

South Street Underpass Chamber Discussion

June 06, 2025



Conceptual Hwy 42 Phasing

\$92,000,000 Plan

60% Design Process and Grants May Impact Phase Order
South Synergies, North Synergies

Phase 1 - Corridor Wide - \$9,500,000

60% Design, ROW Acquisition, Utility Conflicts, Utility Undergrounding - \$9,500,000

Phase 2 - South Street Underpass - \$9,000,000

Underpass - \$9,000,000

Phase 3 - SBR Intersection & Underpass - \$16,000,000

SBR Intersection - \$11,000,000

Underpass - \$5,000,000

Phase 4 - Pine Street to Short Street Widening - \$11,000,000

Pine Street Intersection - \$3,000,000

West Side Walk/Bike Lane - \$4,000,000

East Side Walk/Bike Lane - \$4,000,000

Phase 5 - SBR to Short Street Widening - \$17,000,000

Griffith Intersection - \$5,000,000

Short Street Intersection - \$4,000,000

West Side Walk/Bike Lane - \$4,000,000

East Side Walk/Bike Lane - \$4,000,000

Phase 6 - Paschal to SBR - \$15,000,000

Paschall Intersection - \$4,000,000

Hecla Intersection - \$4,000,000

West Side Walk/Bike Lane - \$3,500,000

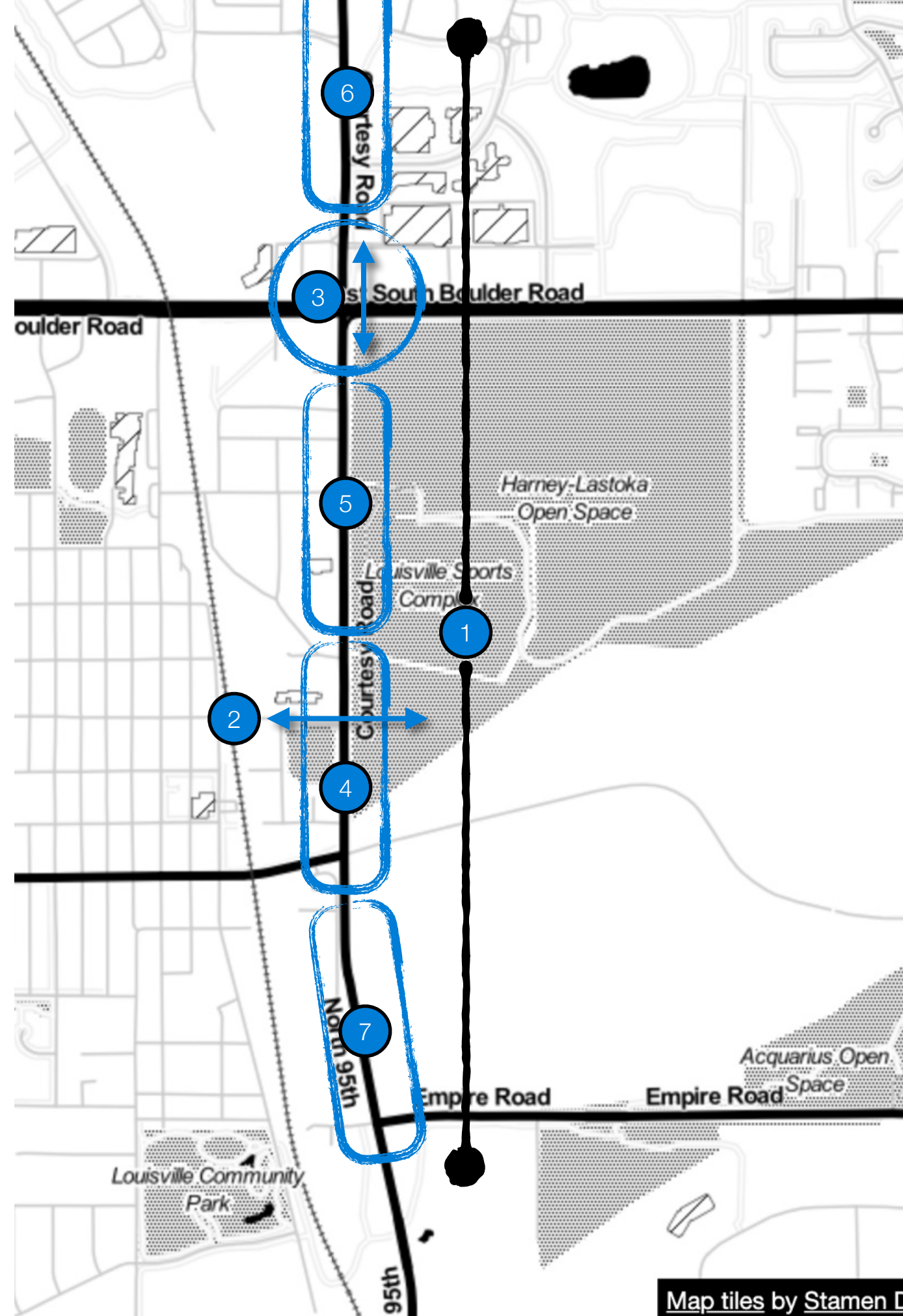
East Side Walk/Bike Lane - \$3,500,000

Phase 7 - Pine Street to Lock/Empire - \$14,300,000

Lock Street Intersection - \$5,600,000

West Side Walk/Bike Lane - \$4,400,000

East Side Walk/Bike Lane - \$4,300,000



Phase 2 South Street Underpass **2026 Construction**

DRCOG TIP - \$3,000,000
CDOT/Lafayette - \$2,000,000
LRC - \$1,000,000
City - \$4,000,000

Total - \$10,000,000



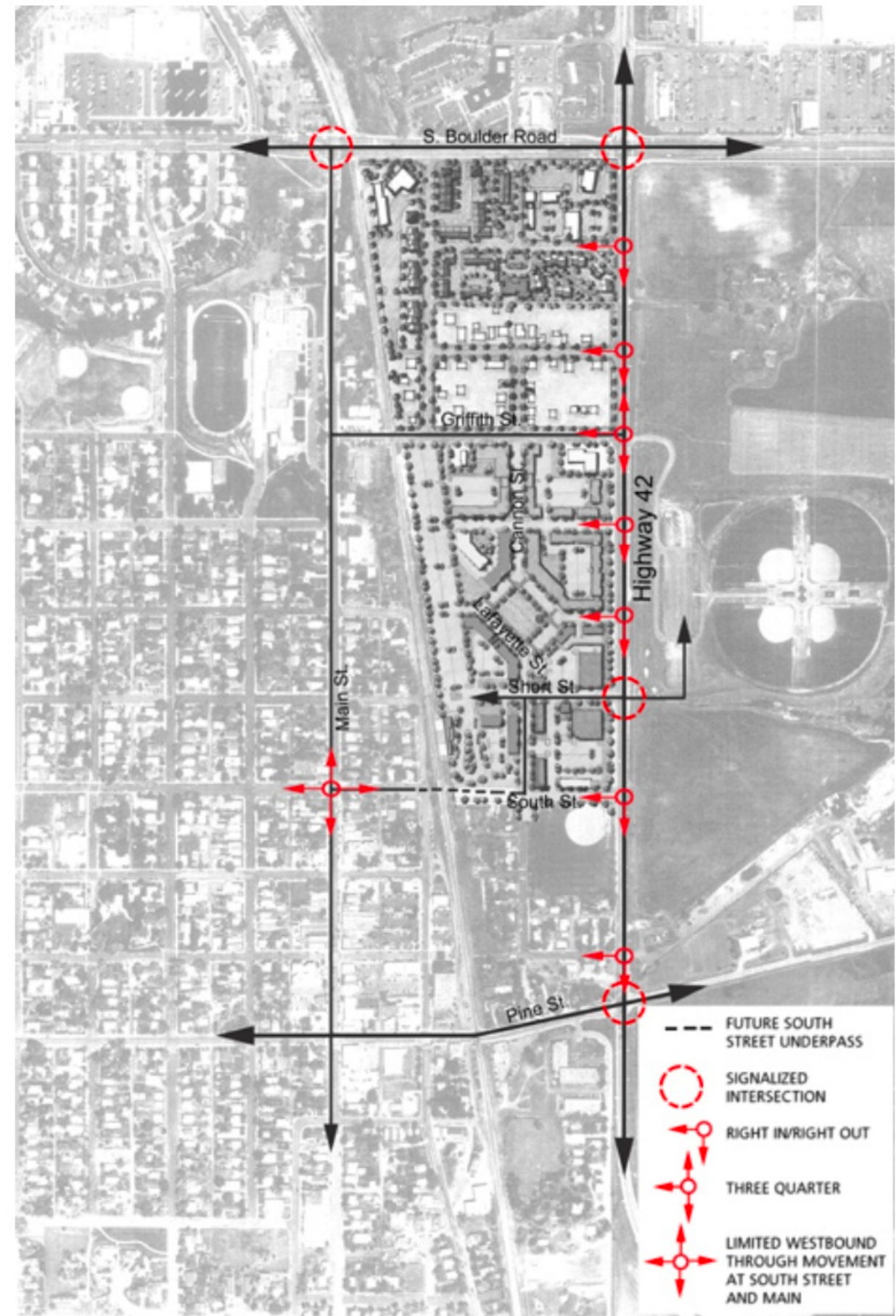
South Street Underpass Timeframe

- 2003 Highway 42 Revitalization Plan
- 2019 Transportation Master Plan (2018-2019 Input)
- 2021 - Selected by City Council as part of Underpass Ballot Measure.
- 2023 Future 42 Plan (2021-2023)
- 2025/2026 City Council Adopted Budget ~\$10,000,000



2003 Hwy 42 Revitalization Plan

South Street Underpass





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Pros:

- Intuitive connection to South Street + Downtown
- Minimal impact with proposed athletic plans

Cons:

- Property acquisition costs
- Tight turns required to reach grade
- Revised parking circulation and driveway access
- Indirect alignment required to maximize space for proposed athletic complex

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Pros:

- Intuitive connection to South Street + Downtown
- Minimal impact with proposed athletic plans
- Reduced canyon effect due to switchbacks

Cons:

- Property acquisition costs
- Long underpass due to diagonal crossing
- Indirect alignment required to maximize space for proposed athletic complex

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Pros:

- Underpass is in closer proximity to the south street underpass

Cons:

- Grade change results in tight turns on both sides
- Wall height will result in canyon effect on both sides
- Impacts to both DeLo empty parcels
- Requires significant underground utility replacement
- Major impact to street frontage along CO-42

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Pros:

- Clear connection to existing trail on east side of CO-42
- Potential enhancement for future development
- Connection to proposed rail station and parking

Cons:

- Not an intuitive connection between trail, terminus and underpass location
- Property acquisition costs
- Tight turns required to reach grade
- May be redundant with traffic signal at location

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Pros:

- Connection to future rail station and parking
- Enhancement opportunities for future development
- Direct connection to sports complex

Cons:

- Less direct route to connect to Downtown
- Property acquisition costs

2021 Ballot Measure

Underpass Location Feasibility

Project Background and Timeline



Phase 1: Study

Completed May 2021

Corridor Planning

Through public feedback and data collection, the project team gained a valuable understanding of the area, which included land and utility sampling, property history, traffic data, drainage assessments, and environmental analysis.



Phase 2: Study

Completed April 2022

Development of Alternatives

Based on the collection of information, future alternatives were developed towards a collective vision for the corridor. A recommended alternative was selected through various reviews, including a 4-lane divided roadway with raised median, vegetated buffers, protected bike lanes, and enhanced pedestrian facilities.

Lafayette City Council confirmed the recommended alternative in August 2022.

Louisville City Council confirmed the recommended alternative in May 2022.



Phase 3: Design

Current Phase

Design Development

The design team is currently advancing the alternative selected in the Study Phase to 60% design*. This phase of engineering design involves acquiring necessary Right of Way (ROW) and relocated utilities. Plans from this Design Phase will help determine future funding and construction efforts.

**Project is currently funded for 60% design.
Future design projects will proceed in phases*



Phase 4: Construction

To Be Determined

Construction

Future funding sources will be identified to move forward with phased construction projects.

Future 42

Project Timeline
2021 - 2022

Community Engagement

January 3, 2023

City of Louisville and Lafayette Council voted unanimously to adopt the Future 42; Connecting People and Places Corridor Plan.

August 16, 2022

Lafayette City Council confirmed the “Alternative One” as the recommended alternative for Future 42.

May 19, 2022

Louisville City Council confirmed the “Alternative One” as the recommended alternative for Future 42.

Drop in Event: April 14, 2022

Community event at Louisville Recreation & Senior Center: Distributed printed surveys for public feedback on the three alternatives

Community Workshop #2: February 14–April 15, 2022

A virtual workshop provided an opportunity for public feedback on the three alternatives for each intersection along the Highway 42 corridor.

Community Workshop #1: May 17–31, 2021

Over 100 community members participated in the Future 42 online workshop to share their thoughts about the corridor.

Future 42

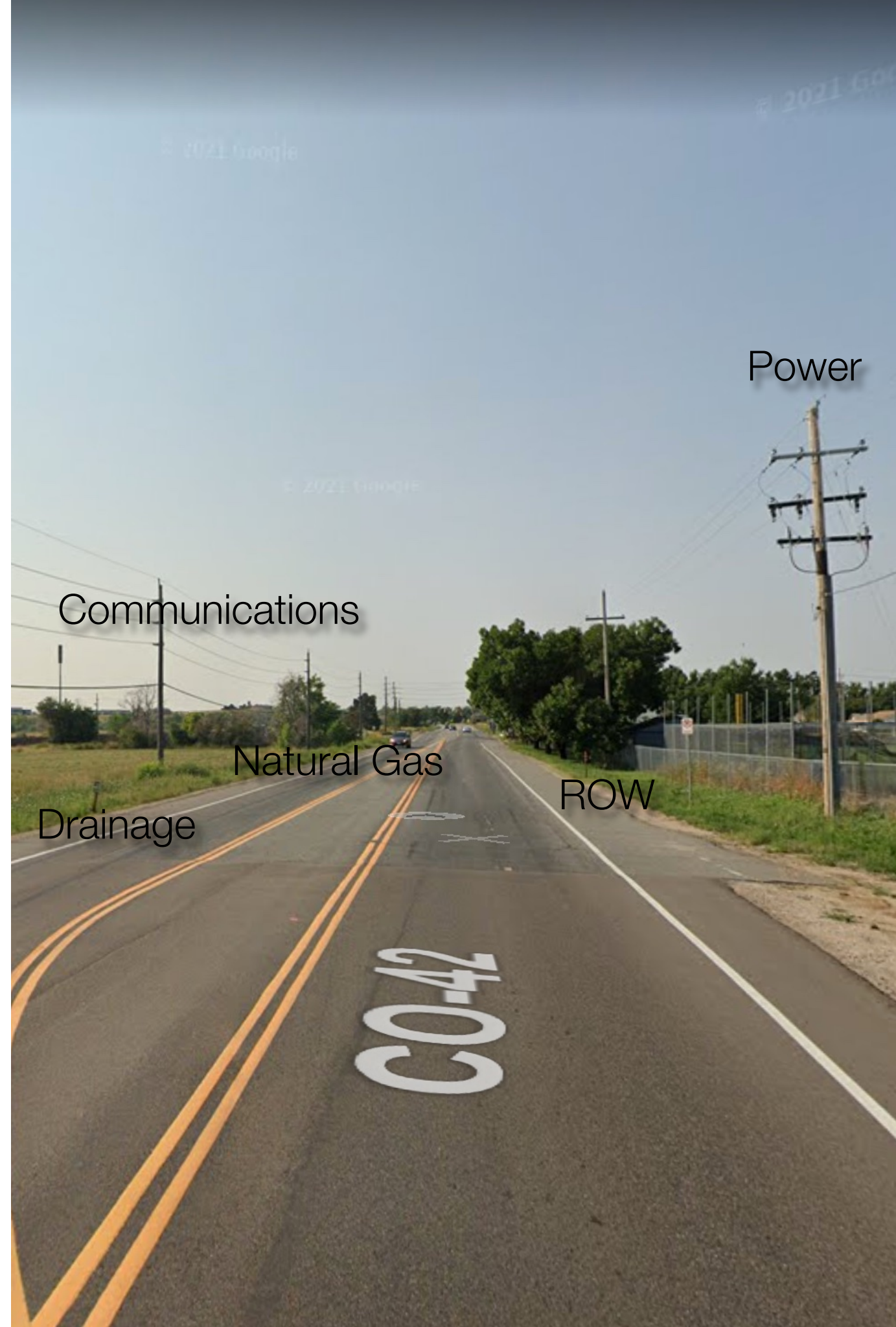
Project Engagement Dates
2021 - 2023

Phase 1

60% Design, ROW, Utility Conflicts **2023**

CDOT/ARPA/DRCOG - \$7,200,000
City Match (Budgeted) - \$800,000
Xcel 1% (Unallocated) - \$1,500,000

Total \$9,500,000





South Street Underpass

Looking East Near Miners Field

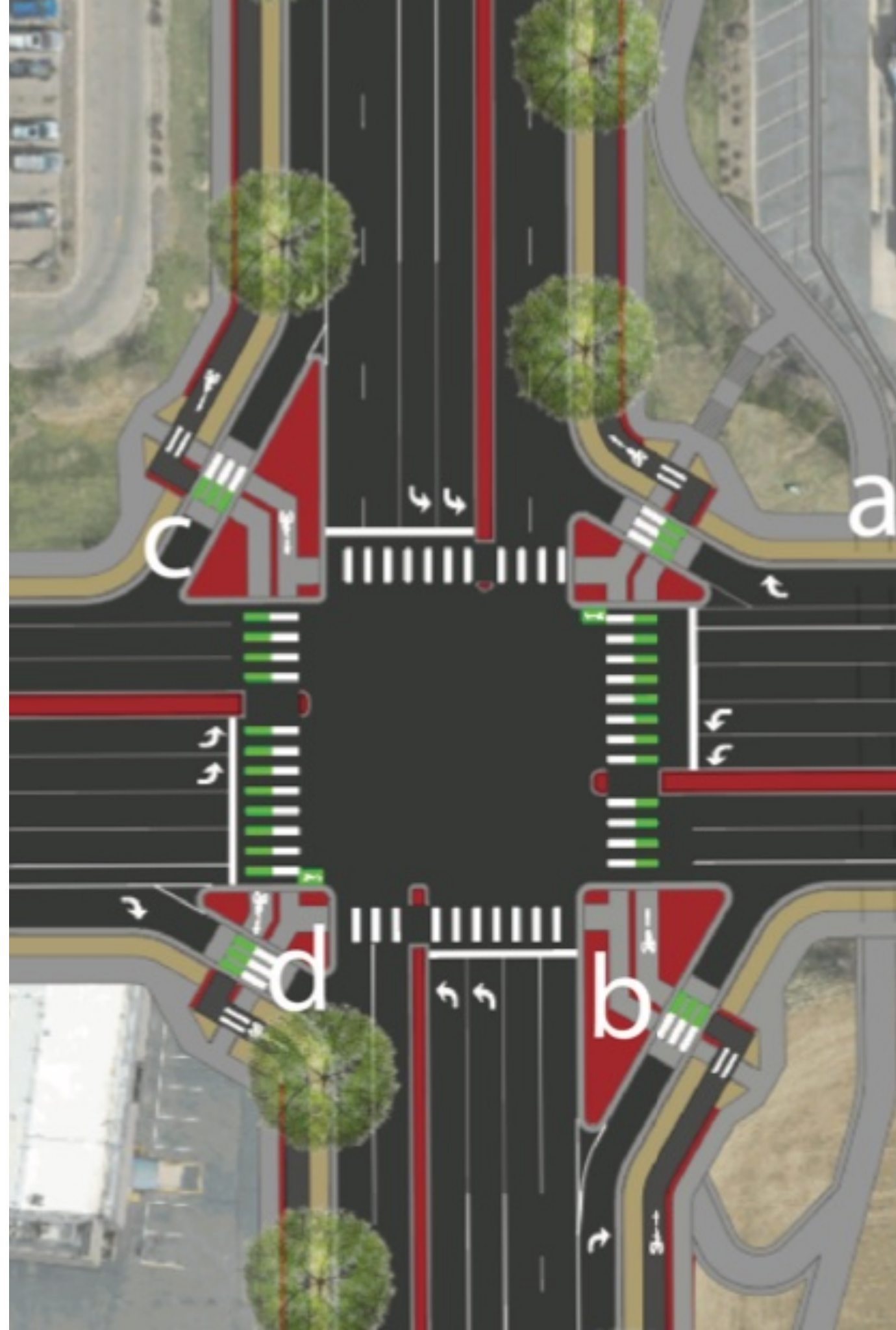
Phase 3

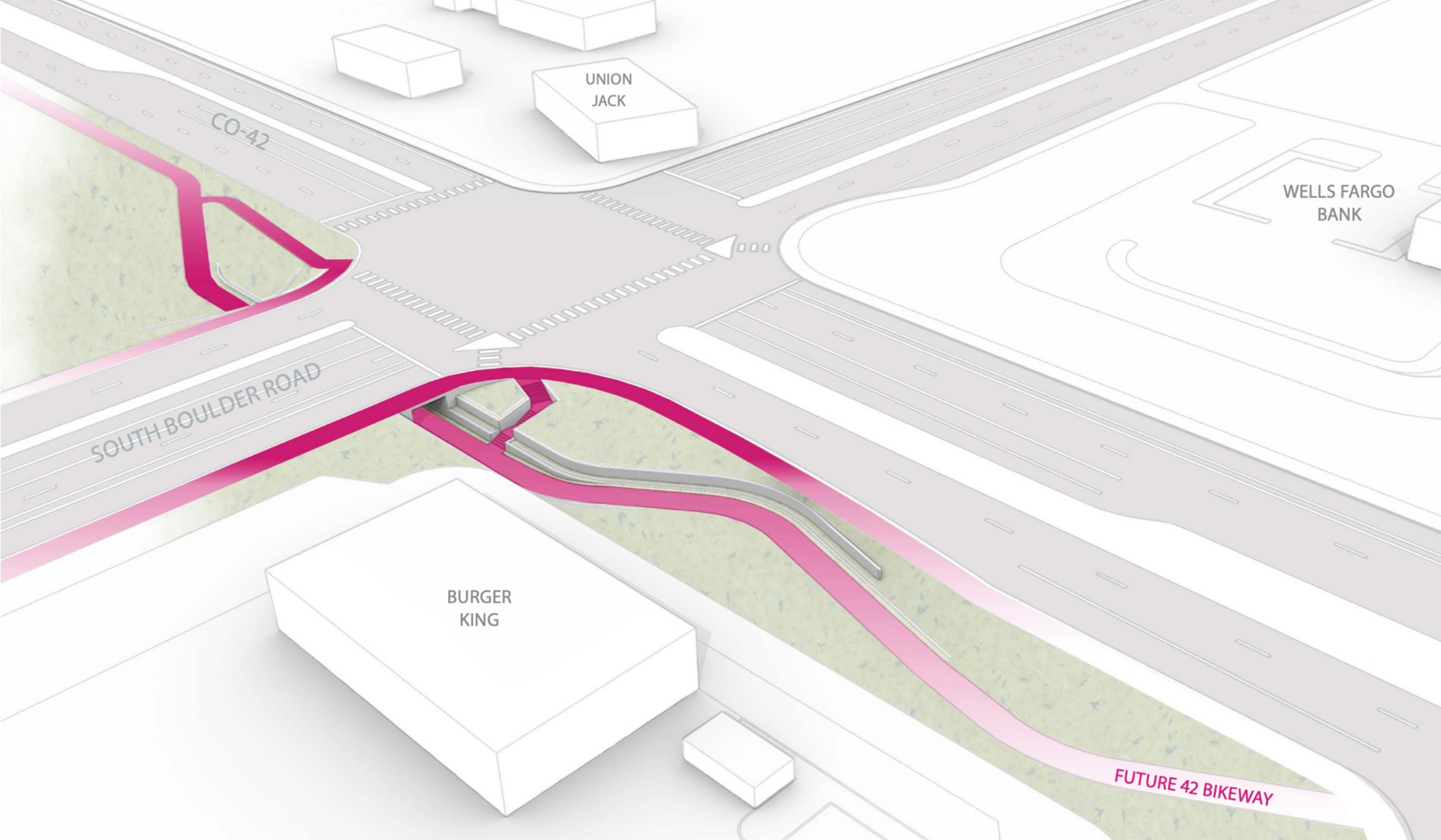
SBR & Underpass

2027/2028

Need - \$16,000,000

Potential LRC Partnership





Phase 3
SBR/Hwy 42 Underpass Only

\$5,000,000

Phases 4-7

Pine St to Short St

Short St to SBR

Lock to Pine St

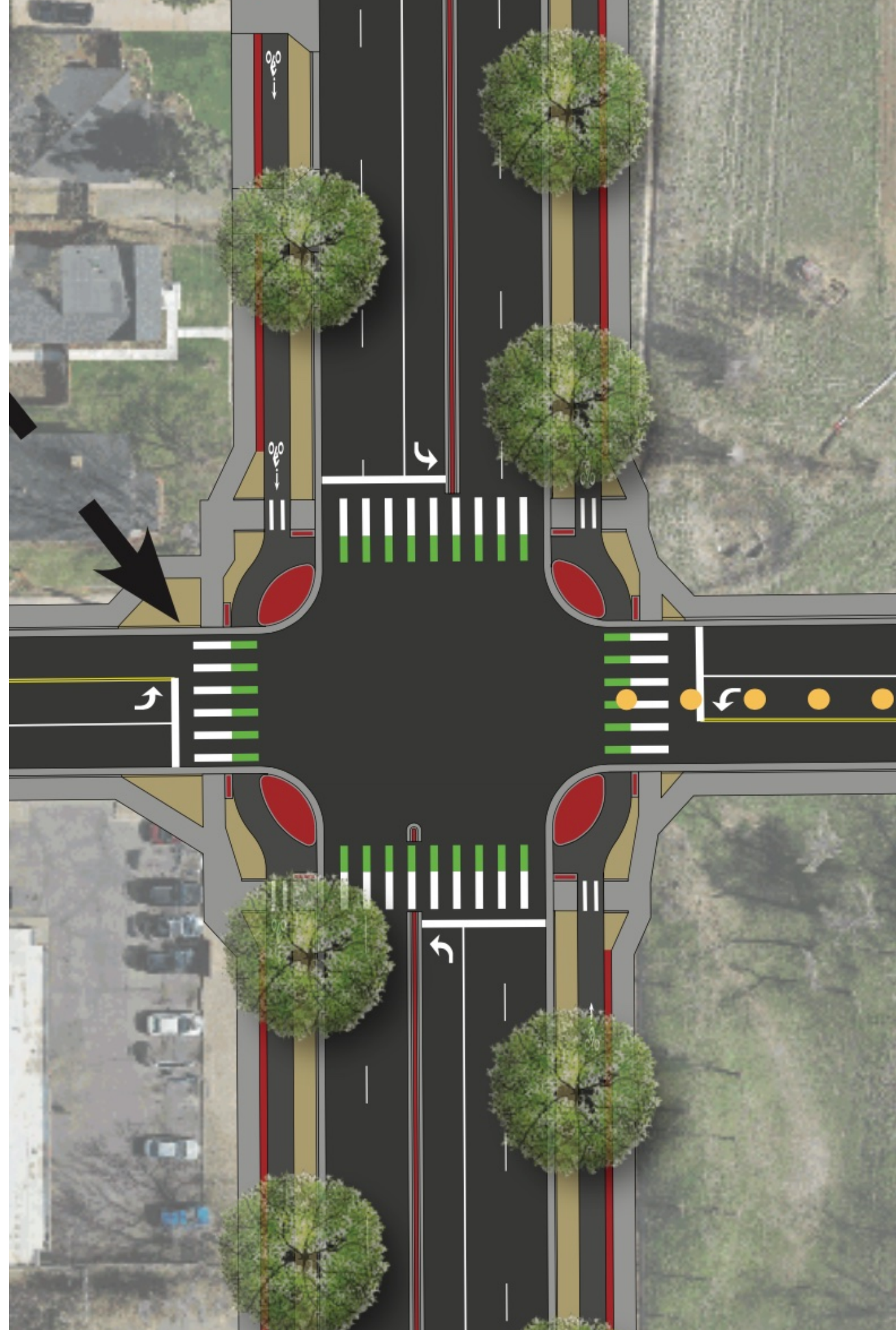
SBR to Paschal

TBD

Long Term Need - \$57,300,000

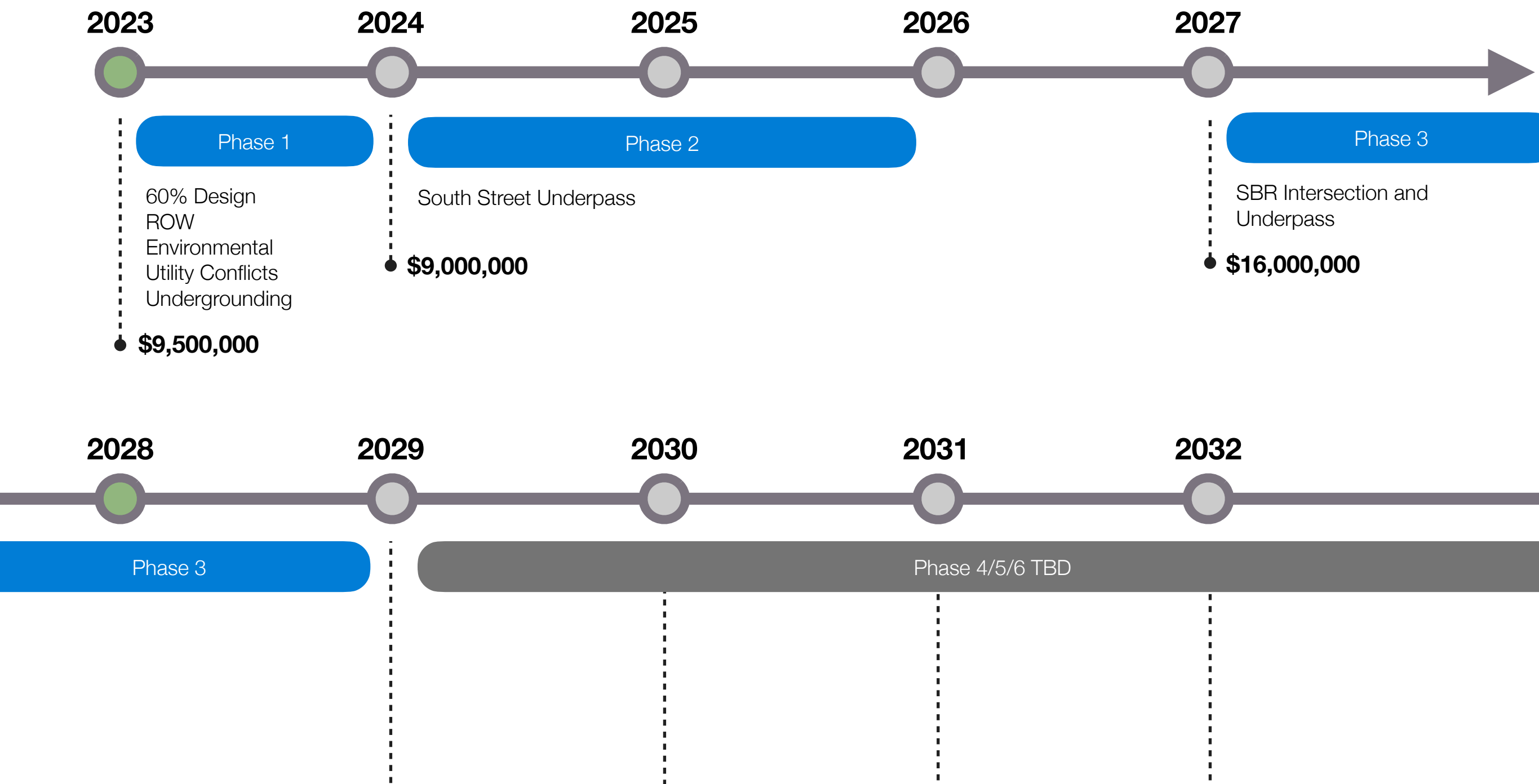
Multimodal Trail/Lanes One Side -
\$15,800

Potential LRC Partnership



10 Year Potential Buildout

Could Go Faster or Slower Dependent on Grants or Other Funding



Potential Funding Opportunities

Success is Highly Dependent Upon Continuously Going After External Funding Opportunities Over Time

Source	Potential	Amount	Year
CDOT/ARPA/DRCOG	Verified	\$7,200,000	2023-2024
CDOT A	High	\$2,770,000	2026
CDOT B	Medium	\$2,000,000	2024
CDOT C	Low	\$7,230,000	2027
DRCOG TIP	Low	\$7,190,000	2024 - 2026
Boulder County Transportation Tax	Medium	\$5,000,000	TBD
Federal Safe Streets For All (SS4A)	Low - Medium	\$1,000,000 - \$15,000,000	TBD
Great Outdoors Colorado	Low - Medium	\$1,000,000 - \$5,000,000	TBD
COL Pavement Funding Balancing	High	\$1,000,000 - \$10,000,000	2026 - 2028
COL TMP First Steps	High	\$3,000,000	2023
LRC	High	\$20,000,000	TBD
Total Potential	Varies	\$40,000,000 - \$85,000,000	Varies



Cycling in the Pikes Peak Region: The Economic Benefits



A new study by the Pikes Peak Area Council of Governments demonstrates bicycling's economic benefits to the region.

\$27,857,838

Direct economic impact of bicycling activities
in the Pikes Peak region in 2010

For each dollar invested in cycling infrastructure, the region could receive
\$1.80 to \$2.70 in direct economic benefits.

For an additional **\$1.5 million** investment, the region can create a
connected system that could yield up to **\$4 million** in direct benefits.

This makes bicycling among the most cost-effective
transportation investments the region can make.



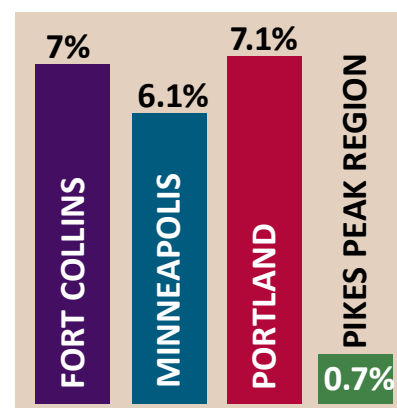
2.5 million auto trips are made each day in the region.

- 20 percent are less than 5 miles.
- 20 percent take less than 5 minutes.
- 43 percent take less than 10 minutes.

If only **1%** of trips under 5 miles were converted to bicycle
trips, the economic impact would be **\$4.5 million** per
year, and the percent of cyclists would approach half that of
Fort Collins.

“Bike-friendly communities tend to
be the ones that are growing. Twelve
of the top 15 places where people
most want to live are bike-friendly
communities, and bike-friendly states
have the highest job growth rates.”

*Steve Clark, consultant,
League of American Bicyclists.*



Percent of commuter cyclists

Increasing the number of commuter cyclists in our region to just half that of
our benchmark cities would cost approximately **\$10–15 million**
per year for 3–5 years in trail connections and other bicycle-related
infrastructure projects, yielding a total economic benefit of

\$81 million per year.

We could triple our economic benefit thanks to the latent demand for cycling
facilities and to our cycling-friendly weather conditions.



Pikes Peak Area
Council of Governments
Communities Working Together

15 S. 7th Street * Colorado Springs, CO 80904
719-471-7080

Read the full study on www.ppacg.org.

“If you invest in bicycling infrastructure, businesses will follow. SRAM is a great example of that.”

Cory Sutela, SRAM (bicycle components manufacturer)



Cyclists' direct spending

Types of Cycling Trips	Expenditures per Cycling Day	Annual Direct Economic Impact
Resident: Commuter Days	\$3.56	\$941,061
Resident: Utilitarian Days	\$4.00	\$1,095,240
Resident: Recreational Days	\$3.00	\$2,077,881
Non-Resident Recreational Days	\$250/overnight	\$20,000,000
	\$110/day	\$2,646,000
Total		\$27,857,838



80,000 cyclists visit the region and stay overnight each year

22,400 cyclists visit for the day

ANNUAL IMPACT: \$22,646,000

The Pikes Peak region's 16 local governments join together in PPACG to collaborate on issues that cross political boundaries and to reach solutions that benefit the entire region. PPACG's primary focus is regional planning in transportation, aging issues, and air and water quality. We are the region's designated Metropolitan Planning Organization for transportation and its air- and water-quality lead planning agency. PPACG also administers the Pikes Peak Rural Transportation Authority and provides direct services to citizens through the PPACG Area Agency on Aging, Connect for Health Colorado and the State Health Insurance Assistance Program.