



# Major Transportation Corridors Plan

## Public Engagement Summary, Phase 2

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# Major Transportation Corridors Plan

## Public Engagement Summary, Phase 2

### Purpose

The purpose of the Phase 2 outreach activities was to engage with the public about prioritizing transportation investments to inform decision making. Phase 2 sought input on project identification and budget prioritization. Two interactive exercises were available for public input: a *Project Commenting Map* and a *Budget Exercise*.

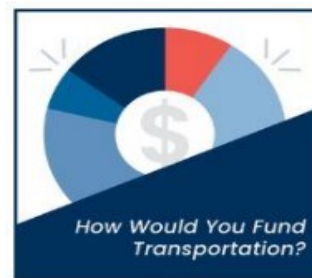
### Phase 2 Public Engagement Dates

- March 28 through April 30, 2023

### Promotion Methods

The Project Commenting Map and Budget Exercise were promoted through various internal and external publications; email blasts to project subscribers; outreach to multiple committees, commissions, and organizations; and the project website. Figure 1 shows a sampling of the call to action outreach tools on the project website.

- Two email blasts to more than 500 project subscribers (April 3 and 20, 2023)
- Email outreach:
  - Planning Commission
  - Department of Public Works (DPW) employees
  - Road Impact Fee Advisory Committee (RIFAC) members
  - All Pikes Peak Area Council of Governments (PPACG) committees
  - Housing & Building Association Land Use Committee
- EPC Courier Newsletter (April 2023 issue)
- EPC DPW The Roadway Newsletter (April 2023 issue)
- Project website: Announcements & Get Involved page
- Stakeholder meeting (April 25, 2023)
- RIFAC meeting (April 27, 2023)



[Click Here to Provide Input](#)



[Click Here to Comment](#)

## Project Announcements

### We want your input!

El Paso County is in the middle of an approximately 20-month process to update the Major Transportation Corridors Plan. Public input is critical. So far, we've heard that the public would like the plan to focus on the following goals: maintain existing infrastructure, ensure the roadway network is reliable, and improve safety for all modes of travel. To continue to help us identify MTCP priorities, we invite you to participate in the following Phase 2 interactive exercises:

- Project commenting map
- Budget exercise

Phase 2 engagement closes on April 30, 2023.

Figure 1. Call to Action icons on project website

## Public Works

Back in February, we wrote about how El Paso County is updating its Major Transportation Corridor Plan (MTCP). Public input from a ranking survey conducted in January and February 2023 identified the top three goals for the plan:

- Maintain existing infrastructure
- Provide efficient and reliable transportation network
- Improve safety for all modes of transportation

The second phase of public engagement began on March 28, 2023, and runs through April. Phase 2 provides two interactive activities:

- Project Commenting Map: Explore a map featuring 200+ planned/recommended transportation projects from current and past plans and studies
- Budget Prioritization Activity: Tell us how you would spend a transportation budget of \$100

To learn more and access the Phase 2 activities, visit [2045MTCP.com/get-involved](https://2045MTCP.com/get-involved).

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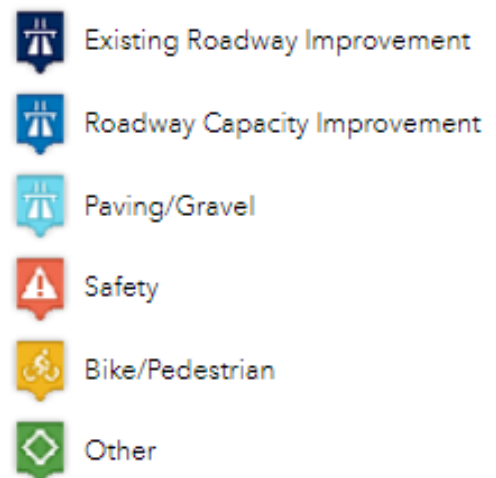
Figure 2. Invitation to participate in EPC Courier newsletter

## Project Commenting Map

El Paso County launched an online Project Commenting Map to gather input on projects identified in past and current transportation plans, studies, and County staff recommendations. The map featured more than 200 planned/recommended projects. Community members could view and comment on displayed projects or suggest additional projects.

Community members were asked to provide comments in the following categories:

1. Existing Roadway Improvements (intersection improvements, pavement treatments, additional shoulders, drainage improvements, etc.)
2. Roadway Capacity (new roadway connections, widening, etc.)
3. Paving/Gravel (surface repair/upgrades, etc.)
4. Safety (improve visibility, roundabouts, traffic signals, etc.)
5. Bike/Pedestrian (multi-use shoulders, expand trail network, improve bike/pedestrian connections, etc.)
6. Other (park-n-rides for carpool commuters, connections to transit, electric vehicle charging stations, etc.)



## Results

The Project Commenting Map received 210 comments between March 28, 2023, and May 02, 2023. Figure 3 summarizes the responses. More than one-quarter (26 percent) of responses reflected concerns or comments regarding the “Safety” of the transportation system. Twenty-two percent of comments addressed “Bike/Ped” improvements or concerns. Fifteen percent of comments were categorized as “Roadway Capacity”, 12 percent as “Paving/Gravel”, 12 percent as “Existing Roadway Improvements” and 13 percent as “Other”.

### Additional Comment Themes

While community members were asked to assign pre-set categories to points on the map, several respondents left comments that bring additional key themes to light.

For example, 17 out of the 55 “**Safety**” comments mentioned concerns over safety at intersections and the need for improved turn lanes. Another 8 out of 55 comments mentioned the need for speed reduction measures and traffic calming.

For the “**Bike/Pedestrian**” category, adding new bike and pedestrian facilities, such as dedicated bike paths, was mentioned in nearly half of all comments in this category (20 out of 46). Respondents also placed emphasis on connections between neighborhoods, schools, and existing bike/pedestrian infrastructure via safe bike and pedestrian routes. Sixteen out of 46 comments mentioned the need for smart design when integrating a bike lane into the roadway network and suggested consideration of widening existing roads before adding a bike lane.

For the “**Roadway Capacity**” category, improvements and maintenance was mentioned in 12 out of 31 comments. A few of these comments focused on the need to improve, continue construction on, or fund efforts related to Highways 105, 83, 85, and 87 (these last three are State roads and are not maintained by EPC). This sentiment also extended to Powers Blvd (also a State highway), Hodgen Rd, Jackson Creek Pkwy, Briargate Pkwy, Woodmen Rd, and more. The remainder of comments were evenly split amongst the needs for connection between roadways (6 out of 31), improved intersections (5 out of 31), and widening the roads (8 out of 31)

For the “**Paving/Gravel**” category, a majority of respondents recommended roads to be paved (13 out of 26). Additional comments mentioned more general maintenance needs and the need for paving certain dirt roads (3 out of 26). An additional 6 comments mentioned too much congestion on gravel roads.

For the “**Existing Roadway Improvements**” category, comments were divided relatively evenly between intersection improvements (4 out of 24), the need for maintenance such as resurfacing and fixing potholes (6 out of 24), the need to widen shoulders (4 out of 24), and road widening (3 out of 24).

There was a fair amount of variety in terms of comments in the “**Other**” category, but 12 out of 26 comments, or nearly half, suggested park-n-ride locations. Another 5 out of 28 mentioned Alternative Fuel Corridors, and 4 out of 28 mentioned the need to improve public transit access and options.

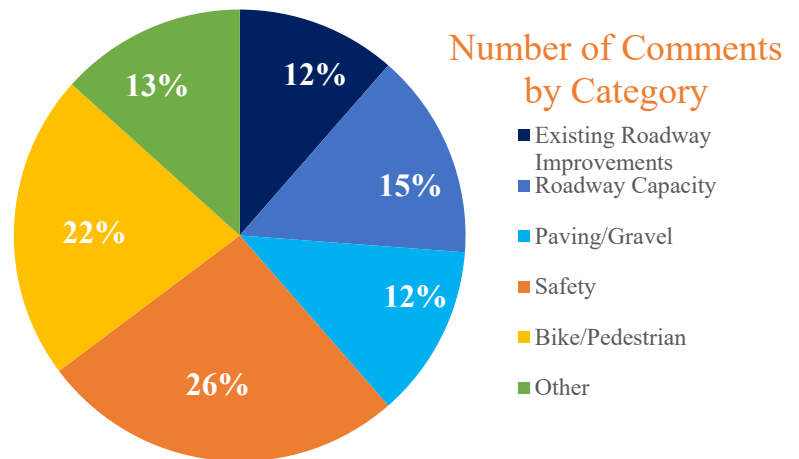


Figure 3. Map comments by category

### Comments by Category

Figure 4 provides an overview of comment types and indication of relative locations. Table 1 through Table 6 provides the detailed comments, as submitted, by category. To view the location of specific comments, the map and comments received are available online for viewing via [this ArcGIS link](#).

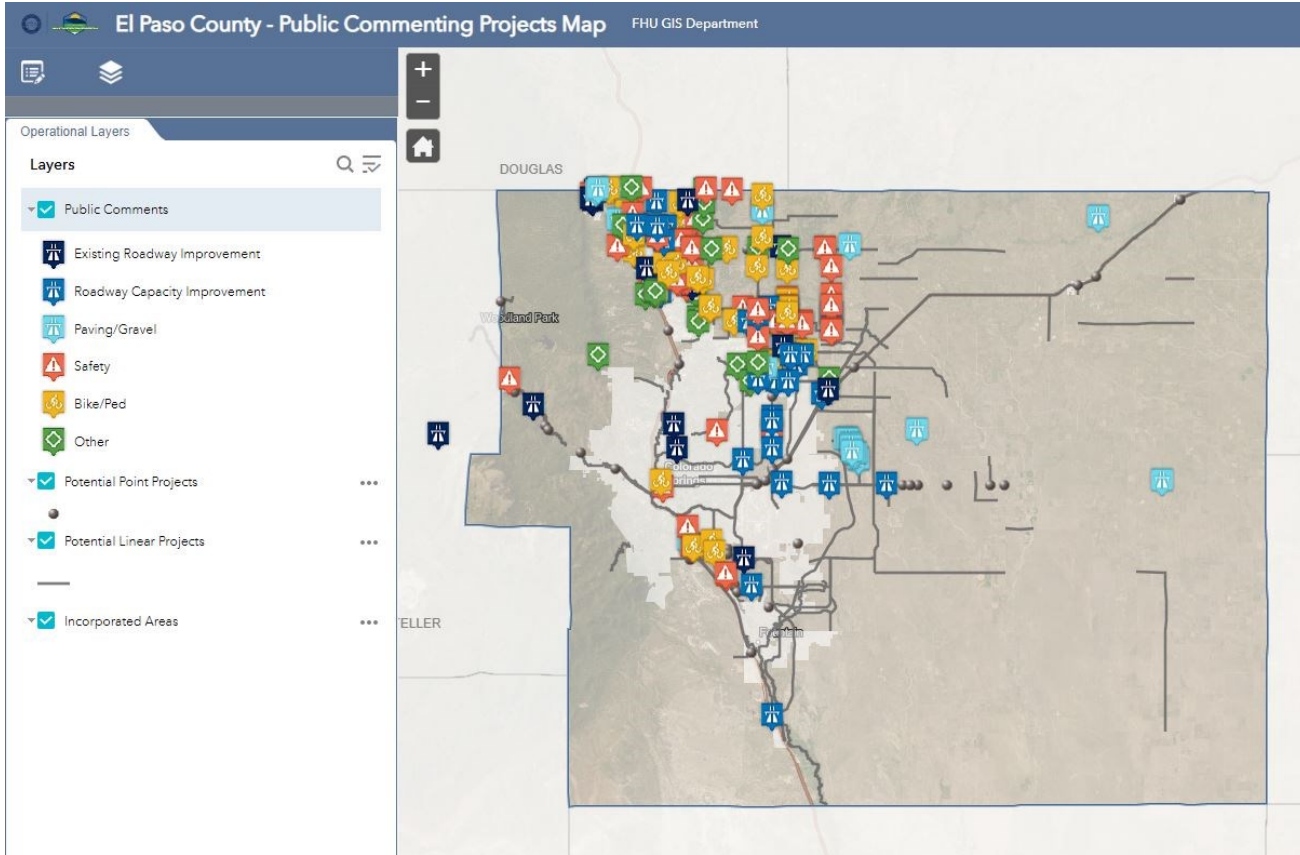


Figure 4. Projects Commenting Map on ArcGIS

Table 1. Projects Map, Comments by Category: Bike/Pedestrian

#	Comment (as entered by respondent)
<b>Bike/Ped</b> <b>(Online Map View of Comments)</b>	
1	Add bike / walk path connecting from the Smith Creek open space to east side of I-25 up to Baptist Road and also down to Interquest.
2	BADLY needed bicycle access. road way too narrow. Simple off-road compacted gravel or asphalt chips would be awesome. ROW plenty wide enough.
3	Connection to Greenland Trail (along County Line Rd?)
4	Connection to New Santa Fe Trail - sight distance along Beacon light is insufficient for pedestrians on roadway
5	Connection to trail system from area west of interstate needed
6	Connection to Trail system needed - not walkable in areas of Beacon Light due to limited sight distance
7	Continue with needed wide Bike lane - Bike Path Plan in Roadway design for safety of biker and motorist
8	Dedicated bike path needed along Vollmer from Hodgen Rd to Black Forest Rd. Residential density and aggressive drivers pose clear and present danger to cyclists, pedestrians throughout.
9	Do not do what Colo Springs did to existing streets with the bike lanes, there has to be a better solution for bike lane design.
10	EPC needs to obtain enough ROW to allow for children to walk to school from areas that don't have bussing. Winters are a challenge and children walk in the streets because these areas were built without side paths.



#	Comment (as entered by respondent)
<b>Bike/Ped</b> <b>(Online Map View of Comments)</b>	
11	Intersection is used NOW for shoulder parking, uturns, bike, horse, pedestrian, open space crossover start Roundabout planning, like funded here: <a href="https://www.pueblo.us/AgendaCenter/ViewFile/Item/36325?fileID=131525">https://www.pueblo.us/AgendaCenter/ViewFile/Item/36325?fileID=131525</a>
12	Many people walk and bicyclists ride the loop from Gleneagle Drive to Sun Hills Drive, then N on Rangely Dr, back to Gleneagle Drive. It would be wonderful to have a trail or at least a wide shoulder, even if it is only on one side.
13	Need bike lanes
14	Need bike lanes added
15	Need bike lanes added
16	Need bike lanes added
17	need bike lanes added
18	need bike lanes added
19	need bike lanes or shoulders for many bikers that use this route
20	Need future Roundabout Planning as intersection used by peds, horses, bikes, and shoulder parking now, see funding example here: <a href="https://www.pueblo.us/AgendaCenter/ViewFile/Item/36325?fileID=131525">https://www.pueblo.us/AgendaCenter/ViewFile/Item/36325?fileID=131525</a>
21	Need ROAD bike lane/path along Vollmer that connects back to City bike lane shoulder now in place (East Shoulder) at south end of Vollmer
22	Need safe bike access
23	Need to complete East Shoulder Bike Lane / Bike Path from this point then North to Pineries Open Space (See existing County Bike Path Plan)
24	No Bike/Ped Connection from Fountain Creek Trail to B Street and/or Venittucci BLVD south of B Street
25	no shoulder or bike lane. cheap to add paved trail until road is widened.
26	no shoulder or lane for bikes. badly need widening or off road paved trail.
27	No shoulder, no bike lane, very dangerous. Very cheap solution- 6ft bike trail on open land until road is improved!
28	Not adequate shoulder for bike safety
29	Pedestrians walking on this roadway bridge are a real danger - no shoulders - they essentially are walking on the edge line in traffic.
30	Please add a bicycle/ped connection to Northern Security, from the trail along Milton Proby Parkway, heading SOUTH on S. Academy Blvd to Bradley Rd. Hardpacked dirt or paved bike/ped trail would be very appreciated
31	Please add biking / walking path along Rangely to accommodate the large number of walkers with their dogs, bicyclists, and children walking to bus stops.
32	Safe bike and walking path connectors to trails are needed on the east side of I25.
33	The Discovery Canyon school seems to use this route for their cross country team, and it's difficult to see over the hills. Bicyclists also use this route. Safety would be improved with the addition of a shoulder to the road. Thank you.
34	Unimproved shoulder area being used by Bikes, Pedestrians, and Horses to access Pineries Open Space. Need Improved Shoulder both sides, north and south of Pinerieso
35	Vollmer needs dedicated bike path from Hodgen to Black Forest Rd. to support residential density, high volume traffic, and safety needs of pedestrians / bicyclists. Shoulders will be inadequate due to ubiquity of aggressive drivers, speeding.
36	What we need is a bike/ped trail from Drenin Road to North Security and Connect Sand Creek Trail to get to Drenin Rd. Then all the way south to Security!
37	widen for bike lanes
38	widen for bike lanes
39	Widen road and install bike lanes. Make Black Forest and Roller Coaster local county alternates to Hwy 83
40	Widen road and install bike lanes. Make Black Forest and Roller Coaster local county alternates to Hwy 83
41	Widen road and install bike lanes. Make Black Forest and Roller Coaster local county alternates to Hwy 83
42	Widen road and install bike lanes. Make Black Forest and Roller Coaster local county alternates to Hwy 83
43	Widen road and install bike lanes. Make Black Forest and Roller Coaster local county alternates to Hwy 83
44	Widen road and install bike lanes. Make Black Forest and Roller Coaster local county alternates to Hwy 83.
45	Work w/ PCD to req sidewalks/paths in new dev areas that are in school district non-bussing areas. There is a disconnect between development & safety. Now rural areas are not required to have paths, children still need to get to school safely w/o buses.
46	[No response]

Table 2. Projects Map, Comments by Category: Existing Roadway Improvements

#	Comment (as entered by respondent)
<b>Existing Roadway Improvements (<a href="#">Online Map View of Comments</a>)</b>	
1	Beacon Lite is critical connection for our Light Industrial area of Town. It also is shared by downtown businesses and residential uses that have potential for higher pedestrian uses. There is mounting need to widen and amenitize Beacon lite with sidewalk
2	Improve Roller Coaster during upcoming roadway disruption from Northern Delivery System (NDS) project. Perfect timing to woden road, improve safety, and make improvements.
3	Intersection (merge lane) improvements
4	Intersection Improvements
5	Make this traffic light's sensors more sensitive or turn it off/flashing 11 pm - 5am.
6	most of the roads in Kings Deer are in horrible condition. maybe prioritize Royal Troon first and then start on others. in the meantime need basic maintenance to fill potholes and large gaps
7	Please address the drainage on west side of 105 between Middle Glenway and South Valley. The culverts are plugged, the roadway is eroding at the edges, need a drainage structure to capture and direct runoff.
8	Rapid continuing Monument area growth make this a priority--improvement, straightening, paving
9	Repaving to county line
10	Resurface from Palmer Lake to Douglas county line
11	road is badly deteriorated.
12	Roadways in Chipita Park/Cascade need access improvements due to non-standard widths and little to no drainage infrastructure
13	Shoulder improvements on both sides to Palmer Lake
14	Shoulder is 4' at most; should be 8' for this type of road. No room for recovery on this high speed facility.
15	shoulder needs improvement
16	The shoulder disappears for a while along this stretch
17	The spring under the roadway needs to have an under the road drainage to prevent the sinkholes that are constantly forming. Please fix the problem long term.
18	There should not be any 'improvements' to handle more traffic when drivers just ignore speed limits and rule/ laws of the road.
19	Turn this light OFF or flashing from 10 pm - 5am. Ridiculous to wait 5 minutes for a non-existent trigger at midnight on a Tuesday!!!
20	voyager parkway
21	Widen Marksheffel for better traffic flow.
22	[No comment]
23	[No comment]
24	[No comment]

Table 3. Projects Map, Comments by Category: Paving/Gravel

#	Comment (as entered by respondent)
<b>Paving/Gravel</b> <b>(Online Map View of Comments)</b>	
1	A lot of heavy truck traffic, please pave.
2	A lot of heavy truck traffic, please pave.
3	A lot of heavy truck traffic, please pave.
4	New Paving needed on North Gate between I-25 access and Struthers Rd, and just north on Struthers Rd as well. The current section of roadway have been diminished by heavy use.
5	Obtain ROW on east side so that developers can widen Vollmer to full 4 lanes
6	Pave and maintain dirt roads, which get graded at least once but are then rough the rest of the year. Is there a plan to pave so many roads per year until they're all paved?
7	Pave Black Forest Road from Walker to Douglas County 404/Palmer Divide/ County Line. Provides alternate to Highway 83 for County residents living east of Hwy 83. Provides emergency services an alternative to Hwy 83.
8	pave gravel roads in the eastern part of the county
9	Please add a right turn lane pocket for northbound to east bound at Ayers and Meridian. When slowing to turn right impatient drivers behind will pass across the center and kick up sand and pebbles.
10	Please pave for dust control
11	Potholes and repaving
12	Road needs paving from landfill north. Many trucks.
13	Road needs paving, many trucks going to landfill
14	road needs paving, many trucks going to landfill, pave at least to E Blaney
15	Street needs to be paved, hasn't been re-done ever since 1983.
16	The contractor work on the apartments here, including large vehicle traffic, has destroyed Westmark Ave--both the paving and the shoulders.
17	This has been on the books a long time and should have been done years ago. Please use our local tax money wisely and PAVE this road! Thanks.
18	This section of roadway is very degraded, which seems to happen despite regular asphalt paving. Perhaps this small section could be transitioned to concrete. At the least, please do something to improve drainage to help the pavement to last.
19	Too much traffic on gravel road
20	Too much traffic on gravel road
21	Too much traffic on gravel road
22	Too much traffic on gravel road
23	Too much traffic on gravel road
24	Too much traffic on gravel road
25	[No comment]
26	[No comment]



Table 4. Projects Map, Comment by Category: Roadway Capacity Improvement

#	Comment (as entered by respondent)
<b>Roadway Capacity Improvement (Online Map View of Comments)</b>	
1	2 lanes with no shoulder needs to be widened
2	Busy Roadway. Consider Continuous Flow Intersections at (Woodmen and Union)
3	Capacity improvements for Schreiver AFB
4	Connect Banning Lewis Pkwy and Stapleton Drive east: A possible short-term project that would relieve some traffic on Woodmen and Meridian south of Stapleton.
5	Connecting Stapleton and Briargate will alleviate traffic on Woodmen and create another needed connection between I 25 and Meridian area
6	Connecting Stapleton and Briargate will alleviate traffic on Woodmen and create another point of connection between I 25 and Meridian area
7	Consider Adding Diverging Diamond Interchanges and Continuous Flow Intersections to improve capacity See Bangerter Highway in Salt Lake City. Similar Situation, but well managed
8	Consider Continuous Flow Intersections from Powers to Falcon
9	County should be taking care of improvements on Hwy 105 to the intersection of Jackson Creek. Why stop short of the Jackson Creek intersection.
10	County should improve HWY 105 all the way through the intersection at Jackson Creek Parkway and not stop short at knowlwood. The improvements need to be done with the HWY 105 project to HWY 83.
11	Expediting the connection of Stapleton and Briargate Pkwy would go a long way to relieving the traffic on Woodmen Rd between Power Blvd and Meridian Road.
12	Finish at tamlin to 24
13	Getting Marksheffel opened from Vollmer through to south of Woodmen will alleviate traffic congestion at Black Forest/Vollmer and Black Forest/Woodmen
14	Housing going up all along Volmer and Woodmen to Falcon. YOU MUST WIDEN woodmen EAST and WEST or stop issuing building permits!
15	Improve roadway for Shriever Access
16	Long term improvement from Hwy 85/87 to Powers
17	Long term improvement Hwy 83 to Vollmer. Connection to Meridian would help balance E/W traffic through the forest.
18	Long term improvement Milam to Goodson
19	Long term improvement to Hodgen
20	Long term improvement to Hodgen
21	Message: Hi, we as homeowners in Sterling Ranch are elated to have Briargate connect to our area. We have to drive around (either north or south) just to get to into town, school, and work. This will expedite so much for us and are excited for this.
22	Must widen woodmen if govt keeps approving building
23	Need a turnout for this intersection, as it slows the entire flow of traffic.
24	Please widen Marksheffel
25	Road not wide enough/lacks shoulders suitable for the amount of traffic on this road. A 4-way stoplight is needed at Furrow/105.
26	Sure would be nice to add an I25 interchange here. Perhaps that is in the works
27	There have been no improvements to 105 despite continued growth in the area. Turn lanes, shoulders, etc need to be added to this road.
28	There is very limited north south access in this part of the county. The choices are highspeed Hwy 83 and I 25 or highly congested Jackson Creek Parkway. Extending one of the current larger north south roads from County Line to Baptist would be ideal
29	Traffic exceeds capacity. Needs turn lanes, shoulders
30	Widen Bass Pro intersection to allow for full lane to turn right onto eastbound North Gate. Current 2-left turn lanes setup causes long lines of vehicles on Bass Pro.
31	Widen Hy 94 to 4 or 6 lane cross section.

Table 5. Projects Map, Comment by Category: Safety

#	Comment (as entered by respondent)
<b>Safety</b> (Online Map View of Comments)	
1	4 way stop or stoplight
2	4-way stop. Growing traffic volume with many traveling at high speed (50-60 mph) and very few traveling at 35 mph speed limit. Poor visibility in both directions exiting both neighborhood due to terrain.
3	4-way stop. Growing traffic, .ow visibility turning onto Higby from neighborhoods, lots of speeders both ways.
4	4-way stop. Low visibility both ways exiting both neighborhoods. Growing traffic load with many cars traveling Higby at high speeds. Many using Higby to bypass Baptist as evidenced by turns onto Hodgens from Rollercoaster southbound.
5	Add an acceleration lane on Highway 24 from Green Mountain Falls Road heading towards Woodland Park.
6	Add turn/decel lanes to improve safety. Volume and speeds have increased with development
7	Add turn/decel lanes to improve safety. Volume and speeds have increased with development
8	Add turn/decel lanes to improve safety. Volume and speeds have increased with development
9	Add turn/decel lanes to improve safety. Volume and speeds have increased with development
10	Better view for oncoming traffic n/s when entering Black Forest Rd from Old Ranch Rd. Clear signage that Old Ranch Rd. No access - Dead-end
11	Bikes, Hikers, Joggers, Horse Riders are heavy users of Pineries Open Space Especially on Weekends. SAFETY CONCERN = Road Shoulder (both is insufficient widthslope for any of the above travel, so THEY ENTER PINERIES BY TRAVELING ON THE PAVED ROAD.
12	Bridge replacement essential as critical wildfire access/egress to 1500 residents
13	Dangerous grade with limited line of sight. County Line west of Furrow requires cut and fill to reduce grade and improve line of sight. Serious accident potential as it is now. East bound traffic can't climb the hill in snow and ice.
14	Deer Creek between Woodmoor and Mon Hill Rd has dreadful visibility and an abundance of potholes. Not safe to walk but still used by students.
15	Downtown Public transportation station not a safe (or clean) area
16	Due to the right turn only out of the WalMart shopping center, citizen u-turns at this location (to, essentially, turn left) are extremely dangerous! This is a daily occurrence.
17	Furrow Road needs traffic calming devices to slow the traffic that will use Furrow as a cut through from Baptist to County Line Road. Unlike Roller Coaster Rd, there are numerous homes that are built on Furrow.
18	I
19	I used to bike commute from Monument to Fillmore. No good way! Road lanes start, stop, traffic too fast. Please partner with USAFA to build a paved trail on east side of I-25
20	Improve drainage, pedestrian/bike safety, and road construction along Siferd Blvd and surrounding county-owned areas. Annex this into the City!!
21	Improve pedestrian safety along S Circle Dr from I-25 to Hancock Expy. Residents from Circle Drive Mobile Home Park as well as guests at SCP hotel deserve safer access along and across Circle Drive
22	Install 4-way STOP signs at intersection of Old North Gate Rd and Silverton. Need to slow down drivers on Old North Gate Rd and improve safety at this dangerous intersection.
23	Install Round-about intersection to slow down but not stop/impede 4-way traffic.
24	Install signalized intersection or four way stop sign.
25	Install turn lanes. Several event centers on the Douglas County side create large volumes of high speed traffic and suspected drinking and driving
26	Intersection of 105 and FairPlay is a constant source of accidents. At a minimum a turn lane needs to be added until 105 is finally updated.
27	Intersection of Furrow and 105 is already dangerous and will become more so when the Furrow to Higby extension goes through. A light, roundabout, etc needs to be put at that intersection.
28	Jackson Creek Pkwy expansion NOW! Too busy as it is, and over 1000 DU being built along it. TOO LATE TO START ALREADY! GET IT GOING PLEASE!
29	More accurate marker on where the u-turns (to head West out of WalMart) are happening.
30	NEED SAFETY AUDIT - ASAP. Multiple Safety Issues here. Too High AADT for Existing Road Design use by Oversize Comm.Trucks, Poor Visability + Steep Downhill Grade=Speeding, OversizeTrucks
31	Need to slow down speeding traffic on Plier Drive.
32	Need to slow down traffic on Roller Coaster. High speeds makes it un-safe for vehicles entering from Stella/Evergreen.

#	Comment (as entered by respondent)
<b>Safety</b> ( <a href="#">Online Map View of Comments</a> )	
33	Need turn lanes due to increase in traffic
34	Once, while waiting for the school bus, I counted more than 20 vehicles which failed to completely stop at this intersection. Perhaps could it be made into a roundabout for Sun Hills / Granby / Rangely?
35	Please add crossing to connect Palmer Divide Trail thru BF Reserve easement to Pineries Open Space
36	Please add crossing to connect S16 to POS
37	Project ID 462 should not be funded by the County. It creates a dangerous situation for county residents who need access to Hwy 83 and is solely intended to aid high speed commuter traffic.
38	Put the caution light back at the intersection of Hodgen and Vollmer. Put a sheriff on the corner of Southwood Dr and Hodgen to slow people down.
39	road is a deadend
40	Roadway narrows at N. Carefree to Dublin traffic does not merge well from a four lane to a two lane road. This section of roadway is not maintained well, has no shoulder and several potholes. Very dangerous especially in winter conditions!
41	Several u-turns also happening here from Westbound traffic turning to "circle back" Eastward in order to ENTER the WalMart shopping center.
42	Sidewalk on west side of 105 between north end and south end pedestrian crosswalks for pedestrian safety
43	slow down, 55 mph is unsafe
44	Southbound speed reduction sign is needed desperately, from 55 to 45 all the way to Stapleton in this area. NOT 4 LANES NEEDED, just more patrols to enforce speed limits.
45	Speeding! Lower posted speed to 35 mph in this residential area or put a 3 way stop sign at Raygor/Burgess.
46	Terrain creates nearly blind exits from neighborhoods. Traffic growth high. Many speeders.
47	The BNSF route along CanAm Hwy here is a no mans land for maintenance and especially drainage. It needs to be abandoned and/or addressed by either the railroad or the county, as it cuts off bike and pedestrian access from the neighborhoods to the east
48	This area is terrifying to try and get out of a driveway, especially with a horse trailer.Won't even try on horseback anymore. People drive these blind hills at 55+ mph and blow right through the stop signs.
49	This intersection is currently blocked by large cement barriers. Request an emergency access gate be installed to allow access by emergency vehicles and to allow an emergency egress point for residents.
50	This steep hill with blind corner and driveways could benefit from some safety analysis. This road is used a great deal by students driving to and from Discovery Canyon school.
51	Turn lane stripes/dotted for approach, are not visible. Speed limit sign Northbound needs to be replaced.
52	Turn lanes to side roads from 2-lane road more important than a 4-lane road from Hwy 83 west to Roller Coaster Rd.
53	Update the current Yield sign to a STOP sign. Drivers are not Yielding to vehicles on Silverton.
54	US85-87 - create better pedestrian and bike safety along this corridor for residents to access businesses (residents to the east of BNSF as well as those directly along CanAm Hwy such as those in Security Mobile Home Park.
55	Widen road and install bike lanes. Make Black Forest and Roller Coaster local county alternates to Hwy 8
56	This steep hill with blind corner and driveways could benefit from some safety analysis. This road is used a great deal by students driving to and from Discovery Canyon school.

Table 6. Projects Map, Comments by Category: Other

#	Comment (as entered by respondent)
<b>Other</b> <b>(Online Map View of Comments)</b>	
1	Add Park and Ride lot to area
2	Alternative Fuel Corridors (AFCs). Charging and Fueling Infrastructure (CFI) Discretionary Grant Program Corridor/Community Program, preserve ROW priority of the CFI Program is bringing EV charging into urban/rural communities. 693JJ323NF00004
3	Alternative Fuel Corridors (AFCs). Charging and Fueling Infrastructure (CFI) Discretionary Grant Program Corridor/Community Program, preserve ROW priority of the CFI Program is bringing EV charging into urban/rural communities. 693JJ323NF00004
4	Alternative Fuel Corridors (AFCs). Charging and Fueling Infrastructure (CFI) Discretionary Grant Program Corridor/Community Program, preserve ROW priority of the CFI Program is bringing EV charging into urban/rural communities. 693JJ323NF00004
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6	Bipartisan Infrastructure LawÇOs Charging and Fueling Infrastructure program FHWA 09-23
7	Congestion due to excessive traffic and kids crossing highway.
8	Install park and ride
9	Install trail head and park and ride.
10	Minimal public transportation to/from Monument; not much walkability in Monument, especially heading east. I-25 commute has become scary with inattentive drivers, wish public transportation was a better/safer option.
11	Park and ride
12	Park and ride
13	Park and ride
14	Park and ride
15	Park and ride
16	Park and ride
17	Park and ride
18	Passenger Train Station and Park and Ride
19	Passenger Train Station and Park and Ride
20	Properties along 2nd street are getting increased interest for development. Are there opportunities to partner with the county in improving this corridor for more intense uses with the County?
21	Public transportation
22	Public transportation (train? bus?)
23	Public transportation (train? bus?)
24	Traffic control device needed for pending commercial building to avoid traffic using the residential neighborhoods streets for ingress/egress to the businesses.
25	Tunnel to Woodland Park, anyone?
26	We have a new Planning Staff here in Monument. We understand our downtown streets are owned by the County. The Town is interested in having those roads deeded to the Town. How would we go about starting/continuing that conversation?
27	[No comment]
28	[No comment]

## Budget Exercise

The purpose of the interactive Budget Exercise was to gather input on how community members would prioritize transportation project types. As shown in Figure 5, the interactive tool allowed respondents to allocate \$100 toward the following 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
- Focus Improvements for People with Disabilities

Choices appeared to community members in a randomized order, and example project types were provided with each category.

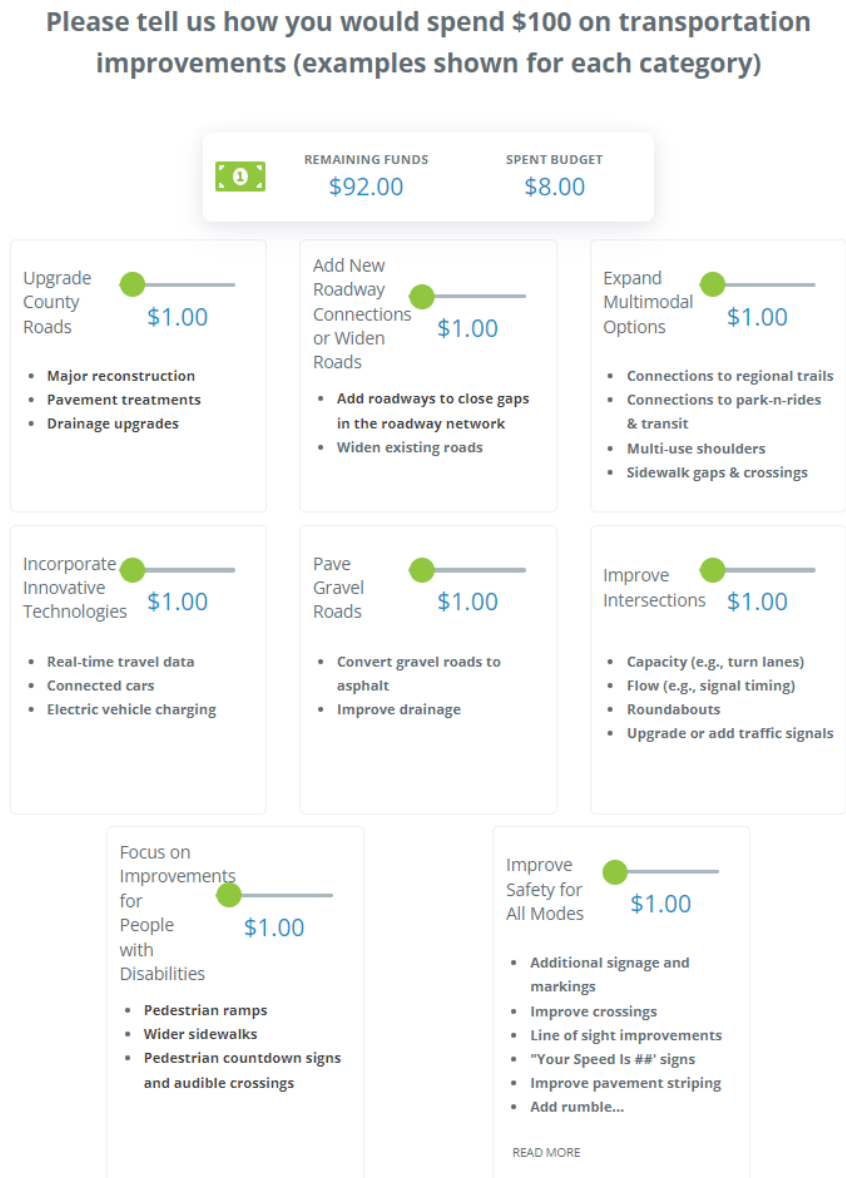


Figure 5. Interactive Budget Exercise on Social Pinpoint

## Results

The Budget Exercise received input from 113 respondents between March 28, 2023, and May 02, 2023. Each category received a wide spread of budget allocations over the 113 responses, and that distribution is illustrated in Figure 6.

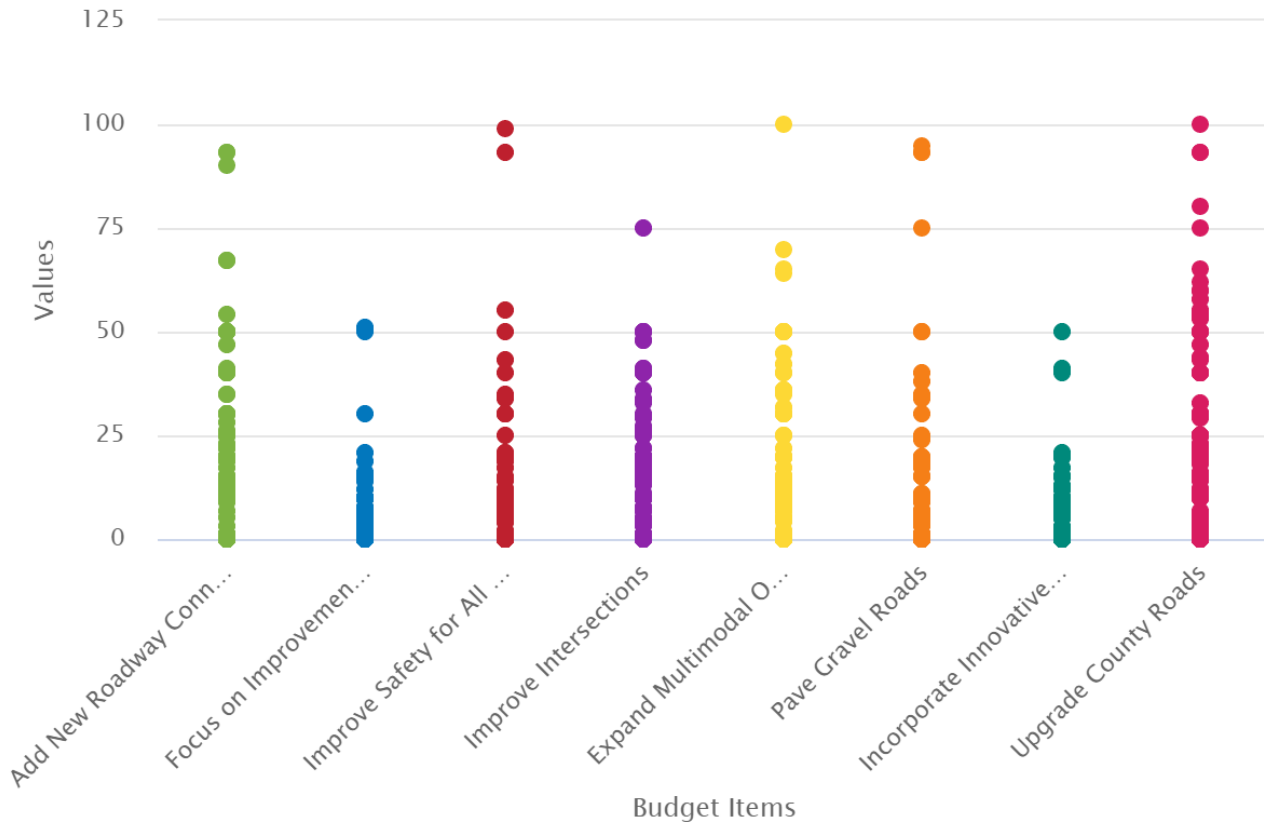


Figure 6. Interactive Budget Allocation Exercise - Results



### Average Budget Allocation

Figure 7 shows the average budget allocation by project type. Respondents allocated the most amount of budget to “Upgrading County Roads”, spending \$22.48 on average for improvements such as major reconstruction, pavement treatments, and drainage upgrades. An average of \$17.56 was spent on “Add New Roadway Connections or Widen Roads”, which included example projects like adding roadways to close gaps in the roadway network or widening existing roads. Additional average allocations include \$15.18 to “Improving Intersections”, \$13.27 to “Expanding Multimodal Options”, and \$11.53 to “Improve Safety for All Modes”. “Pave Gravel Roads”, “Incorporate Innovative Technologies” and “Focus on Improvements for People with Disabilities” all received relatively low average allocations, with community members spending \$9.39, \$5.08, and \$4.63 on each, respectively.

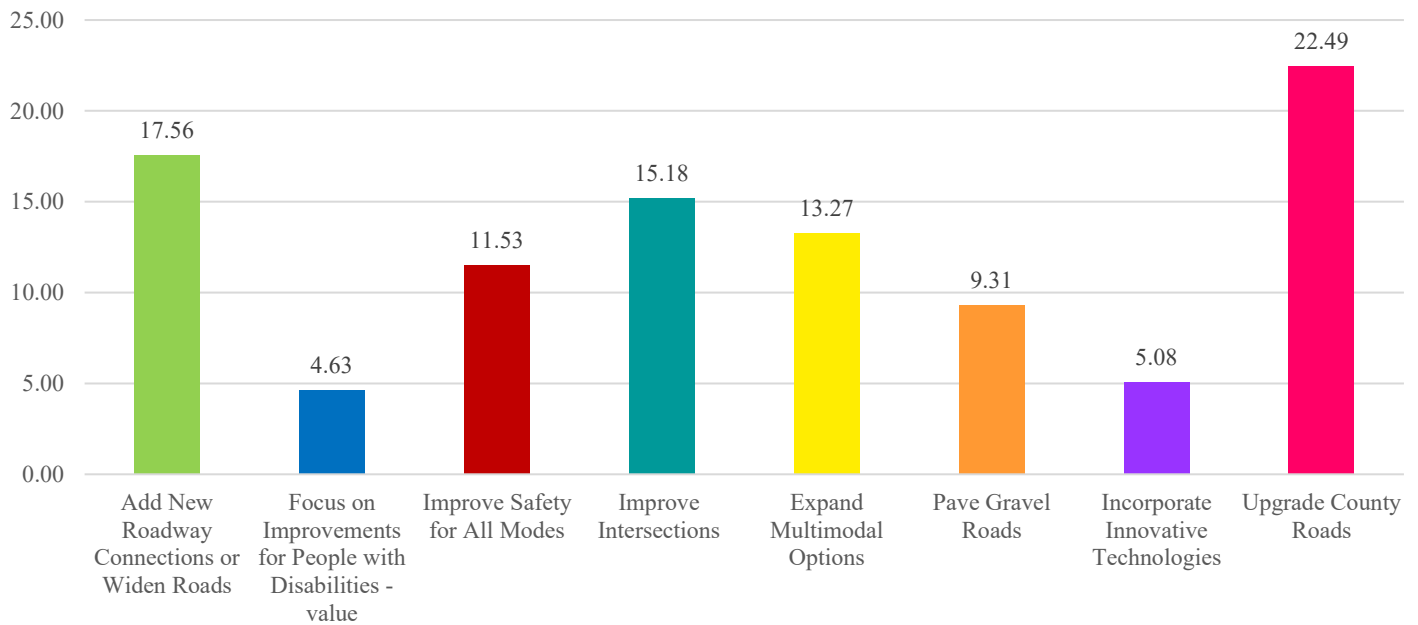


Figure 7. Average Allocation by Project Type

### Above Average Spending

It is also important to know how many community members allocated more than the average allocation in order to determine how many individuals are in favor of projects within a given category (shown in Figure 8). Forty-seven respondents allocated above average amounts for “Add New Roadway Connections or Widen Roads” and “Improve Intersections”. The highest allocation of those categories was \$93 and \$75, respectively. Forty-two respondents allocated above average amounts for “Upgrade County Roads”, with the highest allocation being \$100, or the full budget amount. Forty respondents allocated above average amounts to “Focus on Improvements for People with Disabilities”, although it should be noted that the average spending for that category was less than \$5 to begin with. The highest spending in that category was \$51, or just above half of the \$100 total budget. Thirty-seven respondents allocated above average amounts for “Expand Multimodal Options” and “Improve Safety for All Modes”, with the highest allocations being \$99 and \$100, respectively. Given that the averages for these categories were less than \$15, this indicates that a majority of respondents (76 out of 113) spent relatively little on these categories, while a few respondents valued them extremely highly and spent accordingly, thus shifting the average up. Finally, 33 and 31 respondents spent above average amounts on “Incorporate Innovative Technologies” and “Pave Gravel Roads”, with the highest amounts being \$50 and \$95, respectively. This indicates that less than a third of respondents prioritized these categories, despite the fact that some community members were willing to allocate a majority of budget towards these types of improvements.

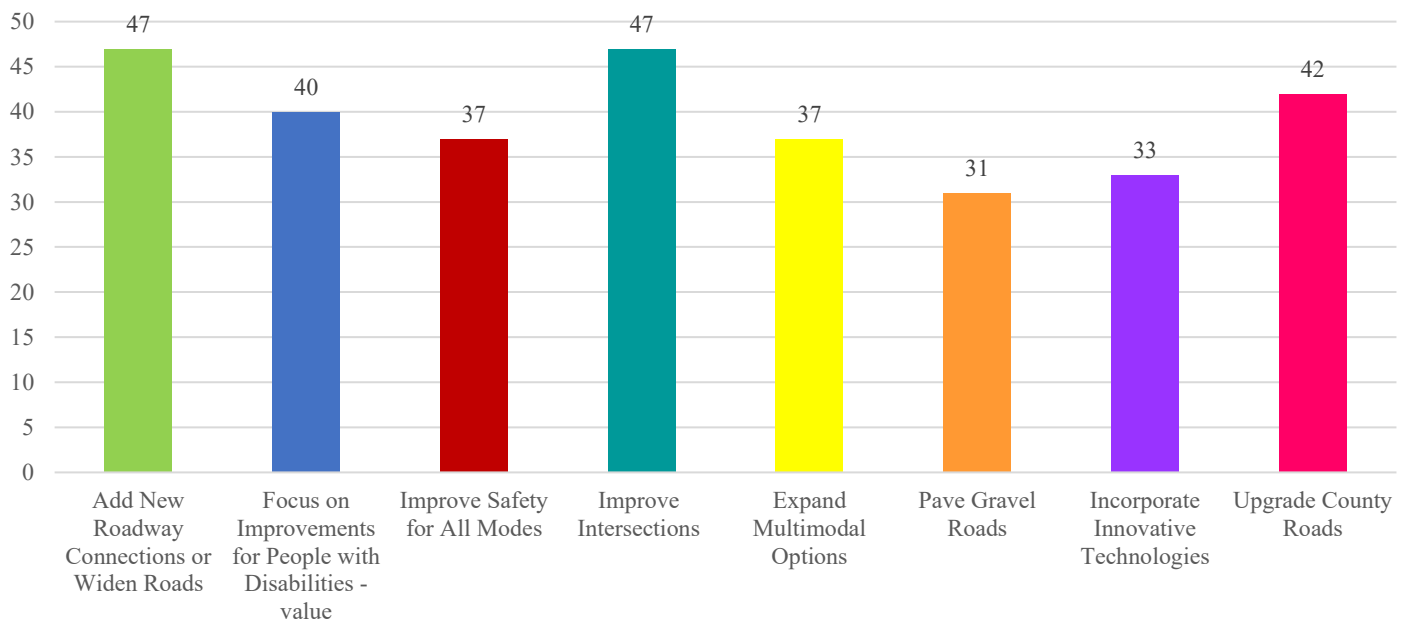


Figure 8. Frequency of Respondents Who Allocated More Than the Average Amount

## Public Email Comments

Throughout the entire MTCP update process, comments may be submitted via the project website or sent directly to the project team. Table 7 provides comments received during Phase 2 (without editing, though names and addresses have been withheld).

Table 7. Public Email Comments Received During Phase 2

Date	Comment (as submitted)
4/4/2023	<p>The first thing that needs to happen is to repair the potholes in the county/city. I propose that the county/city start up a pot hole initiative.</p> <p>The pot hole initiative would be a program that has a minimum of 24 two or three man crew trucks. 12 in the day and 12 at night. There is enough potholes in this county/city that they would always be busy. The crews would fix nothing but potholes throughout the county/city 24/7</p> <p>Yes it will interrupt the traffic a bit. The major streets can be done at night.</p> <p>I am sure that the roads are not just the county's, so if there is an issue of territory with the city the two entities will need to get together and work it out.</p> <p>As a taxpayer I am tired of hitting potholes every 1/4 to 1/2 mile when I am driving. I know I am not alone here.</p> <p>There is money for something like this. It could probably come from the inclusion and equity funds that I am sure have been allocated.</p> <p>Thank you for your time and consideration in this manner.</p>
4/4/2023	<p>Hello Victoria Chavez, There needs to be a bicycle/ped. connection to Northern Security!! From the trail along Milton Proby Parkway, heading SOUTH on South Academy Blvd to Bradley Rd. I have a 80+ year old Mom that lives in northern Security. We don't own a car, we ride 3-wheel recumbent trikes and use trails/bike lanes. We are FORCED to either ride along Hwy. 87 or use the Hancock Expressway into Main St in Security then double back north to Frontier Drive in Security! It a long trip having to use several different surface streets, etc. for us to get there!! Pls. look into establishing a "hardpacked dirt" or paved Bike/Ped. trail along south Academy Blvd to Bradley Rd. Thanks, it's very appreciated!</p>
4/3/2023	<p>Hi, we as homeowners in Sterling Ranch are elated to have Briargate connect to our area. We have to drive around (either north or south) just to get to into town, school, and work. This will expedite so much for us and are excited for this to take action. Thanks!</p>
4/26/2023	<ol style="list-style-type: none"> <li>1. I want no more east/west roads in Black Forest.</li> <li>2. I want the pavement removed and replaced on Shoup Rd from Milam to CO83 and on Milam from Shoup Rd. to Burgess Rd. And when doing these complete pavement reconstructions, you want the roads widened to include multiuse shoulder for bikes.</li> <li>3. I want all gravel roads paved in Black Forest</li> <li>4. I want all roads in Black Forest to be widened to include multiuse shoulders for bikes.</li> <li>5. I also want the dirt roads in the east county paved. I have a small cattle ranch in Yoder. To get there off 94 are 2 dirt roads: (withheld for privacy). It would be great if they got paved.</li> <li>6. People who live east of Black Forest to the east county line are country people. Shouldn't they also enjoy a paved, maintained road to &amp; from their homes? I tire of the mud, dust &amp; ungraded dirt roads. I have no idea how many times a year the county grades these roads. I know it is once then it rough the rest of the year. I know that would cost money but the county could pave so many roads a year until they all are paved.</li> </ol>

Date	Comment (as submitted)
4/29/2023	<p>Dear Ms. Chavez, We received notice from our Sun Hills HOA regarding your request for input about our concerns regarding transportation safety problems.</p> <p>We live at (withheld). Since construction of the Discovery Canyon Campus, through traffic has increased dramatically as people seek a shortcut from that campus and Highway 83 to Gleneagle Drive and on to Baptist Road.</p> <p>In addition to drivers using the straight and level part of Rangely as a speedway, just east of our house at Meeker, the road is very curved. In order to avoid slowing down to negotiate the curves, motorists often take the curves on the center or wrong side of the road. The homeowners on that stretch of road often have their fences and mailboxes knocked down by speeding drivers. Even driving that stretch of road is dangerous to say nothing of the danger to the many pedestrians who enjoy walking in their neighborhood.</p> <p>The area in front of our house as well as east at the intersection of Meeker/Rangely, is often used as crossing places for coyotes, foxes and deer. It is painful to see their carcasses along the road. But we are happy that to our knowledge no pedestrians or bikers have been hit.</p> <p>The speed limit is posted but that seems to make little or no difference. We would like to see two or three speed bumps installed. Slowing down the drivers on the level part of Rangely, say just west of our house, would slow those often going 45-50 MPH, and prevent walkers from having to leap onto the grass. Installation of two more - one at the intersection of Meeker/Rangely and one further east along the tighter curves, would be very effective.</p> <p>Were that to be done, drivers seeking a shortcut would hopefully be dissuaded from using Rangely, never meant to be a through corridor, and instead use Sun Hills Drive, much better suited for through traffic. At the least speed bumps would effectively minimize the danger to pedestrians and their dogs and wildlife.</p> <p>Please consider this request.</p>