

CHAPTER V. MULTIMODAL TRANSPORTATION

The development patterns in El Paso County, as is the case in most Colorado counties, rely on private motor vehicles as the dominant means of travel for residents, workers and visitors, thus the preceding chapters have focused primarily on that travel mode. However, other modes of travel are increasingly important pieces of the puzzle in providing citizens with a variety of travel options that fulfill their individual mobility needs. Convenient and safe bicycle and pedestrian facilities provide opportunities for non-motorized transportation and recreation oriented use of the transportation system. Transit services provide access to services for those who may not have availability of private vehicles. Beyond the travel needs of El Paso County residents, the MTCP recognizes the importance of moving freight on trucks as well as rail to the County's and region's economy.

A balanced transportation system that provides a safe and convenient environment for multiple travel modes is an important element in the quality of life that makes El Paso County attractive to current residents and that people and companies consider when locating to a new area. This chapter provides background on other travel modes—bicycle/pedestrians, transit and trucking—that combine with the roadway network to make up the full complement of transportation facilities, services, and connections in El Paso County.

BICYCLE AND PEDESTRIAN FACILITIES

Bicycling and walking can be healthy alternatives to the automobile for many types of trips as well as for recreational purposes. El Paso County recognizes a need to expand bike and pedestrian facilities within the unincorporated areas. The County's Community Services Department has developed plans for several existing and proposed trail corridors to accommodate bicycle, pedestrian, equestrian and other non-motorized uses. Specifically, the El Paso County Parks Master Plan (2013) includes more than 700 miles of trails and bicycle routes. In addition, a network of proposed bicycle routes along roadway corridors has been developed.

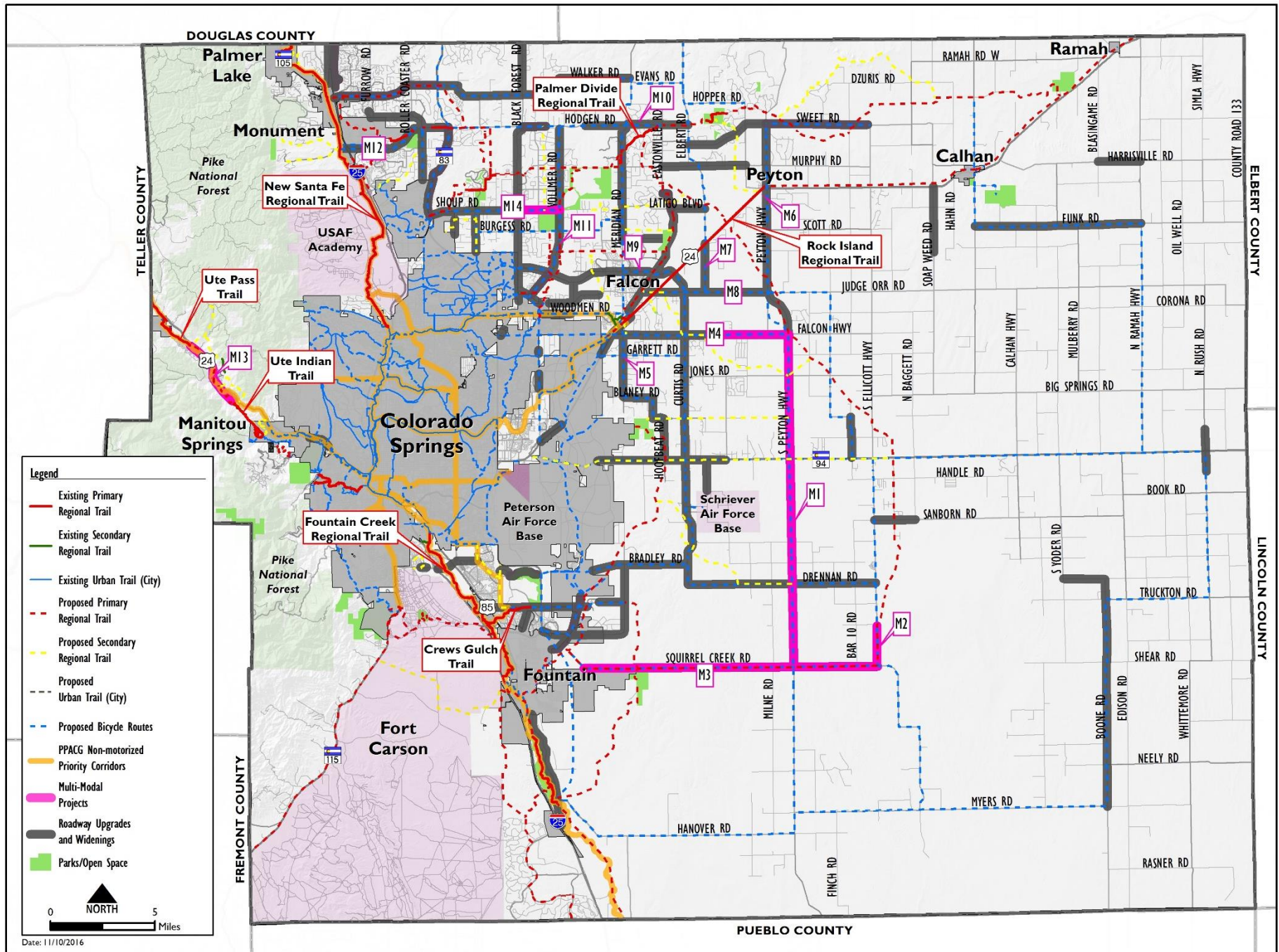
Map 15 provides a plan for non-motorized facilities in the County. The plan includes:

- ▶ A network of off-street trails to accommodate bicycle, pedestrian, equestrian and other non-motorized uses. The plan includes three categories of existing and proposed multi-use trails:
 - Primary Regional Trails – These trails are intended to link and provide access to recreation areas of regional significance, and local communities, and commuting opportunities.
 - Secondary Regional Trail – These trails are intended to link and provide access to Primary Regional trails, recreation areas of local significance, local communities and commuting opportunities.
 - Urban Trails – For the purposes of this study these are existing and proposed significant trails located in the incorporated areas of El Paso County.
- ▶ A network of roadway corridors with proposed bicycle and pedestrian routes. Of these many routes, 12 have been highlighted as “priority multi-modal projects” and are numbered M1 through M12. Bicycles and other non-motorized modes can be accommodated with two general types of upgrades on these priority multi-modal corridors: Widened shoulders can be constructed to accommodate non-motorized modes on many rural County road corridors or multi-use sidewalks can be provided on one or both sides of roads in more urban settings or high-traffic rural corridors with sufficient space for sidepaths.

Table 5 provides a summary of recommended bicycle and pedestrian improvements.

Table 5: 2040 Multi-modal Improvement Projects

Project ID	Road Name	Improvement Type	Beginning (South, West)	End (North, East)	Length
M1	S. Peyton Highway	Bicycle	Squirrel Creek Road	Falcon Highway	15.93
M2	S. Ellicott Highway	Bicycle & Primary Regional Trail	Squirrel Creek Road	Farmer Road	1.93
M3	Squirrel Creek Road	Bicycle & Primary Regional Trail	Shumway Road	S. Ellicott Highway	14.06
M4	Falcon Highway	Bicycle & Secondary Regional Trail	Meridian Road	S. Peyton Highway	6.95
M5	Meridian Road	Bicycle	Blaney Road	Falcon Highway	2.98
M6	Peyton Highway	Bicycle	Falcon Highway	US 24	7.00
M7	Elbert Road	Bicycle	Judge Orr Road	US 24	2.32
M8	Judge Orr Road	Bicycle	Eastonville Road	Peyton Highway	2.98
M9	Stapleton Dr	Bicycle	Meridian Road	US 24	2.56
M10	Hodgen Road	Bicycle	Meridian Road	Eastonville Road	1.67
M11	Vollmer Road	Bicycle & Primary Regional Trail	Marksheffel Road	Shoup Road	4.51
M12	Hodgen Road	Bicycle & Primary Regional Trail	Highway 105	US 83	4.07
M13	US 24	Primary Regional Trail	Manitou	Cascade	3.44
M14	Shoup Road	Bicycle	US 83	Vollmer Road	6.24



Map 15: Bicycle and Pedestrian Network and Improvements

TRANSIT

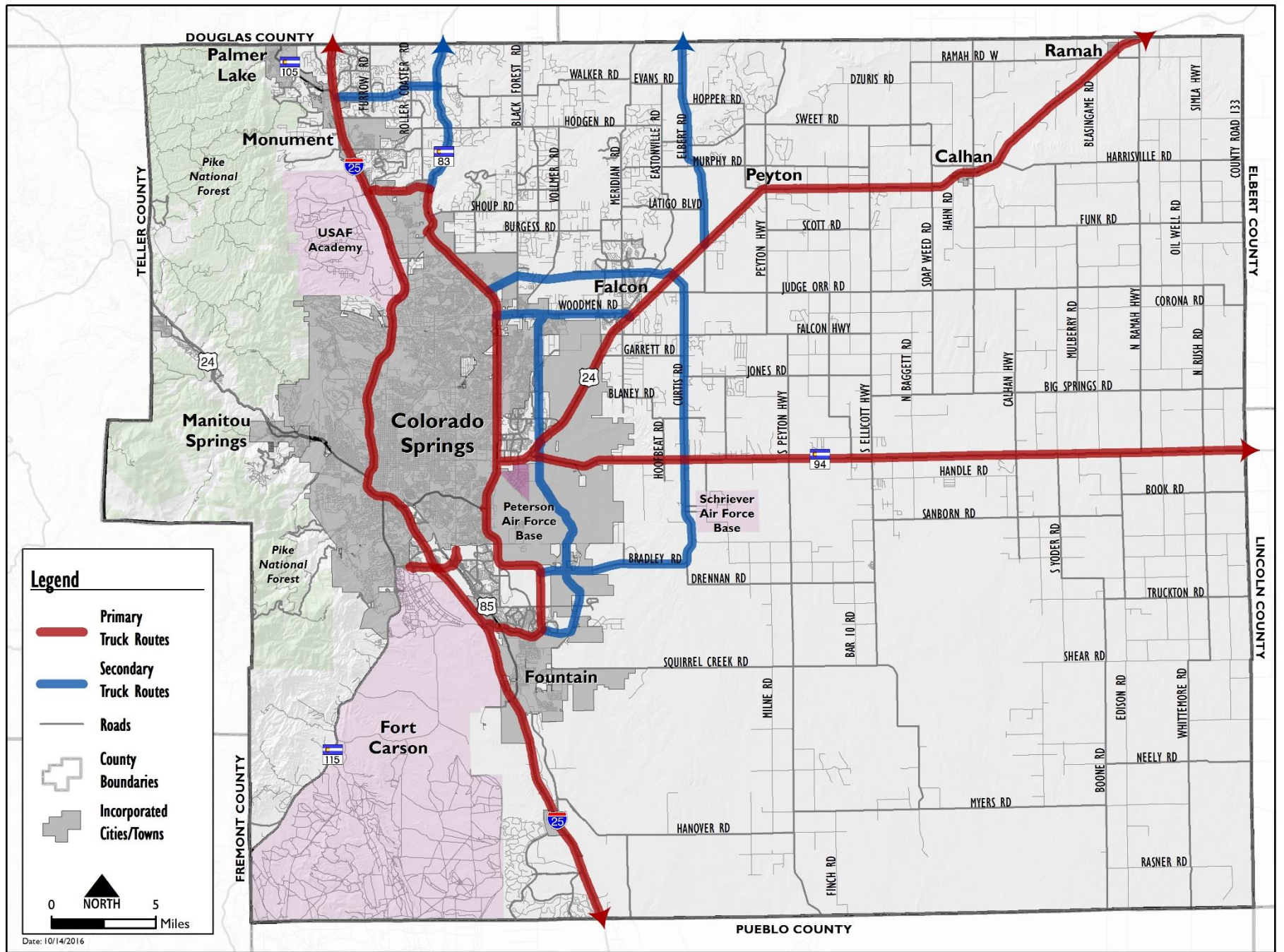
The Pikes Peak Region's principal transit service provider is Mountain Metropolitan Transit, a department of the City of Colorado Springs. Mountain Metro currently provides fixed route bus service focused in Colorado Springs, and the *2040 Regional Transportation Plan – Transit* (Appendix E of the *2040 Moving Forward Regional Transportation Plan*) calls for the agency to continue with this service focus area. So, there are currently no plans to provide fixed route transit service to the unincorporated parts of El Paso County. Fountain Municipal Transit connects residents in the City of Fountain to the Mountain Metro routes as well.

CDOT provides regional commuter bus service between Colorado Springs and Denver via the Bustang. The Bustang provides weekday peak period service with stops in downtown Colorado Springs and at the Woodman Road and Monument park-n-rides.

Demand responsive transit service is provided to targeted transit-dependent populations within parts of the unincorporated County, including senior, disabled and low-income populations. These service providers include Community Intersections, ComCor, Amblicab, El Paso Fountain Valley Senior Citizens Program, Goodwill Industries, Metro Mobility, Mountain Community Senior Services, Rocky Mountain Health Care Services, and Silver Key Senior Services.

TRUCK ROUTES

Map 16 shows the two levels of truck routes in the County. The primary routes are federal and state roads that act as through roads. Primary routes are used by freight haulers that have no origin or destination in El Paso County. The secondary routes serve trucks with an origin or destination within the more urbanized areas of the county. Unlike the City of Colorado Springs, El Paso County does not prohibit trucks from using roads that are not identified on the truck route map. Trucks may legally use any road in the County that is not weight, height, or width restricted.



Map 16: Truck Routes

CHAPTER VI. CORRIDOR PRESERVATION PLAN

RIGHT-OF-WAY PRESERVATION

Long-range transportation plans typically have been developed for a 20- to 30-year timeframe, as has this 2016 MTCP update with a 2040 time horizon. However, we know that growth in El Paso County will continue after 2040, and growth in some parts of the County may in fact occur faster than is reflected in our 2040 forecasts. Given the potential need to expand major transportation corridors beyond the levels identified in this plan for 2040, it is wise to preserve rights of way that may be needed for future road expansion in the long-range future.

The objectives are to preserve the necessary right-of-way 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 restricted from development and encroachments so that future improvements can be made in an efficient manner. This is done through the active process of:

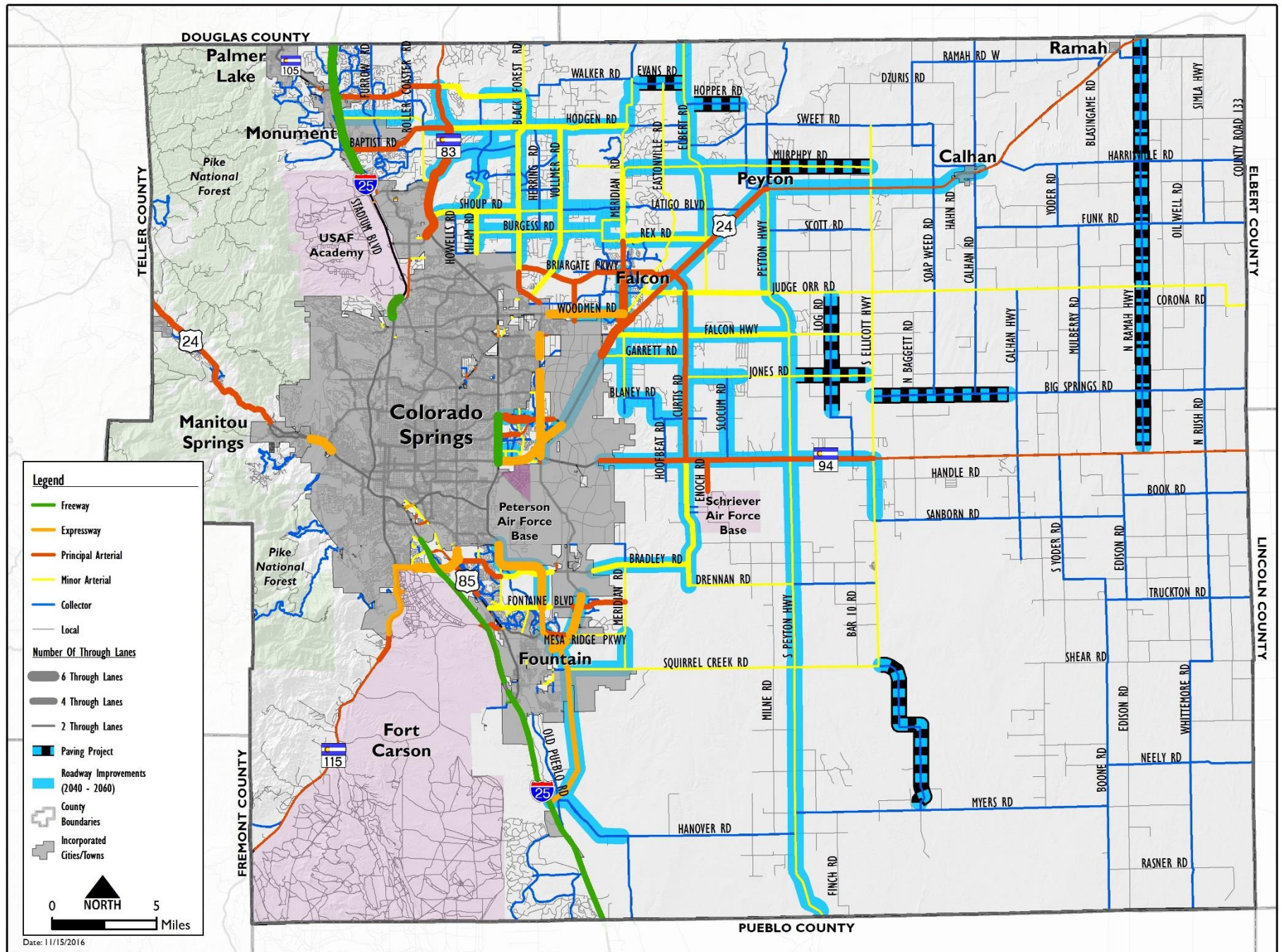
- ▶ Identifying major corridors for future roadway improvements
- ▶ Adopting access management requirements that identify appropriate access point spacing for each corridor consistent with the County's Engineering Criteria Manual
- ▶ Requiring building and development setbacks that preserve the relationship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

2060 CORRIDOR PRESERVATION PLAN

Using the travel demand model and the 2060 demographic forecasts discussed in Chapter III, travel demand forecasts were prepared for the year 2060. Although forecasts this far into the future and highly speculative given the impossible task of reliably predicting both growth patterns and travel behavior over 40 to 50 years, these order-of-magnitude 2060 forecasts provided a basis to identify corridors for which long-range future options should be preserved.

Map 17 presents the Corridor Preservation Plan. The blue highlights indicate roads on which roadway improvements are anticipated to be needed in roughly the 2040 to 2060 timeframe. Right-of-way on these corridors should be preserved and development setbacks should be required to respond to potential development and growth as it occurs. The preservation plan does not imply that all of these facilities will be improved to the level indicated. If anticipated developments do not happen, a particular long-range roadway expansion may not be needed.

While new developments will use the 2040 Plan and the 2060 Corridor Preservation Plan, additional traffic studies may be required and may create the need to add or modify alignments or road sections.



Map 17: Corridor Preservation Plan