



2050 Long Range Transportation Plan Survey Summary

Methodology

The 2050 Long Range Transportation Plan provides the foundation for all aspects of transportation decision-making by establishing the vision and goals for regional transportation, evaluating the system as a whole, and identifying projects for possible implementation.

In summer 2023, the Pikes Peak Area Council of Governments (PPACG) 2050 LRTP team released a public survey to gather information regarding regional transportation preferences. PPACG promoted the survey through e-blasts, social media, media releases, and by partnering with PPACG committee members and community leaders. This survey was self-selecting and is not statistically valid, meaning that it was completed by those who chose to participate and is not intended to be an accurate cross-representation of area residents. However, it does provide discussion points that can be explored through the LRTP development and with the local jurisdictions that develop transportation projects.

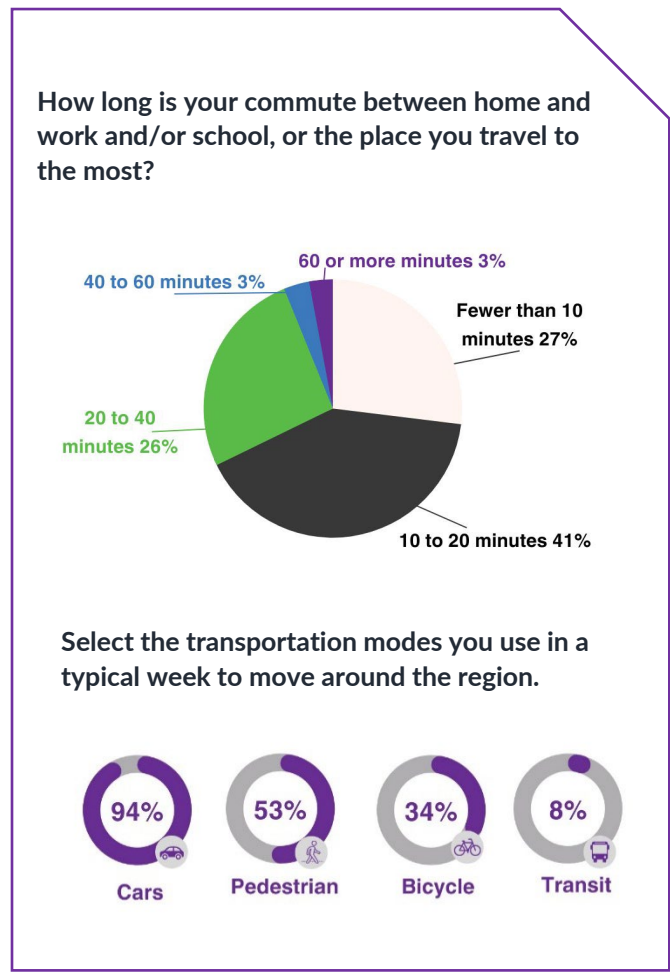
Results

Respondents from more than 41 regional zip codes responded, with high participation rates in the 80902 (Fort Carson area), in Colorado Springs (80903, 80904, 80906 (Broadmoor area), 80907 (Old North End area), 80918 (Northeast), and 80919 (Rockrimmon) areas.

Transportation Experiences

To understand commute times and preferences, respondents described how long their commute is between home and frequently traveled places like work, school, and others. 41% of respondents have an average commute of 10-20 minutes, followed by on average either a 20–40-minute commute or a fewer than 10-minute commute (each around 26%).

To understand how the public travels within and out of the Pikes Peak Region, respondents described their transportation mode used in a typical week to travel throughout the region. Respondents were encouraged to select all that apply. 94% of the public drive alone, followed by walking (53% of total responses) and/or biking (34% of total responses).





Results break down as follows:

Cars, Driving Roads

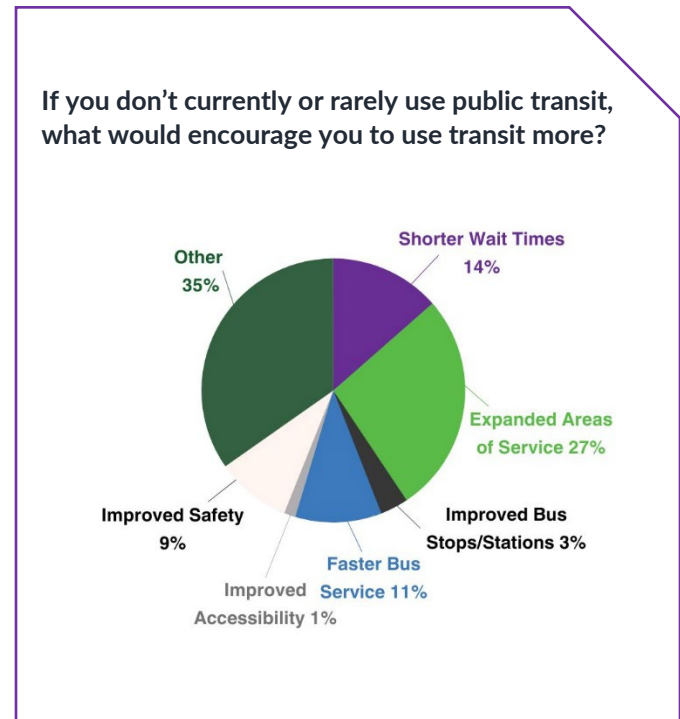
- 94% use single-occupancy vehicles to travel throughout the region.
- 62% are most concerned with congestion, followed by poor roadway conditions and roadway safety.

Respondents are extremely unlikely to consider using van pool or carpool commuting options if available, convenient, and safe, as an alternative to single-occupancy vehicles. Respondents are more likely to use shared vehicles such as rideshare, taxis, or shuttles if available, convenient, and safe.

Bus, Transit

- 8% ride transit in a typical week to move around the region.
- 27% would ride transit more frequently if there was expanded service or buses to more destinations.
- 51% are most concerned with the lack of public transit coverage (bus/streetcar/light rail).
- 38% see the lack of transit frequency as a top transportation problem.

For those not currently or rarely using public transportation, they would be more likely to ride if the following items were addressed (offered through in open ended responses).



Accessibility

- Assess the current state of transit and identify service gaps for all users, including those who rely on transit to transport groceries or goods.
- Consider the destinations and frequencies needed for the elderly and people with disabilities.
- Design stations that promote safety from crime and weather.
- Educate people on how to use the current transit system with their smartphone or paper maps.
- Consider different bus fare options including free, reduced rates, or employee reimbursement.

Increased Frequency & Service Areas

- Create consistent service (day and night) between regional destinations, downtown, and regional airports.



- Provide 24/7 service, major holiday service, and frequency for those with non-traditional working hours.
- Expand regional Bustang services to working hours.
- Increase rapid transit options or create on-demand transit systems throughout the region.
- Connect the first and last mile for transit users.
- Integrate the bicycle network with the transit network for intracity bicycle connections.

Train/Rail

- Implement regional and intracity rail services to allow people to travel by light rail, tram, or passenger rail systems.

Some responded that they are not interested in riding public transportation due to a reliance on another mode for all travel (car or bicycle), desire for a better functioning transit system, their work schedules, and a desire to be safe on buses and at bus stations.

Active Transportation (Bicycle and Pedestrian)

- 34% ride a bicycle in a typical week to move around the region.
- 39% are most concerned with the lack of bicycle/pedestrian options (bicycle lanes, trails, sidewalks, crosswalks, etc.).
- 53% walk in a typical week to move around the region.

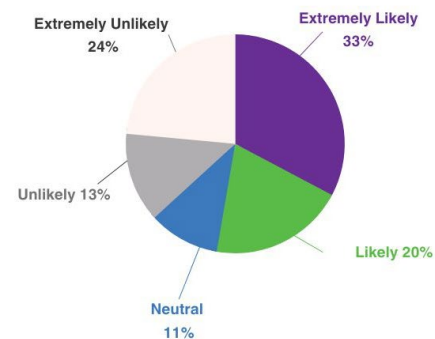
Respondents are extremely likely to choose bicycles or walking as additional modes beyond single-occupancy vehicles, if available, convenient, safe, and low stress.

Transportation Conditions

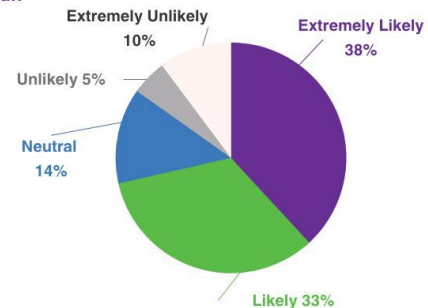
Respondents indicated that transportation conditions have improved or worsened significantly (31%), or have somewhat improved (24%) over the last five years. Some respondents could not answer the question, indicating that they have not lived in the region long enough to comment. Many correlated the improved or worse transportation conditions with regional population and advocated for proactive, rather than responsive, transportation and infrastructure planning.

How likely would you be to use the following options, if each were available, convenient, safe, and low stress?

Bicycle



Pedestrian





The public offered other perspectives on transportation conditions in open ended responses:

Active Transportation

- Appreciate bicycle and scooter public access improvements.
- Suggest continued improvements to sidewalk conditions and trail systems by eliminating trail gaps and repairing trails.
- Continue to connect the bicycle network with additional bicycle infrastructure based on lessons learned and best practices.
- Some advocated decreasing the number of bicycle lanes to create more car-centric infrastructure.

Connectivity

- Improve East-West connectivity and consider ways to move people safely across modes.
- Improve intraregional and interregional connectivity.
- Improve or create more multimodal connectivity.
- Ensure that newly developed neighborhoods are better connected to the transportation network.

Multimodal

- Improve how the region moves people, not vehicles, and decrease congestion.
- Encourage mode choice as traffic congestion increases and drivers exhibit unsafe behaviors.
- Improve road conditions to control vehicle traffic speeds.
- Invest more in the bus system and awareness of transit options.

Cars, Traffic, Congestion

- Reallocating funding spent on improving bicycle, pedestrian, and transit infrastructure to traffic and road improvements.
- Address increased congestion during peak hours, unsafe driving conditions and behavior, and poor road conditions.
- Sync traffic lights, expand I-25, educate people on driving through roundabouts, and build new roads.

Transit

- Expand the downtown shuttle system in Colorado Springs and expand Bustang service.
- Address the perceptions of transit as unsafe (e.g., harassment from bus drivers and riders and bus conditions) and low ridership.
- Improve service stops and frequency.
- Improve intraregional and interregional connectivity by developing a train or rail system.

Respondents recommended connecting increased taxes to infrastructure or road improvements, while also increasing the funding to improve road conditions.



Future Improvements

Respondents looked into the future to describe their vision of a high-functioning transportation system (offered through open ended responses):

Active Transportation

- Separate pedestrian and bicycle facilities to prevent conflicts between modes.
- Prioritize people-centered transportation options and connect trails and bicycle lanes to convenient destinations and neighborhoods.
- Balance efficient public transportation with infrastructure for cycling.

Connectivity

- Connect the transportation system so all parts work together on a grid.
- Design a people-centered system that incorporates choices to travel to and from destinations.
- Create an inclusive transportation system that accommodates all abilities, ages, incomes, and geographies.
- Create first and last mile connections for transit riders.
- Improve connectivity to newly developed areas and rural areas.
- Create more efficient North-South and East-West connections.

Multimodal Travel

- Create safe, efficient, reliable multimodal travel options that are competitive with single-occupancy vehicle travel times.
- Promote travel choices.
- Accommodate population growth through a multimodal network.

Cars, Traffic, Congestion

- Minimize air pollution, noise pollution, and congestion.
- Design a transportation system for vehicles as the primary mode and consider how population growth will increase the number of vehicles on the road.
- Improve road conditions (e.g., eliminating potholes and road noise, improving bridge infrastructure, communicating consistent maintenance schedules, fixing gutters and curbs).
- Prevent stop-and-go traffic by syncing traffic lights and reducing the number of intersections on all roads.
- Create a North-South freeway, an East-West freeway, and more opportunities for expressway vehicle connections.
- Increase lane capacity on I-25.

Transit

- Build a light rail, train, or tram system along I-25 and I-70.
- Create a safe, efficient transit system that addresses the needs of all.
- Increase service frequency, efficient schedules, and affordable options.
- Decrease transfer points.



- Diversify the fleet of transit vehicles in size and electric vehicle capacity.
- Develop an easy system to book transit and understand bus stops and routes.

Themes

Common themes among survey respondents include concerns about the region's population growth and increased congestion. Respondents shared the top five ways they believe the region can improve mobility and address congestion:

1. Front Range Passenger Rail.
2. Expanded public transportation.
3. Coordinated traffic signals.
4. Improved land use and transportation planning.
5. More bicycle and pedestrian facilities.

Responses can be summarized into the following transportation priorities for the next twenty years in the Pikes Peak region:

1. Roadway improvements (e.g., turn lanes, traffic signals).
2. New passenger train service to Denver and Pueblo.
3. New light rail or streetcar service along key corridors.
4. More roadways and expanded roadways.
5. More bicycle lanes and paths.
6. Improved and expanded local and regional bus service.
7. New or improved sidewalks and crosswalks.
8. Improved traveler information (e.g., electronic message signs, 511, highway advisory, radio).
9. More pedestrian trails and sidewalks.

Summary

The 2050 LRTP survey questions were developed based on survey data collected as part of the 2045 LRTP. Together, the data can track different transportation patterns. The two surveys show similarities – drivers are experiencing increased congestion, but desire improved road conditions and improved safety. Respondents would like to see increased bicycle connectivity and safe infrastructure and are concerned about the impact of aggressive and distracted driving on both drivers and cyclists.

While many in the region still travel in single-occupancy vehicles, those driving mention an increase in driving times due to congestion and the need for better traffic signalization. Concerns about congestion have increased from 50% to 62%. Data also show, though, that over the past five years, people travel differently within the region. Walking on a weekly basis to destinations has increased from 27% to 53%, while taking transit has increased from 3% to 8%. Additionally, respondents to the 2050 survey advocated for additional transit options including increased service and frequency and incorporating rail into interregional and intraregional travel.