

ADOPTION OF AN EL PASO COUNTY MASTER PLAN (RECOMMEND APPROVAL)

Fuller moved that the following Resolution be adopted:

BEFORE THE PLANNING COMMISSION

OF THE COUNTY OF EL PASO

STATE OF COLORADO

RESOLUTION NO. MP241

**ADOPTION OF THE MAJOR TRANSPORTATION CORRIDORS PLAN
INTO THE EL PASO COUNTY MASTER PLAN**

WHEREAS, The El Paso County Department of Public Works (DPW) requests adoption of the Major Transportation Corridors Plan (MTCP) into the Your El Paso County Master Plan. With adoption, this Plan will become the principal plan for further planning and development of the transportation system within unincorporated El Paso County; and

WHEREAS, C.R.S. § 30-28-108 provides that a County Planning Commission may adopt, amend, extend, or add to the County Master Plan; and

WHEREAS, DPW engaged in a lengthy and extensive public process to develop this Plan, including local land development entities, stakeholders, incorporated jurisdictions, the CO Department of Transportation, the Pikes Peak Council of Governments, Military Installations, the Road Impact Fee Advisory Committee, and the public via surveys, comments, emails, social media, virtual public meetings, announcements, advertisements, and agency reviews; and

WHEREAS, DPW presented the MTCP to the Road Impact Fee Advisory Committee as a voting item on April 11, 2024 where the committee unanimously recommended adoption of the plan; and

WHEREAS, pursuant to C.R.S. § 30-28-106(1), a public hearing is being held by this Planning Commission on June 6, 2024; and

WHEREAS, based on the evidence, testimony, exhibits, study of the master plan for the unincorporated area of the County, comments of members of the El Paso County Planning Commission, comments of public officials and agencies, and comments from all interested parties, this Commission finds as follows:

1. That proper posting, publication, and public notice were provided as required by law for the hearings of the Planning Commission; specifically, legal notice for the hearings was published in *The Gazette* on May 30, 2024.
2. That the hearings before the Planning Commission were extensive and complete, that all pertinent facts, matters, and issues were submitted and reviewed, and that all interested parties were given an opportunity to be heard at those hearings.

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3. That all data, surveys, analyses, studies, plans, designs, maps, and descriptive matter as are required by El Paso County have been submitted, reviewed, and found to meet all sound planning requirements of El Paso County.
4. That for the above-stated and other reasons, the proposal is in the best interests of the health, safety, morals, convenience, order, prosperity, and welfare of the citizens of El Paso County.

NOW, THEREFORE, BE IT RESOLVED that the El Paso County Planning Commission hereby approves the adoption of the Major Transportation Corridors Plan into the El Paso County Master Plan, which is incorporated herein by this reference as if fully set forth herein.

BE IT FURTHER RESOLVED that, pursuant to C.R.S. § 30-28-109, the El Paso County Planning Commission hereby certifies to the Board of County Commissioners and to the planning commissions of all municipalities located within El Paso County a copy of the Major Transportation Corridors Plan, specifically including the maps and descriptive matter that are contained in PCD File No. MP241.

BE IT FURTHER RESOLVED that the El Paso County Planning Commission hereby directs the Clerk of the Planning Commission to record the action taken by the Planning Commission and affix their signature to said descriptive matter pursuant to C.R.S. § 30-28-108.

BE IT FURTHER RESOLVED that the intent of the Planning Commission in *adoption of the Major Transportation Corridors Plan into the El Paso County Master Plan* is that this shall be used as an advisory document. To the extent the Major Transportation Corridors Plan may be subsequently referenced in the County's subdivision and/or zoning regulations, those references shall neither construe nor render the Major Transportation Corridors Plan to be a binding, regulatory document, nor shall such references overcome the intent that the Major Transportation Corridors Plan is advisory and that the Planning Commission and Board of County Commissioners shall maintain their considerable discretion in deciding how to apply the Plan in their land use decisions.

BE IT FURTHER RESOLVED that the following conditions and notations shall be placed upon this approval:

CONDITIONS

1. C.R.S. § 30-28-109 requires the Planning Commission to certify a copy of the Master Plan, or any adopted part or amendment thereof or addition thereto, to the Board of County Commissioners and to the Planning Commission of all municipalities in the County. The Planning Commission's action to amend the Master Plan shall not be considered final until a minimum of ten (10) complete sets of the final documents are provided and such documents are certified by the Chairman of the County Planning Commission and distributed as required by law.

2. Upon adoption by the El Paso County Planning Commission, the effect of this document is adoption of the Major Transportation Corridors Plan into the Master Plan for El Paso County.

NOTATIONS

1. Certification of the documents to the municipalities within the County pursuant to Condition No. 1 above is determined to be satisfied upon transmittal of summary information and maps along with a clear description of the locations where the complete documents are available for inspection, along with an offer to provide a given municipality a complete copy of the documents if requested. The transmittal may be in the form of a digital copy.
2. In approving this document, it is understood that minor editorial and formatting changes will be made in conjunction with the final publication process. These modifications may include pagination, correction of typographical errors, clarifications, insertion of photographs, insertion of references and/or corrections to factual information, or inclusion of comments and modifications associated with the Planning Commission hearings. In no case will substantive changes be made to the text without reconsideration by the Planning Commission.

Merriam seconded the adoption of the foregoing Resolution. The adoption of this Master Plan shall be by resolution as carried by the affirmative votes of a majority of the entire membership of the Planning Commission.

The roll having been called, the vote was as follows: *(circle one)*

Thomas Bailey	<u>aye</u> / no / non-voting / recused / absent
Sarah Brittain Jack	<u>aye</u> / no / non-voting / recused / absent
Jim Byers	<u>aye</u> / no / non-voting / recused / absent
Jay Carlson	<u>aye</u> / no / non-voting / recused / absent
Becky Fuller	<u>aye</u> / no / non-voting / recused / absent
Tim Trowbridge	aye / no / non-voting / recused / <u>absent</u>
Christopher Whitney	<u>aye</u> / no / non-voting / recused / absent
Jeffrey Markewich	aye / no / non-voting / recused / <u>absent</u>
Brandy Merriam	<u>aye</u> / no / non-voting / recused / absent
Bryce Schuettpelz	<u>aye</u> / no / non-voting / recused / absent
Wayne Smith	<u>aye</u> / no / non-voting / recused / absent

The Resolution was adopted by a vote of 9 to 0 by the El Paso County Planning Commission of the State of Colorado.

DONE THIS 18th day of July 2024 at Colorado Springs, Colorado

EL PASO COUNTY PLANNING COMMISSION


By: 
Thomas Bailey, Chair
MP241

EL PASO  **COUNTY**
COLORADO

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Carrie Geitner, District 2
Stan VanderWerf, District 3
Longinos Gonzalez, Jr., District 4
Cami Bremer, District 5

I hereby certify that the El Paso County Planning Commission, on July 18, 2024, approved and duly adopted the enclosed and referenced amendment to the El Paso County Master Plan by adoption of the Major Transportation Corridors Plan (MTCP) (MP241) within the designated area of the unincorporated area of El Paso County, Colorado.



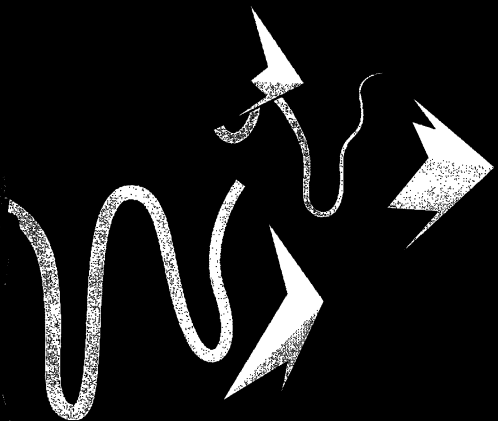
Miranda Benson, Administrative Technician
Clerk, El Paso County Planning Commission

FINAL DRAFT

July 9, 2024



MAJOR TRANSPORTATION CORRIDORS PLAN (MTCOP)



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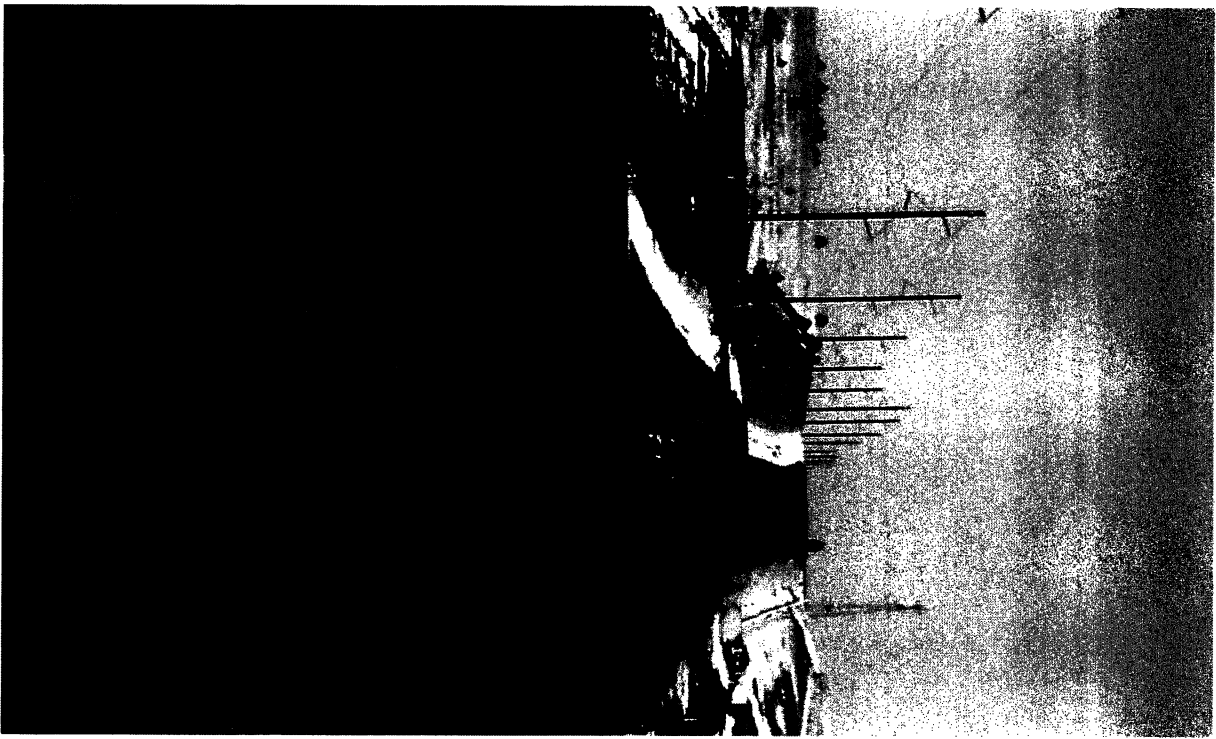
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Acronyms & Abbreviations

AAA	Area Agency on Aging
AADT	Average Annual Daily Traffic
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AVE	Avenue
BLVD	Boulevard
BNSF	Burlington Northern Santa Fe
CCI	Construction Cost Index
CDOT	Colorado Department of Transportation
CDP	Census Designated Place
CML	consolidated main line
CNT	Center for Neighborhood Technology
CO	Colorado; Colorado State Highway
COS	Colorado Springs
DPW	Department of Public Works
DPW SP	Department of Public Works Strategic Plan
DR	Drive
DTC	Denver Tech Center
ECM	Engineering Criteria Manual
EPC	El Paso County
EV	electric vehicles
FHWA	Federal Highway Administration
FRPR	Front Range Passenger Rail
GHG	greenhouse gas
H+T	Housing + Transportation
HB	House Bill
HUTF	Highway Users Tax Fund
I	Interstate
ID	identification number
IGA	Intergovernmental Agreement
KSI	Killed and Severely Injured
LEHD	Longitudinal Employer-Household Dynamics
LTS	Level of Traffic Stress



M	million
MAMSIP	Military Access, Mobility, and Safety Improvements Projects
MMOF	Multimodal and Mitigation Options Fund
MMT	Mountain Metro Transit
MP	Your El Paso County Master Plan
MPO	Metropolitan Planning Organization
MTCP	Major Transportation Corridors Plan
MUTCD	Manual of Uniform Traffic Control Devices
NCHRP	National Cooperative Highway Research Program Report
O/D	origin/destination
PCI	Pavement Condition Index
PPACG	Pikes Peak Area Council of Governments
PPRTA	Pikes Peak Rural Transportation Authority
PPSC	Pikes Peak State College
RD	Road
ROW	Right-of-Way
RPP	Regional Priority Program
RSA	Road Safety Audit
SB	Senate Bill
SCRPP	Southern Colorado Rail Park
SFB	Space Force Base
STBG	Surface Transportation Block Grant
TAP	Transportation Alternatives Program
TAZ	transportation analysis zones
TMP	Transportation Master Plan
TPR	Transportation Planning Region
UP	Union Pacific
UPRRR	Union Pacific Railroad
US	United States
ZEB	zero emission buses



Chapter 1. Introduction

About El Paso County, Colorado

Colorado's El Paso County (EPC) varies significantly in land form, from a forested and mountainous western edge featuring world-renowned Pikes Peak and tourist destinations to the urban and suburban areas of Colorado Springs, surrounding municipalities, and military installations. The County continues eastward to wide-open agricultural and sparsely populated rural areas.

The county has a quadrangular form spanning 2,130 square miles. El Paso County is larger than the state of Delaware. Unincorporated land makes up 89 percent (1,891 square miles) of the County, found predominantly within the rural east and the protected mountainous areas of the west. **Figure 1** shows the study area included in this Major Transportation Corridors Plan (MTCP).

Of the eight incorporated communities within El Paso County, only two are located within the eastern half: Colorado Springs, the state's second largest city behind Denver, lies at the heart of the County, to which a large part of the County's population commutes to daily from outlying areas for work. There are several unincorporated communities in the County, as well as five military installations in the Pikes Peak region that contribute significantly to the region's population, employment base, and travel patterns.

Based on the latest United States (US) Census Bureau Decennial Survey (2020), El Paso County is Colorado's most populous county, with a population of 730,395. Incorporated communities represent two thirds of the county population (498,373), resulting in a population of 232,022 in unincorporated areas of the county.

Incorporated Communities

Calhan, Colorado Springs, Fountain, Green Mountain Falls, Manitou Springs, Monument, Palmer Lake, Ramah



The State Demographer's Office projects the County to grow at an annual rate of 1.15 percent over the next 10 years

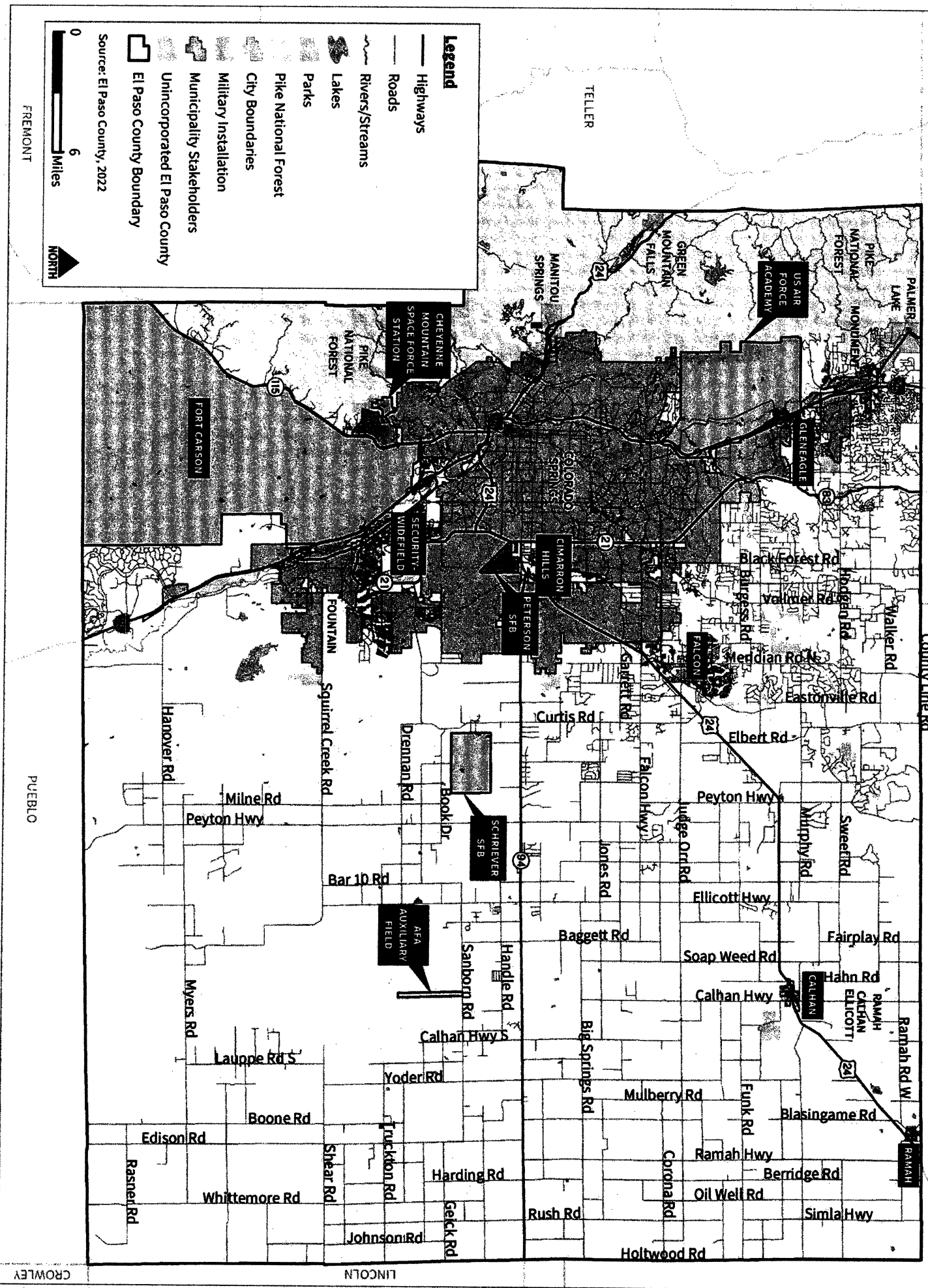


Overall population is expected to approach 1 million by year 2050.

Figure 1. Study Area

Douglas

Elbert





Purpose of the Plan

The MTCP is the guiding document for the transportation network in unincorporated El Paso County. This plan documents the vision for transportation and provides a list of needed improvements, a funding plan, and a long-term right-of-way preservation plan, as well as policies and strategies to implement the plan.

The fundamental goal of the MTCP is to identify the roadway improvements needed to safely handle current and future traffic. Also serving as the basis for the County's Road Impact Fee program, the MTCP updates the methodology to ensure that new development helps fund roadway infrastructure improvements needed to accommodate growth from residential and commercial development. The MTCP is updated regularly to keep pace with everchanging growth, safety, and travel needs.

Colorado Transportation Policies

In recent years, the State of Colorado has been emphasizing transportation investments that address and consider greenhouse gas (GHG) emissions and disproportionately impacted communities. The state has also implemented new fees since the adoption of the 2016 updated MTCP. Several new rules, bills, and policies have gone into place since 2016, and have altered the framework of how transportation systems are planned, approved by the State, and implemented, and how funds are distributed to local communities in Colorado.

HB 19-1261

House Bill (HB) 19-1261 defines statewide GHG reduction goals for 2025 (26 percent reduction), 2030 (50 percent reduction), and 2050 (90 percent reduction) based on a 2005 GHG benchmark. HB 19-1261 requires the consideration of air quality improvements in transportation solutions, outlines the benefits of emissions reductions, notes the capital costs of compliance, and defines opportunities to incentivize clean energy in transitioning communities.

The bill resulted in the creation of the Greenhouse Gas Pollution Reduction Roadmap based on the GHG reduction targets. The Roadmap defines how emissions may be reduced within the set timeframes and includes strategies such as accelerating the transition to wind and solar power in the electricity generation sector and minimizing direct emissions — such as methane leaks from the fossil fuel industry and other sources. Several other rulings and policies that provide more tangible restrictions on emissions or create new incentives to reduce transportation emissions have resulted from this bill and aid the implementation of solutions that work towards the GHG reduction targets.

SB 21-260 and CDOT's GHG Pollution Reduction Planning Standard

Senate Bill (SB) 21-260 creates new state enterprises and sources of dedicated funding to promote a sustainable transportation system by preserving, improving, and expanding existing transportation infrastructure and developing infrastructure to support the widespread adoption of electric vehicles (EVs). Through these transportation improvements,

SB 21-260's goal is to mitigate adverse environmental and health impacts of the transportation system.

Funds will be raised via general fund transfers and new fees on gasoline, diesel, and electric vehicles, residential deliveries, and rideshare trips. The bill also creates three new enterprises to aid vehicular electrification:

- Community Access Enterprise (\$310 million (M) fund) to support EV infrastructure
- Clean Fleet Enterprise (\$289M fund) to support commercial vehicular electrification
- Clean Transit Enterprise (\$134M fund) to support electric transit, such as Zero Emissions Buses (ZEBs).

SB 21-260 allocates more than \$450M for the Multimodal and Mitigation Options Fund (MMOF) to improve access to multimodal transportation and \$115M for the Revitalizing Main Street program which aims to improve pedestrian and bicycle infrastructure.

SB 21-260 works in tandem with the new Colorado Department of Transportation (CDOT) rule, the GHG Pollution Reduction Planning Standard. This ruling will require CDOT and local planning regions to model GHG emissions from the transportation sector so that the projects selected would meet the goals of the GHG Roadmap. If local planning regions cannot model projects to reduce GHGs, then most sources of federal transportation funding that local governments use will be restricted to only projects that do reduce GHG, such as trails, sidewalks, bike lanes, and transit. The ruling is also one of several transportation strategies identified in the state's GHG Pollution Reduction Roadmap.

The MTCP process must be effectively coordinated with state, regional, and other county and city planning efforts. Of particular interest is the purpose of each plan, the goals, and project recommendations, such as those calling for new roadway connections, roadway widenings, and changes in intersection traffic control such as signalization. More than 20 plans and studies and nearly 30 El Paso County capital investment projects were scanned. Many of these plans can be accessed via links below or at Road & Bridge Planning - El Paso County Public Works. This MTCP adopts by reference any relevant plans not previously formally adopted by the County, unless marked Draft.

[El Paso County Strategic Plan 2017-2021](#) (2017)

[El Paso County Master Plan](#) (2021)

[El Paso County Parks Master Plan](#) (2022)

[El Paso County Local Road Safety Plan](#) (2023)

[Colorado State Access Code](#) (2002)

[El Paso County Highway 105 Corridor Study](#) (2012): Part 1, Part 2, Part 3

[State Highway 94 Access Management Plan](#) (2012)

[Hodgen Road Corridor Plan](#) (2007)

[Hodgen Road Access Management Plan](#)

[Markshiefel Road Corridor Study](#) (2007)

[Meridian Road \(North\) Corridor Plan](#) (2009)

[Military Access, Mobility, and Safety Improvements Projects \(MAMSIIP\)](#) (2019)

[El Paso County Projects: Short Term Maintenance and Long Term Projects](#)

[El Paso County Road and Bridge Planning](#)

[CDOT State Highway 83 \(CO 83\) Access Control Plan](#)

[Draft Colorado Department of Transportation US 24 Access Control Plan Update](#)

[El Paso County Briargate Pkwy / Stapleton Dr Corridor Study and Access](#)

[Control Plan](#)

[Project: Peyton Drainage & Transportation Master Plan](#)

[Eastonville Road Traffic Study](#)

[Draft South Powers Boulevard Extension Study](#)

[Woodmen Road Access Management Plan](#)

Plans not adopted by reference:

[Statewide Transportation Plan](#) (2020)

[Central Front Range 2045 Regional Transportation Plan](#) (2020)

[Pikes Peak Area Council of Governments \(PPACG\) 2045 Long Range Transportation Plan](#) (2020, amended 2021)

[PPACG Tri-County Study](#) (2022)

[City of Colorado Springs, PlanCOS](#) (2019)

[City of Colorado Springs, ConnectCOS](#) (2023)

[AnnexCOS IGA](#)

[City of Fountain Transportation Impact Fee](#) (2022)

[City of Fountain Transportation Master Plan](#) (2022)

[Town of Monument Comprehensive Plan](#) (2017)



Transportation Goals

Your El Paso Master Plan, the County's Master Plan (MP), adopted in 2021, set a vision for a more livable and prosperous county for the next 30 years. Values such as responsible development, complete communities, advancement of established industries, regional and national access, coordination and collaboration with military installations and local governments, connectivity and preserving natural beauty are central to the Master Plan.

In addition, the Master Plan focuses on ten core principles, including one directly related to the transportation system and mobility. Core Principle 4, Transportation and Mobility, is to connect all areas of the County with a safe and efficient multimodal transportation system. Its four goals are as follows:

- **Goal 4.1** - Establish a transportation network that connects all areas to one another, emphasizing east-west routes, reducing traffic congestion, promoting safe and efficient travel.
- **Goal 4.2** - Promote walkability and bikability where multimodal transportation systems are feasible.
- **Goal 4.3** - Foster transit-supportive development and coordinate to expand public transportation options.
- **Goal 4.4** - Develop a sustainable funding mechanism for transportation infrastructure and maintenance.

The Master Plan also includes principles to address land use and development, housing

and communities, economic development, community facilities and infrastructure, military installations, recreation and tourism, community health, environment and natural resources, and resiliency and hazard mitigation.

MTCP Goals

The MTCP lays out the next 20 years of transportation improvements in El Paso County and brings to life the mobility goals, ideas, and values established by the Your El Paso Master Plan process. The MTCP will work in coordination with the goals outlined in the Master Plan to ensure cooperation between the two plans for project development and implementation. These goals will drive the vision of El Paso County and aid the development of a list of needed improvements, funding mechanisms, and a long-term right-of-way preservation plan, as well as policies and strategies to implement the plan. The MTCP also works in tandem with the Department of Public Works (DPW) Strategic Plan (SP), which sets forth a vision for public service throughout the County.

The MTCP establishes six goal areas to add depth to the Master Plan principles, and to reflect community and stakeholder priorities and concerns. These goals guide the overarching vision for the transportation network in unincorporated El Paso County. **Figure 2** shows how the public ranked the draft transportation goals, which are shown in full on the following page.

Figure 2. MTCP Transportation Goals

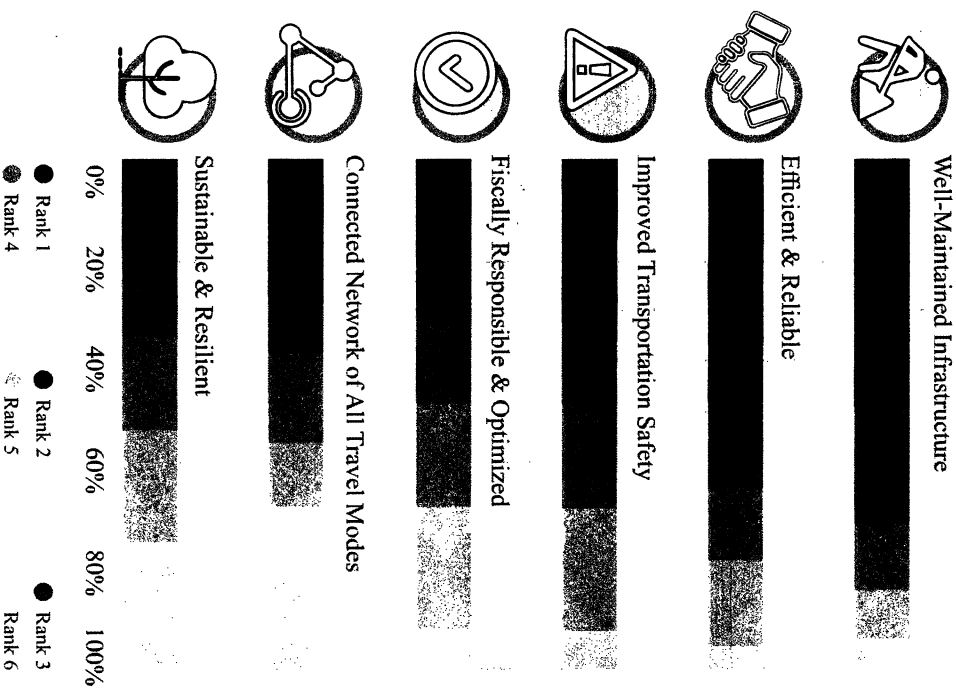


Figure 2. An interactive exercise asked community members to rank goals from highest priority (Rank 1) to lowest priority (Rank 6). For more information on the results of engagement, see "Engagement" section.



1 Fiscally Responsible & Optimized

El Paso County is a good steward of public funds and leverages grant and other funding sources and opportunities to optimize transportation infrastructure for the public benefit.

MP ☑: *Community & Facilities*

DPW SP ☑: *Invest in community to improve county infrastructure, seek additional resources, and identify unmet needs.*



4 Efficient & Reliable

Travel times and distances are reliable and efficient with land use efficiencies, a redundant roadway network, and innovative technologies to improve mode/route options and traffic flow.

MP ☑: *Land Use & Development*

DPW SP ☑: *Set a course of continuous improvement dedicated to delivering innovative and professional service across all operational areas; Update equipment with modern technologies to promote safer operation and maximize efficiencies.*



2 Improved Transportation Safety

People of all ages and abilities feel safe when traveling by their choice mode.

MP ☑: *Community Health*

DPW SP ☑: *Promote an environment that enhances safety for employees and citizens.*



5 Well-Maintained Infrastructure

The County maintains existing assets to reduce the need for expensive major roadway reconstruction to be good stewards of public infrastructure and trust.

MP ☑: *Community & Facilities*

DPW SP ☑: *Update equipment with modern technologies to promote safer operation and maximize efficiencies; Plan for future operational needs now.*



3 Connected Network of All Travel Modes

Travel mode networks (bike, walk, transit, and vehicles) are well-connected and facilitate travel options for people, goods, tourism, and military from where they are to where they need to go.

MP ☑: *Land Use & Development; Housing & Communities; Military Installations*

DPW SP ☑: *Provide insight on future operational programs and capital projects.*



6 Sustainable & Resilient

Use policies and proven technologies to sustain the transportation system, reduce transportation-related emissions and environmental impacts, and assist the community in recovering from natural disasters.

MP ☑: *Environmental & Natural Resources; Resiliency & Hazard Mitigation*

DPW SP ☑: *Maintain a high state of readiness for Department of Public Works response to emergencies, natural disasters, and weather-related events.*



Chapter 2. Community Engagement

Engagement Overview

Outreach to the public and key stakeholders is essential to understanding the transportation needs, issues, and values of those who live, work, and recreate in El Paso County. The project team sought input from the public in multiple phases as well as from stakeholders. Each phase of public engagement involved opportunities to comment on various aspects of the transportation system to understand stakeholder and community priorities, needs, and concerns for transportation. The sections below summarize each phase and highlight the results. The final section of this chapter summarizes outreach to various stakeholders, including municipal representatives, military personnel, developers, and other transportation advocates.

Phase 1 Public Engagement (June to September 2022)

Phase 1 engagement focused on listening to the public via digital and virtual engagement techniques and listening to stakeholders through a series of interviews. In addition, Phase 1 engagement established a qualitative understanding of mobility needs, issues, and opportunities to inform the MTC's vision, goals, corridor needs, and support project development and prioritization. The project website, press releases, social media, *The Roadway* newsletter, and email blasts were used to solicit feedback.

A brief survey was conducted to get a better understanding of community preferences. The survey asked respondents about their current perceptions of the El Paso County transportation system as well as what they identified as topics of concern.

The Idea Wall allowed the public to post general input about transportation in the County. The Idea Wall was crafted so that comments would be categorized by mode: Roads/Traffic, Transit, Biking, Walking, Safety, Other. Participants could "like" and "dislike" comments and reply with additional comments to further inform overall community sentiment.

To complement the Idea Wall, the Social Pinpoint platform featured an online interactive commenting map where the public could provide location-specific comments about transportation issues, ideas, and concerns in El Paso County. Comment categories were as follows: Roadway Widening, Traffic Control, Paving Needs, Transit, Biking, Walking, and Safety. Participants could "like" and "dislike" comments and reply with additional comments to indicate consensus or not. In addition, the map featured an icon labeled "Maintenance" to allow participants to directly request maintenance help via a link to DPW's online customer request form to facilitate a convenient and timely entry into DPW's maintenance request system.



Engagement Audience by the Numbers

21K	Facebook followers	840	Total Social Pinpoint visits
11.5K	Twitter followers	280	Unique users
~ 500	People via email	90	Comments



Results

The following themes emerged from the three online engagement tools:



**Roads/Traffic
(11 comments):**

Major themes include traffic congestion and safety. The intersection of Highway 105 and Roller Coaster Rd was identified as a particularly problematic intersection. Multiple comments described intense traffic delays (multiple signal cycles to go through) around areas of heavy commuter traffic and the need to plan in anticipation of rapid development and ensuing traffic increases.



**Safety
(12 comments):**

Safety comments mentioned unsafe grades and that vehicle speeds are too high in a location with bicyclists and pedestrians. Several safety comments focused on concerns over drivers ignoring the speed limits (speeding). Overall, many comments touched on safety even if they chose another category to submit their comment in. This was a top priority across all modes of travel.



**Roadway Widening/
Traffic Control
(21/12 comments):**

Several comments addressed major concerns over roadway capacities around areas of high, continued development (i.e., Monument, Falcon). Additional comments addressed the need to widen roads for traffic capacity, but also multimodal options such as bike lanes. Community members also expressed a desire to add streetlights to higher traffic intersections and around schools (e.g., Del Rio and Eastonville is specified as an area of concern). Other comments mentioned that proposed developments will increase traffic, and suggested ways to alleviate this potential congestion.



**Transit/Biking/
Walking
(11/8/6 comments):**

Various locations were pointed out as needing Park and Rides built (along County Line Rd, CO 83, and I-25). The public identified a lack of infrastructure for both biking and transit. Particularly for biking, there are complaints that many roads are not suitable for biking due to safety reasons. Respondents also suggested that increased biking connections and safety are needed, including bike lanes throughout the county and bike crossings across I-25. In addition, community members suggested that increased pedestrian trail and sidewalk connectivity is needed around parks/golf courses and new development areas.



**Paving Needs
(5 comments):**

Respondents mentioned that the road to the landfill has high truck volumes and needs to be paved. In addition, paved roads in specific areas would improve alternative routes and intersection flows.





Phase 1.5 Public Engagement Highlights (January to February 2023)

Phase 1.5 of outreach involved additional community engagement to garner input on the prioritization of the MTCP draft goals and to reconnect with the public between Phase 1 (Summer 2022) and Phase 2 (Spring 2023) of public engagement.

Engagement Opportunities

Community members were asked to rank the relative importance of the draft MTCP transportation goals. The goals can be found in the Transportation Goals section of this report on page 6.

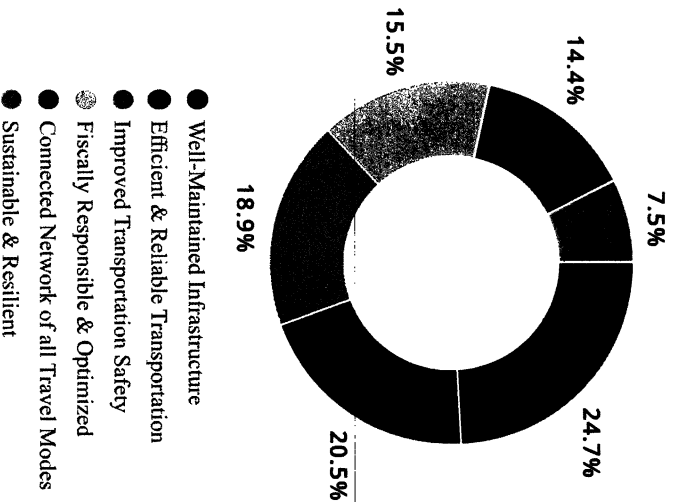
Results

“Well-Maintained Infrastructure” was the highest ranked goal among community members. “Efficient and Reliable Transportation” was the second highest ranked goal, “Improved Transportation Safety” was the third highest goal, and “Fiscally Responsible and Optimized” was the fourth highest goal. “Connected Network of all Travel Modes” was the fifth highest ranked goal, and “Sustainable and Resilient” was the lowest ranked goal, with nearly half of respondents ranking it as their fifth or sixth (out of 6) priority.

In addition, community members were given the opportunity to add their own goals in Question 2. Forty-six people entered text in the data field. Many provided commentary or suggested an action rather than a goal. Approximately 37 percent of these Question 2 responses listed action items, such as maintenance needs or where roads needed to be upgraded or widened.

Approximately 24 percent of responses provided additional commentary or context on goals, 15 percent of comments mentioned transit needs, 8 percent provided no comment. The remaining 15 percent suggested other goals. **Figure 3** shows these survey results.

Figure 3. Goal Ranking Exercise Results



Phase 2 Public Engagement Highlights (March to April 2023)

Understanding the trade-offs and costs of transportation investments informs decision making. The purpose of Phase 2 was to present alternatives and consult the public on prioritization.

Phase 2 of Public Engagement was promoted through email blasts to subscribers, *EPC Courier* and *The Roadway* newsletter articles, outreach to committees and commissions, and project website announcements.

Engagement Opportunities

El Paso County posted an online Project Commenting Map to gather input on projects proposed in past and current transportation plans and studies. The map featured more than 200 planned/recommended projects. Community members could comment on the following categories: Existing Roadway Improvements, Roadway Capacity, Paving/Gravel, Safety, Bike/Pedestrian, and Other.

El Paso County also posted a Budget Exercise to gather input on how community members would prioritize transportation spending. The interactive tool asked respondents to identify how they would spend \$100 on a variety of categories: Upgrade County Roads, Improve Intersections, Expand Multimodal Options, Pave Gravel Roads, Add New Roadway Connections or Widen Roads, Incorporate Innovative Technologies, Improve Safety for All Modes, and Focus Improvements for People with Disabilities.



Phase 2 Engagement Audience by the Numbers

210 comments on the Project Commenting Map

113 comments on the Budget Exercise

Crash History

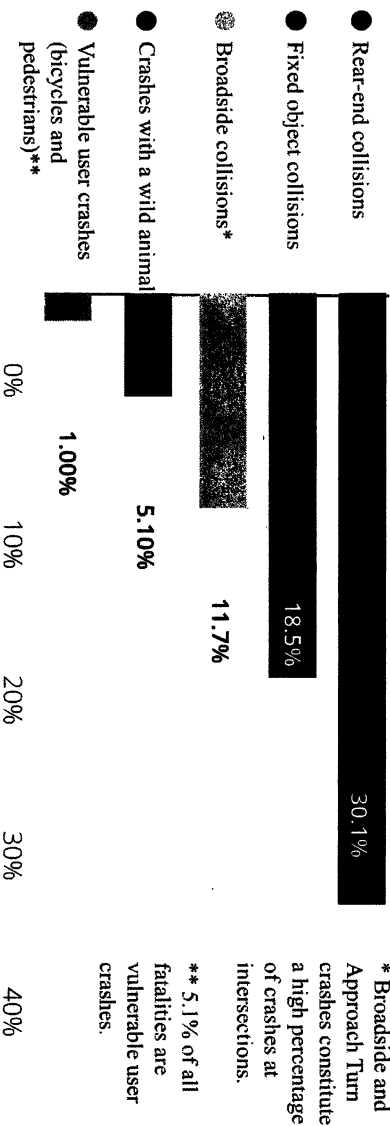
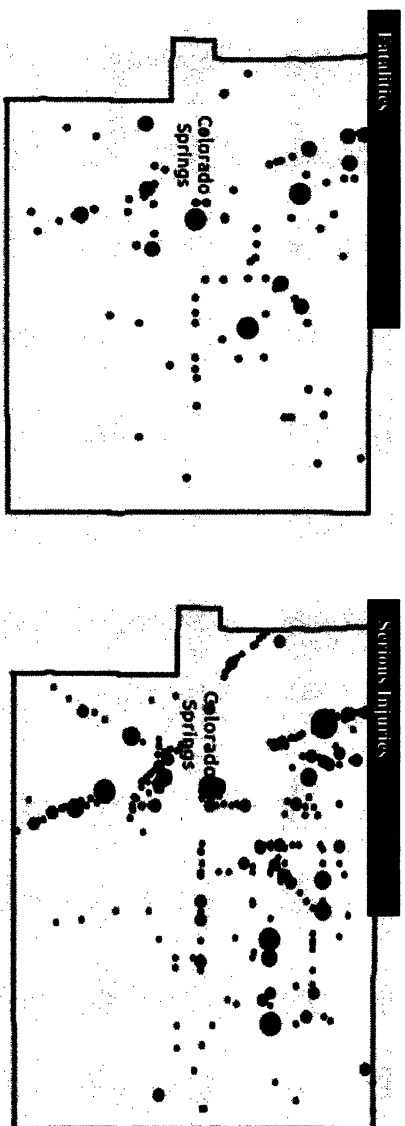
Roadway safety can be characterized by the ability of a person to travel along a roadway network freely without injury or death. It is usually assessed through a qualitative and quantitative evaluation of crash histories by mode of travel. This evaluation sheds light on crucial information such as locations with an over-representation of crashes, crash types and crash severity issues. Under programs such as Vision Zero, severity concerns are often subject to formal safety evaluations such as Road Safety Audits (RSA) after the initial identifications of areas of concern.

In early 2023, El Paso County adopted an updated Road Safety Plan along with Vision Zero/Towards Zero Deaths strategies to reduce road related fatalities. The plan's analysis identified data trends in fatalities and serious injuries, including locations and crash types.

Figure 15 shows the fatalities and serious injuries crash density maps from the Road Safety Plan's analysis of crash data (2015-2019). Data analysis provides insights into the corridors with safety issues and possible correlation with high-speed segments of major arterials and expressways. Speed related involvement, intersection design, lane departure and restraints not used by occupants are the four major factors contributing to injury severity.

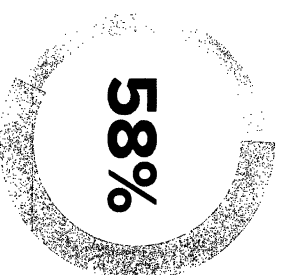
High severity crashes include crashes involving killed and Severely Injured (KSI) crashes. Overturning and fixed object tend to be of more concern in rural areas; broadside KSI crashes are more common in urban areas. Further analysis of the PPACG crash data revealed that almost 23 percent of all KSI crashes happen at nighttime at unlighted locations, and more than 35 percent of all KSI crashes happen at intersections.

Figure 15. Fatalities & Serious Injuries



* Broadside and Approach Turn crashes constitute a high percentage of crashes at intersections.

** 5.1% of all fatalities are vulnerable user crashes.

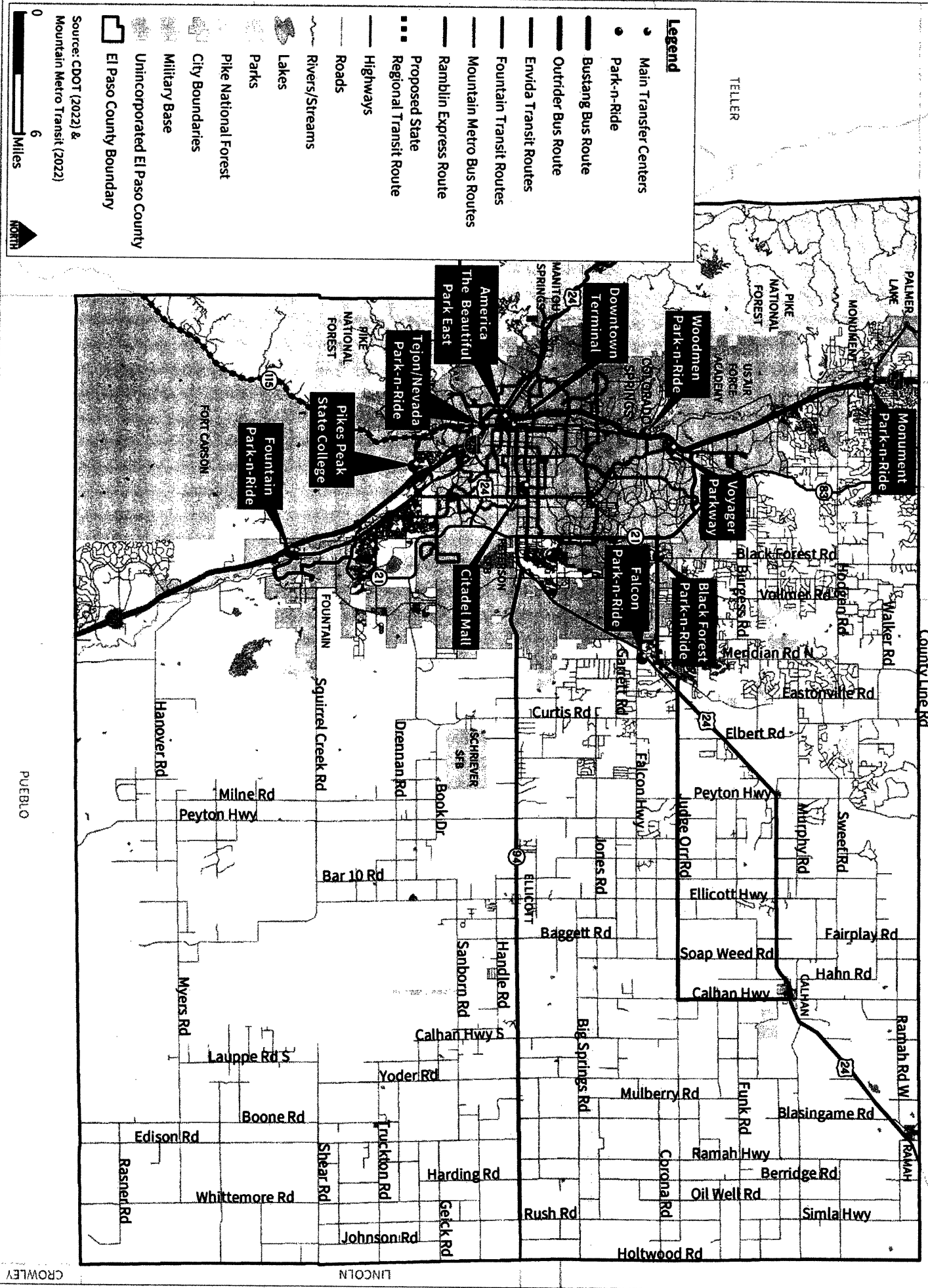


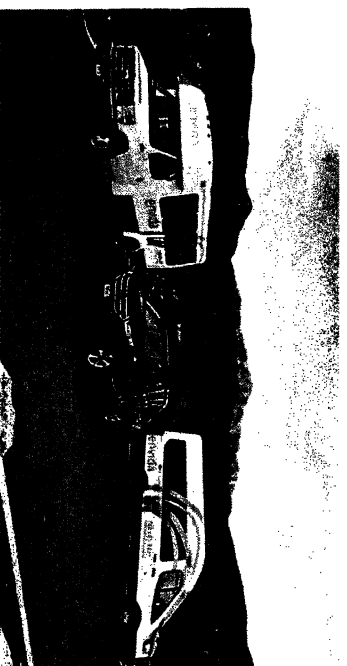
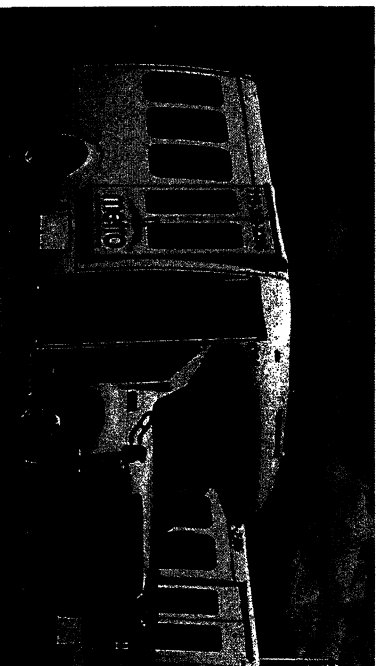
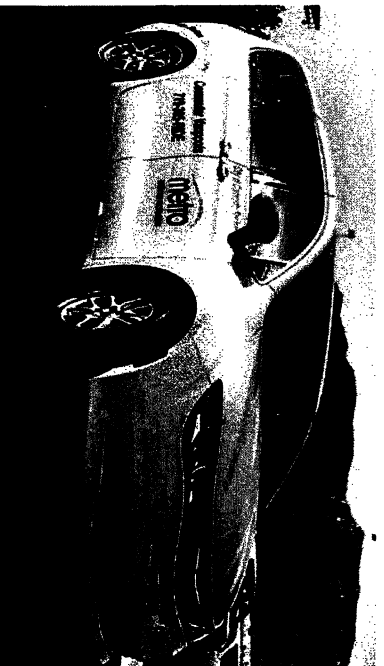
of fatalities and serious injuries of unincorporated areas were located in principal arterials and expressways.

>11,000 traffic crashes were reported on streets and highways within the County (2015-2019)

4,101 crashes reporting injuries or fatalities

Figure 14. Transit Services within El Paso County





Other Transit Services

- Four park-n-rides have bus service (Bustang/Outrider and MMT) and two park-n-rides (Black Forest and Falcon) on the northeast side of the county provide carpool and vanpool parking.
- Mountain Metro Rides offers free ride matching services through a carpool and schoolpool program, designed to match people who want to share a ride. People can also subscribe to a vanpool program where MMT will provide the van and passengers pay a monthly subscription.
- Pikes Peak Cog Railway is the only passenger rail line in service within El Paso County, providing a recreational service from Manitou Springs to Pikes Peak. The line is 9 miles long.
- Front Range Passenger Rail is being studied to eventually provide regional passenger rail service from Fort Collins to Pueblo. All current alternative alignments parallel I-25 within El Paso County and include a stop in Colorado Springs.
- Mountain Metro Mobility provides demand-response service for individuals with mobility needs that prevent them from using the fixed-route bus system. Per ADA requirements, Mountain Metro must "provide complementary paratransit service to origins and destinations within corridors with a width of three-fourths of a mile on each side of each fixed route." Riders must qualify for the service based on the criteria set by ADA. Mountain Metro Mobility is available during the same days/hours as the local fixed-route system.
- Human Services: Envida MOVES is a transportation service that uses Area Agency on Aging (AAA) Medicaid, and grant funding to provide rides for people with disabilities, older adults, and the economically disadvantaged within El Paso County. Envida service in eastern El Paso County is open to the public, providing service along US 24 and CO 94 four days a week to Calhan, Ramah, Ellicott, Yoder, and Rush. The service connects with in-town transit providing rural residents access to services in Colorado Springs. Within Colorado Springs, Envida service is available only to people unable to access Mountain Metro Mobility services or people that cannot use MMT's public transit. The service regularly transports older adults under the Older Americans Act.

El Paso County Major Transportation Corridors Plan

Transit

Mountain Metropolitan Transit

The main transit service provider in El Paso County is MMT, which provides fixed-route transit and paratransit service (Metro Mobility ADA) for the region. MMT is the primary source of public transportation services within the urbanized area of El Paso County. In addition to bus routes within the City of Colorado Springs, MMT provides service west to Manitou Springs, north to the Chapel Hills Mall, and south into the unincorporated area of Widefield. The City of Fountain also provides fixed-route bus service with one route covering the majority of the city at a 45-minute frequency. **Figure 14** illustrates existing transit services in El Paso County.

Interregional Services — Bustang and Bustang Outrider

Interregional services include CDOT Bustang and Bustang Outrider. CDOT's Bustang South Line provides regional service between Colorado Springs and Denver daily, year-round (except major holidays). Current scheduled service provides six round trips in each direction on weekdays, with a focus on peak hour travel, and two round trips on the weekends. CDOT's Bustang Denver Tech Center (DTC) Line provides regional service between Colorado Springs and the Denver Tech Center only weekdays, year-round (except major holidays). Current scheduled service provides two round trips, leaving Colorado Springs in the morning and returning late afternoon from the DTC area. CDOT's Outrider service operates between Lamar, Pueblo, and Colorado Springs daily, year-round (except major holidays). Current scheduled service provides one roundtrip departing early morning from Lamar and departing early afternoon for the return trip to Pueblo and Lamar.

Bustang South Line ridership dropped significantly during the COVID-19 pandemic. Given the nature of the service, many South Line riders were commuters and commuter travel patterns are currently at 32 percent of pre-pandemic levels. Outrider ridership has returned to pre-pandemic levels; it is currently at 102 percent, when measured quarterly.

Overview of MMT Operations

32 routes, approximately 6 am to 9pm, during the weekday and with some reductions during the weekend.

10,500 Pre-COVID 19 Boardings per Weekday

5,800 2021 Boardings per Weekday

4,800 2022 Boardings per Weekday

1,830,000 total boardings in 2021

Busiest MMT Routes

Line 33 Manitou Shuttle serving the incline

Line 5 Downtown to the Citadel Mall

Line 25 Citadel Mall to Voyager Parkway

El Paso County Major Transportation Corridors Plan

Pedestrian Facilities

Pedestrians in El Paso County use sidewalks or off-street trails in urban areas and multiuse shoulders in rural areas. The comfort of the 540 miles of sidewalks in unincorporated El Paso County can be measured via a Walk Score, a metric for multimodal accessibility, including proximity, comfort, and ease of travel to nearby destinations. Missing sidewalks or sidewalks in poor or substandard condition can reduce the Walk Score of a community and can limit the ease of mobility of pedestrians, including persons with disabilities.

Examples of sidewalk deficiencies include missing sidewalks, missing accessible curb ramps at street crossings, poor sidewalk condition, missing or inadequate crossings, narrow widths, and/or lack of buffer between sidewalk and street. Identified sidewalk gaps provide an opportunity for improvement in critical areas of communities, such as near employment centers, schools, and commercial locations. Origin and destination trip data presented previously in this report supports the improvement of facilities where there is high demand of trips and missing facilities. Commercial and employment locations on Powers Blvd in Cimarron Hills, Meridian Rd in Falcon, and Woodmoor Dr/Misty Acres Blvd east of Monument are examples of locations for potential improvements.



540 miles

of sidewalks in unincorporated El Paso County. Most of these sidewalks as attached facilities.

375 miles

of missing sidewalks in Gleneagle, Cimarron Hills, Security-Widefield, Falcon, and near Monument.

Approximately 84 miles

of sidewalks are detached from the curb. Little separation between vehicles and pedestrians on 85 percent of sidewalks.



