



TRANSPORTATION & MOBILITY

ROADWAY SYSTEM

There are approximately 40 miles of 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 assigned 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 Functional Roadway Classification map.

- **Expressways.** US Highway 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 a primary focus on mobility. The only full interchange within the City is at the east end of Manitou Avenue where it travels under US Highway 24; however, US Highway 24 may be accessed via Serpentine Drive and Washington Avenue Bypass, as well.
- **Arterials.** Manitou Avenue is the only roadway classified as an arterial in Manitou Springs. It provides connections to US Highway 24 and accommodates the City's highest traffic volumes.
- **Collectors.** The primary role of collector streets is to gather traffic from local streets and funnel it onto arterials. 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 provide a high level of access to the City's residential areas. Examples include Lovers Lane and Prospect Place.



TRENDS & KEY ISSUES

Funding and Maintenance

Maintenance and funding for roadways in Manitou Springs is primarily the responsibility of the Street Division of the City's Public Services Department. CDOT maintains and manages Manitou Avenue and US Highway 24.

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 Highway 24 and 10-15% on Manitou Avenue.

However, fluctuations in traffic and congestion due to tourism and special events will continue to influence travel volumes, with highest volumes during the summer.

TRENDS & KEY ISSUES

Seasonal Variation:

US Highway 24

Historical data from a CDOT continuous counter along US Highway 24 at Green Mountain Falls shows that between 2003 - 2014, average daily traffic in July is consistently about 40% higher than in January. Although traffic volumes along US Highway 24 corridor fluctuated somewhat during the same time period, summer traffic volumes increased between 2014 and 2016.

Manitou Avenue

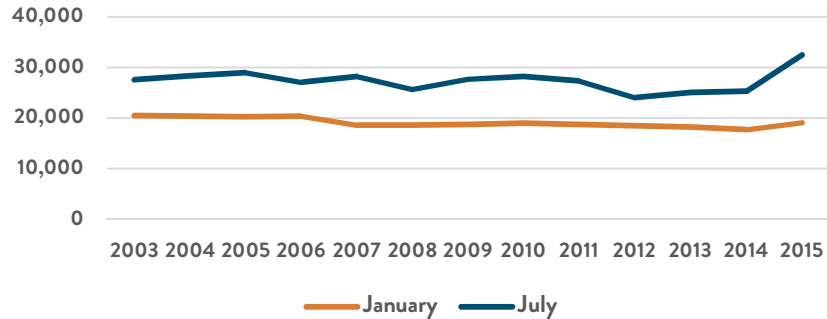
Traffic volumes along Manitou Avenue have remained relatively steady over the past 10-12 years. One-day summer counts in 2014 were comparable to counts in 2004.

Congestion Management

The City has taken actions to manage traffic volume and congestion, including: initiating a year-round shuttle service; modifying the Mountain Metro route from Colorado Springs; and instituting a Residential Parking Program to help balance competing demands for on-street parking in Englemann Canyon and downtown.

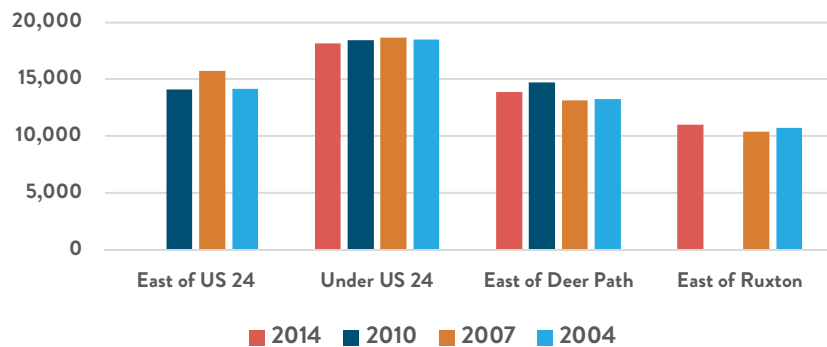
TRAFFIC & CONGESTION

US HIGHWAY 24 AVERAGE DAILY TRAFFIC (SEASONAL 2003-2015)



Source: CDOT On-Line Transportation System

MANITOU AVE. SUMMER AVERAGE DAILY TRAFFIC VOLUMES (2004-2014)



Note: Data not available for all years in all locations

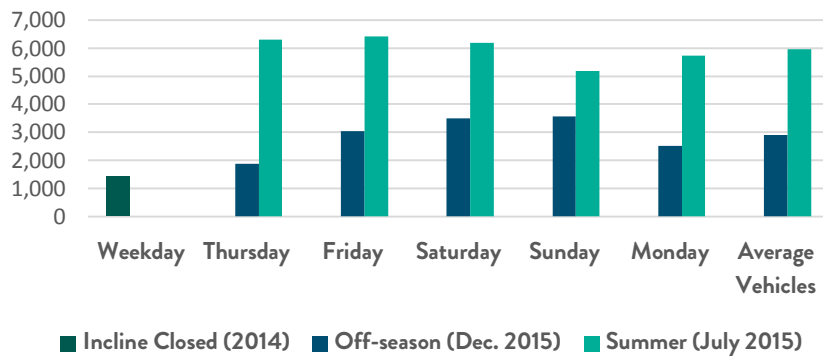
Source: CDOT On-Line Transportation System

Manitou Avenue. by CDOT one-day counts in the 2014 summer peak season show that overall traffic volumes of 15,000 vehicles per day (vpd) near Beckers Lane; 18,000 west of US Highway 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 intended capacity of a two-lane roadway with a center left turn lane, parallel parking maneuvers and heavy pedestrian activity at crossings between Pawnee and Ruxton Avenue add to congestion in the corridor, particularly in the downtown.

Ruxton Avenue. As with US Highway 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.

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

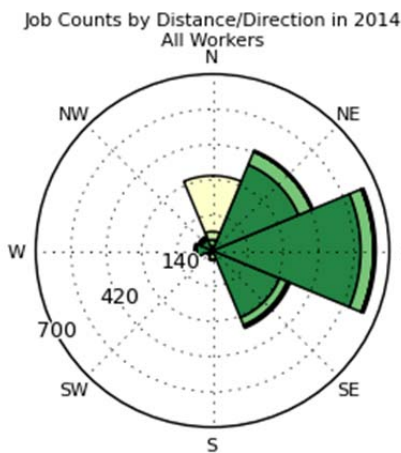


Source: Ruxton Avenue Use and Impact Study (2015)

COMMUTING PATTERNS

Number of Commuters: Over 88% of employed residents commute out of the City for work. 82% of workers employed in the City do not live in Manitou Springs, and commute from other locations. 225 individuals both live and work in Manitou Springs.

	Count	Share
Total All Jobs	1,905	100.0%
Less than 10 miles	1,397	73.3%
10 to 24 miles	173	9.1%
25 to 50 miles	68	3.6%
Greater than 50 miles	267	14.0%



Source: US Census Bureau, LEHD 2014

TRENDS & KEY ISSUES

Ruxton Avenue

Several popular tourist attractions— the Pikes Peak Cog Railway, Manitou Incline, and Barr and Intemann trails, in particular—are accessed from Ruxton Avenue. Recent traffic counts show Ruxton Avenue carries about 6,000 vehicles per day during the summer and about 75% of this traffic is generated by corridor attractions. Off-season weekday counts taken while the Incline was closed in 2014 indicate average daily traffic on Ruxton was about 1,300 vpd. Ongoing efforts are needed to manage parking and traffic within the corridor and reduce impacts on area residents’ such as by encouraging and/or requiring shuttle usage to corridor destinations.

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.

TRENDS & KEY ISSUES

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 County residents in this category is higher. Manitou Springs had a higher percentage of residents who walked to work, although no residents commuted by bicycle in 2014.

Travel Times to Work

In 2014, it took an average of 21.1 minutes for a Manitou Springs resident to commute to their place of work. This is a slight increase from 2010, when the average time was 20.4 minutes. As the region’s population continues to grow, it is likely that commute times will increase.

Transit Facilities

In 2015, the City of Manitou purchased the Tajine Alami/Hiawatha Gardens site for a combined parking and transit facility. Opportunities for the reuse of the existing building and longer-term opportunities for the site are currently being explored.

MODE SPLIT, 2014

	Manitou Springs	El Paso County
Car, Truck or 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

PUBLIC TRANSIT

Mountain Metro: In 2013, Mountain Metro began a seasonal shuttle service in Manitou Springs between May and September, and year-round service began in May 2016. Routes servicing Manitou Springs include:

- **Route 3 (year-round)** – Service begins in Downtown Colorado Springs and ends at Hiawatha Gardens (10 Old Man’s Trail) where passengers can transfer to Route 33 and Route 36. Adult fare costs \$1.75.
- **Route 33 (year-round)** – Service begins at Hiawatha Gardens and travels west on Manitou Avenue to the Ruxton Ave roundabout, up Ruxton Avenue to the Incline/Cog Railway, 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, then returns along Manitou Avenue, turning north onto Garden of the Gods road, then east on El Paso Boulevard to Beckers Lane. This route is seasonal and only operates between May and September. Travel on this route is free.

PEDESTRIAN & BICYCLE NETWORK

Creek Walk Trail: The Creek Walk Trail is an off-street multiuse trail along Fountain Creek that provides a regional connection to the Midland Trail in the eastern part of the City. The trail is incomplete to the west, which limits its functionality as a transportation route, although it still serves as a recreational amenity. Opportunities to complete missing segments of the trail are being explored. Funding to complete additional phases has been committed through the regional transportation improvement program..

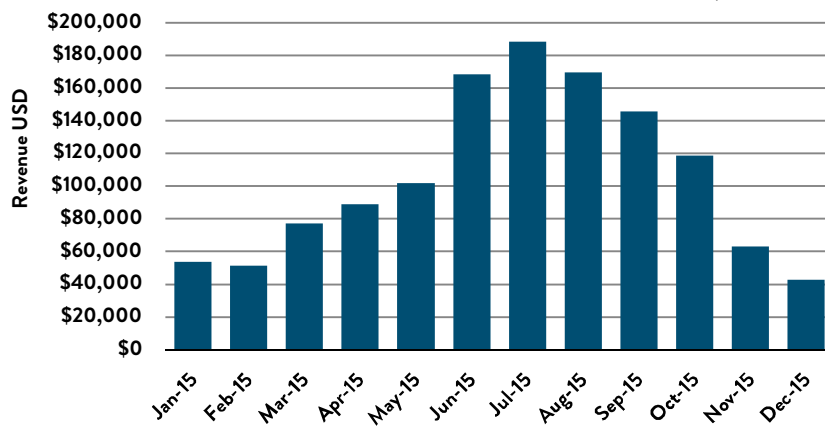
Walkability: The downtown area is highly walkable, with wide sidewalks, bulb-outs at intersections, and multiple crosswalks. Other City streets are not as walkable. Many residential streets do not have sidewalks, and the steep grade and condition can make them difficult to navigate on foot.

PARKING

The City’s public parking system has 817 spaces, including on-street parking (449 spaces) and off-street lots (488 spaces). More than half of these parking spaces are located in the downtown.

CITY-MANAGED PARKING INVENTORY			
Location	No. of Spaces	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	\$20 per day, reservation only	24 hrs., 7 days a week
Hiawatha Gardens	120	Free	N/A
Downtown: Manitou Ave, Canon Ave/Park Ave, 1 st block of Ruxton (2 hour limit)	237	\$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
Ruxton Ave Parking	131	\$10 per hour	8 am to 4 pm, M-F
TOTAL	738		

CITY REVENUES FROM PARKING FEES, 2015



Source: City of Manitou Springs

TRENDS & KEY ISSUES

Transit Ridership

Between May and December 2016, ridership on Shuttle Route 33 reached 130,327. Ridership on Route 36 reached 35,999 between May and September 2016.

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 operate the City’s free shuttle services (Routes 33 and 36). Providing this service cost the City around \$260,000 in 2015 and is expected to increase in 2017.

Seasonal Parking Patterns

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

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 parking management solutions and improvements for business, residential, visitor and recreational users.

Residential Parking Program (RPP): The goal of the RPP 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 residential streets adjacent to downtown.

Parking Management: Standard Parking (SP+) Municipal Services provides parking management services for the City. SP+ manages on-street parking; paid public parking lots in the downtown; the residential permit program; and issues parking tickets and collects fees. The program has helped to promote parking turnover in the downtown.

The City is continuing to address issues such as: balancing parking concerns from neighborhoods and downtown businesses and residents; identifying approaches to increase parking inventory; and implementing systems to improve wayfinding and provide real-time parking information.

PLANNED FUNDED FUTURE IMPROVEMENTS

A range of transportation improvements are planned in the City to improve the condition of existing facilities; add new facilities; eliminate gaps; and improve mobility.

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*

*Multi-jurisdictional project

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 brought together stakeholders in each community to envision improvements to Colorado Avenue/ Manitou Avenue between 31st Street and the US 24 interchange in Manitou Springs. The study resulted in recommendations to remove one travel lane in each direction in order to create center turn lanes, sidewalks and bike lanes throughout the entire corridor. (www.westsideavenueactionplan.com)

WAAP Improvements: It is anticipated that construction on the Manitou Springs portion of the WAAP project will start in January 2017. Improvements include new pavement; new stormwater management system; sidewalks; 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 expected that these improvements will help spur redevelopment in the City’s URA.

LOCAL AND REGIONAL PARTNERS

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

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](#)
- [*Ruxton Avenue Corridor – Use and Impact Study* \(2015\)](#)

SUPPORTING MAPS

Functional Roadway Classification

Transit Routes and Parking

Transit Routes and Parking (Downtown)

Bicycle & Pedestrian Facilities

SOURCES

- CDOT
- US Census Bureau LEHD
- US Census Bureau American Community Survey (2010-2014)
- City of Manitou Springs

