

15 October 2010

Dear Incline Stakeholders and Interested Public:

Thank you for all your participation in and contributions to the Incline Planning thus far. The three Public Focus Sessions (Traffic, Trails and Trailheads, and Operations and Management) in July and the Landowner meetings in August were very successful, attendees were focused and committed and all provided very clear direction. In fact the path forward is much clearer and focused than anyone anticipated when the planning and public process was initially designed. Thanks to the Cities' flexibility we have adapted our planning process to fit "where we are now."

Integration

Up to this point we have been considering the complex issues surrounding the Incline with focused precision. Now is time for all the pieces to be woven together so that each supports and works with the other. A good example is the Incline trailhead location. Based on technical, environmental and public input public there is great support for the Incline Trailhead being at the base of the Incline. In order for this location to work, parking controls and parking redistribution at Barr Trailhead and upper Ruxton, as well as pedestrian safety considerations along Ruxton Avenue must be compatible with the trailhead location and are integral to supporting the trailhead location at the base of the Incline.

Stages

We have organized the information in 'Stages,' instead of 'Alternatives' as we originally anticipated. The Stages build upon each other and continue to suggest options for consideration.

- Stage A is limited to management requirements for legally opening the Incline and critical improvements.
- Stage B builds upon Stage A and includes additional features and safety/environmental improvements as well as several options for consideration.
- Stage C builds upon Stage B in the same manner.

The 'Stages' approach also corresponds closely with minimizing costs to legally open the Incline. Enclosed is a DRAFT of the information to be presented at the October 21st Public Meeting. Graphics and Illustrations that inform all the Stages are attached at the back.

Cost Estimates

Cost estimates will be part of the Final Plan. We continue working on the cost estimates as the components of the Stages Implementation develop. We have found it is premature to introduce cost estimates at this time in the planning process. We anticipate presenting the cost estimates for the proposed Stages at a Task Force meeting in December. This will allow time for discussion and refinement prior to the final Public Open House on January 20th from 5-7pm. Currently there are no capital or operating funds allocated for the Incline.

We are asking you to:

1. Review this draft document of the Stages
2. The draft if set up to print in two-sided format
3. Pass this on to anyone you think may be interested
4. Get the word out about the October 21st Public Meeting! The more participants the better.

The Tapis Team continues to enjoy collaborating with you on the Manitou Incline.

Respectfully Submitted, Priscilla Marbaker and the Tapis Associates Team

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STAGE A

STAGE A.1 ESTABLISH A SINGLE ENTITY TO ASSUME MANAGEMENT RESPONSIBILITY

WHAT: Establish a single entity to take on management responsibility.

WHY: Multiple ownership provides for confusing and disjointed accountability. A single entity is necessary for a viable submittal for the special use permit required by the US Forest Service for use of the Forest Service property. A single responsible entity will be very helpful in applying for funding. Only the Cities of Colorado Springs and Manitou Springs have expressed interest in a partnership of this nature based on their capabilities. No other management options have surfaced at this time. Management of CSU infrastructure poses challenges for non-governmental management options.

HOW: Create an Intergovernmental Agreement (IGA) between the cities of Colorado Springs and Manitou Springs establishing the City of Colorado Springs as the responsible entity in partnership with the City of Manitou Springs.

Colorado Springs: Lead responsibility in partnership with Manitou Springs:

- pursues and secures funding for capital needs
- pursues and secures funding for operating/maintenance needs
- pursues special use permit with US Forest Service
- pursues official trail designation for access trails as appropriate to provide eligibility for funding
- pursues agreement between the City of Colorado Springs and Colorado Springs Utilities for City's management and maintenance of the Incline
- manages renovation/construction program
- manages volunteer effort
- works cooperatively with Manitou Springs so that collected resources are available to Manitou Springs for staffing/contract for monitoring and maintenance
- works with Friends Group/Foundation; in partnership with Friends Group/Foundation promotes voluntary donation program for both capital and operations/maintenance needs
- pursues agreement as needed with landowners for construction access, required agreements and beneficial agreements
- provides avenue for input from the public
- provides periodic tracking of use of Incline to determine appropriate capacity

Manitou Springs: partnership with Colorado Springs to pursue items above; and

- supplies full and part time and or seasonal staffing or contracted services for monitoring and maintenance to meet minimum requirements of the USFS (United States Forest Service) Special Use Permit
- supplies parking enforcement services
- addresses inappropriate use of the Incline in manner similar to inappropriate use of other public properties

STAGE A.2 FORMALIZE CITIZEN SUPPORT

WHAT: Formalize citizen support.

WHY: Volunteer support is critical to the feasibility of legitimizing use of the Incline. Citizens and user groups have indicated their strong interest and intention for supporting the renovation and operation of the Incline by seeking funding and providing voluntary service. Formalized citizen involvement is an advantage for securing grants.

HOW: Establish a non-profit Friends Group/Foundation and other volunteer opportunities.

Friends Group/Foundation:

- Pursue both capital and operational funding through partnership with Colorado and/or Manitou Springs by using grants, capital campaign, voluntary user donations for individuals and groups
- Secure sponsors for non-intrusive advertising sponsorship in character with the Incline
- Promote appropriate use of the Incline; assist with development of informational materials about the Incline addressing rules of use, parking options, courtesies, being good neighbors, how keeping Incline open and use is possible through donation opportunities; promote volunteer efforts and seeks volunteers

Volunteer Opportunities:

- Monitoring, supplemental maintenance, and renovation projects
- Projects/assignments in partnership with the cities
- Education and peer pressure support for rules of use

STAGE A.3 TRAILHEAD AT BASE OF INCLINE IN THE PIKES PEAK COG RAILWAY PARKING LOT

WHAT:

- Locate the Incline Trailhead at the base of the Incline near the CSU access gate, displacing 10-15 parking spaces in the in the privately owned Cog Railway parking lot
- Designate existing parking spaces along Ruxton in exchange for displaced Cog lot spaces
- Design and complete safety improvements along Barr Trail to Base of Incline trail
- Implement striping and signage of pedestrian zone along Cog Railway parking lot Exit drive
- Trailhead Facilities: Temporary restroom facilities, Rules of Use sign, bike racks, emergency response staging area
- Implement Barr Trail Parking Management – refer to details in Parking and Traffic below
- Complete restoration of and install barrier fencing to prohibit access to social trail network at Barr parking

WHY:

- Minimizes traffic/pedestrian conflicts at the Cog Railway entrance street crossing
- Minimizes unnecessary vehicular trips to Barr Trailhead Parking Lot and along Hydro Street
- Minimizes social trail and environmental damage by individuals accessing the Incline mid-point from Barr Parking
- Reserves Barr Trailhead Parking for long-term users of Barr Trail and Barr Camp
- Fulfills public's desire to locate trailhead at base of Incline

HOW:

- Continue the current agreements including: revocable license for Barr Trail parking lot issued by CSU to Manitou Springs dated April 29, 2009, and the revocable license for the dirt parking lot granted by CSU to the Cog Railway, April 9, 2010.
- Develop agreement between CSU and the Cog Railway for a park/trail license for the Incline corridor.
- Implement legal agreement between City of Colorado Springs or Incline management entity and the Cog Railway for Incline Trailhead / designated replacement parking spaces exchange
- Implement trailhead and striping via contracted or in-house crews

STAGE A.4 TRAFFIC AND PARKING FOR STAGE A INCLUDE A GENERAL DISCUSSION OF NEEDS FOLLOWED BY DETAILED MANAGEMENT APPROACHES FOR SPECIFIC ZONES IN THE RUXTON AVENUE CORRIDOR.

GENERAL DISCUSSION:

- The Stage A parking and traffic management plan must balance the needs of multiple users in the Ruxton corridor from Manitou Ave. to Hydro St. and includes the Barr Trail and Barr Camp users, the Cog Railway employees and patrons, the Incline users, the residents, employees, shoppers in Manitou Springs, hikers, bikers, and drivers. As a result, several strategies must be implemented to provide parking opportunities in a balanced manner. The success of these strategies will depend on the ability of the City of Manitou Springs to provide support outside of the Ruxton corridor. The Plan assumes that this support will include residential parking programs in surrounding neighborhoods and access to additional parking areas.
- From current data, it is estimated that the Incline by itself would require between 150 and 250 parking spaces (assumes 1200 users per day in the peak season). There are currently 200 spaces in the Ruxton corridor available to the Incline user. The Stage A recommendation results in a net loss of approximately 100 spaces for Incline use (34 Barr Trail only, 59 residential only, 8 pedestrian safety), leaving 100 spaces available. It is assumed that additional spaces needed for the Incline can be absorbed by parking availability at locations such as the Prospect Lot, the Schmishtny Lot, and on-street parking along east Manitou Ave. or at other potential future lot locations. A residential parking program outside of the Ruxton corridor will help to control adjacent neighborhood parking and direct the demand to the downtown core.
- General management strategies for the Plan include signing and striping improvements to Ruxton Avenue and Winters Street to address pedestrian movement conflicts with traffic.
- Edge line striping above Pilot Knob Ave. to provide a minimum eleven-foot travel lane or a four-foot shoulder will help to delineate the travel way for motorists. Pedestrians are more likely to walk within the confines of the shoulder.
- Provide crosswalks across Ruxton Ave. at strategic locations (east of Pilot Knob Ave., Capitol Hill Ave., etc.) to reduce mid-block crossing activity and walking in the street. "Pedestrian Crossing" signs should also be posted to warn motorists and guide pedestrians to appropriate crossing locations.
- Other corridor striping strategies would be to clearly identify "No Parking" zones with hatched on-street markings.
- Signing strategies for the corridor include giving direction to public parking areas and static signs on Manitou Avenue indicating the cost of parking at the Barr Trailhead with comparative costs to other downtown lots.

DETAILED RECOMMENDATIONS BY ZONE IN THE RUXTON CORRIDOR. REFER TO ATTACHED MAP FOR ZONE LOCATIONS.

▪ **Zone A - Barr Trail Parking Lot - 34 SPACES**

WHAT: The parking lot will be managed to promote longer-term use.

WHY: The lot will be used primarily by Barr Camp and Barr Trail users, who typically have a longer stay at the trailhead. The parking lot is generally intended for use by Barr Trail users and this action will honor the intent of the trailhead parking area while still allowing short-term use. In addition, traffic counts indicate that 75% of the daily traffic into the Barr Trail parking lot does not find a space and returns to Ruxton Ave. to find parking. This action aims to reduce the amount of unnecessary traffic (800-1000 vehicles per day) above Winter Street.

HOW: Access to the parking area will be gated with a credit card-activated entry system. Upon entry, the credit card is inserted into parking kiosk to open the gate. The credit card is inserted again to exit. The parking kiosk will calculate the length of stay and charge the appropriate fee. To promote longer-term stays, the fee structure may be based on a graduated term such as 0-3 hours, 3-6 hours, and longer than 6 hours, with fees decreasing the longer the stay. The entry gate system will be located to allow vehicles wishing not to enter to turn around.

▪ **Zone B - Cog Railway Parking Areas - 40 SPACES**

WHAT: The Cog Railway will provide 40 time-restricted spaces year-round.

WHY: The Cog Railway has 40 spaces available on a year-round basis before 9 am. These spaces can provide convenient parking for Incline users who arrive in the early morning.

HOW: The Cog Railway reserves the right to manage these space as it sees fit. However, it is expected that the spaces will be managed in a manner consistent with the rest of the corridor; free or paid parking with a fee structure that compliments other paid parking areas. Because the Cog Railway will continue to own the spaces, the Cog Railway will be responsible for enforcement of the "Out By 9 AM" time-restriction.

▪ **Zone C - Iron Springs Chateau Parking Area - 46 SPACES**

WHAT: Better use of the existing spaces - potentially a three-hour time limit.

WHY: The current spaces are underutilized by paid parking management in a free parking area. The parking spaces should be managed in a manner consistent with the rest of the corridor.

HOW: The parking and traffic management plan will provide direction for the management of the spaces to better utilize the availability and fee structure as necessary.

▪ **Zone D - Public Spaces between Cog Railway entrance and Winter Street - 25 SPACES**

WHAT: Eliminate eight (8) public parking spaces on Winter St. between Ruxton Ave. and the Triangle. The City of Manitou Springs will trade additional parking spaces in-kind to the Cog for the trailhead property at base of Incline.

WHY: The new trailhead at the base of the Incline will continue to draw pedestrians from lower Ruxton Ave. To alleviate the pedestrian/vehicle conflict, eight parking spaces will be removed to allow a wider corridor for pedestrians and vehicles to coexist - each in a dedicated space. The remaining public spaces will be traded to the Cog Railway in-kind (1 for 1) for parking spaces lost by the Cog Railway as a result of the new Incline trailhead in the upper Cog Railway parking lot.

HOW: The eight (8) parking spaces will be removed and the roadway will be marked to delineate a one-way vehicle corridor westbound and a two-way pedestrian corridor on the north side. The pedestrian corridor will be maintained to Pilot Knob Ave. to connect to existing pedestrian facilities. Ruxton Ave. between Winter St. and Pilot Knob will require additional striping

modifications. The Cog Railway may lose approximately 10-15 parking spaces as a result of new trailhead at the base of the Incline. The City will reimburse the Cog Railway by providing parking spaces on Ruxton and Winters Street for employees and the Cog patrons. Zones will be established for “No Parking” that will be enforced by the City and “Cog Employee Parking Only”. The Cog Railway reserves the right to manage these spaces as it sees fit, however, preference would be given to the Cog Railway employees and patrons. Because the Cog Railway will own the spaces, the Cog will be responsible for enforcement of the user restriction.

▪ **Zone E - Public Spaces between Fairview Ave. and the Creek Bridge East of Pilot Knob - 37 SPACES**

WHAT: The public parking spaces between Fairview Ave. and the Creek Bridge east of Pilot Knob Ave. will be managed with a three-hour time limit.

WHY: The public spaces in this zone should be open and not restricted to any single user. The time restriction will promote a higher turnover rate and be most attractive to the short-term Incline trail user due to the proximity to the trailhead. South of Fairview Ave., use of the spaces by both Incline users and the Iron Springs Chateau should not be in conflict given the different time of day use by each group; Incline users are more likely to use spaces during daylight hours and Iron Springs Chateau users are more likely to use spaces at night.

HOW: The Ruxton Ave. corridor between Fairview Ave. and Spring St. will be established as a three-hour parking corridor. Signs will be posted to advise of the three-hour limit that will be enforced by the City.

▪ **Zone F - Public Spaces between the Creek Bridge East of Pilot Knob Ave. & Osage Ave. - 59 SPACES**

WHAT: The public parking spaces between Capitol Hill Ave. and Osage Ave. will be restricted to residential only parking.

WHY: The public spaces in this zone should be reserved for residents only. Without a user restriction, the spaces become unavailable to the residents during peak season use (May through September).

HOW: The Ruxton Ave. corridor between the creek bridge and Osage Ave. will be established as a residential only parking corridor. Signs will be posted to advise of the user restriction that will be enforced by the City. The parking plan will consider the special circumstances related to Our Lady of Perpetual Help Catholic Church. The church is located on Ruxton Avenue and is within the proposed residential parking zone (Zone F) for all three stages. A potential solution is to provide 35-50 temporary, Sunday-only parking permits for parishioner use only. Special masses or events (weddings, funerals, Holy Days, etc.) could be considered as an allowable use of the temporary permit. Special parking solutions for elderly and handicapped persons will need to be coordinated between the Church and the City of Manitou Springs.

▪ **Zone G - Public Spaces between Osage Ave. and Manitou Ave. - 9 SPACES**

WHAT: The public parking spaces between Osage Ave. and Manitou Ave. will continue to be managed with a three-hour time limit.

WHY: The public spaces in this zone should be open and not restricted to any single user. The time restriction will promote a higher turnover rate and be most attractive to users accessing shops and restaurants along Ruxton and Manitou Ave.

HOW: The Ruxton Ave. corridor between Osage Ave. and Manitou Ave. will continue to be managed as three-hour parking.

STAGE A.5 INCLINE CORRIDOR IMPROVEMENTS TO THE INCLINE – THE MOST DETERIORATED SECTIONS POSING THE GREATEST SAFETY RISKS AND ENVIRONMENTAL DEGRADATION. (APPROXIMATELY 23%). CONSIDER A PHASED APPROACH TO THESE IMPROVEMENTS. REFER TO ATTACHED MAP AND TEXT FOR CONDITION RATING SYSTEM AND MAPPED LOCATIONS.

WHAT:

- Develop site-specific structural and drainage construction drawings for the 23% of the Incline designated Condition 5-7. These areas pose the most concerns both for safety risks and environmental degradation. Final design will be based on the Conceptual Design Standards and Approach set forth in this Manitou Incline Site Development and Management Plan.
- Develop Implementation Schedule based on current costs, community participation (helicopter and or vehicular materials transportation) and construction components identified as volunteer-appropriate. It is anticipated that a phased construction approach will be utilized. The Stage A corridor improvements will be implemented over a few years and the Incline may be temporarily closed during these times. The schedule will require close coordination with the landowners.
- Participate and support the-NEPA Process (National Environmental Policy Act) in order to designate the Incline corridor as a USFS (United States Forest Service) 'Special Use' in Pike National Forest.

WHY:

- Construction will focus on the Incline conditions posing the greatest safety risks and environmental degradation. Construction will address safety and environmental concerns with the purpose of establishing and maintaining tie alignment and stability.
- USFS Special Use Permit is the mechanism for authorizing a non-Forest Service entity to manage and maintain the Incline within Pike National Forest
- USFS requires 'Special Use' designation to permit non- Forest Service entity improvements or allocate Forest Service resources to the Incline
- USFS requires design and maintenance standards and active, intentional, systematic physical improvements to the Incline. These shall address safety and environmental concerns along the Incline Corridor. The plans for improvements and proposed methods for funding and management must be in place in order for the USFS to issue the Special Use Permit.
- USFS requires protocol for maintenance and safety review on the Incline Corridor

HOW:

- Apply for USFS Special Use Permit and support process by City of Colorado Springs or Incline management entity. The USFS requires a viable and sustainable entity to apply for the Special Use Permit. The Special Use Permit application will initiate the NEPA process that will analyze the proposal for a Special Use Permit and the Incline Conceptual Design Standards and Approach recommended in this plan.
- Obtain site-specific trail design approval from landowners and Colorado Springs Utilities for consideration of the high pressure transmission lines
- Initiate access agreements with landowners for trail construction
- Consider prohibiting access to the Incline for user safety during construction
- Contract phased safety and drainage work
- Initiate appropriate volunteer construction projects built to Incline Corridor Design Standards

STAGE A.6 TRAIL CONNECTIVITY AND ALTERNATIVE TRAIL OPTIONS DOWN TO INCLUDE ALL POSSIBLE OPTIONS IN INITIAL SPECIAL USE PERMIT APPLICATION TO THE USFS. THIS WILL BOTH INITIATE AND DETERMINE THE REQUIRED NEPA PROCESS. THIS APPROACH IS RECOMMENDED AS IT WILL AVOID DUPLICATE NEPA PROCESSES THROUGHOUT THE PROJECT. STAGE A INCLUDES CONSTRUCTING THE REROUTE OF THE EXISTING SOCIAL TRAIL CONNECTION TO BARR TRAIL AND THE CONNECTION BETWEEN THE TOP OF THE INCLINE TO BASE OF THE INCLINE ON THE NORTH SIDE.

WHAT:

- Maintain Barr Trail connection at 2/3's up Incline (Tie #1800)
- Reroute existing social trail that connects top of Incline to Barr Trail and close and rehabilitate closed sections
- Construct trail connecting top of Incline to base of Incline on the north side
- Participate and support NEPA Process in order to designate proposed connecting trails as Pike National Forest System trails. Proposed Trails include the Barr Trail social trail connection - realignment and a trail connecting the top of the Incline to the base of the Incline on the north side of the Incline.

WHY:

- USFS Special Use Permit is the mechanism for authorizing a non- Forest Service entity to manage and maintain the Incline and Incline connectivity trails within Pike National Forest
- USFS requires 'System Trail' designation to permit trail improvements, new trails or allocation of USFS resources to the Incline and Incline trail connectivity system
- USFS Special Use Permit and annual Operating Plan will outline requirements and maintenance responsibility for the supporting trail system on USFS property. Connecting trail system maintenance may be made part of the USFS system responsibilities
- USFS requests alternative routes for Incline users to relieve congestion and trail user trips on Barr Trail

HOW:

- Apply for USFS Special Use Permit and support process by City of Colorado Springs or Incline management entity. The USFS requires a viable and sustainable entity to apply for the Special Use Permit.
- NEPA will also analyze resource impacts of new trail connectors to the Incline, improvements to the Incline and historical resources evaluation
- Obtain site-specific trail design approval from effected landowners
- Initiate access agreements with landowners for trail construction
- Initiate volunteer trail construction projects built to Forest Service Trail Design Standards

STAGE A.7 ESTABLISH THE FOLLOWING RULES OF USE FOR THE INCLINE

WHAT: Establish the following Rules of Use for the Incline

- Hours: Dawn to dusk
- "Use at your own risk" philosophy
- Modified "Leave No Trace" use ethic (trash cans provided at trailheads and on Ruxton)
- "Uphill use only" is recommended

- No pets allowed
- Full or partial closures when necessary to perform renovation, construction or maintenance operations.

WHY: Current experience on the Incline has raised issues including disturbance to neighbors, liability, human waste sanitation, user conflict, and pet conflict and sanitation. These have been vetted in public meetings. Citizen input and professional management support the implementation of these minimal rules providing a least expensive management and enforcement approach.

HOW: The City of Colorado Springs in partnership with Manitou Springs will use their rule-making authority to establish these rules. Educating users regarding the rules of use should take place on the web site, through all promotional materials, through the Friends Group, and through on-site signage. Rules of Use on the USFS property will be established in the annual Operating Plan. Rule enforcement will be on a complaint basis by the City of Manitou Springs Police (funded through revenues generated for operation of the Incline). On site police monitoring is not anticipated. Citizen peer pressure support for education about the rules and rule compliance will be promoted through the Friends Group.

STAGE A.8 REVENUE GENERATION

WHAT: Generate revenue for both capital and ongoing operations in an amount to support Stage A.

WHY: Citizen input indicated strong support for minimal reliance on tax revenues and high dependence on alternative sources of funding for an economically sustainable operation. In today's economic climate, cities are struggling to maintain current operations, much less consider support for new operations. A specialty facility, such as the Manitou Incline, is not a core recreational public service and warrants strong financial support from users and other alternative sources of funding.

HOW: Pursue a comprehensive funding strategy as follows:

Capital Funding

- Existing tax sources for which the Incline may be eligible; use for matching funds when appropriate
- Friends Group capital campaign
- GOCO (Great Outdoors Colorado), TOPS (Trails, Open Space and Parks (Colorado Springs voter approved 0.1% sales tax), Colorado State Trails and other grant sources

Operational Funding

- Voluntary use donations
- Non-intrusive advertising sponsorship in character with the Incline
- Shared revenue from Barr Trailhead parking fees for parking enforcement and maintenance if possible

STAGE A.9 SIGNAGE IN THIS INITIAL STAGE A WILL BE MINIMAL, MEETING THE MOST BASIC NEEDS OF SAFETY AND ENFORCEMENT. SIGN MESSAGES MAY BE GROUPED OR CLUSTERED OR APPLIED TO THE SURFACE.

WHAT:

- Rules of Use
- Wayfinding Map at trailhead to locate trail routes down
- ‘Stay on the Trail’ respect for property signage on all properties
- Health /Activity Level Warning Signage
- Locational identification on ties for emergency response indicating appropriate jurisdiction
- Parking regulations and striping. Refer to Parking and Traffic above for details.
- Pedestrian Zone striping at Winter Street and Cog Exit Drive to Trailhead. (Refer to Parking and Traffic above for details)
- Environmental closure signs at closed former access between Barr Parking and the mid-Incline

WHY:

- Designation of Pedestrian Zones (painted sidewalks) in constricted roadway areas improves vehicular and pedestrian safety.
- Signage is needed to communicate Rules of Use and User Behavior guidelines
- Signage is needed to communicate parking regulations
- Locational information is requested by first responders for user safety
- Fulfills public’s desire for improved communication regarding health and exertion at altitude
- Communication of Rules and Regulations allows enforcement implementation

HOW:

- Design cohesive Incline Signage design standards and initial package including the ‘flavor’ or tone of the messages
- Design cohesive parking and pedestrian safety striping and signage package
- Install Incline signs by City of Colorado Springs or Incline management entity
- Install parking signage and striping jointly by Manitou Springs and the City of Colorado Springs or Incline management entity

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STAGE B

STAGE B.1 CONSIDER MANAGEMENT OPTIONS

WHAT: If desired, consider a public/private partnership for management of the Incline. Considering an alternative management entity is an option, not a recommendation. It requires a viable opportunity coming forth.

WHY: The public supports the potential of involvement from a private, profit or non-profit entity, to provide management/maintenance services for the Incline. A private approach could bring flexibility and swiftness to addressing issues. A non-profit entity may be able to attract additional funding from those unwilling or unable to give directly to a governmental entity.

HOW: Need a viable private or non-profit entity – none have surfaced thus far in the process.

STAGE B.2 CONSIDER A FORMALIZED ADVISORY BOARD OR COMMITTEE

WHAT: If desired, consider establishing a formalized advisory board or committee. Considering an advisory board or committee is an option, not a recommendation.

WHY: Encouraging formalized input into the operations of the Incline will engender support. The public supports the concept of an advisory group. This is generally individuals with a different focus from organizers of the 'Friends,' although with shared interest in the Incline. Individuals could participate in both.

HOW: The advisory board/committee could be made up of appointees by the managing entity and/or ex-officio representatives of key stakeholder groups including the landowners. A clear "charge" and operating procedures will need to be developed. There will be some cost to the management entity associated with staffing an advisory group.

STAGE B.3 TRAILHEAD AT BASE OF INCLINE IN COG RAILWAY PARKING LOT AND A REGIONAL MANITOU TRAIL SYSTEM TRAILHEAD

WHAT:

- Install permanent restroom facilities at the Incline Trailhead at the base of the Incline
- Review functionality of the emergency response staging area and adjust as needed
- Create a Manitou Springs Trail System-wide Trailhead. Based on public input there is strong support for a comprehensive Manitou Springs Trail Master Plan. Possible locations for a system-wide trailhead that have surfaced as part of this study include the Jenkins Stable property and the Walton property. These sites offer the opportunity for public/private developments. The Jenkins Stable property presents advantages to Incline users as well as providing adjacent connectivity to Barr Trail, access roads on CSU property, Ute Indian Trail and the Intemann Trail. Evaluating a System-wide Trailhead is recommended as part of a public process supported Manitou Springs Trail Master Plan that includes considerations of these and additional potential system trailhead locations.

WHY:

- Permanent public restrooms provide the best sanitation level
- Fulfills public's desire for improved connectivity throughout the Manitou Springs Trail System

HOW:

- Initiate and complete Manitou Springs Trail System Master Plan
- Identify opportunities for collaboration and mutual benefit between the Incline management entity and Manitou Springs Trail System
- Identify potential public/ private development partnerships

STAGE B.4 TRAFFIC AND PARKING FOR STAGE B INCLUDE A GENERAL DISCUSSION OF NEEDS FOLLOWED BY DETAILED MANAGEMENT APPROACHES FOR SPECIFIC ZONES IN THE RUXTON AVENUE CORRIDOR

GENERAL DISCUSSION:

- The Manitou Springs System –wide Trailhead at the Jenkins Stable property may be developed for parking (paid-parking or free) with access from Ruxton Ave. This property could potentially accommodate the necessary 150-250 parking spaces (1.5 to 2.5 acres) on site. As the popularity of the new regional trailhead increases, so will the pressure on the surrounding parking and traffic network. The established parking facilities in the corridor, including the stable property, will need to be reviewed and fee structures adjusted or implemented to encourage use of designated lot(s).
- Signing strategies for the corridor include giving direction to public parking at the trailhead and static signs on Manitou Ave. indicating the cost of parking at the Barr Trailhead and the stable property with comparative costs to other downtown lots.
- Review all parking strategies for feasibility of seasonal adaptations.

DETAILED RECOMMENDATIONS BY ZONE IN THE RUXTON CORRIDOR. REFER TO ATTACHED MAP FOR ZONE LOCATIONS.

- **Zone A - Barr Trail Parking Lot**

WHAT: No change to infrastructure may need to adjust fee structure

WHY: Fee structure may need to be adjusted to balance increased demand on Barr Trail use from Manitou Springs System-wide Trailhead

HOW: Fee adjustments should be considered jointly by the Incline management entity and Manitou Springs

- **Zone B - Cog Railway Parking Areas**

WHAT: Pikes Peak Cog Railway will retain control of spaces. The Incline management entity and City of Manitou's preference may be to return the spaces to Cog Railway employees and patrons only and to discontinue Incline patron parking to encourage use of Manitou Springs System-wide Trailhead parking

WHY: To optimize usage of the Manitou Springs System-wide Trailhead parking

HOW: Communication with the Cog Railway management

- **Zone C - Iron Springs Chateau Parking Area**

WHAT: Implement paid parking and introduce a fee structure

WHY: Implementing paid parking and introducing a fee structure may be needed to balance increased demand on trail use from Manitou Springs System-wide Trailhead and encourage use of System-wide Trailhead parking.

HOW: Fee additions and adjustments should be considered jointly by the Incline management entity and Manitou Springs

- **Zone D - Public Spaces between Cog Railway entrance and Winter Street**

WHAT: No change. Cog Railway would retain control of spaces for employees and patrons.

- **Zone E - Public Spaces between Fairview Ave. and the Creek Bridge East of Pilot Knob**

WHAT: No change to infrastructure. May need to add a fee structure

WHY: Introduction of a fee structure may be needed to balance increased demand on trail use from Manitou Springs System-wide Trailhead and encourage use of System-wide Trailhead parking.

HOW: Fee additions and adjustments should be considered jointly by the Incline management entity and Manitou Springs

- **Zone F - Public Spaces between the Creek Bridge East of Pilot Knob Ave. and Osage Ave.**

WHAT: No change

- **Zone G - Public Spaces between Osage Ave. and Manitou Ave.**

WHAT: No change

STAGE B.5 INCLINE CORRIDOR IMPROVEMENTS TO THE INCLINE – THE MID-RANGE DETERIORATED SECTIONS POSING THE NEXT GREATEST SAFETY RISKS AND ENVIRONMENTAL DEGRADATION (APPROXIMATELY 31%). CONSIDER A PHASED APPROACH TO THESE IMPROVEMENTS. REFER TO ATTACHED MAP AND TEXT FOR CONDITION RATING SYSTEM AND MAPPED LOCATIONS.

WHAT:

- Develop site-specific structural and drainage construction drawings for the 31% of the Incline designated Condition 3-4. These areas pose the mid-range concerns both for safety risks and environmental degradation. Final design will be based on the Conceptual Design Standards and Approach set forth in this Manitou Incline Site Development and Management Plan.
- Develop Implementation Schedule based on current costs, community participation (helicopter and or vehicular materials transportation) and construction components identified as volunteer-appropriate. It is anticipated that a phased construction approach will be utilized. The Stage B corridor improvements will be implemented over a few years and the Incline will be temporarily closed during these times. The implementation schedule will require close coordination with the landowners.

WHY:

- Construction will focus on the Incline conditions posing the greatest remaining safety risks and environmental degradation. Construction will address safety and environmental concerns with the purpose of establishing and maintaining tie alignment and stability.

HOW:

- Obtain site-specific trail design approval from landowner and Colorado Springs Utilities for consideration of the high pressure transmission lines
- Initiate access agreements with landowners for trail construction
- Consider prohibiting access to the Incline for user safety
- Contract phased safety and drainage work
- Initiate appropriate volunteer construction projects built to Incline Corridor Design Standards

STAGE B.6 TRAIL CONNECTIVITY AND ALTERNATIVE OPTIONS DOWN. STAGE B RECOMMENDS CONTAINING USER ACCESS AT THE TOP OF THE INCLINE.

WHAT:

- Contain user access area at top of Incline to minimize erosion, disturbance of vegetation and to allow for natural revegetation

WHY:

- Containing Incline users “wandering” at the top will improve the environmental and visual condition of the area. Through site design and signage, users’ options for descending routes can be made clear.

HOW:

- Obtain Top of Incline site design approval from USFS
- Initiate access agreements with landowners for construction
- Initiate volunteer construction projects built to Pike National Forest Trail Design Standards

STAGE B.7 MODIFY THE RULES OF USE

WHAT: Modify the Rules of Use established in Stage A as user experience and monitoring indicates or as funding allows to manage these rules.

WHY: Public input based on current use patterns offered some alternative rules with the intent of a “less conflicting” user experience. Use of these rules will require additional monitoring and management services and will likely have some additional cost for that effort. Guidelines for groups are meant to be used on a voluntary basis.

HOW: Establish the following Rules of Use:

- Uphill use only OR up and down use with uphill right-of-way
- Special guidelines and permitting opportunity for large groups in order to provide helpful information about best times to use and to minimize conflicts with other large groups.

STAGE B.8 REVENUE GENERATION

WHAT: Generate revenue for both capital and ongoing operations in an amount to support Stage B

WHY: Citizen input indicated strong support for minimal reliance on tax revenues and high dependence on alternative sources of funding for an economically sustainable operation. In

today's economic climate, cities are struggling to maintain current operations, much less consider support for new operations. A specialty facility, such as the Manitou Incline, is not a core recreational public service and warrants strong financial support from users and other alternative sources of funding.

HOW: Pursue a comprehensive funding strategy as follows generating revenue in an amount to support Stage B:

Capital Funding - No change from Stage A

Operational Funding (will need to cover expenses related to a fee-based parking plan and maintenance labor)

- Includes options from Stage A
- Includes fees generated through parking program managed by City of Manitou Springs Parking Authority to cover cost of collecting parking fees and provide additional revenue to go toward operations and maintenance of the Incline.
- Includes Friends Group/Foundation: Promotion of carefully managed number of special events; merchandise for resale through local retailers and/or on-line.

STAGE B.9 SIGNAGE FOR THIS NEXT STAGE WILL PROVIDE ADDITIONAL WAYFINDING, AND SAFETY SIGNAGE. SIGNAGE PERTAINING TO TRAIL ETIQUETTE, ENVIRONMENTAL EDUCATION MAY ALSO BE ADDED. SIGN MESSAGES MAY BE GROUPED OR CLUSTERED OR APPLIED TO THE SURFACE.

WHAT:

- Wayfinding Map at Top of Incline to identify trail routes down
- Sign at bailout locations to locate trail routes down
- Trail Etiquette signage
- 'Stay on the Trail' with environmental message
- Parking regulations and striping, if necessitated by changes of alternatives
- Environmental closure signs at closed area at Top of Incline
- 'How to get Involved' with Advisory Board Contact information

WHY:

- Signage is needed to communicate Rules of Use and User Behavior guidelines
- Signage is needed to communicate any changed or alternative parking regulations
- Communication of Rules and Regulations allows enforcement implementation

HOW:

- Design desired signs in compliance with Signage Standards set in Stage A
- Adapt cohesive parking and pedestrian safety striping and signage package
- Install Incline signs by City of Colorado Springs or Incline management entity
- Install necessary parking signage and striping jointly by Manitou Springs and the City of Colorado Springs or Incline management entity

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STAGE C

STAGE C.1 TRAILHEAD AT BASE OF INCLINE IN COG RAILWAY PARKING LOT AND TRANSIT STATION

WHAT:

- Create a Manitou Springs Transit Station. A possible location that has surfaced as part of this study is the Iron Spring Chateau property. This site offers the opportunity for a public /private development. The Iron Springs Chateau property presents advantages to Incline Users as well as providing adjacent connectivity to Pikes Peak Cog Railway patrons and staff, Barr Trail, Barr Camp, Manitou Springs Trail System, and Ruxton residents and businesses. Evaluating a Manitou Springs Transit Station is recommended as part of a public process supported Manitou Springs Transit System Plan that includes considerations of potential system hubs, stops and service for residents, tourists and businesses. If the Manitou Springs System-Wide Trailhead is located in the Ruxton corridor, the Transit Station in the same corridor will open up redevelopment opportunities at the System-wide Trailhead site.
- Review functionality of the emergency response staging area and adjust as needed

WHY:

- Has the potential to greatly reduce private vehicle trips on Ruxton Avenue
- Fulfills public's desire for a shuttle option for Incline users

HOW:

- Initiate and complete Manitou Springs Transit System Plan
- Identify opportunities for collaboration and mutual benefit between the Incline management entity and Manitou Springs Transit System
- Identify potential public/ private development partnerships

STAGE C.2 TRAFFIC AND PARKING FOR STAGE C INCLUDE A GENERAL DISCUSSION OF NEEDS FOLLOWED BY DETAILED MANAGEMENT APPROACHES FOR SPECIFIC ZONES IN THE RUXTON CORRIDOR.

GENERAL DISCUSSION:

- A transit station at the Iron Springs Chateau property will require a shuttle system with convenient access and an efficient schedule to and from the downtown core and the station. The established parking facilities in the corridor will need to be reviewed and fee structures adjusted or implemented to encourage use of designated lot and the transit system. The roadway system and parking facilities surrounding the property would be redeveloped to provide the most efficient system to Upper Ruxton Ave. The parking area at the stable property will be removed and redeveloped to encourage use of the transit station. Other parking areas in the corridor may also be removed or additional restrictions applied to encourage use of the transit station. With the transit station option and the loss of parking in the Ruxton Ave. corridor, additional parking opportunities in the downtown core are necessary and should be pursued.
- Signing strategies for the corridor include giving direction to public parking areas in the downtown area and static signs on Manitou Ave. indicating the cost of parking at the Barr Trailhead with comparative costs to other downtown lots.

DETAILED RECOMMENDATIONS BY ZONE IN THE RUXTON CORRIDOR. REFER TO ATTACHED MAP FOR ZONE LOCATIONS.

- **Zone A - Barr Trail Parking Lot**

WHAT: No change to infrastructure. May need to adjust fee structure

WHY: Fee structure may need to be adjusted to balance increased demand on Barr Trail use from Manitou Springs System-wide Trailhead and Transit Station

HOW: Fee adjustments should be considered jointly by the Incline management entity and the City of Manitou Springs

- **Zone B - Cog Railway Parking Areas**

WHAT: No change

- **Zone C - Iron Springs Chateau Parking Area**

WHAT: Provide limited paid parking around the transit station and implement a fee structure to offset the demand for access from multiple uses including trails, Cog Railway, and shopping.

WHY: Adjustment of parking fees are intended to encourage use of the transit station

HOW: Fee additions and adjustments should be considered jointly by the Incline management entity and the City of Manitou Springs.

- **Zone D - Public Spaces between Cog Railway entrance and Winter Street**

WHAT: With additional access to Upper Ruxton through the Transit Station at the Iron Spring Chateau, these spaces would be unnecessary public parking. The spaces would be reclaimed to allow a redevelopment of the roadway network and the transit station with enhanced pedestrian spaces. The street spaces allocated to the Cog Railway in trade for the trailhead at the base of the Incline in Stage A will remain in the Cog Railway's control.

WHY: Constrictions in this area continue to necessitate shared space for vehicles and pedestrians. Reconfiguration will provide enhanced safety and aesthetic conditions.

HOW: Planning and design of this areas is recommended as part of the Manitou Springs Transit System Plan

- **Zone E - Public Spaces between Fairview Ave. and the Creek Bridge East of Pilot Knob**

WHAT: The City may need to reclaim spaces for development of the transit station. Adjust the fee structure on remaining spaces to offset the demand for access from multiple uses including trails, Cog Railway, and shopping.

WHY: Adjustment of parking fees are intended to encourage use of the transit station

HOW: Fee additions and adjustments should be considered jointly by the Incline management entity and the City of Manitou Springs.

- **Zone F - Public Spaces between the Creek Bridge East of Pilot Knob Ave. and Osage Ave.**

WHAT: No change

- **Zone G - Public Spaces between Osage Ave. and Manitou Ave.**

WHAT: No change

STAGE C.3 INCLINE CORRIDOR IMPROVEMENTS TO THE INCLINE – THE MINIMALLY DETERIORATED SECTIONS POSING THE LOWEST SAFETY RISKS AND ENVIROMENTAL DEGRADATION (APPROXIMATELY 41%). CONSIDER A PHASED APPROACH TO THESE IMPROVEMENTS.

WHAT:

- Develop site-specific structural and drainage construction drawings for the 46% of the Incline designated Condition 1-2. These areas pose the lowest concerns both for safety risks and environmental degradation. Final design will be based on the Conceptual Design Standards and Approach set forth in Manitou Incline Site Development and Management Plan.
- Develop Implementation Schedule based on current costs, community participation (helicopter and or vehicular materials transportation) and construction components identified as volunteer-appropriate. It is anticipated that a phased construction approach will be utilized. The Stage C corridor improvements will be implemented over a few years and the Incline will be temporarily closed during these times. The implementation schedule will require close coordination with the landowners.

WHY:

- Construction will focus on the Incline conditions posing safety risks and environmental degradation. Construction will address safety and environmental concerns with the purpose of establishing and maintaining tie alignment and stability.

HOW:

- Obtain site-specific trail design approval from landowners and Colorado Springs Utilities for consideration of the high pressure transmission lines
- Initiate access agreements with landowners for trail construction
- Consider prohibiting access to the Incline for user safety
- Contract phased safety and drainage work
- Initiate appropriate volunteer construction projects built to Incline Corridor Design Standards

STAGE C.4 REVENUE GENERATION

WHAT: Generate revenue for both capital and ongoing operations in an amount to support Stage C

WHY: Citizen input indicated strong support for minimal reliance on tax revenues and high dependence on alternative sources of funding for an economically sustainable operation. In today's economic climate, cities are struggling to maintain current operations, much less consider support for new operations. A specialty facility, such as the Manitou Incline, is not a core recreational public service and warrants strong financial support from users and other alternative sources of funding.

HOW: Pursue a comprehensive funding strategy as follows generating revenue in an amount to support Stage C:

Capital Funding - No change from Stage A

Operational Funding (will need to cover expenses related to a fee based parking plan and maintenance labor)

- Includes options from Stage A and B
- Includes rental of Incline for special events by entity
- Includes consideration of user fees for groups and individuals
- Includes “Official” Incline event fees; consideration of reduced fees for Manitou Springs residents, school groups (promote high school use)

STAGE C.5 SIGNAGE IN STAGE C PERTAINING TO HISTORICAL AND ENVIRONMENTAL INTERPRETATION MAY BE ADDED. SIGN MESSAGES MAY BE GROUPED OR CLUSTERED OR APPLIED TO THE SURFACE.

WHAT:

- Historical Interpretive signage
- Environmental Interpretive Signage
- Parking regulations and striping, if necessitated by changes of alternatives

WHY:

- Signage is needed to communicate Rules of Use and User Behavior guidelines
- Interpretive signage expands the Incline user experience
- Communication of Rules and Regulations allows enforcement implementation
- Fulfills public’s desire for improved communication regarding interpretation

HOW:

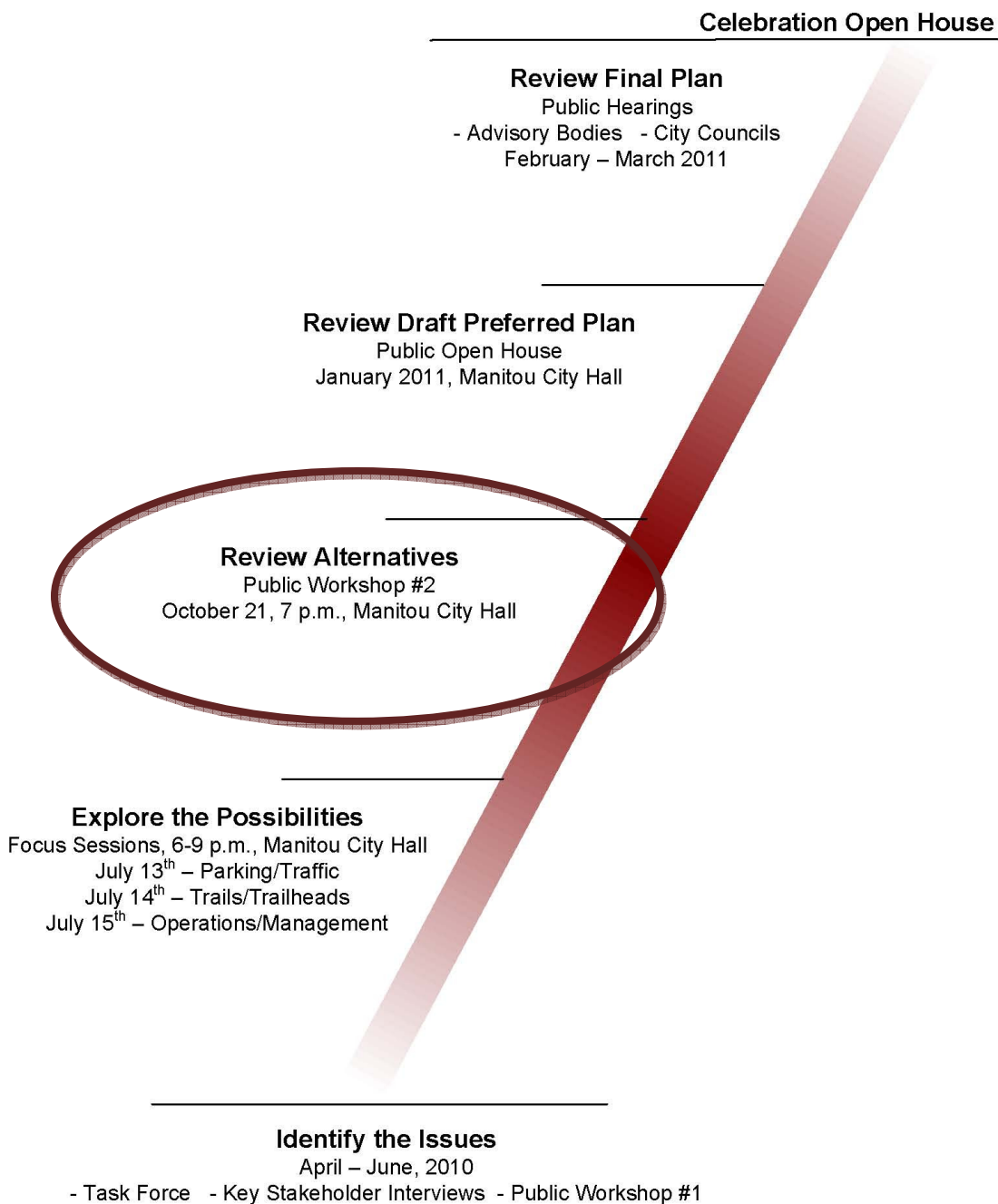
- Design desired signs in compliance with Signage Standards set in Stage A
- Adapt cohesive parking and pedestrian safety striping and signage package
- Install Incline signs by City of Colorado Springs or Incline management entity
- Install necessary parking signage and striping jointly by the Cities of Manitou Springs and Colorado Springs or Incline management entity

ILLUSTRATIONS AND GRAPHICS - correspond to all Stages

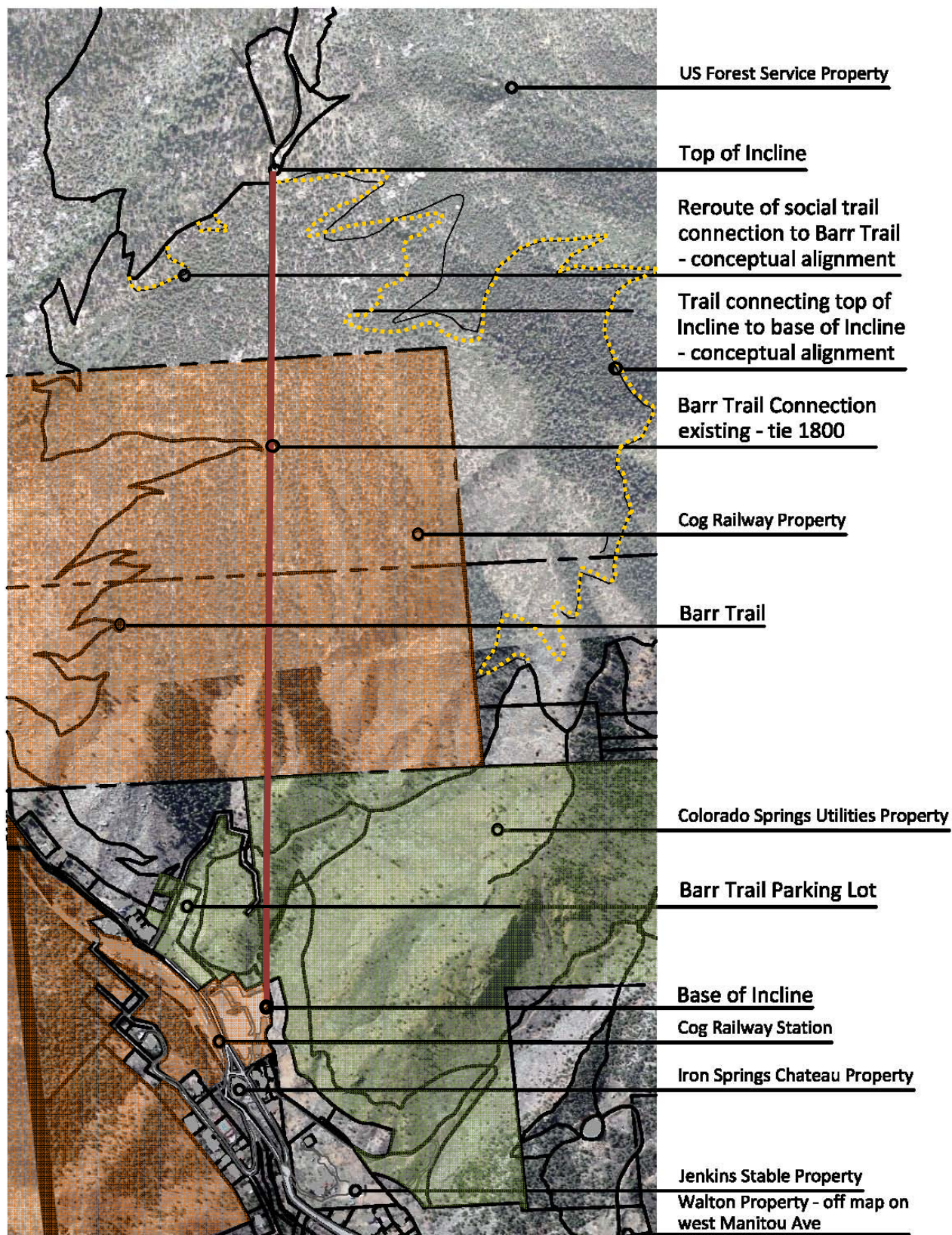
Manitou Incline Public Process

Manitou Incline Public Involvement Process

Together, One Step at a Time

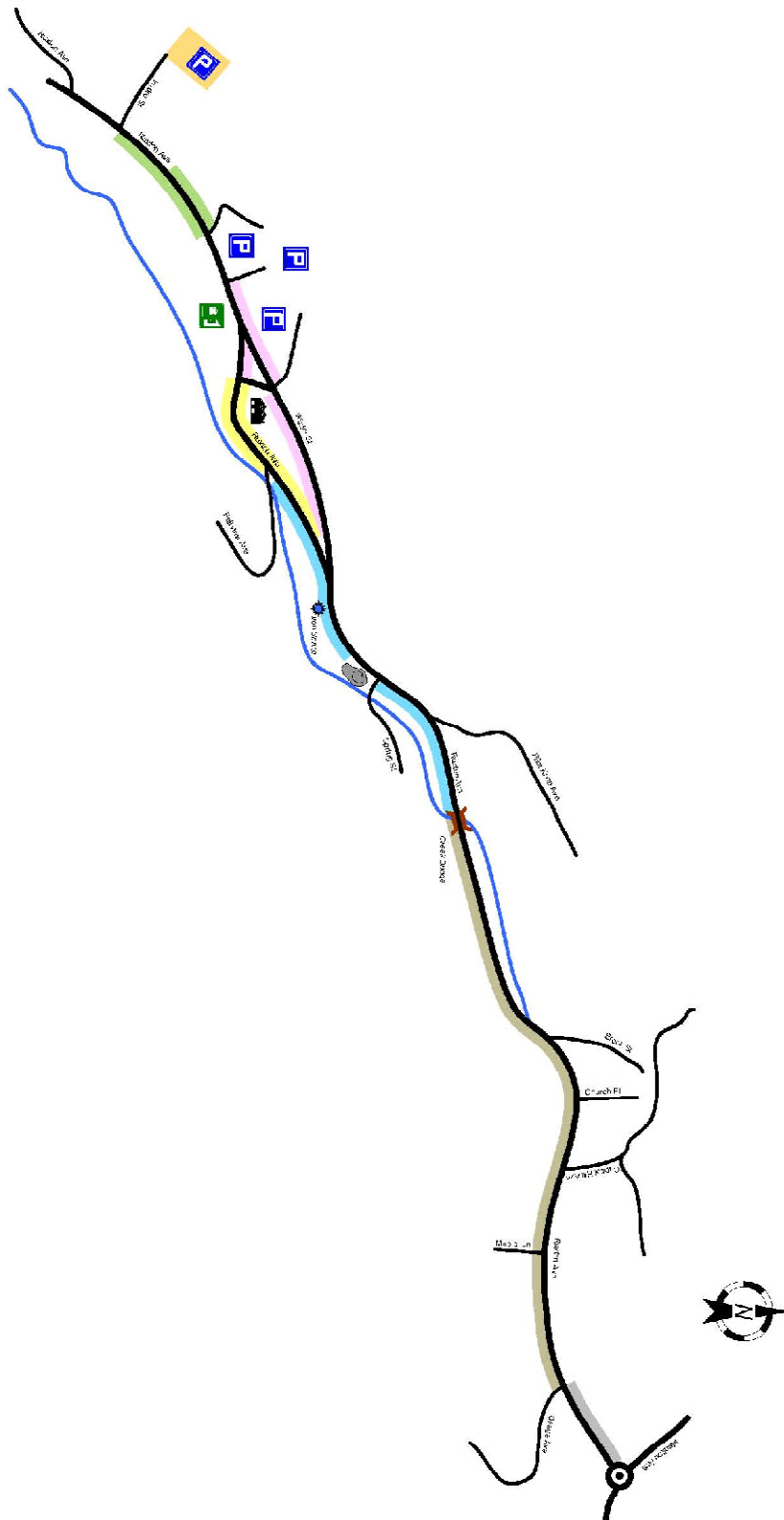


Manitou Incline Site Map



Ruxton Corridor Parking Zones

WILSON
& COMPANY



Zone A
Barr Trailhead
Parking Lot

Zone B
Cog Railway
Parking Areas

Zone C
Iron Springs Chateau
Parking Area

Zone D
Public Spaces between
Cog Railway entrance
and Winter Street

Zone E
Public Spaces between
Fairview Avenue and
the Creek Bridge
East of Pilot Knob

Zone F
Public Spaces between
the Creek Bridge East
of Pilot Knob
and Osage Avenue

Zone G
Public Spaces between
Osage Avenue
and Manitou Avenue

Incline Corridor Condition Ratings

Below is a brief description of the condition ratings, descriptions of each condition. The table on the next page indicates the location - in 12 tie segments - of the various conditions.

All Incline corridor improvements are to meet the following requirements

- Maintain character
- Use natural materials
 - Similar timber material
 - Native rock
- Must consider available site materials and material delivery

CONDITION DESCRIPTIONS

CONDITION 1 – NO PROBLEMS 17%

- Ties are parallel to grade
- Less than 50% exposure

CONDITION 2 – EDGE EROSION 29%

- Ties are parallel to grade
- Greater than 50% exposure at mid
- Edges may be undermined

CONDITION 3 – SOME PINNED 25%

- Ties are parallel to grade
- Greater than 50% exposure at mid
- Edges may be undermined
- Up to 25% of ties are pinned

CONDITION 4 – MORE PINNED 6%

- Ties not parallel to grade
- Full tie exposure
- Greater than 25% pinned

CONDITION 5 – FULLY UNDERMINED 4%

- Ties not parallel to grade
- Fully undermined
- Most or all are pinned

CONDITION 6 – MAJOR PROBLEMS 8%

- Ties not parallel to grade
- Ties fully undermined and shimmed
- All are pinned

CONDITION 7 – COMPLETE FAILURE 11%

- Ties not parallel to grade
- Reconstructed tread

CONDITION SUMMARY

CONDITION	#1	#2	#3	#4	#5	#6	#7	TOTAL
NUMBER OF SECTIONS	37	63	55	14	7	18	25	219
% OF TOTAL	17%	29%	25%	6%	3%	8%	11%	100%
APPR. # OF TIES	456	777	678	173	86	222	308	2700
APPR. LENGTH (FT)	743	1266	1105	281	141	362	502	4400
#1 & #2	46%	2009	ft					
#3 & #4	32%	1386	ft					
#1 - #4	77%	3395	ft					
#5 - #7	23%	1005	ft					

Tie #	Grade	Tie Condition
0	20%	1
12.5	20%	1
25	20%	1
37.5	20%	1
50	20%	2
62.5	20%	2
75	20%	2
87.5	20%	2
100	20%	2
112.5	20%	2
125	20%	2
137.5	20%	2
150	38%	3
162.5	38%	3
175	38%	3
187.5	38%	3
200	38%	3
212.5	38%	3
225	38%	1
237.5	38%	1
250	38%	1
262.5	38%	1
275	30%	1
287.5	30%	1
300	30%	1
312.5	30%	1
325	30%	1
337.5	30%	1
350	13%	1
362.5	13%	1
375	13%	1
387.5	13%	1
400	13%	2
412.5	13%	2
425	40%	2
437.5	40%	2
450	40%	2
462.5	40%	2
475	40%	2
487.5	40%	2
500	40%	2
512.5	40%	2
525	40%	1
537.5	40%	1
550	40%	1
562.5	40%	1
575	40%	2
587.5	40%	2
600	16%	2
612.5	16%	2
625	16%	1
637.5	16%	1
650	16%	3
662.5	16%	3
675	40%	3
687.5	40%	3
700	40%	4
712.5	40%	4
725	40%	4
737.5	40%	4
750	40%	3
762.5	40%	3
775	40%	3
787.5	40%	2
800	40%	3
812.5	33%	2
825	33%	3
837.5	33%	3
850	33%	3
862.5	33%	3
875	33%	3
887.5	33%	2
900	33%	3

Tie #	Grade	Tie Condition
912.5	33%	2
925	33%	2
937.5	33%	2
950	33%	1
962.5	33%	1
975	33%	1
987.5	33%	2
1000	33%	2
1012.5	33%	1
1025	33%	2
1037.5	33%	2
1050	33%	2
1062.5	33%	2
1075	33%	1
1087.5	33%	1
1100	33%	1
1112.5	33%	2
1125	33%	1
1137.5	33%	1
1150	33%	3
1162.5	33%	1
1175	33%	2
1187.5	33%	2
1200	33%	2
1212.5	33%	1
1225	33%	1
1237.5	37%	2
1250	37%	3
1262.5	37%	2
1275	53%	2
1287.5	53%	2
1300	53%	2
1312.5	53%	2
1325	53%	3
1337.5	53%	3
1350	53%	5
1362.5	53%	5
1375	53%	3
1387.5	53%	4
1400	53%	2
1412.5	53%	2
1425	53%	3
1437.5	53%	3
1450	53%	5
1462.5	53%	2
1475	53%	3
1487.5	53%	2
1500	53%	3
1512.5	53%	2
1525	53%	3
1537.5	53%	3
1550	53%	3
1562.5	53%	4
1575	53%	4
1587.5	53%	5
1600	53%	6
1612.5	53%	6
1625	53%	6
1637.5	53%	6
1650	53%	6
1662.5	53%	6
1675	53%	7
1687.5	53%	6
1700	53%	7
1712.5	68%	5
1725	68%	7
1737.5	68%	7
1750	68%	6
1762.5	68%	7
1775	68%	7
1787.5	68%	7
1800	68%	7

Tie #	Grade	Tie Condition
1812.5	68%	7
1825	68%	7
1837.5	68%	7
1850	68%	7
1862.5	68%	7
1875	68%	6
1887.5	68%	6
1900	68%	6
1912.5	68%	6
1925	68%	6
1937.5	68%	6
1950	68%	7
1962.5	68%	7
1975	68%	7
1987.5	68%	7
2000	68%	7
2012.5	68%	6
2025	68%	7
2037.5	59%	7
2050	59%	7
2062.5	59%	7
2075	59%	7
2087.5	59%	6
2100	59%	6
2112.5	59%	6
2125	48%	5
2137.5	48%	5
2150	48%	3
2162.5	48%	3
2175	48%	2
2187.5	48%	2
2200	48%	2
2212.5	48%	2
2225	48%	4
2237.5	48%	2
2250	48%	3
2262.5	44%	4
2275	44%	2
2287.5	44%	2
2300	44%	2
2312.5	44%	3
2325	44%	3
2337.5	44%	3
2350	44%	4
2362.5	44%	4
2375	44%	4
2387.5	44%	3
2400	44%	3
2412.5	44%	3
2425	44%	2
2437.5	44%	3
2450	44%	3
2462.5	44%	3
2475	44%	3
2487.5	44%	3
2500	44%	4
2512.5	44%	3
2525	44%	3
2537.5	44%	3
2550	44%	3
2562.5	63%	3
2575	63%	1
2587.5	63%	2
2600	63%	4
2612.5	63%	3
2625	63%	3
2637.5	63%	7
2650	63%	7
2662.5	63%	3
2675	63%	3
2687.5	22%	2
2700	22%	2
2712.5	22%	2
2725	22%	2
2737.5		