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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
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 Audits
SB	Senate Bill
SCRP	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
UPRR	Union Pacific Railroad
US	United States



Chapter 1. Introduction

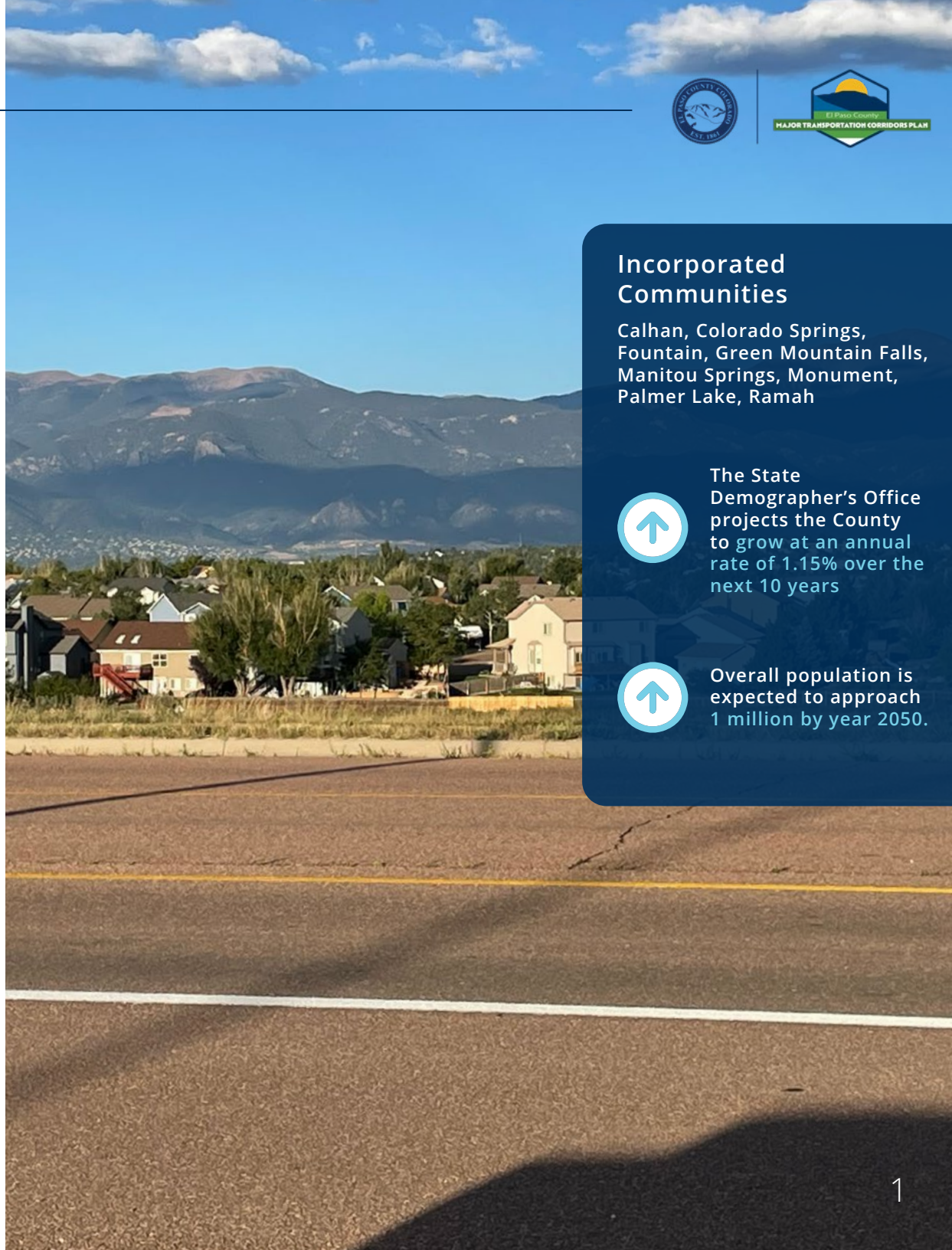
About El Paso County, Colorado

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% over the next 10 years



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



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.



Related Plans & Studies

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 formally adopted by the County.

- [El Paso County Strategic Plan 2017-2021 \(2017\)](#)
- [El Paso County Highway 105 Corridor Study \(2012\)](#)
- [El Paso County Master Plan \(2021\)](#)
- [State Highway 94 Access Management Plan \(2012\)](#)
- [El Paso County Parks Master Plan \(2022\)](#)
- [Hodgen Road Corridor Plan \(2007\)](#)
- [El Paso County Local Road Safety Plan \(2023\)](#)
- [Marksheffel Road Corridor Study \(2007\)](#)
- [Statewide Transportation Plan \(2020\)](#)
- [Meridian Road \(North\) Corridor Plan \(2009\)](#)
- [Central Front Range 2045 Regional Transportation Plan \(2020\)](#)
- [Military Access, Mobility, and Safety Improvements Projects \(MAMSIP\) \(2019\)](#)
- [Colorado State Access Code \(2002\)](#)
- [El Paso County Projects: Short Term Maintenance Projects](#)
- [Pikes Peak Area Council of Governments \(PPACG\) 2045 Long Range Transportation Plan \(2020, amended 2021\)](#)
- [El Paso County Capital Projects: Long Term Projects, Studies, and Plans](#)
- [PPACG Tri-County Study \(2022\)](#)
- [Colorado Department of Transportation State Highway 83 \(CO 83\) Access Control Plan](#)
- [City of Colorado Springs, ConnectCOS \(2019\)](#)
- [Colorado Department of Transportation US 24 Access Control Plan](#)
- [City of Colorado Springs, ConnectCOS \(2023\)](#)
- [El Paso County Briargate Pkwy / Stapleton Dr Corridor Study and Access Control Plan](#)
- [AnnexCOS IGA](#)
- [Project: Peyton Drainage & Transportation Master Plan](#)
- [City of Fountain Transportation Impact Fee \(2022\)](#)
- [Eastonville Road Traffic Study](#)
- [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

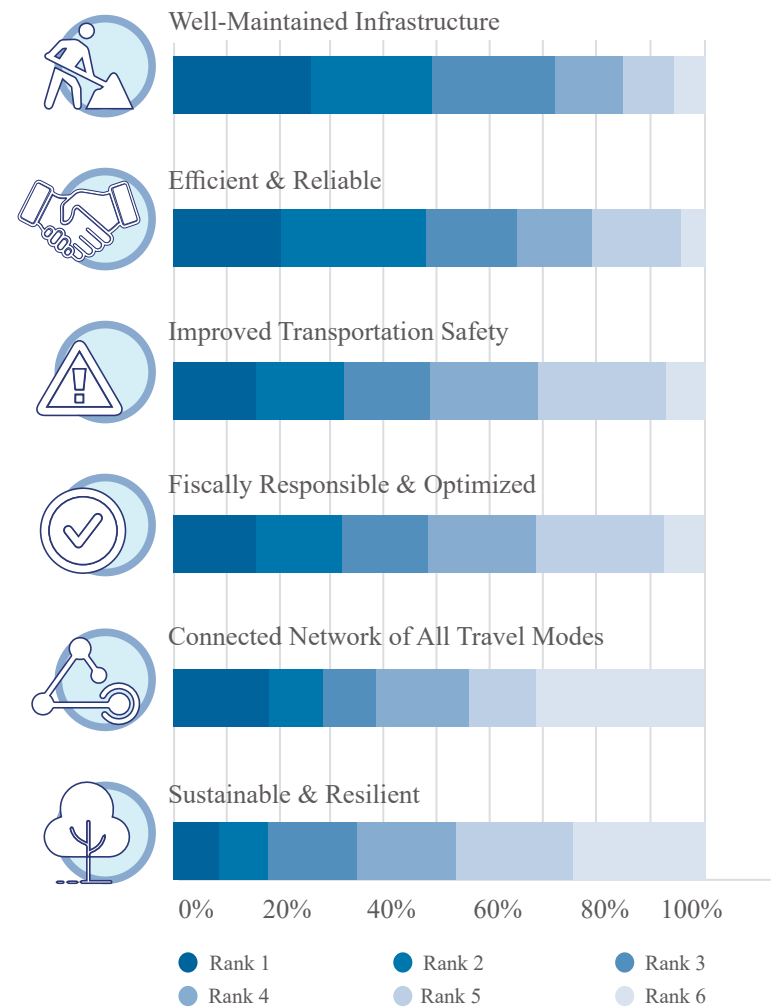


Figure 2. An interactive exercise asked community members to rank goals from highest priority (Rank 1) to lowest priority (Rank 6). For more information on the results of engagement, see “Engagement” section.



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.*

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.*

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.*

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.*

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.*

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.*