



Chapter 6. Corridor Preservation Plan

Right of Way Preservation

Long-range transportation plans are typically developed for a 20- to 30-year timeframe, as was this MTCP update with a 2045 time horizon. However, we know that growth in El Paso County will continue after 2045, and growth in some parts of the County may in fact occur faster than is reflected in the 2045 forecasts. Given the potential need to expand major transportation corridors beyond the levels identified in this plan for 2045, this chapter identifies the future ROW preservation that may be needed for future road expansion in the long range future.

The objectives are to preserve the necessary ROW for future roadway improvements, maintain the desired character of the corridor, and fulfill the intended functional classification of each roadway. These corridors should be preserved and building within preserved ROW should be restricted from encroachments so that future improvements can be made in an efficient manner. This is done through the active process of:

- Identifying major corridors for future roadway improvements;
- Adopting access management requirements that identify appropriate access point spacing for each corridor consistent with the County's Engineering Criteria Manual;
- Requiring building and development setbacks that preserve the relationship between the right-of-way and development so that future roadway improvements can be accommodated.



2065 Travel Demand Forecasts Development

The development of the 2065 (buildout) travel demand model involved integrating 2045 and 2065 socioeconomic forecasts previously developed (and described in Chapter 4) along with traffic growth rates derived from the modified PPACG current and 2045 Travel Demand Model.

Developing 2065 traffic volumes relied on forecasted travel patterns from the model runs already completed. To determine the traffic growth for a road link, existing growth from 2020 to 2045 traffic was used, and a correlation was established between the road's location and the socioeconomic growth (2020 to 2045) within that area (TAZ). This correlation was then used to adjust the forecasted traffic for the period from 2045 to 2065, aligning it with the anticipated socioeconomic growth in the same area (TAZ).

This approach ensures that forecasted traffic for a road is directly influenced by the primary scenario developed for 2045, while also considering the expected growth in land use within the road's vicinity.

Acknowledging the potential for some significantly higher growth rates, a cap was introduced, limiting all traffic growth rates that exceed a doubling (100 percent growth). In cases where growth rates surpass this limit, land use growth rates for where roads are located are used. This ensures that values correspond closely to land use, but still maintain substantial growth.

Figure 38 shows the travel demand forecasts prepared for the year 2065.

2065 Corridor Preservation Plan

Figure 39 presents the Corridor Preservation Plan, indicating where right-of-way should be preserved and development setbacks should be required to respond to potential development and growth as it occurs. This reduces the costs of future roadway improvements while allowing development to occur in a responsible manner.

Figure 40 shows the through lane requirements that correspond with the Corridor Preservation Plan. The preservation plan does not imply that all these facilities will be improved to the level indicated. If anticipated developments do not happen, particular long-range roadway expansion may not be needed. The process of updating the MTCP approximately every five years is useful to mitigate uncertainty regarding improvements, developments, and the longer-term horizon.

Figure 38. 2065 Traffic Volume Forecast

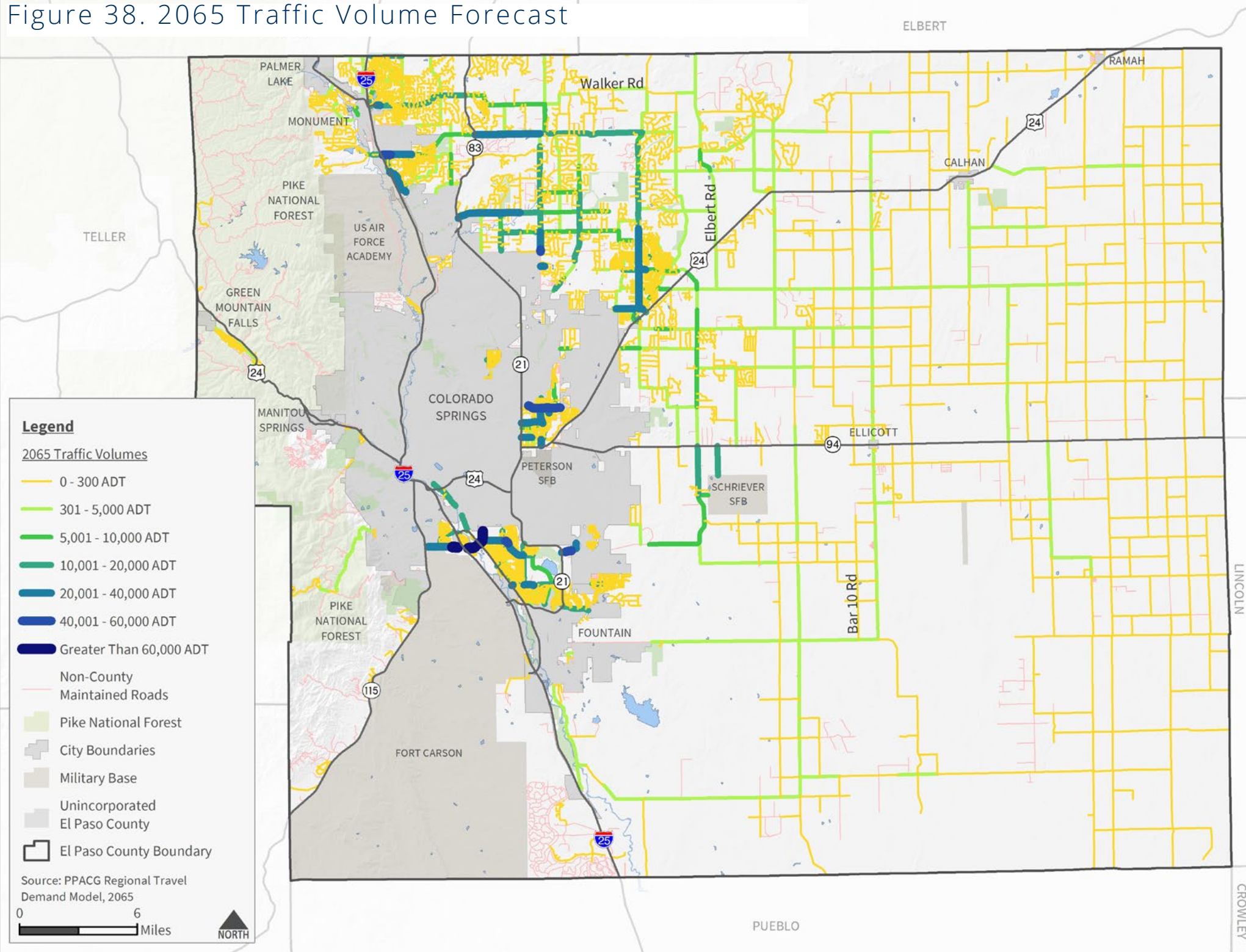


Figure 39. 2065 Corridor Preservation Plan

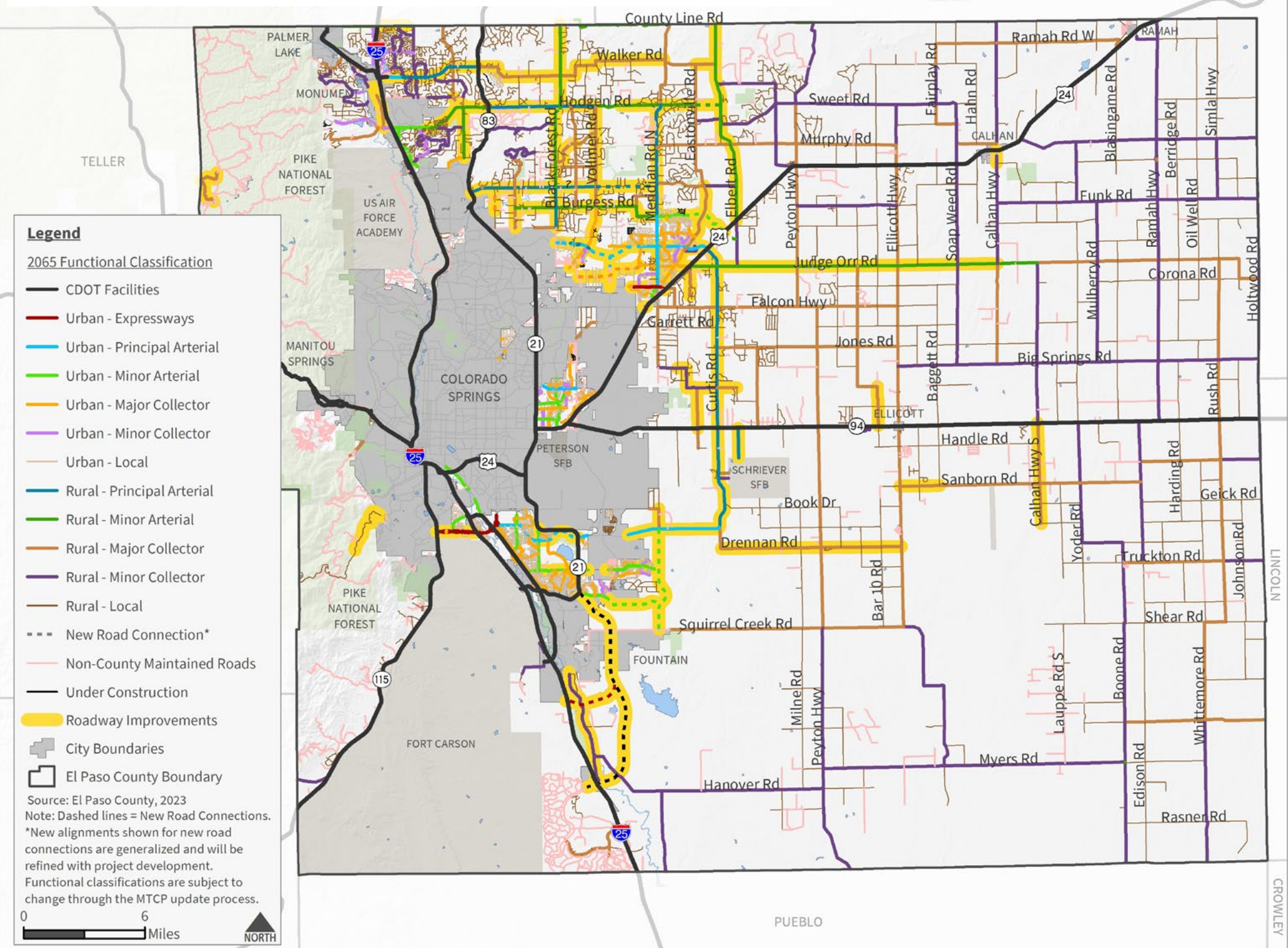


Figure 39. 2065 Corridor Preservation Plan (continued)

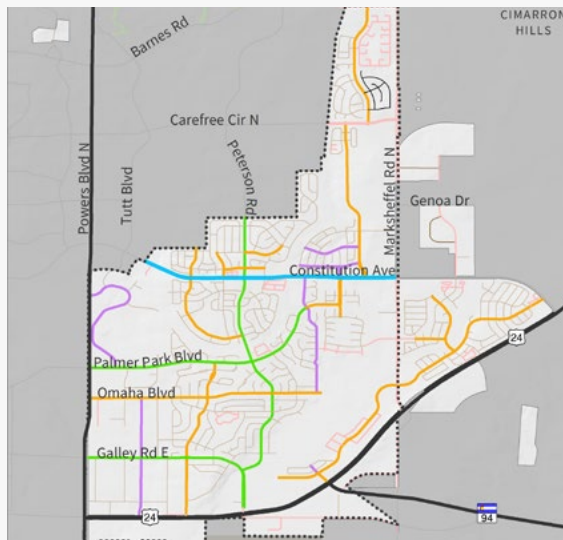
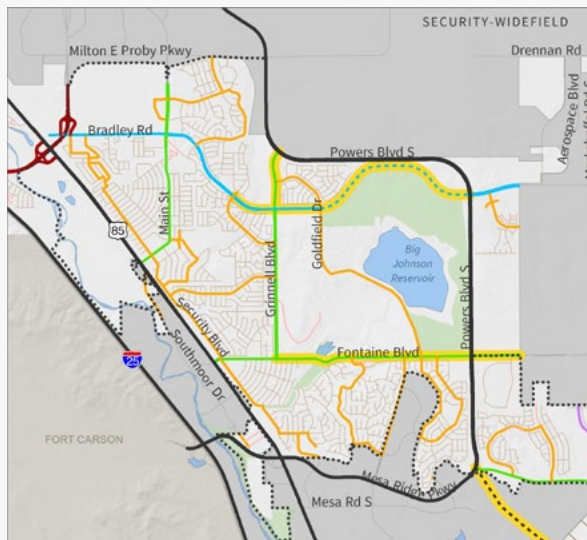
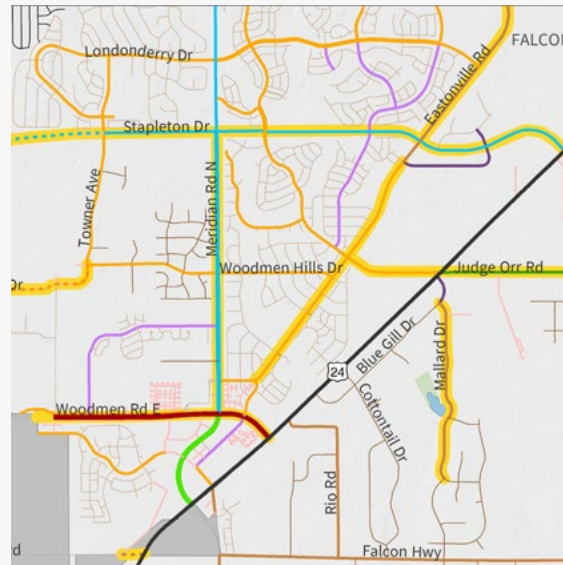
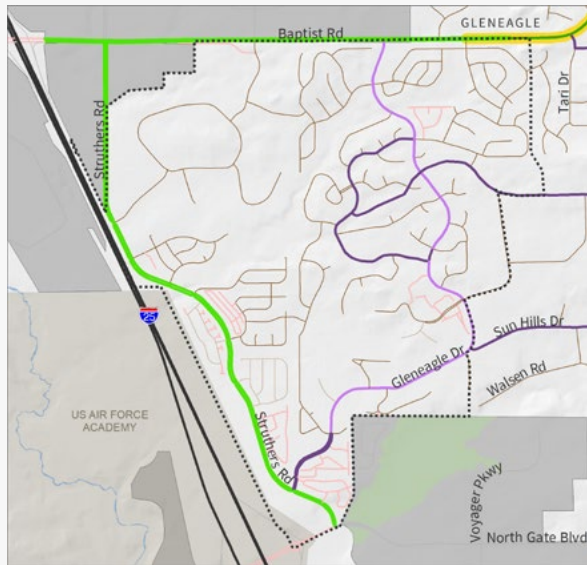


Figure 39, continued, 2065 Corridor Preservation Plan focus areas:

- Gleneagle (upper left)
- Falcon (upper right)
- Security-Widefield (lower left)
- Cimarron Hills (lower right)

Legend

2065 Functional Classification

- CDOT Facilities
- Urban - Expressways
- Urban - Principal Arterial
- Urban - Minor Arterial
- Urban - Major Collector
- Urban - Minor Collector
- Urban - Local
- Rural - Principal Arterial
- Rural - Minor Arterial
- Rural - Major Collector
- Rural - Minor Collector
- Rural - Local
- - - New Road Connection*
- Non-County Maintained Roads
- Under Construction
- ⊕ City Boundaries
- El Paso County Boundary

Source: El Paso County, 2023
 Note: Dashed lines = New Road Connections.
 *New alignments shown for new road connections are generalized and will be refined with project development. Functional classifications are subject to change through the MTC update process.

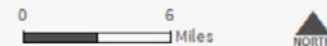


Figure 40. 2065 Through Lane Requirements

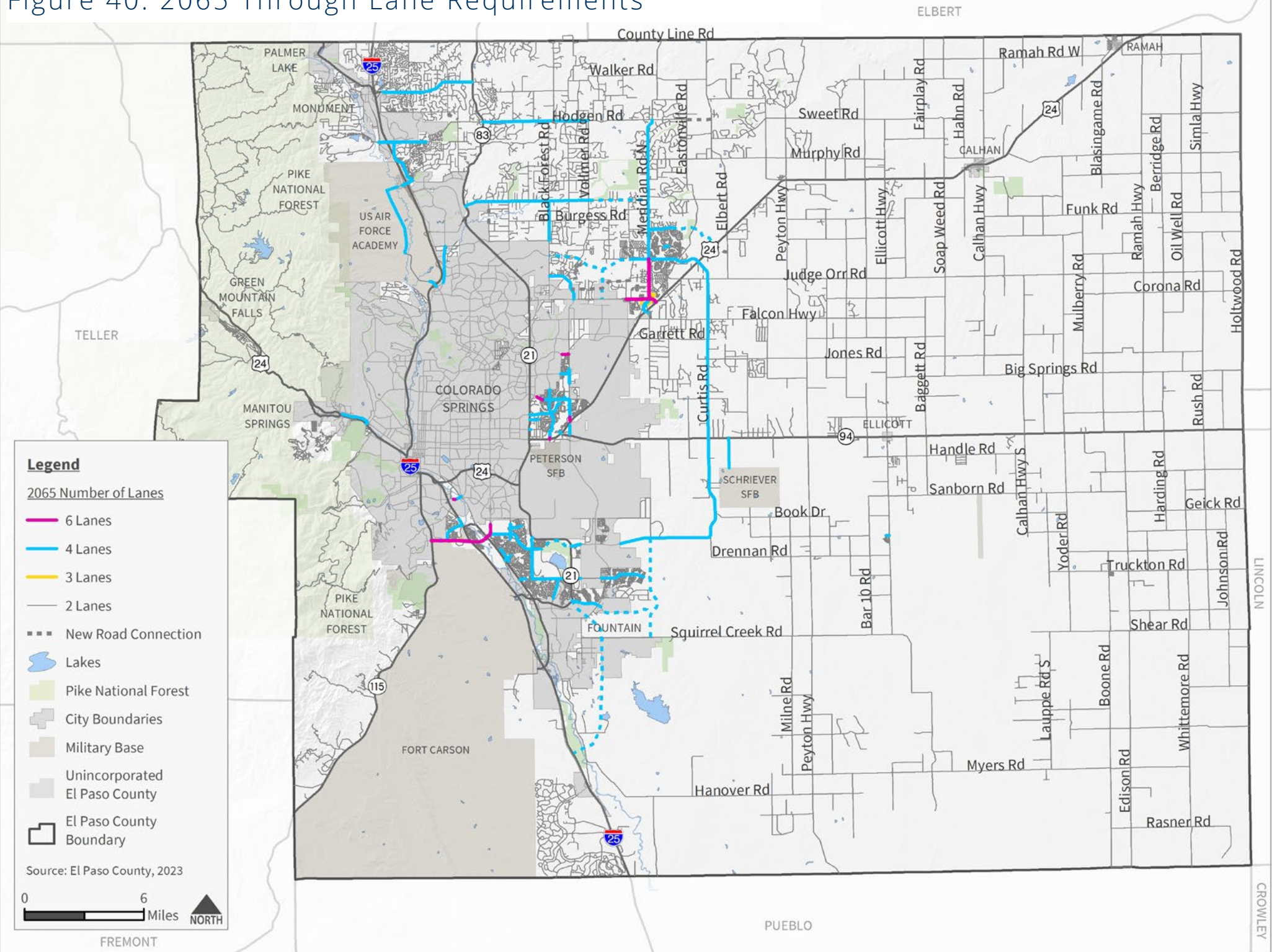




Figure 40. 2065 Through Lane Requirements (continued)

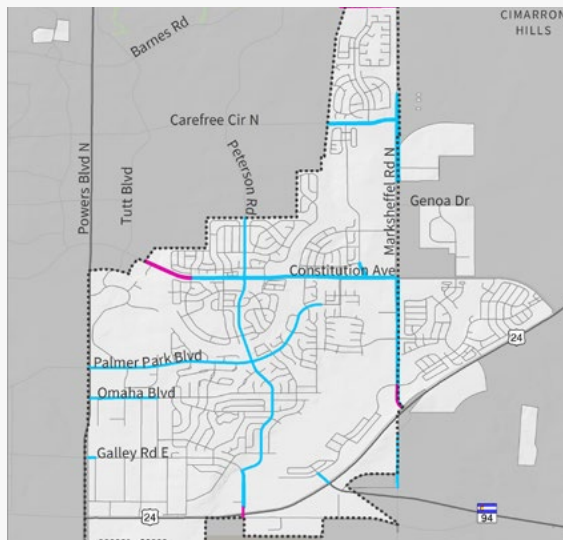
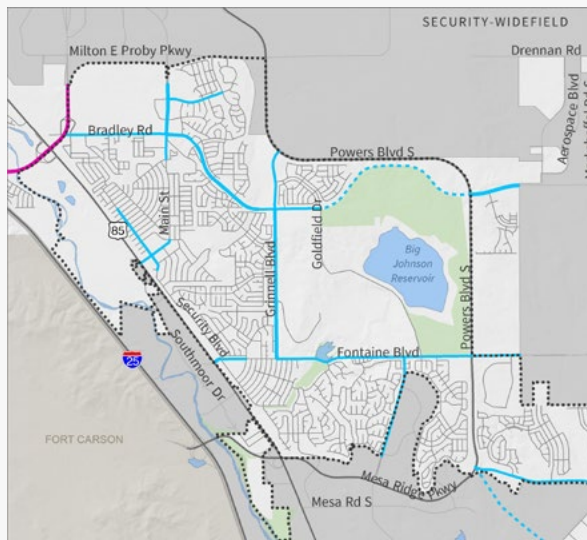
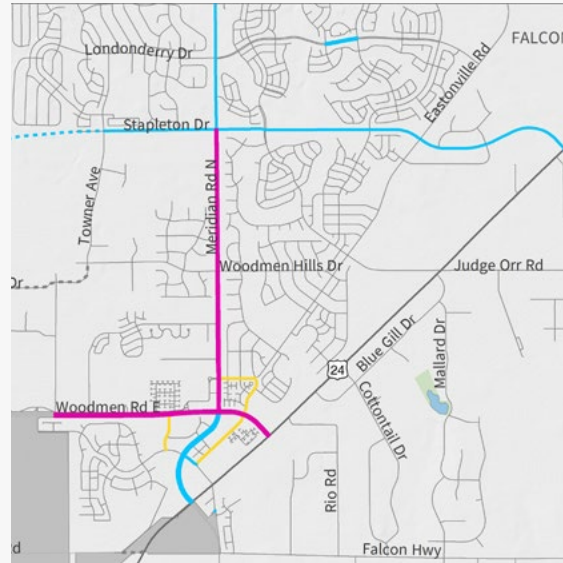
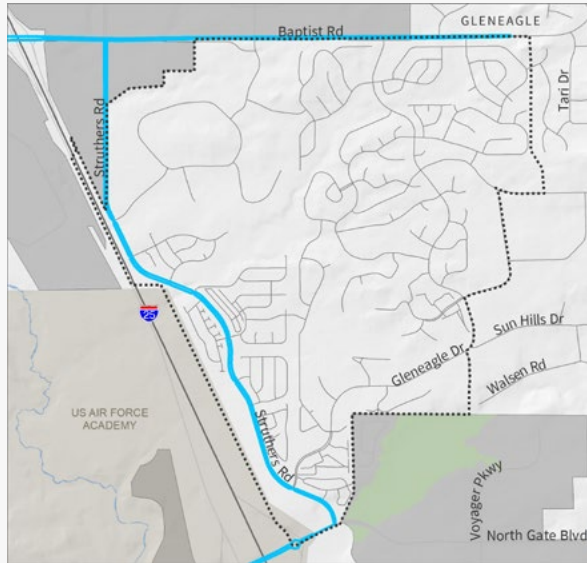


Figure 40, continued, 2065 Through Lane Requirement focus areas:

- Gleneagle (upper left)
- Falcon (upper right)
- Security-Widefield (lower left)
- Cimarron Hills (lower right)

Legend

2065 Number of Lanes

- 6 Lanes
- 4 Lanes
- 3 Lanes
- 2 Lanes

- - - New Road Connection
- Lakes
- Pike National Forest
- + City Boundaries
- Military Base
- Unincorporated El Paso County
- El Paso County Boundary

Source: El Paso County, 2023

