver Park Lot	42	Free	N/A
Mansions Park/City Hall	17	Free	N/A
Tajine Alami Lot	120	Free	N/A
Manitou Ave	144	\$1 each for first 3 hours, \$2 each for hours 4-6, \$3 each for over 6 hours	7 am to 8 pm summer, 7 am to 5 pm winter
Canon Ave/Park Ave	93		
Ruxton Ave Parking	131	\$5 per hour	7 am to 8 pm

Source: City of Manitou Springs

For more information please refer to Plan Manitou, the City’s Master Plan process: www.planmanitou.com
 Or the Planning Department: [719-685-4398](tel:719-685-4398)



Source: City of Manitou Springs

Parking Authority Board (PAB): The PAB was established in 2009 to make recommendations regarding the acquisition, funding, construction and operation of parking facilities within the City. The mission of the PAB is to recommend the development of adequate parking management solutions and improvements for business, residential, visitor and recreational users.

Residential Parking Program (RPP): The goal of the residential parking program is to increase the amount of on-street parking available to residents and their guests while balancing the needs of others who desire to park along the street. The RPP has been implemented along Ruxton Avenue and other residential streets adjacent to downtown.

Parking Management: Standard Parking, SP + Municipal Services provides parking management services for the City. SP Plus manages on-street parking, the paid public parking lots in the downtown area, the residential permit program and parking tickets.

TRENDS & KEY ISSUES

Parking Challenges

Since 2007, the City has taken a number of steps to address parking issues in the City. Despite these efforts, a number of challenges remain:

- The RPP has helped alleviate some concerns regarding the lack of turnover of on-street spaces and the impacts of spillover parking from downtown in adjacent neighborhoods. However, tension between downtown businesses and neighborhood residents remains high.
- The perception of an inadequate downtown parking supply and the difficulty of adding new downtown parking capacity within the constrained footprint of the community is an ongoing challenge.
- Impacts from seasonal traffic are significant, and further development of a wayfinding system with realtime information to direct visitor to areas of available parking is needed.

TRENDS & KEY ISSUES

Sustainability Initiatives

Manitou Arts Center has installed (5) electric vehicle charging stations.

Seasonal Parking Patterns

Based on 2015 parking revenue data, parking demand peaks between May and September, with the highest demands occurring in July. Parking revenues are two to three times higher during the peak season than during the off season.

Local and Regional Partners

- Pikes Peak Area Council of Governments
- Pikes Peak Rural Transportation Authority
- Metropolitan Parking District
- Mountain Metro Transit/City of Colorado Springs

PLANNED FUNDED FUTURE IMPROVEMENTS

Planned transportation improvements mostly include enhancements to non-motorized facilities. These improvements are intended to eliminate gaps in existing facilities and to address drainage issues in the City.

Project Name	2015 Costs
Canon and Park Avenue Pedestrian and Drainage Improvements	\$ 3.3 million
CreekWalk Trail - Phases III through VII	\$ 2.1 million
E. Manitou Avenue Pedestrian and Drainage Improvements	\$ 2.4 million
Historic Bridges Repair and Restoration	\$ 200,000
Manitou Avenue West End Pedestrian and Drainage Improvements	\$ 5.0 million
Manitou Springs Citywide Sidewalks, Drainage and Utility Improvements	\$ 1.2 million
Manitou Springs Transit Shuttle and Surface or Structure Parking	\$ 650,000
Ruxton Ave. Pedestrian and Drainage Improvements	\$ 750,000
W. Colorado Ave. Reconstruction: 31st St. to US 24	\$ 12.2 million

Westside Avenue Action Plan: In the summer of 2012, the City of Manitou Springs, along with El Paso County, Colorado Springs and CDOT, began the Westside Avenue Action Plan (WAAP). The WAAP worked with stakeholders in each community to envision improvements to Colorado / Manitou Avenue between 31st Street and the US 24 interchange. The study resulted in recommendations to remove one travel lane from the roadway in each direction in order to create center turn lanes, sidewalks and bike lanes throughout the entire corridor.

WAAP Improvements: It is anticipated that construction on the corridor will start during fall 2016. Improvements include new pavement, as well as a new stormwater management system, sidewalks, the undergrounding of overhead electric lines, a realignment of Fountain Creek, bike lanes, a grade separated crossing for the Midland trail at Fountain Creek, street lighting and a pedestrian overpass north of Columbia Street. It is hoped that these improvements will help to spur redevelopment in the City’s URA.

RELATED PLANS & STUDIES

- *Moving Forward 2040 Regional Transportation Plan (2014)* – Pikes Peak Area Council of Government.
- [*Parking Plan Progress Report \(2011\)* – City of Manitou Springs](#)
- [*Residential Parking Advisory Panel Report \(2008\)* – City of Manitou Springs](#)
- [*Parking Management Study \(2007\)* – City of Manitou Springs](#)
- [*Manitou Avenue Master Plan \(1998\)* – City of Manitou Springs](#)

