# Colorado Springs Airport Master Plan

**Regional Transportation Assessment** 

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This report focuses on the regional transportation network that provides regional and local access to the Colorado Springs Municipal Airport (the Airport). The focus of this report is off-airport roads and facilities outside of the airport boundary. After the Introduction, the report is organized in four primary sections:

- Existing Surface Transportation Network: Provides a summary of the existing regional roadway network, local roadways, public and private transit service, and the bicycle and pedestrian network.
- State of the Surface Transportation Network: Provides an assessment of the existing and future operation of the transportation system.
- Relevant Plans and Studies: Provides summaries of several previous or ongoing transportation plans and studies that are relevant to regional and local transportation to the Airport.
- **Challenges and Issues**: Presents several key surface transportation challenges and issues, along with discussion of how they are currently being addressed and additional opportunities for improvements.

The Airport is municipally owned and operated by the City of Colorado Springs. It is in the southeast corner of the city and approximately 12 miles from downtown Colorado Springs. **Figure 1-1** shows the general location of operations on the airport property, including:

- Passenger Travel Terminal
- General Aviation and Cargo Area
- Peterson Space Force Base (SFB) on the north end
- The developing mixed-use Peak Innovation Park underway on the south end

The dotted line represents the Airport's property boundary.











## 2. Existing Surface Transportation Network

Surface transportation connections to the Airport are vehicle dependent. Routes vary for the different areas of airport operations, but all depend on the framework of the regional road network. Local roads provide access at various intersections. Alternative mode options, such as transit and active transportation, exist but are limited.

### **Regional Network**

Regional access to the Airport is provided by Interstate (I)-25, US 24, and State Highways (SH) 21, 16, and 94. **Figure 2-1** shows the key regional roadways in the network. Average annual daily traffic (AADT) was obtained from the Colorado Department of Transportation (CDOT) Online Transportation Information System (OTIS) Traffic Data Explore webpage.<sup>1</sup>

- I-25 is the primary north-south interstate freeway through Colorado. CDOT has jurisdiction. The configuration of six lanes through most of Colorado Springs drops to four lanes south of the Lake Avenue (Ave)/S. Circle Drive (Dr) exit.
  - Exit 132 provides airport access via SH 16, which becomes SH 21 at Mesa Ridge Parkway. CDOT's OTIS reports 2020 AADT of 47,000 vehicles per day (vpd) north of Exit 128, 4 miles to the south.
  - Exit 135 provides airport access via SH 83 (S Academy Boulevard [Blvd]) and Milton E. Proby Parkway (Proby Pkwy). Year 2020 AADT was 77,000 vpd (north of the exit) and 57,000 vpd (south of the exit).
  - Exit 139 provides airport access via US 24 and Powers Blvd.
- US 24 is an east-west corridor connecting the Airport west to Woodland Park, Buena Vista, etc. and east to rural El Paso County towns such as Falcon, Peyton, Calhan, and Ramah. The road section of US 24 varies, along with its shared alignment:
  - US 24/Fountain Blvd (I-25 to Powers Blvd): Four-lane expressway, year 2020 AADT ranging from 24,000 to 42,000 vpd and truck traffic ranging from 6.3 to 7 percent.
  - US 24/Platte Ave (Powers Blvd to Marksheffel Rd): Four-lane expressway, year 2020 AADT ranges from 40,000 vpd at Powers Blvd to 33,000 at the intersection with SH 94. Truck traffic ranges from 5.9 to 7 percent.
  - US 24 (east of Marksheffel Rd): Four-lane principal arterial. AADT is 21,000 vpd east of SH 94, diminishing moving to the east.
- SH 21 (Powers Blvd) is a north-south corridor that currently operates as an expressway. A strategic corridor for the city, Powers Blvd is planned to eventually operate as a freeway with grade-separated interchanges. The north end will connect to I-25 near North Gate Blvd, and the south end connects to I-25 via SH 16 at the intersection with Mesa Ridge Pkwy. Powers Blvd is six lanes in both directions until south of E Fountain Blvd, where it is reduced to four lanes. Year 2020 AADT varies from 13,000 in the south (near Bradley Rd) to 37,000 on the north end (near Old Ranch Rd), with a high of 60,000 in the middle (near Galley Rd). Truck traffic ranges from 2.7 to 6.4 percent.

<sup>1</sup> CDOT OTIS Traffic Data Explorer.

https://dtdapps.coloradodot.info/otis/trafficdata#ui/1/1/0/station/100958/criteria/025A/0/298.879/true/true/. Accessed 11/8/2021.





### Figure 2-1: Roadways Providing Regional Access to the Colorado Springs Airport

COS Airport Master Plan 120242-01 11/24/2021

• SH 94 is a 2-lane east-west expressway that begins at the intersection with US 24, northeast of Peterson SFB, and continues east past Schriever SFB and through Ellicott, Yoder, and Rush until connecting with





US 287, approximately 85 miles to the east, in Cheyenne County, Colorado. Year 2020 AADT was 8,400 east of Marksheffel Rd, 9,900 east of Space Village Ave, 10,000 east of Curtis Rd, and then ranged from 4,400 down to 440 on the eastern end. On its western end, 2020 truck traffic was low at 2.9 to 3.5 percent. However, on the eastern two-thirds of SH 94, truck traffic increased from 10.8 to 23.5 percent between Yoder Rd and Punkin Center.

- US 85 runs parallel to I-25 from Fountain to B Street in Colorado Springs. There are multiple connections to the Airport, such as Academy Blvd to Proby Pkwy and Powers Blvd via Mesa Ridge Pkwy, Fontaine Blvd, or Grinnell Blvd. OTIS indicates there are no stations measuring AADT on this segment.
- The regional network also includes local roads, including the following key north-south and east-west corridors:
  - North-south:
    - Marksheffel Rd: A principal arterial varying between two and four lanes
    - Academy Blvd: A 6-lane principal arterial
    - Peterson Blvd: A 4-lane minor arterial
    - Peak Innovation Pkwy: A 2-lane minor arterial
    - Aeroplaza Dr: A 2-lane minor arterial
    - Nevada Ave: A 4-lane principal arterial from Garden of the Gods Rd south to E. Cimarron Street
  - East-west:
    - Milton E. Proby Pkwy: Primarily operating as a 4-lane expressway
    - Woodmen Rd: An expressway from I-25 to US 24 varying from six to four lanes
    - Platte Ave: A principal arterial from N Nevada to N Academy Blvd and an expressway from N Academy Blvd to Peterson Rd
    - Hancock Expwy: A 4-lane principal arterial that turns south and becomes a minor arterial
    - Astrozon Blvd: A 2-lane minor arterial
    - Fountain Blvd: A 4-lane lane expressway aligned along US 24
    - Airport Rd: A 4-lane principal arterial
    - Integration Loop: A 2-lane minor arterial within Peak Innovation Park
    - Bradley Rd: A 4-lane principal arterial west of Marksheffel Rd and 2-lane minor arterial east of Marksheffel Rd

### **Local Roadways**

This portion of the roadway inventory focuses on access roads with a functional classification of minor arterial and higher. Local and collector streets are not included in this inventory. **Figure 2-2** shows the roadway network surrounding the Airport and identifies the functional classification according to the roadways' current operations.





### Figure 2-2: Roadway Network and Classifications Serving the Airport

COS Airport Master Plan 120242-01 11/24/2021



### **Airport Access Points**

Multiple roadways provide access to the Airport and the route varies dependent on which area of operation is being accessed. The following sections detail the existing network of roadways and intersections for each area of Airport operations.

### **Passenger Travel Terminal**

The gateway to the Airport is located at the intersection of Proby Pkwy and Powers Blvd. All vehicles needing to access the passenger terminal traverse either Proby Pkwy or Powers Blvd.

West of the intersection, Proby Pkwy is a 2-mile, four-lane divided expressway that commences at S Academy Blvd. Proby Pkwy becomes the Airport's internal road and accesses long- and short-term parking, rental car operations, and curbside operations such as passenger drop-off/pickup.

**Figure 2-3** shows that the intersection of Proby Pkwy and Powers Blvd is configured with right turn lanes in all directions; a single left-turn lane for vehicles exiting the airport; and dual left-turn lanes for northbound, eastbound, and southbound vehicles. The intersection is controlled with traffic lights and protected left-turn signals.

# Figure 2-3: Aerial view of Proby Pkwy & Powers Blvd intersection



Source: Google Earth Pro

Crosswalks and pedestrian signals are provided on all approaches.



### **General Aviation and Air Cargo Area**

Four roadways provide access from Powers Blvd to the General Aviation and Air Cargo Area, which is served by Aviation Way along the Airport's western boundary. These intersections are signalized and spaced 0.5 to 0.7 miles apart.

 The north approach to the General Aviation and Air Cargo Area is Aeroplaza Drive, a minor arterial. Figure 2-4 shows the intersection is signalized and configured with right-turn lanes and marked crosswalks.

Approximately 0.7 mile to the south is
 E Fountain Blvd, a roadway classified as
 freeway west of Powers Blvd due to its
 alignment with US 24. Fountain Blvd maintains
 its four-lane road section as it crosses Powers
 Blvd and becomes a turn-lane pair at its
 intersection with Aviation Way. Figure 2-5
 shows the intersection is signalized, configured
 with one left-turn lane on three approaches
 and dual left turn lanes on eastbound US 24.
 There are marked crosswalks and pedestrian
 refuge islands on each corner.

# Figure 2-4: Aerial View of Powers Blvd and Aeroplaza Drive



Source: Google Earth Pro

Figure 2-5: Aerial View of Powers Blvd and US 24/ E Fountain Blvd



Source: Google Earth Pro



 West of Powers Blvd, Astrozon Blvd is a twolane minor arterial. Figure 2-6 shows the intersection is signalized and configured with a left-turn lane on all approaches, pedestrian islands, and crosswalks.

 At its intersection with Powers Blvd, Hancock Expressway (Expy) is a four-lane principal arterial with existing capacity of 32,000 vpd. East of Powers, the roadway narrows to the two-lane local road Zeppelin Rd. Figure 2-7 shows the intersection is signalized, configured with left-turn lanes in all directions, pedestrian refuge islands, and marked crosswalks.

### Figure 2-6: Aerial View of Powers Blvd and Astrozon Blvd



Source: Google Earth Pro

### Figure 2-7: Aerial View of Powers Blvd and Hancock Expressway



Source: Google Earth Pro



### Peterson Space Force Base (SFB)

Three roadways provide access to Peterson SFB at the north end of the Airport. All access roads require travel through staffed security gates.

• From S Powers Blvd, Airport Rd becomes Stewart Ave and accesses the base via the West Gate. Airport Rd is a four-lane principal arterial from Circle Dr to Powers Blvd. **Figure 2-8** shows the intersection is signalized, configured with dual left turns in all directions, and marked with crosswalks.

### Figure 2-8: Aerial View of Powers Blvd and Airport Rd



Source: Google Earth Pro

 From Platte Ave/US 24, Peterson Blvd, eastbound travelers exit to Space Village Ave to reach Peterson Rd. Westbound travelers exit to Peterson Rd, a four-lane minor arterial at its south end. Figure 2-9 shows the gradeseparated interchange and the median-divided Peterson Rd north of the security gate. Figure 2-9: Aerial View of US 24/Platte Ave Interchange and Peterson Rd/ Space Village Ave Intersection



Source: Google Earth Pro



 Travelers accessing Peterson SFB via the East Gate exit Marksheffel Rd onto Stewart Ave, a two-lane road classified as minor arterial.
 Figure 2-10 shows the signalized T-intersection configuration with turn lanes and raised medians on all approaches.

### Figure 2-10: Aerial View of Marksheffel Rd at East Gate Access



Source: Google Earth Pro

### **Peak Innovation Park**

Peak Innovation Park is a mixed-use development within the Airport property boundary. Multiple access points include Proby Pkwy, Grinnell Blvd/Integration Loop/Embraer Hts, and Peak Innovation Pkwy, each from respective intersections with Powers Blvd.





- Airport travelers will continue east on Proby Pkwy to access airport operations such as passenger pickup/dropoff, short- and long-term parking, and rental car facilities. Travelers to the business park will mix with eastbound airport-bound travelers, a four-lane expressway, until turning south onto Peak Innovation Pkwy. Figure 2-11 shows the roadway configuration at this intersection.
- Figure 2-11: Aerial View of Proby Pkwy and Peak Innovation Pkwy Intersection



Source: Google Earth Pro

The intersection of Powers Blvd and Grinnell Blvd (an El Paso County road) provides access to the southwest corner of Peak Innovation Park, particularly the Amazon facilities along Integration Loop. Recent intersection improvements were completed to accommodate increasing traffic associated with the business park. **Figure 2-12** illustrates the right turn lanes in all directions.

Figure 2-12: Aerial View of Powers Blvd Intersection with Grinnell Blvd/ Integration Loop



Source: City of Colorado Springs



- Peak Innovation Pkwy provides a north-south connection from Proby Pkwy to Powers Blvd. Once open, this internal road of the business park may provide an alternative route for travelers arriving from the south or southeast. At the point of intersection, Powers Blvd traffic has the right-of-way and is not stop controlled.
  - At the point of intersection, Powers Blvd traffic has the right-of-way and is not stop controlled. **Figure 2-13** shows that Peak Innovation Pkwy is configured with a right-turn lane/left-turn lane pair and is stop controlled for vehicles exiting to Powers Blvd, a divided highway.

### Figure 2-13: Aerial View of Powers Blvd and Peak Innovation Parkway



Source: Google Earth Pro





The City of Colorado Springs provides public transportation to the Airport via Mountain Metro Transit (MMT), a provider of fixed-route bus service, and Mountain Metro Mobility, an Americans with Disabilities Act (ADA) demand-response paratransit service for individuals who are unable to use fixed-route bus service due to a disability. **Figure 2-14** shows the existing MMT fixed-route system map. The map includes Route 37, which began offering service to the Airport in June 2021 (as noted in the legend).









The initial route commenced June 13, 2021, to serve the Airport and Peak Innovation Park. The route operates with 40-minute headways.

Hours of service are:

- Monday through Friday, 6:15 am to 10:15 pm
- Saturday and Sunday, 6:15 am to 6:15 pm

**Figure 2-15** shows the map of Route 37, which includes a loop around Peak Innovation Park's internal road network both before and after accessing the Airport terminal. The route's scheduled timepoints include the bus stops at Academy and Hancock, Integration Loop, and the passenger terminal. Additional stops are available along the route.

### Figure 2-15: MMT's Route 37





As shown in **Figure 2-16**, data provided by Mountain Metro Transit reveals a trend of increasing ridership and notes November's weekday ridership may be due to two less service days in November than October. The November 2021 Ridership Report indicates that Route 37 has provided a total of 1,959 unlinked passenger trips since its inception in June 2021.<sup>2</sup>



### Figure 2-16: Average Daily Ridership of MMT's Route 37

### **Connecting Routes**

Bus riders who use MMT Routes 1, 22, 27, and 32 may connect with Route 37 at Hancock Plaza, increasing the possibility of bus travel to the Airport. The connections would serve riders from Downtown, Citadel Mall Transfer Center, and Security-Widefield.

- Route 1 travels between the Downtown Terminal and Hancock Plaza.
- Route 22 travels between the Citadel Mall Transfer Center and Hancock Plaza, primarily along Murray Blvd.
- Route 27 travels between the Citadel Mall Transfer Center and Pikes Peak Community College.
- Route 32 travels between Security-Widefield and Hancock Plaza.

Additional MMT routes are in service and would connect via the Downtown Terminal or three transfer centers at Citadel Mall, Cache La Poudre & Nevada, or Cascade & Taylor. Route 37 is the only direct route. All other routes require a connection at Hancock Plaza, adding time to the transit trip.

### **Transit Trip Planning**

Transit riders can visit MMT's website, which includes a Trip Planner feature to identify trip options and travel times. The function links to Google maps and appears to be dependent on time of day as it includes real-time information regarding active routes and timeliness (e.g., "on time").

<sup>&</sup>lt;sup>2</sup> MMT November 2021 Route 37 Monthly Ridership Report



Source: Mountain Metro Transit

**Figure 2-17** shows results for two example exercises: travel from Downtown Colorado Springs and travel from north Colorado Springs to the Airport.

### Figure 2-17: Example "Plan Your Trip" with Transit

0 The An South Teion Street 🛱 52 min Q 37 min 8 nes Aires 1472 Jamboree R > R > R 1 hr 9 min ital Cent itadel/Academy Citadel/P 🛱 1 hr 7 min Arrivals a Astron 10

For example, the transit options from Downtown to the Airport include a trip on MMT requiring two connecting bus routes (52 minutes) or a trip by private shuttle (37 minutes).

A second example shows the trip planner results for travel from the bus stop (1472 Jamboree) near Chapel Hills Mall in north Colorado Springs to the Airport. The shortest option is a 67-minute trip by private shuttle. Travel time for MMT trip options ranges from 69 minutes to 1 hour, 46 minutes, and requires two transfers among three buses. Transfer passes are free but must be requested from the driver upon boarding and are good for only two hours.

### **Ground Transportation Providers**

Ground transportation other than public transit is available via private entities. Table 2-1 shows the number of providers by type operating in 2021. Figure 2-18 details the business names of existing private operators.

The Airport does not own, run, or manage these providers. Such providers are privately operated and typically for profit; therefore, ridership numbers were not available for this report.

### Table 2-1: Private Ground Transportation Providers by Type

Туре	Number of Providers <sup>1</sup>	
Buses	1	
Limousines	11	
Shuttles and Vans	17	
Ski Shuttles	2	
Taxis	2	
Transportation and Network Companies	2	

Source: https://coloradosprings.gov/flycos/ground-transportation?mlid=33301 accessed September 13, 2021.

### Figure 2-18: Private Ground **Transportation Providers** (2021)

#### ain Metro Transit provides bus service to the Colorado Springs Airport.

Route 37 is an express route that starts at the Hancock plaza, and concludes at the Colorado Springs Airport one stop in between at Integration Loop. Route 37 Map

- Buses

Colorado Tour Line / Gray Line @: (719) 633-1181 or (800) 345-8197

### - Limousir

- Along Came Carol Concience Services, LLC (# (719) 661-1476
   A Ride In Luxury (# (719) 243-3365 or (888) 602-5014
   A Tommean Transportationmic (1919) 373-1056
   Discar Transportationmic (1919) 373-1056
   Colorado Springs Tommeant
   Parts (1916) 243-3000 (1900) 331-1053 ext. 1121
   Hermes Worldwide Transportation, LLC (# (203) 377-7600
   Price Luxury Tomsportation, LLC (# 1919-618-7038
   Your Chauffeurr#, (719) 648-7038

Colorado Springs Shuttle Ø: (719) 687-3456 or (877) 587-3456
 Rocky Mountain Ride Ø: (719) 362-6332

- A Ride In Luxury®: (719) 243-3565 or (888) 602-5014
   Bilaar Transportation ©; (719) 373-1056 (Wheekhair Accessible Vehicles Available Upon Requ
   Cheyenne Mountain Resort ©; (719) 537-3000 or (800) 428-8886 "Shuttle Service Currently
   Uhavailable
   Colorado Springs Shuttle®; (719) 687-3456 or (877) 587-3456
   Colorado Suriu Line / dray Lines; (719) 687-3456 or (877) 587-3456
   Colorado Suriu Line / dray Lines; (719) 687-3456 or (870) 380-85197
   Derver Coach; (800) 905-9101
   Garden of the Codotardo Springs Aliport LO2F2; (719) 580-8516
   Hotel Lilegante (511 Hotel Operating) №; (719) 575-5600 or (800) 981-4012
   LOF Colorado Springs / Hotpity In Expresse; (719) 556-5600
   Midnight Rose Hotel and Casino dba Triple Crown Casinosa; (719) 689-003
   Plowers Inn de Hiltino Garden in Hampton Inine, (719) 592-0000
   Radisson Hotel Colorado Springs Aliporte; (719) 597-7000
   Radisson Hotel Colorado Springs Aliport; (719) 597-7000
   Radisson Hotel Colorado Springs Aliport; (719) 597-5000
   Springs Inin dba Quality Inn Colorado Springs Aliport; (719) 597-5000
   The Cliff House; №; (719) 785-1000

COS Transportation Yellow Cab / Z-Trip & (719) 777-7777
 Book ahead with Z-Trip's booking service - Super Shuttle &
 Pikes Peak Cab LLC & (719) 888-9000

Lyft:P
 Uber#



### **Active Transportation Network**

While airport travelers tend to travel to the passenger terminal by vehicle, airport employees may be more likely to commute to work by active transportation modes, particularly bicycle.

Existing designated facilities to provide connectivity for bike travel are limited but include bike routes, bike lanes, urban trails, and roadway shoulders. **Figure 2-19** shows the COS Bikes! Master Plan existing bike facilities map. Bike facilities in the vicinity of the Airport include

- Dedicated bike lanes along Astrozon (west of Powers Blvd)
- Shared-use trail and paved shoulder along Proby Pkwy
- Dedicated bike lanes along Integration Loop (within Peak Innovation Park)
- Paved shoulders along Platte Ave, E Fountain Blvd/US 24, and Powers Blvd

Additionally, the General Aviation and Air Cargo area includes a considerable pedestrian network of facilities such as sidewalks, curb ramps, refuge islands, and painted crosswalks.







Source: COS Bike Master Plan





### **Truck Routes**

Though a small percentage of freight is transported by air when compared to other modes, the Colorado Springs Airport still plays a role in the conveyance of freight and Colorado's multimodal freight system. The truck route network connects the Airport to the region, including I-25, a primary freight corridor within the state. CDOT's 2019 Colorado Freight Plan identifies the Colorado Springs Airport as one of 34 Intermodal Facilities serving as a multimodal hub connected to the national Highway System. <sup>3</sup>

Air cargo services at the Colorado Springs Airport include the FedEx Ship Center on Aviation Way. Amazon logistics facilities within Peak Innovation Park include a distribution facility, a warehouse, and a sorting center.

Truck traffic to/from the Airport is well served by the roadway network. **Figure 2-20** shows the City's truck routes. The blue lines indicate arterials with no restrictions on trucks. The corridors that encircle the Airport include Powers Blvd, Platte Ave/US 24, Marksheffel Rd, and Bradley Rd. Additional roads shown that connect the Airport to the regional freight network include Proby Pkwy, US 94, and Academy Blvd.

The 2019 Colorado Freight Plan details critical freight corridors throughout the state. Within Colorado Springs and near the Airport, the plan includes two segments of US 24: from SH 21 to Airport Rd and from SH 21 to Constitution Ave. Infrastructure and safety needs for both segments are identified as limited

### Figure 2-20: Colorado Springs Truck Route Map



### (Source:

https://www.arcgis.com/apps/webappviewer/index.html?id=8752c6ece19143dc8fb65 dfb3e7f3f5e)

shoulder widths and congested bottleneck areas.

<sup>&</sup>lt;sup>3</sup> Colorado Freight Plan, 2019, page 78





Wayfinding is the process of using information sources to travel from one point to another. Common wayfinding tools include signs, printed maps, online maps, travel mode options such as bus routes, pavement markings, and smartphone applications. Those who work at or live near the Airport become familiar with available routes by mode of travel. Travelers unfamiliar with Colorado Springs may rely on roadway signage, electronic devices, or verbalized directions as they seek to navigate their way to the Airport.

The Colorado Springs Airport website provides a good starting point, with essential information such as address, telephone number, and links to maps, directions, and ground transportation and shuttle providers.



Approximately 30 directional signs are currently provided on

City and CDOT roadways directing travelers to the Airport. **Figure 2-21** shows the location of the City's signs along several Airport access routes including I-25, Academy Blvd/Milton E. Proby Pkwy, US 24/Fountain Blvd, Circle Dr, Powers Blvd, and Woodmen Rd.









Source: City of Colorado Springs Department of Public Works Sign Inventory





## 3. State of the Surface Transportation Network

Reliable roadway access, roadway and intersection performance, and traffic flow are important to vehicles traveling to/from the Airport. Congestion on the way to airports can stress travelers, who may worry about missing their flights.

A study of transportation and mobility in Colorado Springs is ongoing at the same time of this Airport Master Plan update. The study, named ConnectCOS, provides insight into the performance of the transportation network of Colorado Springs. Insightful information regarding the Airport vicinity can be extracted to inform this report.

The technical analysis included:

- INRIX Data Analysis: A travel pattern analysis to identify areas of vehicular traffic congestion within the city
- Forecasts and Travel Demand Model: Use of the Pikes Peak Area Council of Governments (PPACG) Regional Travel Demand Model to evaluate congestion in 2020 and future congestion in 2045
- Crash Data Analysis: Traffic safety analysis with Colorado Springs Police Department crash data
- Streetlight Data Analysis: Analysis of anonymized cellphone data using StreetLight data to identify travel patterns

### Travel Time Data Analysis

INRIX data were used to conduct a travel-time analysis and compare the performance of corridors and intersection approaches to one another within the City's network. **Figure 3-1** shows that Platte Ave, Marksheffel Rd, and Powers Blvd (southbound and south of Proby Pkwy) are performing well or relatively well when compared to other key corridors in the city. Northbound Powers Blvd, US 24, and other east-west corridors rank poorly.

Similarly, **Figure 3-2** shows the relative performance of intersection approaches within the city. Near the Airport, intersection approaches near US 24/SH 94, US 24/Powers Blvd, and both ends of Proby Pkwy perform poorly relative to other areas of the city.







Source: ConnectCOS









Source: ConnectCOS



### **Forecasts and Travel Demand Model**

The ConnectCOS project team consulted the PPACG Travel Demand Model in its analysis of 2045 modeled roadway operating conditions. By comparing daily traffic volume forecasts to the capacity, based on the functional classification and number of through lanes, for roadways, the ratio of volume to capacity (V/C) can be calculated and mapped.

Error! Reference source not found. shows the corridors that are projected to be over or near capacity in 2045 if no improvements were made to the existing roadway network.

- Over Capacity roads in the vicinity of the Airport without any improvements (shown in red) include:
  - o Powers Blvd, from Carefree Cir to Bradley Rd
  - o Platte Ave, from Circle Dr to Constitution
  - S Academy Blvd, from I-25 to US 85
  - US 24, from Union Blvd to Powers Blvd
  - E Fountain Blvd, east of Powers Blvd
  - I-25, south of S Academy Blvd
  - o Hancock Expy, from Circle Dr almost to Academy Blvd
  - Airport Rd, from Murray to Powers Blvd
  - o Marksheffel Rd, from Space Village Dr to Old Drennan Rd, and south of Bradley Rd
  - o Bradley Rd, east of Marksheffel Rd

Section 5 of this report presents plans that are in place to address these projected over-capacity roadways over the next 20 years.







Figure 3-3. 2045 Volume/Capacity with No Roadway Improvements

Source: ConnectCOS



### **Travel Pattern Analysis: StreetLight Data**

An analysis of StreetLight data provided insight into travel patterns. StreetLight data use signals from digital sources such as smartphones, GPS signals, and connected vehicles. Within the StreetLight software platform, analysis zones were located across the north/south legs of the Airport's entrance road. These data can be used to illustrate the routing and proportion of trips crossing the analysis zone.

StreetLight data were obtained for the entire year of 2019 (pre-Covid) and a three-month period of 2021, from March 15 to June 15.

### **Top Routes Analysis**

Error! Reference source not found. provides a visual representation of the top routes to the airport analysis. The high point in the image represents the summation of all vehicles eventually reaching the Airport.

### Figure 3-4. Top Routes



Source: Streetlight Data Analysis

The top routes include corridors identified as ConnectCOS Critical Corridors (emphasized in **bold italic**):

- 1-25 to S Academy Blvd to Proby Pkwy
- Powers Blvd to the north
- Platte Ave toward downtown
- US 24/E Fountain Blvd toward downtown and I-25



Error! Reference source not found.**5** shows the time-of-day distribution of trips. In 2019, the highest occurring percentage of trips by hour was 8.03 percent (10 am – 11 am), followed 6.90 percent (11 am – 12 pm). Thus, late morning travel accounted for 14.93 percent of all trips.

In the three-month period of 2021, the midday peak increased slightly and shifted by one hour, with 11.00 percent (11 am - 12 pm) and 10.24 percent (12 pm - 1 pm), thus a total of 21.24 percent of all trips.



Figure 3-5. Top Routes, Time of Day Distribution of Trips

Source: Streetlight Data Analysis

### **Trip Character**

The Streetlight data reveal interesting insight about trip character, including Trip Length, Trip Duration, and Trip Purpose.

### Trip Length

Error! Reference source not found. shows that in both 2019 and 2021, the most frequently occurring trip length was 10 to 20 miles, followed by 0 to 1 mile.

To better visualize the geography of these data, the green, yellow, and red circles on Error! Reference source not found.**7** represents the 5-, 10-, and 20-mile radius from the Airport. Origins within the 10- to 20-mile distance include north Colorado Springs, Fort Carson, the U.S. Air Force Academy, Manitou Springs, south Monument, outlying areas

### Figure 3-6. Trip Length



Source: Streetlight Data Analysis

of El Paso County, and portions of Teller and Fremont counties.













### **Trip Duration**

**Figure 3-8** shows that trip duration of 0 to 10 minutes was most frequently occurring in both 2019 and 2021, followed by 10 to 20 minutes and 20 to 30 minutes.

### **Trip Purpose**

StreetLight data use cellphone data patterns to provide insight into the origins, destinations, and characteristics of vehicle trips. While not precise, StreetLight analysis can provide reasonable estimates of the purposes of trip types by general purpose.

**Figure 3-9** shows the results of this analysis for trips to and from the Airport:

- Home Base Work (HBW) An estimated 7 percent of airport trips are commuting trips for workers at the Airport.
- Home Based Other (HBO) An estimated 44 percent of airport trips are between home and the Airport, including passengers driving to/from the Airport to/from home.
- Non-Home Based (NHB) An estimated 49 percent of airport trips are between a non-home location and the Airport, such as passengers driving to/from the Airport to/from hotels, offices, and family or friends' houses.

### Figure 3-8. Trip Duration



Source: Streetlight Data Analysis

### Figure 3-9. Trip Purpose



Source: Streetlight Data Analysis





A look at StreetLight trip demographic results alongside both passenger traveler and airport worker demographics would facilitate a compare/contrast analysis.

By itself, however, data showed that most travelers, whether airport-area employees or airport travelers, are college educated. The data in Figure 3-10 equate to 33 percent of vehicle travelers to the Airport have completed some college education, approximately 21 to 22 percent have completed a bachelor's, and 13 percent have completed a graduate degree. In total, approximately 34 percent of vehicle travelers to the Airport have college degrees, a number slightly lower than the 39.9 percent of the population (age 25 years or older have a bachelor's degree or higher in the period 2015–2019) reported by the U.S. Census Quickfacts for the City of Colorado Springs.<sup>4</sup>

**Figure 3-11** shows the most frequently represented income range was \$50,000 to \$75,000 per year, which accounts for 19.8 percent of vehicle travelers to the Airport in both 2019 and 2021. According to the U.S. Census Quickfacts, the median household income in 2019 dollars in Colorado Springs was \$64,712.

Figure 3-10. Trip Demographics - Education



Source: StreetLight Data





Source: StreetLight Data

<sup>&</sup>lt;sup>4</sup> United States Census Bureau QuickFacts, Colorado Springs city, Colorado, Population estimates, July 1, 2019





### 4. Relevant Plans and Studies

Several previous and ongoing plans and studies that are relevant to airport access were reviewed and brief summaries are provided in this section.

### PlanCOS (2018)

In 2018, the City of Colorado Springs adopted PlanCOS, the reworked comprehensive plan to guide the future of Colorado Springs following an extensive update process with significant community involvement. PlanCOS is organized around six Vision Themes (VT): Vibrant Neighborhoods, Unique Places, Thriving Economy, Strong Connections, Renowned Culture, and Majestic Landscapes. Within each VT, Big Ideas are identified and supported with goals, policies, and strategies (GP&S). While many GP&S are pertinent to the Airport campus, the Airport is specifically mentioned regarding its importance related to economic growth and the need to support it via the City's transportation network.

### PlanCOS Vision Theme: Thriving Economy (TE)

### Big Idea: 1 - Brand as the Best

Goal TE-1: Build on our quality of place and existing competitive advantages.

Policy TE-1.D: Enhance our Cornerstone Institutions (Typology 1) campuses, while also integrating them into the surrounding community.

-Strategy TE-1.D-5: Support the growth and adaptation of Colorado Springs Airport to maintain its economic value as an air service provider for the city and region, and to strengthen its role as an integrated hub for economic development.

### Big Idea: 2 – Expand Our Base

Goal TE-2: Diversify the local economy by fostering a range of business types and sizes.

Policy TE-2.A: Preserve and strengthen the city's Industry Icons Typology (Typology 5).

- Strategy TE-2.A-1: Identify, accommodate, and provide supportive zoning for key sites for industrial uses with good multimodal access to highways, railroads, and the Airport.

### PlanCOS Vision Theme: Strong Connections (SC)

Big Idea: 1-Connect Multimodal Transportation

Goal SC-1: Multimodally connect people and land uses throughout the city and region.

Policy SC-1.A: Plan for and implement transportation projects for the overall mobility of people and to manage the impacts of cars on our built environment.

- Strategy SC-1.A-7: Specifically continue to invest in and adapt facilities and services, including multimodal transportation improvements, in order to increase the number, range and cost-competitiveness of airline flights to and from the Colorado Springs Airport.

Policy SC-1.F: Maximize multimodal transportation options serving the Downtown area to reduce the need for individual car ownership and use by visitors, residents, and employees.

- Strategy SC-1.F-5: Plan for and implement shuttle services, bike-share, and other programs to help travel among Downtown destinations and the airport, in coordination with a Downtown parking plan (see Strategy 1.F-7).

### Big Idea: 2-Take Transit to the Next Level

Goal SC-2: Lay the groundwork for an intercity transit connection along the Front Range and for more robust, choice-based transit within the city and larger region.

Policy SC-2.b: Continue to enhance the existing transit system to make it a more viable option and strategically expand the existing system in response to new needs.

- Strategy SC-2.B-5: Provide convenient and inexpensive transit connections between the Colorado Springs Airport and key locations within the city.



### **ConnectCOS (in development)**

One recommendation from PlanCOS was to prepare an Intermodal Mobility Plan to replace the previous version from 2001. Much more than a simple update or revision of the 2001 plan, the development of ConnectCOS included extensive public engagement and a data-driven analysis of the transportation network. ConnectCOS will recommend transportation and mobility improvements based on six goal areas: Safe, Equitable, Sustainable, Reliable, Accessible, and Connected. The maps on the following pages show the results of the roadway assessment completed during the critical corridor determination process in ConnectCOS. The text below highlights the findings or applicability in proximity to the Airport.

**Traffic and Intersection Performance**: **Figure 4-1** shows the traffic and intersection performance candidates relative to all corridors and intersections in the system. Proby Pkwy, Marksheffel Rd, and northbound Powers Blvd (north of Proby Pkwy) and Powers Blvd in both directions south of Proby Pkwy rank well. Southbound Powers Blvd (SH 21), eastbound Platte Ave, and Hancock Expy rank as midlevel in corridor performance. Airport Rd, eastbound US 24/Fountain Blvd and, further west but an important route for airport travelers and employees, S Academy Blvd ranks midlevel or worse, depending on the segment and direction of travel. The intersection of US 24 and SH 94 is the nearest intersection that ranks as poorly performing.

**Community Activity Centers: Figure 4-2** shows that PlanCOS identified the Airport and Peterson SFB as Regional Employment and Activity Centers. As a result, Powers Blvd (north of the Airport) and S Academy Blvd (to the west) are identified as important corridors. The active transportation network includes north-south trails to the east (get name) and west (E Sand Creek Trail) of the Airport.

**Transit Propensity:** Transit propensity factors in a demographic need for mobility options, population density, and accessibility needs to key community destinations and services. **Figure 4-3** identifies the Airport and Peterson SFB as a key community destination and shows existing bus routes near the Airport. Note the assessment was completed prior to commencement of Route 37 to the Airport. **Figure 4-3** identifies multiple corridors that are candidates for additional transit coverage. Those in proximity of the Airport include Hancock Expy, Proby Pkwy, Powers Blvd, US 24/Fountain Blvd, and Platte Ave (east of Powers Blvd).

**PlanCOS Strong Connections Priorities: Figure 4-4** shows which corridors were identified in PlanCOS as important to the priority vision of Strong Connections. Near the Airport, both Powers Blvd and US 24 are identified as priority corridors for multimodal and smart street/emerging technology enhancements. Additional corridors shown previously in the Airport's regional access network (Figure 2-1) include Nevada Ave, Academy Blvd, Woodmen Rd, and the northern portion of Powers Blvd.

Anticipated Major Land Use Changes: Figure 4-5 shows that the Airport is surrounded by the high likelihood of land use change, particularly to the east, where Banning Lewis Ranch and other developments are planned for buildout over the long term. Marksheffel Rd is an important north-south corridor to serve those future developments.

**ConnectCOS Critical Corridors: Figure 4-6** shows the roadway assessment results, which identified 31 corridor segments critical to the City's transportation system. These corridors were then further studied to identify needs and solutions in relation to the six ConnectCOS goal areas. The three corridors surrounding the Airport – Powers Blvd (SH 21), Platte Ave/US 24, and Marksheffel Rd – were found to be critical corridors, as well as Airport feeder corridors US 24/Fountain Blvd and Hancock Expy.







Source: ConnectCOS Transportation System Assessment Working Paper



### Figure 4-2: Activity Centers



Source: ConnectCOS Transportation System Assessment Working Paper







Source: ConnectCOS Transportation System Assessment Working Paper





### Figure 4-4: PlanCOS Existing Multimodal & Technology Corridors Candidates

Source: ConnectCOS Transportation System Assessment Working Paper







Source: ConnectCOS Transportation System Assessment Working Paper



### **Figure 4-6: Critical Corridors**



Source: ConnectCOS Transportation System Assessment Working Paper



### South Powers Boulevard Feasibility Study and Planning and Environmental Linkage (2000 and ongoing)

The South Powers Boulevard Feasibility Study was completed in 2000 to determine a preferred corridor plan and alignment for the extension of Powers Blvd south from Fontaine Blvd to its connection with I-25. The initial study addressed the extension of Powers Blvd from its current terminus at Mesa Ridge Pkwy (SH 16), south of Fountain. **Figure 4-7** shows the recommended corridor connects to I-25 at Exit 123.

In 2022, El Paso County, in coordination with PPACG, CDOT, Fountain, and Colorado Springs, is beginning the next step for this project with a planning and environmental linkages (PEL) study and access control plan that continue the effort of the 2000 feasibility study.

This collaborative planning study is intended to document the specific purpose and need for improvements, develop, and screen a range of reasonable alternatives, identify a preferred alternative, and develop an access management plan. The County anticipates that the outcome of the study will be the adoption of the recommendations of this study by the Pikes Peak Area Council of Governments (PPACG), El Paso County, CDOT and Cities of Fountain and Colorado Springs. This study will document relevant decisions and processes that can be utilized during the scoping process for subsequent NEPA documents.

### **Figure 4-7: Recommended Corridor**



Source: South Powers Boulevard Feasibility Study, July 2000, URS



The Banning Lewis Ranch Master Plan map was updated in 2015 and approved by City Council in October 2017. Banning Lewis Ranch Pkwy will serve as a north-south spine, and multiple east-west arterials will connect to Marksheffel Rd and US 24. At the south end, roadway connections will provide access to the Airport via Bradley Rd to Powers Blvd. The planned land uses and roadway connections to the existing network. Are still being refined.

### Mountain Metro Transit 2045 Regional Transportation Plan – Transit (January 8, 2020)

The 2045 Regional Transportation Plan – Transit (Transit Plan), an appendix to the PPACG 2045 Regional Transportation Plan, documents the analysis of demographic projections and fixed-route transit service between now and 2045.

Citing the 2017 American Community Survey (ACS) 5-Year Estimates, the report shows 0.8 percent of people in the Pikes Peak region use public transportation to commute to work.

Chapter 6 of the Transit Plan summarizes the needs and recommendations developed with input from the Plan's advisory committee and stakeholders. While there is considerable focus on improving the user experience in existing service areas, there is recognition of the opportunities with new service models, particularly routes serving the area's military installations and the Airport.

The Plan's Table 6-5: Potential Destinations and New Service Models includes the Colorado Springs Airport as follows:

"Consider focused and branded express services from downtown and park and ride locations. This service must be coordinated with arrivals, departures, and employee shift times. To maximize success, it is recommended that this service be designed based on the airport's needs and not integrated with other traditional routes."

The Plan's Appendix A: Mountain Metropolitan Transit DRAFT 2045 Unconstrained Transit Projects List provides the following details:

- 2045 Plan Theme: Improve Service Hours, Frequencies, and Reliability
- Potential Priority: II Mid Term
- Project Name: Partner, Study, and Pilot New Airport Express Route
- **Project Description**: Unconstrained Partner, study, and pilot airport an express route.
- Funding Need (\$ Millions): \$ 0.50



### Bike COS Master Plan (adopted 2018)

The City Council approved the Colorado Springs Bicycle Master Plan in April 2018. The plan, named COS Bikes!, does not make specific bike facility recommendations, but it does provide a toolbox of facility types, designs, spot treatments, and supporting elements, as well as a Vision Network of streets and trails that would improve connectivity and access to destinations across the city.<sup>5</sup> **Figure 4-8** shows existing and planned bike facilities in the vicinity of the Airport. Connections to the Airport, particularly within the General Aviation and Cargo area, Peterson SFB, and the Peak Innovation Park, would facilitate active transportation alternatives for employees.

### Figure 4-8: COS Bike Master Plan Vision Network, Online Map



Source: ColoradoSprings.gov

Figure 4-9 shows the proposed trail network within Peak Innovation Park.

<sup>&</sup>lt;sup>5</sup> https://coloradosprings.gov/bikes/page/bike-master-plan-chapter-3-building-connections#Vision







Source: Peak Innovation Park





### PPACG Regional Nonmotorized Transportation System Plan (Adopted 2015)

The purpose of the Regional Nonmotorized Transportation System Plan was to create a regional plan to guide improvement of the nonmotorized network, which could lead to an increase in the number of people using the active transportation network. The PPACG collaborated with El Paso County, the City of Colorado Springs, and the City of Woodland Park. Goals for the network included better connectivity, safety, public awareness, and development of traveling environment that makes bicycling and walking a more attractive alternative to vehicle travel.

**Table 4-1** lists the trail corridors that provide an active transportation alternative to access the ColoradoSprings Airport.

Corridor	Corridor Title	
15	City of Fountain to Colorado Springs Airport	
23	Peterson AFB to Downtown Colorado Springs	
25 Pikes Peak Greenway to Colorado Springs Airport		
31	Westside (N 31st St) to Cimarron Hills (Peterson AFB)	
63	Woodman (Woodmen) Road/Marksheffel Road to Fountain Mesa Road	
65	Schriever AFB to Cimarron Hills via US Highway 94/Enoch Road	

### Table 4-1: Nonmotorized Trails in the Vicinity of the Airport

Source: PPACG Regional Nonmotorized Transportation System Plan, 2015



### The Link – Powers Corridor (2009, 2010)

CDOT completed an Environmental Assessment (EA) in 2009 and a Finding of No Significant Impact (FONSI) in 2010, for the Powers Boulevard (State Highway 21) corridor between Woodmen Road and SH 16.

Figure 4-10 shows the Proposed Action, which calls for upgrading **Powers Boulevard** between Woodmen Road and Milton E. Proby Parkway to a 6-lane freeway, with grade-separated interchanges in the vicinity of the COS Airport at Airport Road, US 24/Fountain Boulevard, Hancock Expressway, and Milton E. Proby Parkway. South of the Airport, between Milton E. Proby Parkway and SH 16, the Proposed

### Figure 4-10. The Link EA's exhibit showing proposed action



Exhibit 3-10. Summary of the Proposed Action and the No-Action Alternative

Action includes obtaining right-of-way for future 4-lane freeway with grade-separated interchanges at major cross-roads, including Grinnell Boulevard, Bradley Road, Fontaine Boulevard, and an identified future connection that is now Peak Innovation Parkway.

CDOT is currently proceeding with preliminary design for an interchange at Airport Road and the City of Colorado Springs has completed a conceptual design for a Milton E. Proby Parkway interchange.



### Peak Innovation Park, Traffic Impact Study (2020)

The conceptual preferred land use plan for Peak Innovation Park shows two distinct mixed-use zones with street, trail, and pedestrian connections to the Airport, business park, and surrounding community and proposed future connection between Bradley Road and S Powers Blvd.

To evaluate the impacts and needs related to the continued development of Peak Innovation Park, Kimley-Horn completed a traffic study to identify traffic generation characteristics, identify potential traffic-related impacts, and develop mitigation measures. **Table 4-2** shows the estimated trip volumes that the three phases of development will generate.

Phase (Completion Date)	Anticipated Daily Weekday Trips	Morning Peak Hour Trips	Afternoon Peak Hour Trips
1 (2022)	27,532	3,173	2,255
2 (2030)	52,764	5,023	3,826
3 (2045)	97,058	8,565	6,788

### Table 4-2. Peak Innovation Park Estimated Trip Volumes





The study concludes that traffic generated by the Peak Innovation Park will be successfully incorporated into the roadway network and recommends specific intersection improvements for each phase to mitigate the increases. Most of the improvements include turn lanes.

### **Figure 4-11** shows the recommended full buildout lane configurations and controls. A gradeseparated interchange is recommended for intersection 1. Traffic signals, if not already present, are recommended for intersections 3, 6, 7, 10, 11, 12, 13, 14, 15, and 16.



BRADLEY RD

Source: Traffic Impact Study, 2020, Kimley-Horn



### Reagan Ranch Master Plan (January 2021)

Reagan Ranch is a planned mixed-use development east of Peterson SFB, which is to include approximately 1,500 housing units, office space, a business park, and retail space. The development will occur south of SH 94 and ESE of the Marksheffel/Space Village intersection.

The Reagan Ranch Metropolitan District was approved by COS City Council on August 25, 2020. **Figure 4-12** shows the Master Plan's future trail/bike corridors along Marksheffel Rd, Space Village Ave, and an internal road to expand the area's active transportation network and provide connectivity.



### Traffic Impact Study, Reagan Ranch (2021)

To evaluate the impacts and needs related to the planned 5-year buildout of Reagan Ranch, Kimley-Horn identified traffic generation characteristics and potential traffic-related impacts and developed mitigation measures for identified impacts. The evaluation included intersections along corridors considered key to airport access:

- Marksheffel Rd and US 24
- SH 94 and Marksheffel Rd
- SH 94 and Space Village Ave
- Space Village Ave and Marksheffel Rd
- SH 94 and US 24

The study concludes that the expected traffic volumes will be successfully incorporated into the roadway network with specific 2025 recommendations regarding lane and intersection configurations (through, left-and right-turn, acceleration, and deceleration), intersection controls, and CDOT permitted accesses.



### Front Range Passenger Rail (2018)

The Front Range Passenger Rail **Commission coordinates** efforts by state and local government to pursue passenger rail service for the Front Range of Colorado, between Pueblo and Fort Collins. The most recent product of the Commission is the Front Range Passenger Rail Alternatives Evaluation Report, prepared in December 2020. The study evaluated three different alignments through the Denver metropolitan area, with each alignment using the consolidated Union Pacific/BNSF Railroad corridor through Colorado Springs. The next step planned is a more detailed project development study, including preliminary design and environmental assessment. Project characteristics such as project phasing and location of stations in Colorado Springs would be further defined in this upcoming study.

### Front Range Passenger Rail Station Study

Colorado Springs is currently conducting a study to determine the best location for the Colorado Springs Front Range Passenger Rail station,





which will also serve planned AMTRAK service. The study will identify the preferred location from among four alternatives being evaluated in central and southern parts of the city.



## 5. Challenges & Opportunities

The information gathering and evaluations documented in Sections 1 through 4 of this report resulted in the identification of several challenges and issues related to access to the Airport. Following are high-level descriptions of challenges and issues organized around five issue areas. For each of these issue areas, potential solutions are listed, most of which are projects or recommendations that are in existing Colorado Springs, CDOT, El Paso County, Pikes Peak Area Council of Governments, or other plans.

### Airport Access to the East

### Challenge

The area to the east of the Airport is expected to experience sharp growth over the next 20-plus years, including commercial development in proximity of the Airport, the Banning Lewis Ranch in eastern Colorado Springs, and areas of unincorporated El Paso County. Airport access options are currently limited to indirect routes via US 94/US 24 on the north and Bradley Road/Powers Boulevard on the south. There is a need for more direct Airport access to and from these growth areas.

### Solutions

New access roads to the east are in the planning stage by Peak Innovation Park and City planners including:

- An access road south and east of runways, connecting between Peak Innovation Parkway and Marksheffel Road. This access road should be planned as a relatively high-speed and high-capacity arterial roadway with an alignment south and east of the Airport runway clear zone.
- A road connecting between the access road described above and Bradley Road southeast of Peak Innovation Park.

### Address Congestion

### Challenge

Several road segments on key regional access routes to the Airport are or are projected to be highly congested without improvements, including:

- Powers Boulevard Bradley Road to Carefree Circle
- Marksheffel Road Platte Avenue to Drennan Road and south of Bradley Road
- Academy Boulevard I-25 to Las Vegas Street
- Fountain Boulevard (US 24) Union Boulevard to Powers Boulevard
- Airport Road Academy Boulevard to Powers Boulevard
- Platte Avenue Circle Drive to Constitution Avenue
- Bradley Road East of Marksheffel Road

### Solutions

Each of these roadways has improvement projects that are expected to be included in the 2022 Colorado Springs transportation plan (ConnectCOS) or are included in CDOT or El Paso County planning:



- Powers Boulevard CDOT planning calls for a program to upgrade Powers Boulevard north of Milton E. Proby Parkway to a 6-lane freeway, along with right-of-way preservation for long-range upgrade to a freeway-level facility south of Milton E. Proby Parkway. CDOT is currently conducting a preliminary design project for a future Airport Road grade-separated interchange and plans to initiate an alternatives evaluation/conceptual design project for a grade-separated interchange at Milton E. Proby Parkway.
- Marksheffel Road ConnectCOS will include projects to widen and add bicycle/pedestrian improvements on Marksheffel Road between Woodmen Road and Drennan Road. Improvements to unincorporated El Paso County segments of Marksheffel Road to the south are included in the County's Major Transportation Corridors Plan.
- Academy Boulevard Colorado Springs plans projects to identify transit, roadway, and bicycle/pedestrian
  improvements for Academy Boulevard north of Milton E. Proby Parkway and the El Paso County Major
  Transportation Corridors Plan includes plans to widen the segment south of Milton E. Proby Parkway in the
  unincorporated county. A corridor study to more specifically define improvements is planned by Colorado
  Springs to begin within one to two years.
- Fountain Boulevard (US 24) ConnectCOS includes plans to conduct a major transportation corridor study to determine safety, traffic operations, transit operations, and functionality of US 24 from Falcon to I-25. Analyze the function of US 24 in the region's transportation network and consider alternatives for US 24 such as Woodmen Road to meet long-term needs. This study is expected to address inconsistency in the functionality of different segments of the corridor between Union Boulevard and Powers Boulevard.
- Airport Road As stated in the Powers Boulevard bullet above, CDOT is currently developing design plans for a grade-separated interchange at Airport Road/Powers Boulevard. This will address the most significant current bottleneck for Airport Road.
- Platte Avenue Colorado Springs is currently completing the Platte Avenue Community Corridor Study, which is developing a program of multimodal improvements to the Platte Avenue corridor between downtown and east of Powers Boulevard.
- Bradley Road The El Paso County Major Transportation Corridors Plan includes widening of Bradley Road between Marksheffel Road and Curtis Road to the east.

### Improved Connection to I-25

### Challenge

The main route identified from I-25 to the Airport is currently via Academy Boulevard and Milton E. Proby Parkway. Improvements to the traffic flow along this route and wayfinding improvements would enhance access to the airport from I-25.

### **Solutions**

Potential enhancements to I-25 – Airport access include:

- CDOT and City are developing conceptual plans for a future grade-separated interchange at Milton E. Proby/Powers intersection, as discussed above
- Enhanced use of US 24/Fountain Boulevard as an I-25 Airport access route can be explored through the US 24 functionality study cited above.
- Improved wayfinding signage on I-25 and along routes between I-25 and the Airport. It is recommended that the Airport coordinate with City Public Works and CDOT to evaluate the current airport wayfinding signage (see Figure 2-21) and identify potential updates and enhancements based on current travel patterns.



### **Improved Public Transit Connections:**

### Challenge

Public transit service to/from the Airport and surrounding development is currently limited to local bus service via Route 37 between the Airport and Hancock Plaza. Transit service for Airport employees or passengers requires one or more transfers and long travel times to most destinations in the city.

### Solutions

Improvements to transit service that can be considered in the short- and mid-range future in coordination with Mountain Metro Transit include:

- Improve directness and travel time to/from Downtown
- Add a local bus route to the north using Powers Boulevard
- Improve frequency and hours of service to accommodate passenger and worker needs

The Airport should coordinate with the City and regional agencies on additional regional transit initiatives in the longer range future:

- Coordinate with the City on future Front Range Passenger Rail, including:
  - o A passenger-friendly bus connection between the future Colorado Springs station and the Airport
  - Support stops between Colorado Springs and Denver, such as at Monument and Castle Rock, to support access to the Colorado Springs Airport
- Coordinate with the City and Mountain Metro on implementation of Enhanced Transit routes that are currently being finalized for inclusion in the ConnectCOS final plan. Segment of Powers Boulevard, Platte Avenue, Hancock Expressway, Marksheffel Road, and Milton E. Proby/Drennan Road are under consideration as potential Enhanced Transit Routes.

### Improved Bike Access:

### Challenge

Bicycle travel could be an option for Airport or Peak Innovation Park workers, both for commuting and for workday recreational riding. Several Peak Innovation Park streets have been or are being built with bicycle lanes or paths, but safe and convenient routes on city streets accessing the Airport are limited.

### **Solutions**

Adding bicycle routes that are identified on the City's Bicycle Vision Network and enhancing the safety and convenience of existing bicycle routes would improve bicycling opportunities for Airport area workers. The Airport should continue to work with Peak Innovation Park planners on development of the Peak Innovation Park Future Trails Plan (shown in Section 4 of this report) and work with the City on implementation of the Bicycle Vision Network that is being refined as part of the ConnectCOS process.

