



## TECHNICAL ADVISORY COMMITTEE (TAC) MEETING #2 SUMMARY

<b>DATE HELD:</b>	June 14, 2016
<b>ATTENDING:</b>	Andy Stecklein, Shannon Ford, Lindsay Edgar, Rob Frei (CDOT); Victoria Chavez (El Paso County); Craig Casper (PPACG); Zaker Alazzeh (City of Colorado Springs); Melinda Urban (FHWA); Leah Langerman, Stacy Tschuor (DEA); Monica Ramey (Bachman PR)

### Summary of Discussion:

#### 1. Chartering Session

- TAC members will serve as the main point of contact for information distribution to elected officials and others in their respective agencies. Agency support will be documented with TAC member signatures on a support page in the final study report and with letters of support or formal resolutions.
- **Coordination Point:** TAC members in attendance did not suggest any changes to the Charter. Signatures were provided from attendees and the page will be routed for signatures of members not in attendance.

#### 2. Visioning

- Visioning session gathered TAC input about existing and potential future issues and improvement ideas.
- Existing traffic volumes and preliminary traffic forecasts were reviewed.
- Safety analysis shows high potential for crash reduction from Powers Blvd to Falcon with higher than typical crash rates for the type of roadway and daily volume. The Falcon to Peyton segment has an average crash rate and shows moderate potential for crash reduction. From Peyton to Ramah have average crash rates and show low to moderate potential for crash reduction.
- Ideas/TAC feedback regarding Vision:
  - In general, a lot of freight uses the highway, and a lot of homes exist along it.
  - Ramah and Calhan likely want a “main street” type feel through their towns with sidewalks.
  - Between Powers Blvd and Falcon, US 24 needs to move traffic quickly to serve commuters.
    - Public comments have been about congestion not allowing travel at the speed limit. Drivers use side streets to escape the congestion.
    - Turn lanes are needed to get turning vehicles out of the travel lane at unsignalized intersections.
  - Falcon has concentrated planned development off the highway, following the Access Control Plan.
    - There may be some future development on the southeast side of US 24.
    - Heavy development is expected to Falcon and it may extend towards Peyton in 10 – 20 years.
  - Pedestrians crossing US 24 at all major intersections should be accommodated.
  - The Rock Island Trail ends in Peyton. There is a push for off-road trails in El Paso County.
    - Biking is allowed on US 24, and people do walk and bike along the corridor.
  - The existing Access Control Plan includes one-mile traffic signal spacing with new signals.
  - Gateway features may be desired by Falcon area residents.
  - Environmental conditions
    - US 24 bisects a high-quality wildlife area.
    - Many drainage issues exist along the study corridor, along with some wetlands.
    - The visual resources (Pikes Peak views) are important.
    - The area has a lot of antelope, and it is important for drivers to see them coming to avoid them.

#### 3. Stakeholder/Public Involvement

- Three general public meetings will be held. It is probably best to hold the first set of general public meetings a couple weeks into the school year.
  - A second public meeting to present Level 2 screening is planned to be held in the Falcon area.
  - A final public meeting to present study recommendations is planned to be held in the Falcon area.
- Calhan Summer Fest on July 15: attendance is planned to advertise the public meeting and gather comments on existing conditions.
- Information will be distributed to Meridian Ranch and Woodland Hills neighborhood representatives, with a request to include study information in their community newsletters.