



Major Transportation Corridors Plan

2016 UPDATE

Major Transportation Corridors Plan (MTCP) 2016 Update

The MTCP is a critical step in creating effective and efficient transportation infrastructure that is ready to meet future needs. The Plan will provide:

- an updated vision for future transportation,
- a prioritized list of transportation improvements,
- a funding plan for ensuring adequate resources to build the future transportation system,
- a look at multimodal transportation needs,
- a long-term right-of-way preservation plan for each roadway corridor,
- policies and strategies to implement the plan, and
- a basis for the Road Impact Fee.

Outline of the MTCP

CHAPTER I. Background and Context

- About the County, about the plan

CHAPTER II. Community Engagement

- More digital and social media, more use of existing public meetings, interactive website, print

CHAPTER III. Growth in the County

- Households, employment, areas of uncertainty and emerging trends

CHAPTER IV. 2040 Major Transportation Corridors Plan

- Needs analysis, future improvements and functional class

CHAPTER V. Multimodal Transportation

- Pedestrian, bikes and others, transit, truck routes

CHAPTER VI. Corridor Preservation Plan

CHAPTER VII. Funding Analysis

CHAPTER VIII. Implementation

- Phasing, policies and strategies



About the Plan

Major Transportation Corridor plans are a critical step in creating effective and efficient transportation infrastructure that is ready to meet future needs.



Why this Matters

The time to prepare for the future is now. Even if you never left your home, the transportation system is important to you.

How To Participate

This is your plan as much as it is ours.
There are a number of ways to make your voice heard.



Sign-up for project updates.



Attend a Highway Advisory Committee Meeting.



Take our online survey by March 15, 2016



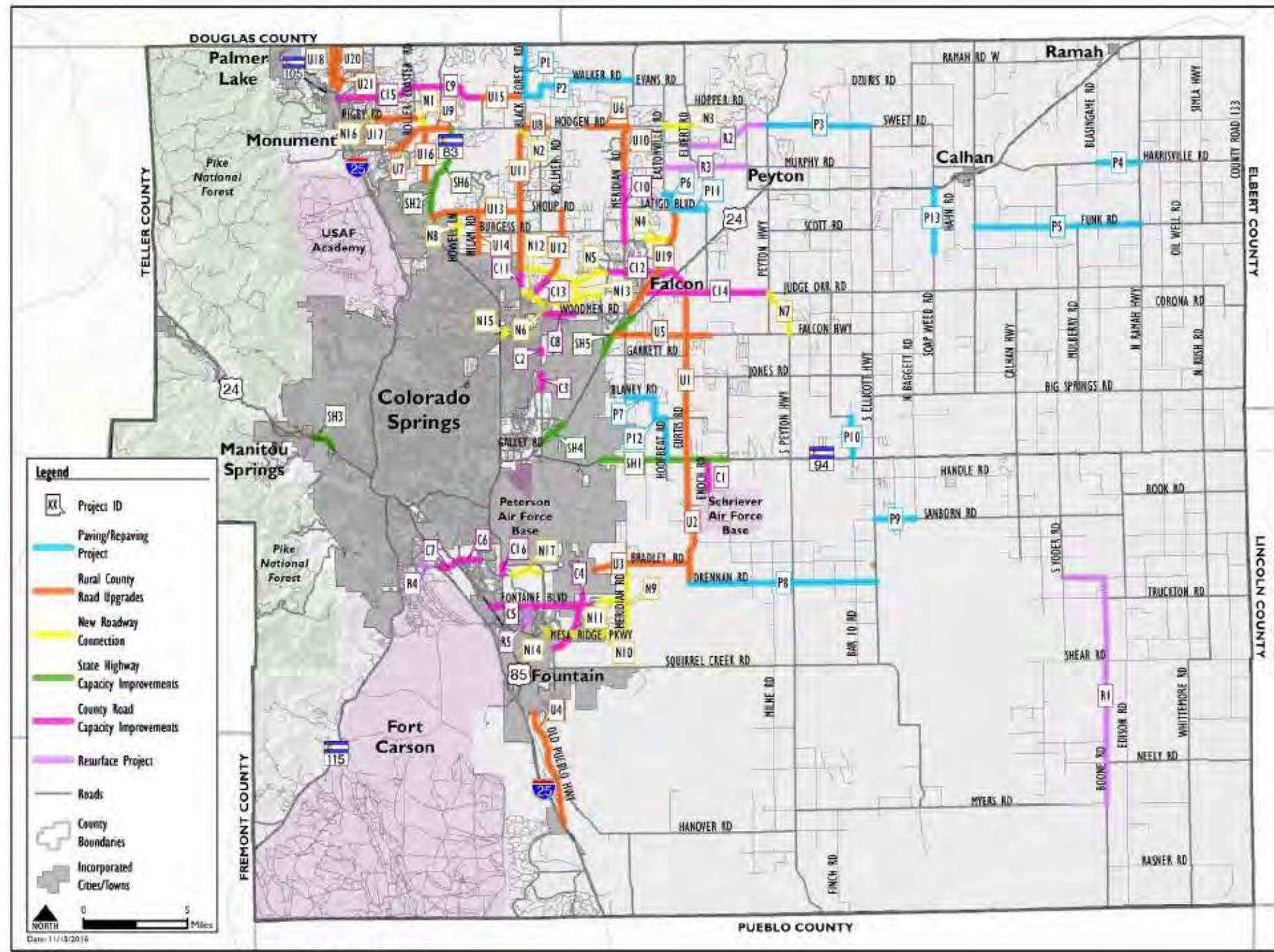
Contact project manager Victoria Chavez 719-520-6884



Visit the project website to learn more:

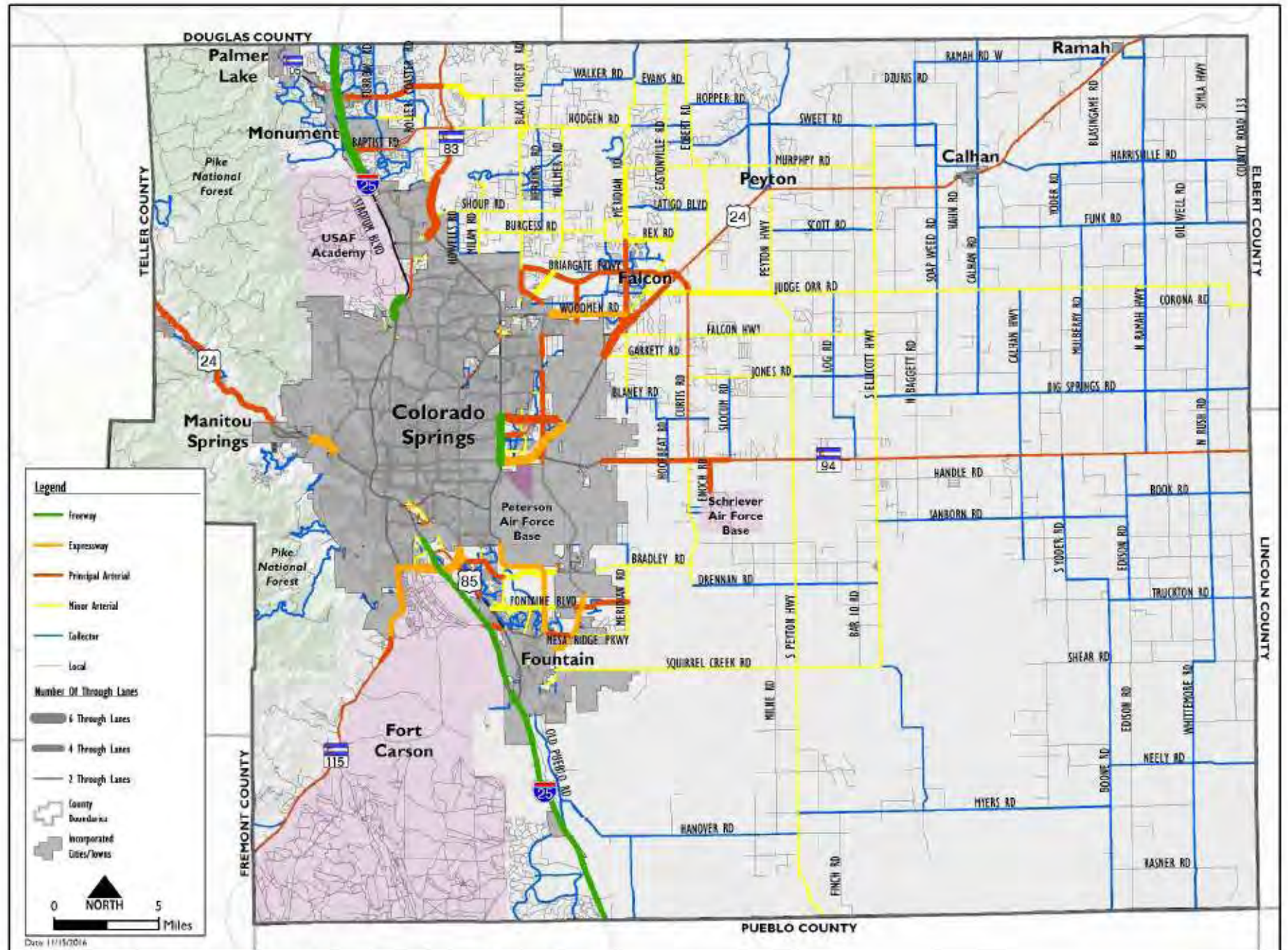
www.EPCRoadPlan.com

Roadway Improvement Projects



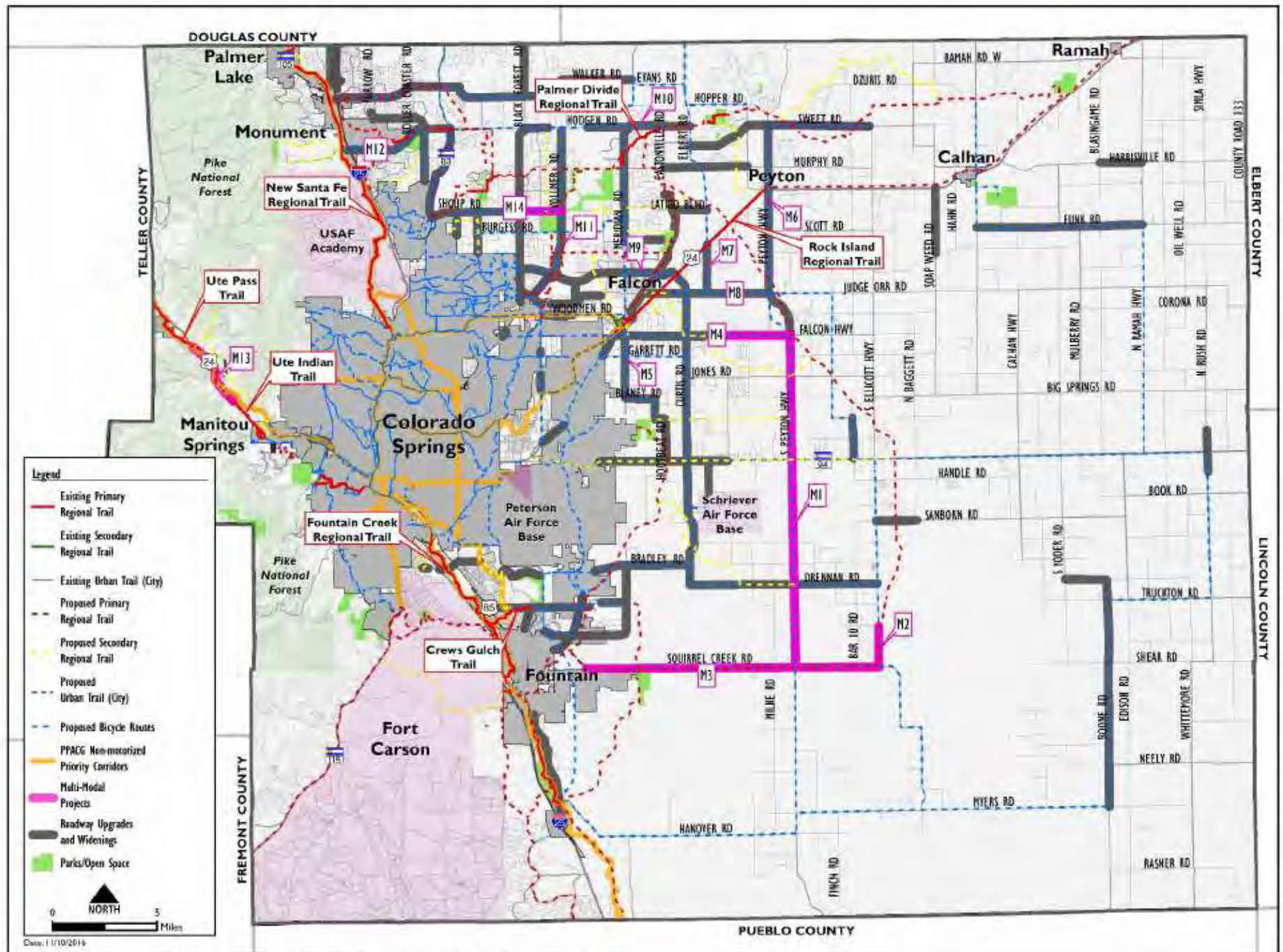
Map 13: Roadway Improvement Projects

2040 Roadway Plan (Class and Lanes)



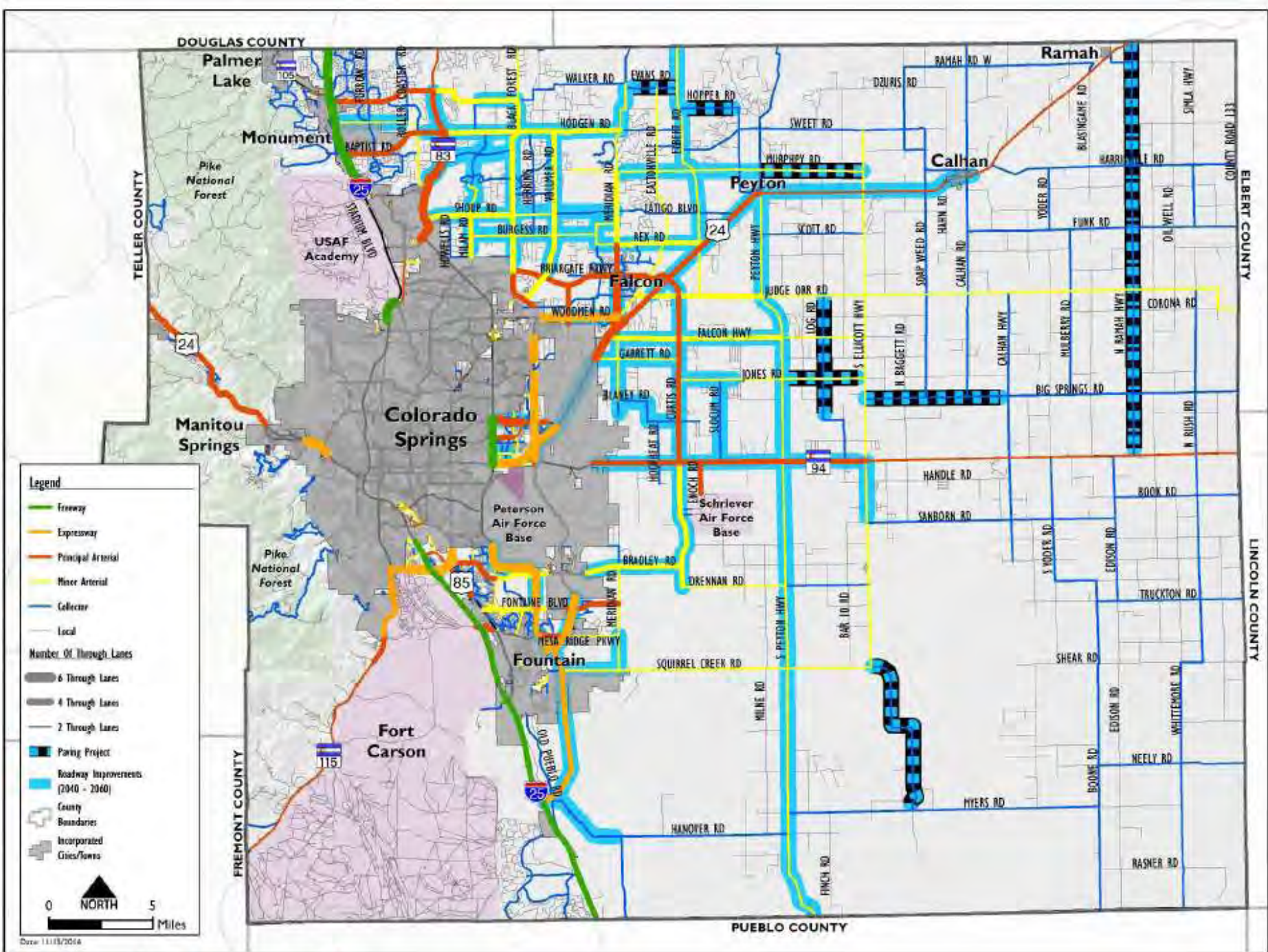
Map 14: 2040 Roadway Plan (Classification and Lanes)

Bicycle and Pedestrian Network



Map 15: Bicycle and Pedestrian Network and Improvements

Corridor Preservation Plan



Map 17: Corridor Preservation Plan

What's Changed? 2040 Plan/Improvement Map

Judge Orr needs 4 lanes between Highway 24 and Peyton Highway per PC comment

Extended the improvement on Falcon Highway about 1 mile east of Curtis Road based on review of model trip loading

Adjusted projects on Marksheffel and Black Forest Road due to City annexations

Showing Peyton Highway as a minor arterial from US 24 south for connectivity of plan but did not include it as a Road Impact Fee improvement

Fixed the number of lanes currently on Rex Road

Changed Woodmen Road to an expressway to be consistent with Woodmen Road Corridor Improvement Plan

Changed Higby road from a collector to a minor arterial

What's Changed? 2060 Plan

Added projects that were needed in the 2011 plan that were not shown as needed in the 2016 plan to the 2060 Corridor Preservation plan. This will add consistency to longer range planning as 5 year updates occur and data changes.

Added back in the Milam connection north of Shoup

Added a Stagecoach connection east of Highway 83

What's Changed? Multimodal Plan

Added Bike/Multimodal Shoulder improvements on Enoch for Schriever AFB

Added a list of multimodal improvements to accompany map

Added Ute Pass Trail an a connection

Changed the color scheme to match the Parks Master Plan maps

Added multimodal improvements on Highway 94

- Most of these were included in the plan but missing from the map.

Road Impact Fee: Cost Per Trip

Table 7. Cost per Trip

Total Growth-Related Costs, 2016-2040	\$274,811,093
÷ Total New Trip Ends, 2010-2040	709,868
Cost per Trip End	\$387.13
Plus 5% Contingency for Actual County Costs	\$19.36
Total Cost per Trip End	\$406.49

Source: Total costs from Table 5; new trip ends from Table 6; contingencies added based on 2012 recommendation of steering committee.

Former Cost Per Trip	\$357.94
Cost Per Trip with 9.4% increase	\$391.58
Proposed Cost Per Trip	\$367.49

Table 10. Net Cost per Trip

Cost per Trip End	\$406.49
– Deficiency Credit per Trip End	-\$3.40
– Outside Funding Credit per Trip End	-\$35.60
Net Cost per Trip End	\$367.49

Source: Cost per trip end from Table 7; deficiency credit from Table 8; outside funding credit from Table 9.

Road Impact Fee: PID and Upfront Fee

Table 3. Updated Upfront Road Impact Fee Comparison (In PID)

Land Use	Unit	5-Mill PID Upfront Fee			10-Mill PID Upfront Fee		
		Current	Updated	% Incr.	Current	Updated	% Incr.
Single-Family	Dwelling	\$1,915	\$2,229	16.4%	\$609	\$923	52%
Multi-Family	Dwelling	\$1,537	\$1,747	13.7%	\$1,061	\$1,271	20%
Hotel/Motel	Room	\$1,639	\$1,934	18.0%	\$1,038	\$1,279	23%
General Commercial	1,000 sf	\$3,059	\$3,465	13.3%	\$1,953	\$2,359	21%
Convenience Comm.	1,000 sf	\$3,826	\$4,585	19.8%	\$304	\$1,063	250%
Office	1,000 sf	\$997	\$1,273	27.7%	\$71	\$0	-100%
Public/Institutional	1,000 sf	\$1,091	\$1,382	26.7%	\$76	\$0	-100%
Industrial	1,000 sf	\$1,771	\$2,087	17.8%	\$492	\$808	64%
Warehouse	1,000 sf	\$816	\$977	19.7%	\$72	\$233	224%
Mini Warehouse	1,000 sf	\$122	\$187	53.3%	\$16	\$0	-100%

Source: Current fees from Table 1; updated fees from Table 17.

Road Impact Fee: Amount Per Land Use

Table 2. Updated Road Impact Fee Comparison (Not in PID)

Land Use	Unit	Current Fee	Updated Fee	Percent Change
Single-Family	Dwelling	\$3,218	\$3,532	9.8%
Multi-Family	Dwelling	\$2,010	\$2,220	10.4%
Hotel/Motel	Room	\$2,346	\$2,587	10.3%
General Commercial	1,000 sf	\$4,166	\$4,572	9.7%
Convenience Comm.	1,000 sf	\$7,355	\$8,114	10.3%
Office	1,000 sf	\$2,657	\$2,933	10.4%
Public/Institutional	1,000 sf	\$2,818	\$3,109	10.3%
Industrial	1,000 sf	\$3,050	\$3,366	10.4%
Warehouse	1,000 sf	\$1,559	\$1,720	10.3%
Mini Warehouse	1,000 sf	\$604	\$669	10.8%

Source: Current fees for developments not in a PID from Table 1; updated fees from Table 16.

Changes to Road Impact Fee Program

Added CDOT signal escrow process

9.4% Unit Cost increase

Added the cost of the MTCP/Fee Program Update

Removed PPRTA A List projects plus one B List

Removed local signals

Removed funded state projects as listed in PPACG Long Range Transportation Plan

Adjusted project list based on changes to Draft MTCP

Changing the fee obligation from final plat to building permit with a phase in period to 2020

Next Steps

Finalize land use data – DONE

Run the model to get a draft plan – DONE

Obtain input on goals, needs & draft maps – DONE

Write Reports – DONE

Obtain input on draft report – in process

Planning Commission – November 1 - DONE

HAC & Road Impact Fee Adv. Com. – November 16

Planning Commission – December 6

Board of County Commissioners – December

