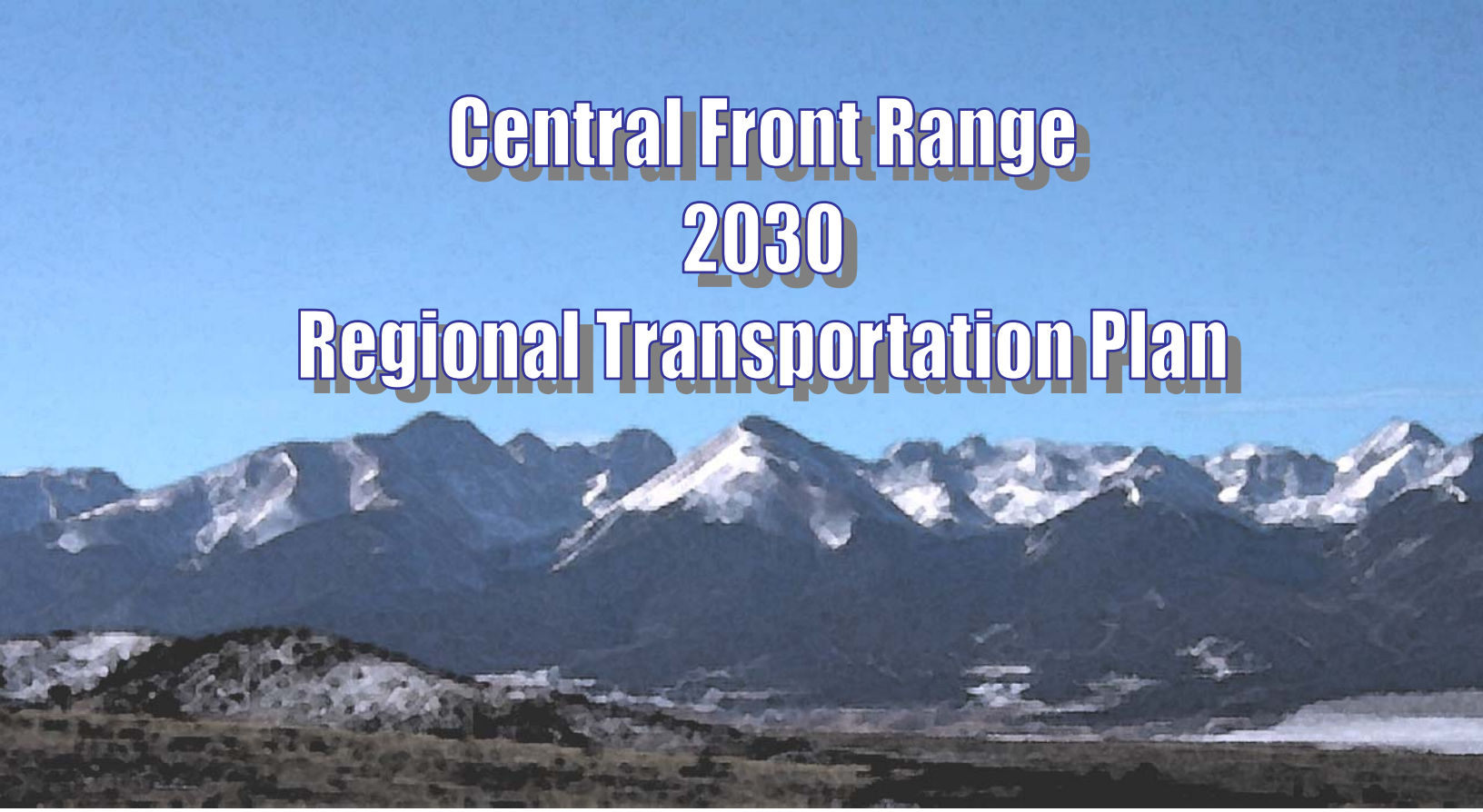

Central Front Range 2030 Regional Transportation Plan

November 1, 2004

Central Front Range
Regional Planning Commission

CENTRAL FRONT RANGE
2030 Regional Transportation Plan

TRANSPORTATION CONSULTANTS, INC.

URS

Ostrander Consulting, Inc.

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RESOLUTION OF ADOPTION

CENTRAL FRONT RANGE REGIONAL PLANNING COMMISISON

WHEREAS, the State of Colorado has established procedures in Title 43-1-1103 C.R.S. for the completion of regional transportation plans as a component of the statewide transportation planning process; and,

WHEREAS, the Central Front Range Transportation Planning Region has been established pursuant to rules promulgated by the Transportation Commission Colorado at 2 CCR 604-2; and,

WHEREAS, the Central Front Range Regional Planning Commission has been established pursuant to Title 30-28-105 C.R.S. as the planning commission with authority to complete the regional transportation plan; and,

WHEREAS, the Central Front Range Regional 2030 Transportation Plan and Transit Element dated November 1, 2004 has been completed under the authority of the Central Front Range Regional Planning Commission pursuant to the "Regional Transportation Planning Guidebook" published by the Colorado Department of Transportation and meets all the requirements therein;

THEREFORE, be it resolved that the Central Front Range Regional Planning Commission does hereby adopt the Central Front Range 2030 Regional Transportation Plan dated November 1, 2004 as it's official plan to guide transportation development until superceded by a subsequent updated or amended plan; and,

THEREFORE, be it resolved that the Central Front Range Regional Planning Commission does hereby submit to the Colorado Department of Transportation said plan.

_____ Date _____

Dale Hoag, Chairman

Central Front Range Regional Planning Commission

I - CENTRAL FRONT RANGE TRANSPORTATION PLANNING REGION

INTRODUCTION

The Central Front Range 2030 Regional Transportation Plan has been prepared as part of the Colorado Department of Transportation's (CDOT) Regional and Statewide Transportation Planning Process. The Central Front Range Transportation Planning Region (TPR) is one of 15 TPRs comprising the entire State of Colorado. The Central Front Range TPR consists of Custer, Park, and Fremont Counties, as well as the rural parts of Teller and El Paso Counties. The parts of Teller and El Paso Counties that include the City of Woodland Park and the Colorado Springs metropolitan area form the Pikes Peak Metropolitan Planning Area, a separate planning region.

The plan considers all modes of transportation and has been instrumental in developing not only long range plans, but dialogue between representatives of the TPR, local officials, the public, and CDOT. The plan addresses the planning period from 2005 – 2030. Its purpose is to develop an understanding of the long-term transportation needs of the region and to identify priorities for funding. This has not been a simple task. The needs are diverse and extensive, while available funding is generally understood as inadequate. Therefore, tough choices have necessarily been made regarding the level of improvements that might be reasonably expected –and on what facilities.

It is the belief of the Central Front Range Regional Planning Commission that this plan best represents the needs of the TPR within the context of stringent constraints. The plan also takes a new approach for the TPR in that, rather than a simple project-based plan that attempts to identify specific improvements at specific locations, it develops a corridor-based approach. The plan identifies multimodal corridors that may contain a highway, transit providers and service areas, airports, railroads, and bicycle/pedestrian facilities. The region's people, goods and services move on these modes move, which are critical to its economic well-being and the general quality of life, not only for this region, but also for the state as a whole.

The plan is also unique in that two previously distinct planning processes have been brought together for the first time. Until now, a Regional Transportation Plan formed the basis for (primarily) state highway funding, while the separate Transit Development Program (TDP) was used to establish short- and mid-term needs for public transportation providers. The current planning process dispenses with the TDP in favor of the new ***2030 Transit Element***, containing both short- and long-term public transportation needs. The ***Transit Element*** process, while focused on public transportation needs, is an integral component of the 2030 transportation plan. While published under separate cover, key sections have been summarized and incorporated in this document. This plan my be downloaded from the Internet at:

http://www.dot.state.co.us/StatewidePlanning/PlansStudies/.

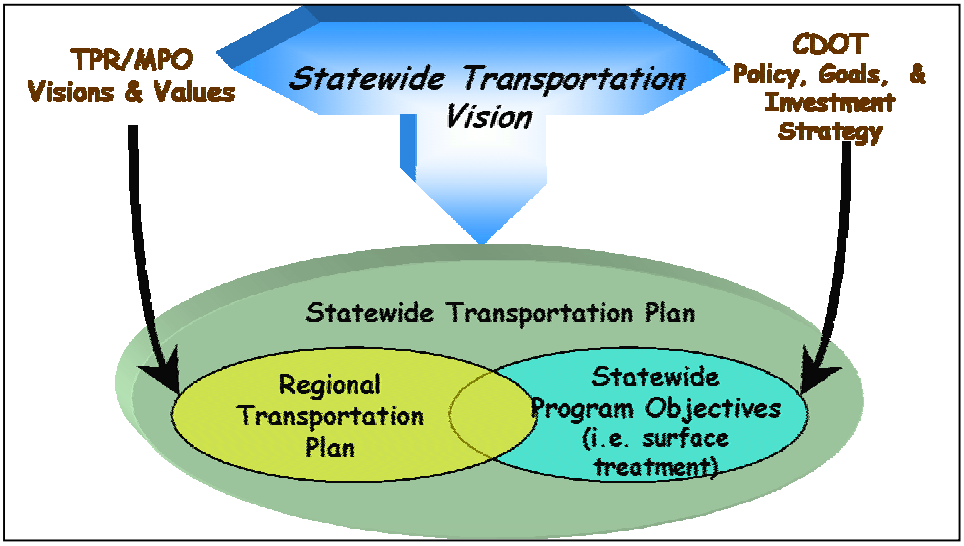
A grant from CDOT made it possible for the RPC to engage a team of consultants to assist with the plan. URS Corporation provided professional services for the regional transportation plan and LSC Transportation Consultants, Inc., with Ostrander Consulting, Inc. provided professional services for the ***Transit Element***.

Map 1 - Study Area

The Transportation Planning Process

The regional transportation plan is based on a combination of the TPR's Vision and Values with CDOT's stated policies, goals, and investment strategies. The plans incorporate the statewide transportation vision as expressed by CDOT. Together with statewide surface treatment, safety, and the bridge rehabilitation and replacement programs, the entire state's needs are encompassed within the Statewide Transportation Plan. In other words, the Statewide Transportation Plan is the summation of needs at the regional and statewide levels.

Figure 1 - Transportation Planning Process



The Plan consists of the following steps, which form the chapters of the Plan:

1. Establishing the Transportation Planning Region and the Regional Planning Commission
2. Public Participation Process
3. Regional Vision, Goals, and Strategies
4. Inventory of the Existing Transportation System
5. Socioeconomic and Environmental Profile
6. Mobility Demand Analysis
7. Alternatives Analysis
8. Preferred Transportation Plan
9. Prioritization Process
10. Financially Constrained Plan

Consistency with State and Federal Requirements

This plan has been completed in response to state and federal requirements to adopt a current long-range transportation plan. The planning process is based primarily on TEA-21, Title 43 Colorado Revised Statutes, ***Colorado's Statewide and Regional Transportation Planning Process Rules and Regulations***, the ***Regional Planning Guidebook***, and the ***Transit Element Guidelines***.

Other sources of guidance included the ***Colorado Statewide Planning Public Involvement Guidelines***, Environmental Justice guidance issued by CDOT and the FHWA, CDOT's ***Corridor Optimization Guidelines***, the ***State of Colorado Access Code***, Federal guidance on ***Limited English Proficiency***, and other appropriate documents.

This plan meets all regulatory and statutory requirements with respect to public involvement and review, subject matter covered, projected timeline, and other items as required.

FHWA Participation

This document has been prepared using Federal funding from the United States Department of Transportation. The United States Department of Transportation assumes no responsibility for its contents or use thereof.

THE REGIONAL PLANNING COMMISSION

The Central Front Range Regional Planning Commission (RPC) was established by memorandum of agreement to include a representative from each county and each incorporated municipality within the TPR. The RPC has the responsibility to carry out the regional planning process and adopt the plan. The RPC met regularly throughout 2003 and 2004 to oversee the plan.

Figure 2 - Regional Planning Commission

Central Front Range Regional Planning Commission		
Dale Hoag, Chairman	Commissioner	Custer County
Leni Walker	Commissioner	Park County
Chuck Brown	Commissioner	El Paso County
Bob Campbell	Commissioner	Teller County
Larry Lasha	Commissioner	Fremont County
Tammy Quinn	Mayor	Fairplay
Don Stuart	Mayor	Westcliff
Kathy Justice	Mayor	Victor
Tom Piltingsrud	Mayor	Florence
Harry B. Johnson	Mayor	Cañon City
Marie Chisholm	Town Council	Alma
Sue Hutton	City Clerk	Silver Cliff

TRANSIT ADVISORY COMMITTEE

The Transit Advisory Committee (TAC) was established to provide technical guidance during the development of the ***Transit Element***. The TAC also met regularly throughout 2003 and 2004 to oversee transit planning. Members included transit providers, elected officials, technical staff and the general public.

Figure 3 - Transit Advisory Committee

Central Front Range Transit Advisory Committee		
Judy Lohnes	Upper Arkansas Area COG	Cañon City
Barb Riley-Cunningham	Teller Senior Coalition	Woodland Park
Jamie Lewis	Citizen	Salida
Erik Taurus	Citizen	Cañon City
Julie Syzmula	City of Salida	Salida
Sue Hutton	Town of Silvercliff	Silvercliff
Alan Butler	Town of Silvercliff	Silvercliff
Jennifer Stewart	Transit Unit	CDOT
Mary Howard	Fremont County Cab	Florence
Lori Isenburger	Neighbor to Neighbor Vol	Salida
Dick Tuttle	Salida Senior Center	Salida
Bernard Hopper	South Park Senior Center	Fairplay
Pat Finif	South Park Senior Center	Fairplay
Connie Kohl	Valley View Health Care Center	Cañon City
Louise Delgado	West Central MHC	Cañon City
Marie Chisholm	Town Council	Alma
Jean May	Friendly Visitors	Cañon City
Susan Larcom Vines	Park Co. Sr. Coalition	Guffey
Jerry LeStrange	Town of Buena Vista	Buena Vista
Sharyl Solis	Town of Buena Vista	Buena Vista
Bill McAlee	Custer County Rider	Westcliffe
Art Gaide	Custer County Rider	Westcliffe
Linda Pings	Colorado Work Force Center	Cañon City
Dale Hoag	Custer County Commissioner	Silvercliff
Jim Schauer	Fremont County Bd. of Comm	Cañon City
Bruce Redus	Fremont Economic Dev. Corp	Cañon City
Rene Shepard	Colo. Workforce Center	Salida
Bobbi Gore	Park County Senior Coalition	Fairplay
Virginia Olivez	Pueblo Comm. College	Cañon City
Wendy Chanden	Area Agency on Aging	Salida
Steve Rabe	City of Cañon City	Cañon City
Benny Johnson	City of Cañon City	Cañon City
Bob Christiansen	Chaffee County Social Services	Salida
Beverly Sutton	Copper Mountain	Copper Mountain
James Price	Developmental Opportunities	Cañon City
Steve Clifton	Fremont County Soc. Svcs	Cañon City
Dorothy Martinez	Friendly Visitors	Cañon City
Don Farr	Loaves and Fishes	Cañon City

Central Front Range Transit Advisory Committee		
Barry McDonald	Rocky Mtn. Behavioral Health	Cañon City
Jim Benkelman	Breckenridge Transit	Breckenridge
Debbie Blackwell	Cañon City School District	Cañon City
John Johnson	Colo. Veterans Nursing Home	Florence
Colleen Verhey	Cripple Creek Transportation	Cripple Creek
Tony Champaco	Fountain Valley Senior Center	Fountain
Fran Haddock	Fremont County Head Start	Cañon City
Jim Wiles	Golden Age Center	Cañon City
Rick Peters	Park County Road & Bridge	Fairplay
	Penrose Senior Center	Penrose
Mike Bandera	Royal Gorge Park	Cañon City
Leah Greksa	Royal Gorge Route Railroad.	Georgetown
	Seniors, Inc.	Cañon City

TAC Meetings

TAC Meeting Dates		
July 7, 2003	Fremont County Courthouse, Room 207	Cañon City
September 10, 2003	112 N. A Street Teller Co. Centennial Bldg. Commissioners Meeting Room	Cripple Creek
October 22	Mr. Ed's Family Restaurant 1201 Royal Gorge Blvd.	Cañon City
March 10, 2004	Fremont County Courthouse, Room 207	Cañon City

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

Central Front Range Bicycle/Pedestrian Advisory Committee	
Al Brody	Rails and Open Space Coalition /Bicycle Committee
Andy Garton	CDOT/Region 2
Connie Dodrill	Cripple Creek/Parks Department
Dale Hoag	CFR RPC/ Custer County
Dave VanDerWege	Palmer Land trust
Irene Merrifield	CDOT/DTD
Jennifer Stewart	CDOT/DTD
Jim Hoar	Recreation District
John Nichols	Canon City Park and Recreation Department
Jude Willcher	El Paso County Department of Transportation
Judy Lohnes	Upper Arkansas Association Council of Governments
Karen Schneiders	CDOT/Region 2
Sue Hutton	Town of Silver Cliff
Tanski Kevin	Teller County Parks and Recreation
Tom Piltingsrud	City of Florence

II - PUBLIC PARTICIPATION

The public involvement process provides for communication among all interested parties through public meetings, newsletters, and project updates. It is *the* essential element in facilitating cooperation and consensus building. This planning process sought to involve all interested parties at key points in the visioning, identification of issues, and drafting of the plan.

The consultant team developed a comprehensive mailing list of local agencies, interest groups, modal representatives and citizens with an interest in the plan. A series of three public meetings, as recommended by CDOT in the recent update to the ***Guidelines for the Public Involvement in Statewide Transportation Planning and Programming***, were held in the TPR at the plan visioning, draft and final stages.

The public involvement plan considered the needs of those persons or groups that may be considered traditionally under-served or that could potentially be impacted by future transportation decisions. All meetings were held in locations accessible to those with disabilities. Provisions were made to translate meeting notices and documents as needed, but no requests were received.

CDOT has developed recommendations for its **Environmental Justice** initiative that give specific guidance on its three fundamental principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations
- To ensure full and fair participation by all potentially affected communities in the transportation decision-making process
- To prevent denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

These **Environmental Justice** principles and other guidance on implementing the **Federal Title VI** elements with respect to income, race, ethnicity, gender, age and disability have been central parts of the planning process. The plan used a Geographic Information System to identify areas of concern based on these principles. Every attempt was made to involve those neighborhoods and/or groups in the planning process.

DOLA OUTREACH PROGRAM

Judy Lohnes, Director of the Upper Arkansas Valley Council of Governments, with assistance from the Department of Local Affairs and CDOT, held Community Input meetings in each community in the TPR with fewer than 5,000 residents. URS provided supporting information and documentation for this outreach program. The presentation included an opportunity to view information about the planning process, data about the transportation system, and to identify specific issues or ideas about transportation in the surrounding area. The meetings were widely regarded as successful and informative. Residents of the smaller communities were appreciative of the chance to air their concerns and have them included in the long-range plan. Approximately 90 people, total, attended these meetings in the Central Front Range TPR.

Figure 4 - DOLA Outreach Meetings

DOLA Community Outreach Meetings	
Community	**Date**
Fairplay & Alma	July 28, 2003
Calhan & Ramah	August 11, 2003
Westcliffe, Silver Cliff, & Custer Co.	August 26, 2003
Cripple Creek & Victor	September 10, 2003
Florence	September 15, 2003
Coal Creek, Rockvale, Williamsburg	September 18, 2003
Brookside	October 27, 2003

Comments received have been incorporated in this report in several ways:

- Issues and concerns incorporated in the Regional Vision, Values and Goals as well as the Corridor Visions
- Recommendations were included as existing or new projects, if appropriate, in the representative projects portion of the corridor visions
- Concerns considered short-term and not appropriate for this long-range plan, comments were forwarded directly to CDOT for possible attention
- A series of memos incorporating all comments received and contact lists have been included in the Appendix, published separately with other supporting documentation

OPEN HOUSE #1

A Public Meeting/Open House was held in Cañon City on Tuesday July 23, 2003 at the Fremont County Administration Building, 615 Macon Street, from 4:00 to 7:00 p.m. A series of displays providing background on the planning process, transportation system inventory, and demographic information was available for members of the general public to view. The presented information provided the basis for discussions with consultant staff and CDOT regarding long-range transportation issues for the TPR.

Approximately 200 invitations were direct mailed to persons having expressed an interest in transportation planning or by reason of job affiliation with a local government. The event was also advertised in the newspaper. The meeting was well attended, with approximately 25 persons in attendance.

Meeting attendees were asked to write their comments on the available comment sheets and leave them with consultant staff for analysis. In addition, people were encouraged to make specific comments about the displays and post them directly on the display boards and maps. The following lists describe the comments received and have been arranged by subject matter. These issues and needs, along with discussions with the RPC, transit providers, community leaders, CDOT and DOLA Outreach Meetings form the basis for developing transportation development alternatives for further analysis and have been incorporated into the 2030 Regional Transportation Plan whenever appropriate.

Comments

Highway Improvements – Mobility

- SH 115 (Salt Canyon) should be 4-lane all the way from Penrose to Colorado Springs to help with the problem of heavy truck traffic slowing other traffic. The recent addition of pullouts helps and should be expanded.
- Hoosier Pass (SH 9– MP 71-76) needs the alignment straightened on the other (west) side before more houses are built along this stretch. This road is over burdened when I-70 is closed and is often icy in the winter.
- Continue to plan for the Cañon City Business Loop (bypass).
- US 50 should be developed as a major east/west corridor.
- US 24 could be developed as an alternative route from Front Range to recreation areas and would serve as a relief route for congestion on I-70.
- US 285 improvements for commuters from Park County to Denver

Highway Improvements – General

- Fremont County Airport highway access needs improvement.
- Additional parking needed in Florence due to changes on SH 115/Main Street.
- Need traffic control signals in Penrose to slow traffic and allow local access to businesses safely.
- Entrance ramps at SH 115 & US 50 need better markings; the overpass may need to be reconfigured to handle additional traffic.
- Full turning lanes and accel/decel lanes are needed at the entrance to Pueblo Community College Campus on US 50 on Cañon City's west side.
- Widening of South 9th St. (SH 115) at Grand Avenue to include a center turn lane at Grand.
- Improvement of the intersection of S. 9th St. (SH 115) with Elm Ave. (roundabout?)
- Possible frontage roads in the future may be needed for local (Cañon City) traffic.
- SH 9 in Park County needs wider shoulders to accommodate the recreational vehicles that are coming through the region.
- US 285 (Denver to Buena Vista) needs pull-outs or rest stops for recreational vehicles and commercial trucks due to increased volumes.
- The town of Alma needs curb and gutter improvements on SH 9.
- Poor street conditions in Fairplay need to be improved.
- The Paved Shoulders Map appears to be inaccurate on SH 67 Divide – please verify.
- Entrance to Cripple Creek – curb and gutter, sidewalk, pedestrian access, drainage

Safety

- Irrigation ditches on SH 67 going north from Florence are open and dangerous for all forms of traffic.
- The intersection of SH 115 and SH 120 In Fremont County is a safety concern.
- Heavy equipment truck traffic and automobile conflicts at Florence/Portland is a safety issue.

- Bridge in Fairplay (US 285) needs widening over Middle Fork of the S. Platte River due to multiple accidents
- The exit signage is difficult to read on SH 115 at US 50; not adequate space before exit ramps.
- Speed limits on 9th Street should be under Penrose's authority. We need additional signs and better enforcement.
- A traffic signal with a warning light should be installed on SH 115 at K Street.
- Dangerous intersection at SH 115 and 9th Street due to short sight distance.
- Widen US 285 between MP 210-216 (Grant to Shawnee).
- Need a street light, not stop light, at US 285 and Platte Drive to illuminate the intersection.
- Signal synchronization from Cañon City to Pueblo.
- Reconstruct bridge on SH 67 between Cripple Creek and Victor.
- Accel/decal lanes on US 24 Lake George to Divide.
- Passing lanes on SH 96 east of Silver Cliff.

Transit

- Park County would like to implement a shuttle service within its boundaries, with two or three towns as hubs: Hartsel, Fairplay, Alma, Bailey, Guffey.
- Transportation for seniors, disabled and children needs improvement in the south part of Park County.
- Many are stranded without access to a car. In a recent situation, a sick child needed emergency transport, the ambulance did not respond, and the family had no vehicle available. As the only recourse, the Mayor offered her personal vehicle for transportation.
- Public transportation is needed in Fairplay.
- Public transportation is needed to jobs in the resort areas.
- Public transportation is needed for communities like Salida and Buena Vista on a fixed-route basis for medical service, labor, recreation, and entertainment (located on the Front Range).
- Transit in Fremont County, especially Cañon city, is needed, while mixed feelings exist about the role of transit in the Florence area; however transit volunteer service is being looked at in 2003.

Bicycle/Pedestrian

- Provide bike lanes on SH 115 from Penrose to Colorado Springs to keep cyclists safe.
- Other transportation modes such as bicycles and pedestrians (walkers and runners) should be considered in highway corridors in Park County.
- The bike path between Fairplay and Alma is a safety concern, especially since it took part of the existing highway lane and made it into a bike lane. Cars tend to use this paved space along curves, including specific safety concern is SH 9 at County Road 14.
- American Discovery Trail is pre-eminent interregional trail.

Recreation

- Need public recreation projects along Highway of Legends.

- BLM is working on Gold Belt Transportation Plan which needs to be considered and the Arkansas River Headwaters Plan will be starting this winter.
- Historic bridge repair – Gold Belt Tour Scenic Byway CR 67.

Maintenance

- Weeds need to be mowed regularly to improve site distances.

Demographic

- Confirm Population and Employee data (Workers Employed Outside of Colorado Table) with Pikes Peak Area Council of Governments.
- The higher standard of living in the north part of Park County (Bailey) skews the percentage of those living below poverty level than the rest of the County.
- Do the ethnicity numbers reflect the Department of Corrections population (inmates) in Fremont County?

Environment

- Need Oak Creek Grade paving project within forest boundary to reduce environmental impacts associated with grading maintenance.
- Need continued noxious weed treatment within the CDOT right-of-way, especially within the national forest lands.

General

- Confirm off-system traffic volumes and Functional Classification with El Paso County.
- The proposed mill levy increase in Park County to support public transportation will not work.
- Residents at Platte Canyon want to know if an alternate route from Deer Creek Road north of Bailey to Shawnee has been evaluated versus the current road that traverses Crow Hill. Kim Patel at CDOT was doing a study. Is this study completed? (see CDOT Press Release in appendix)
- Fairplay has major transportation problems due to the need to travel long distances to compensate for the lack of local services, including for groceries, other shopping, and the lack of medical care/limited response ambulance service.

OPEN HOUSE #2

A second public open house was held at the Aspen Mine Center, 166 East Bennett Ave. in Cripple Creek on March 24, 2004 from 4:00 to 7:00 p.m. to review the draft preferred plan. A series of displays providing background on the planning process, the corridor visions, and preferred plan priorities was available for members of the general public and local government staff representatives to view. The presented information provided the basis for discussions with consultant staff and CDOT regarding long-range transportation issues for the TPR. The presentation included relevant portions of the ***Transit Element*** process. Approximately 200 invitations were direct mailed to people having expressed an interest in transportation planning or by reason of job affiliation with a local government. The event was also advertised in the newspaper. The meeting was well attended, with approximately 26 persons in attendance.

Comments

Written comments were received from 11 individuals and recorded below:

- We need highway 67 from Victor to Divide to become a high priority
- We need some kind of partnering in southern Teller County – maybe with governments and/or private transportation company.
- Maybe something could be worked out for residents with Rambling Express to get to Colorado Springs and back.
- Need more bike/ped trails in southern Teller County. More access on SH 67. Larger shoulders on all paved roads.
- Cripple Creek to Victor – public transportation – Teller Sr. Coalition – expand to serve more seniors in all of Teller County – partnership with City of Cripple Creek. Mountain Estates needs service. Carpools in Victor area.
- Virtually every citizen of Victor has concerns regarding the intersection of SH 67 and Teller Co. 81 (Gillette). The lack of a turn lane causes many close calls, and the hope is that no one need die here to make something happen.
- Something needs to be done to help make the Gold Camp Road and the Phantom Canyon Road more usable for tourists. A lot of history and scenery go to waste there. This might take some pressure off SH 67, at least in summer, when it is at the worst.
- Fix [existing] roads – don't construct new ones. One traffic light in this town - I'm out of here. We do support city shuttle. That's all we need. Don't want transit bus services. Don't sneak in any big city highways. Don't make roads where there aren't any. We don't need extra ways in here. Don't desecrate our land – respect it. Treat the land as if it were your mother, for it is your mother – respect it. Don't tear up our mountains or city. Denver and Colorado Springs run this city since gambling. They think they know what is good for us and this city. I just wish they would keep their noses out of Cripple Creek. We live here – they don't. We like it the way it is.
- Road improvements to SH 24 and 67, need to be fixed, there isn't room enough to flatten curves or make a new highway. They do need passing lanes changed; the way they are now is very dangerous.
- The city transit system, city shuttle, is adequate for our area. Suggest expand to cover Victor area. Rambling Express to Colorado Springs is working well.
- Park & Rec – [unreadable] hiking and bike trails need more improvement and more work to connect them. SH 67 – we don't need a four-lane highway in this area, it's already bad enough on 24.
- Thanks for all the map/visuals. The projected growth and transportation needs are easier for me to "see."
- SH 69 has no shoulders or places for bicycle riders. That does not stop them from coming and riding the same for SH 96 from Wetmore to Westcliffe.
- The only transportation we have in Westcliffe is private or a rotary van to take sick people to Cañon City or Pueblo for treatment.
- Silver West Airport needs an AWOS station for local flying as well as an automatic weather station in the Wet Mountain Valley. This area is between the Sangre de Cristo and Wet

Mountains with no weather reporting for aircraft landing or over flying. Because of the two mountain Ranges on either side of the valley, weather in the valley very different that outside the valley where weather information can be obtained. Airport widening and resurfacing is planned through local donation in 2004. Lighting is planned by 2006. We need outside support to augment the 1.4 million being donated locally.

- The Highway 50 bypass (truck route) in Cañon City is important.
- The junction of 50 and 115 needs a cloverleaf interchange.

OPEN HOUSE #3

A joint meeting to review the Draft Regional Transportation Plan and the Draft Statewide Plan was held on September 15, 2004 at the Fremont County Administration Building in Canon City. Approximately 20 people were in attendance. Significant comments pertaining to the Draft Regional Transportation Plan are listed below:

- Improvements on US 50 are needed.
- The speed limit between Poncha Springs and Salida is too high and not compatible with the commercial and tourist development.
- The transit relationships between the Central Front Range TPR, Chaffee County, and Lake County are interwoven and not very compatible with the current TPR alignment.
- Truck traffic on US 24 east of Colorado Springs is very heavy. Truckers use this route as a link from I-70 at Limon to Colorado Springs.
- The ballot initiative to create a Rural Transportation Authority has been postponed until next year.
- SH 115 between Canon City and Florence is narrow, has inadequate shoulders, and needs intersection improvements.
- Recent improvements (shoulders, guardrails, straightening, bridges, auxiliary lanes, etc.) on SH 115 between Penrose and Colorado Springs have significantly improved that corridor for commuters and cyclists.
- CDOT's current design of rumble strips – about a foot wide, just outside the white line – is a good trade-off between comfort and safety for cyclists and motorists alike.
- Continued growth in northeastern Park County makes the proposed improvements on US 285 urgent.
- While the improvements on US 24 from Divide east to Woodland Park are welcome and have improved safety and mobility, the need remains to create similar improvements west of Divide to Florissant.

All above comments have been addressed in the representative projects portion of the corridor visions.

III - REGIONAL VISION, GOALS & STRATEGIES

BACKGROUND

Completion of this task provided the opportunity for the TPR to identify issues that will help in the development of Regional Vision, Goals, and Strategies. Ultimately, the Regional Vision, Goals, and Strategies developed through public, RPC, and TAC processes were used in developing evaluation criteria for use in the transportation alternatives development phase of the plan. The Vision provides the basis to compare projects for consistency with the final adopted 2030 plan.

The consultant team led the RPC in a series of exercises to help reach consensus on the Regional Vision, Goals, and Strategies and how best to implement them in support of regional quality of life. CDOT's ***Regional Planning Guidebook*** offers a series of questions to assist in the completion of this task.

Each plan item was compared to the TPR's Vision, Goals, and Strategies for consistency. This ensured that final planning components support the originally conceived ideas of how best to support the regional quality of life.

CDOT's guidance in developing this portion of the plan requests that the TPR begin with the Department's Mission as a foundation:

> *The mission of the Colorado Department of Transportation is to provide the best multi modal transportation system for Colorado that most effectively moves people, goods, and information.*

CDOT also offers the following vision as part of its guidance:

> *To create an integrated transportation system that focuses on moving people and goods, develops linkages among transportation choices, and provides modal choices to enhance the quality of life and environment of the citizens of Colorado.*

Goal development, and achievement of the goals, is seen as an on-going process of regional improvement. The Regional Vision, Goals, and Strategies from the previous (2020) plan, completed in 1999, were reviewed as a starting point for this task. The previous goals were found to be generally consistent with the current needs of the region. However, the regional planning commission found it useful to add some items to the previous goals in order to better meet the needs of the region and to be fully consistent with stated CDOT goals.

ISSUE IDENTIFICATION

The following issues emerged as priorities to address during the planning process. These issues were identified by the Central Front Range Regional Planning Commission, its subcommittees and the general public and are addressed in the following section, Vision, Goals, and Strategies, and throughout the plan.

- Safety
- Signal synchronization on US 50 from Cañon City to Penrose
- Encourage public transportation at local and intercity levels

- Growth of tourism
- Encourage bicycles and pedestrian system development at the local level
- Commercial Trucks
- Effective intra-regional public transportation
- Cañon City Business Loop (highway bypass)
- Appropriate zoning to preserve access and mobility
- Improvements needed at intersections of heavily traveled local roads with state highways
- US 50, US 285, US 24 should continue to be developed as the TPR's major interregional corridors
- Need to keep existing and committed projects in long range plan (i.e., Guanella Pass and Tarryall River Road – funded by Federal Lands Highways program)
- Pedestrian access on major bridges (US 285 in Fairplay)
- Integrate all modes into Goals and Strategies
- Major interregional trail systems (American Discovery Trail)
- Define major corridors in terms of extent and mode
- Carry short range airport development plans into long term plans
- Downtown parking limitations (Florence)
- Significant population growth and travel demand pressures on limited transportation system
- Long distance commuting (US 285/Bailey area)
- Hazardous materials routes on US 24 and US 285

2030 VISION FOR TRANSPORTATION

The transportation system will accommodate the region's rapidly growing multimodal transportation needs through a combination of capacity improvements in congested corridors, safety and traffic management improvements elsewhere on the transportation system, and the provision of local and regional public transportation. Transportation development will accommodate and enhance the region's high quality of life, while preserving the environmental conditions that make this a great place to live, work and visit. The transportation system supports economic development by providing mobility for people and goods as well as multimodal access to services. The 2030 regional transportation plan envisions a systematic approach to implementing the transportation plan that is understood and supported by the people of the Central Front Range Transportation Planning Region.

2030 GOALS AND STRATEGIES

The Central Front Range 2030 Regional Transportation Plan provides for the following:

Goal 1 **The roadway system provides mobility to the traveling public at an acceptable level of service.**

Strategy A	Additional travel lanes will be constructed to alleviate congestion where appropriate and when alternative solutions are either not feasible or not effective.
Strategy B	Other highway improvements, including passing lanes, paved shoulders, and improved intersections will be constructed where required to promote improved levels of service and safety.

Goal 2 **The existing transportation system will be maintained in the most efficient manner possible**

Strategy A	Pavement condition on highways will be maintained in accordance with goals set by the Colorado Transportation Commission.
Strategy B	Pavement condition on airport runways will be maintained at a level that protects the original investment and provides for safe use.
Strategy C	Pavement condition on multi-use facilities will be maintained at a level that protects the original investment and provides for safe use.
Strategy D	Structurally deficient and functionally obsolete bridges and other structures will be replaced or otherwise maintained to extend useful life.
Strategy E	Public transportation vehicles will be maintained and replaced on an effective schedule that allows providers to continue providing safe and efficient service.

Goal 3 **The transportation system provides safe travel opportunities**

Strategy A	The TPR will support local, regional, statewide and national initiatives to modify and improve vehicle safety and driver behavior for all types of vehicles, including private automobiles, transit vehicles, trucks, and bicycles.
Strategy B	Locations with historically high crash ratios in relation to vehicle miles traveled will be evaluated for potential safety improvements.
Strategy C	Passing lanes, turn lanes, and adequate shoulders will be constructed where appropriate financially and environmentally in order to maximize infrastructure safety.
Strategy D	Additional paved shoulder width will be incorporated into highway construction projects to provide safer bicycle and pedestrian zones.
Strategy E	Bicyclist and pedestrian facilities should be constructed separate from motorized vehicle lanes where necessary and feasible.
Strategy F	Encourage safe driving initiative such as CDOT's "Share the Road" program which identify the responsibilities of all users of the state's roadways.

Strategy G	Rest areas will be provided at appropriate intervals on regionally significant highways, such as US 50, US 285, and US 24.

Goal 4 **The transportation system enhances and/or minimizes impacts to the region's air, water, scenic view corridors, cultural resources and wild life habitat.**

Strategy A	The 2030 transportation plan will be used to identify critical habitat and cultural locations that should be avoided or mitigated during transportation development.
Strategy B	Consideration will be given to scenic views during transportation planning so as to minimize negative impacts to important tourism corridors and quality of life.
Strategy C	Multimodal development such as public transit, bicycle and pedestrian options will be implemented where feasible so as to offer alternatives to single occupant vehicle travel.
Strategy D	Transportation Enhancement projects that are included in local comprehensive, recreation, or other community plans will be considered consistent with the Central Front Range Regional Transportation Plan and will be eligible for application to CDOT's Transportation Enhancement Program.

Goal 5 **The transportation system functions as a complete system with effective connectivity both within the region and to the rest of the state.**

Strategy A	The transportation system provides effective through-access to interregional destinations.
Strategy B	The transportation system provides effective access to visitor destinations, including multimodal choices such as public transportation and bicycle/pedestrian facilities.
Strategy C	The transportation system provides enhanced Tourist Oriented Destination Signs for key historic, cultural, scenic, and recreation areas.
Strategy D	The 2030 plan coordinates with surrounding regions' transportation plans, including developing corridor visions for interregional transportation corridors.
Strategy E	Priorities for highest level improvements on interregional corridors include US 50, US 285, and US 24.
Strategy F	Improve system connectivity by providing missing segments linking designated inter-regional multi-use trails.

Goal 6 **The transportation system preserves and enhances the region's overall economic health**

Strategy A	Access to goods and services is as critical to the region as general mobility and will be enhanced by implementation of the transportation plan.
Strategy B	Since the economic health of the region depends in part on mobility of commercial goods, the plan evaluates and recommends implementation of improved facilities to enhance commercial goods movement, including truck routes, Intelligent Transportation Systems (ITS), truck/rail intermodal facilities and aviation cargo facilities.

Strategy C	The transportation system provides enhanced tourism facilities such as rest areas, traveler information services, signage, Scenic and Historic Byway enhancements, and linkage to historic and other downtown areas by pedestrian access from parking areas.
Strategy D	Recognize significant economic opportunities by developing bicycle and pedestrian facilities so as to enhance tourism and other travel opportunities.
Strategy E	Recognizes that historic trolleys and other public transportation may enhance both transportation and economic development .

Goal 7 **The transportation system provides new intermodal access and mobility options for individuals and commerce**

Strategy A	The plan seeks to promote the addition of intercity bus service along major corridors in the region and that provides access to Pueblo, Colorado Springs and the Denver metropolitan areas.
Strategy B	The plan identifies transportation alternatives for the elderly, low income, and other transit dependant populations and promotes their development.
Strategy C	Park 'n' Ride facilities will be constructed at appropriate locations in higher volume commuting corridors.
Strategy D	The plan supports the development of new or additional public transportation funding resources such as a Rural Transportation Authority (RTA) in the Upper Arkansas Valley.
Strategy E	The plan seeks to improve additional non-motorized transportation access to recreation areas.
Strategy F	Construct and maintain bicycle and pedestrian facilities so as to provide additional access and mobility options.

Goal 8 **To provide a safe and efficient airport system that maximizes existing investment and meets inter and intrastate travel and emergency needs while supporting Colorado's diverse economy.**

Strategy A	Provide a system of airports that is adequate to meet existing and projected demand.
Strategy B	Provide a system of airports that meets future demand levels while considering community and environmental compatibility.
Strategy C	Provide a system of airports that supports economic growth and diversification.
Strategy D	Provide a system of diverse airports that is convenient to Colorado residents while also supporting critical health, welfare, and emergency services within the State.
Strategy E	Provide a system of airports that maximizes the useful life of airport facilities by recognizing historic local, State, and Federal investment.

Goal 9 **The transportation plan identifies, evaluates and prioritizes transportation development options that enhance travel and can be implemented through existing or reasonably anticipated funding**

Strategy A	The preferred plan recognizes and prioritizes transportation needs that may exceed expected revenues and plans for long term system improvements should additional funding becoming available at any time in the future.
Strategy B	The plan supports the efficient use of limited financial resources.
Strategy C	The fiscally constrained plan leverages available state and federal resources with public/private partnerships.
Strategy D	The Central Front Range Regional Transportation Commission supports the provision of State funds for the provision of public transportation services.
Strategy E	The fiscally constrained plan recognizes that the costs of desired transportation development may exceed reasonably anticipated revenues and therefore, estimated costs of development will be held to those expected revenues.

Goal 10 **The transportation plan develops options that are understood and supported by the traveling public**

Strategy A	The regional transportation planning process invites full public involvement and input at key points through the use of advisory committees, public meetings, a project website, newsletters, and input opportunities for the general public and interest groups.
Strategy B	The plan upholds, supports and implements the provisions of CDOT's Environmental Justice initiative, which seeks to eliminate disparities in transportation development among ethnic minority, low income and other disadvantaged populations.
Strategy C	The plan supports improved and sustainable quality of life for the region's diverse population.
Strategy D	The plan supports education of the public for multimodal options.

IV - TRANSPORTATION SYSTEM INVENTORY

This chapter provides a comprehensive overview of the existing transportation system including highway system, public transportation, bicycle, pedestrian, rail, and aviation systems. Each mode has been examined along with its infrastructure, level of service, capacity, operating, and safety characteristics to identify existing conditions. Not only will this "picture" of the existing systems broaden our knowledge of what types of transportation serve the TPR, it also provides the base of information necessary to determine future transportation investments by allowing for the identification of deficiencies within each system.

The approach to collecting data on the existing transportation system relied to a significant degree on the Transportation Planning Data Set as developed by CDOT. The Dataset contains complete information as collected by CDOT on the highway characteristics and traffic data as well as modal components of the state's transportation system. Information from the Dataset have been mapped and displayed using the ArcView/GIS program where appropriate.

A complete inventory of transit operators and their services was undertaken during the ***Transit Element*** process and is fully integrated with the RTP. This document contains summary information about local transit systems; for complete information about public transportation, please see the ***Transit Element*** published separately**.**

HIGHWAY SYSTEM

The following section utilizes the best, most current data available as provided by CDOT. Most highway information is for the year 2001. The section describes the region's highway system with the following information:

- Project Area
- National Highway System
- Scenic Byways
- Functional Classification and Mileage
- Traffic Volumes
- Surface Condition
- Bridges
- Accident Locations
- Commercial Truck Traffic
- Hazardous Materials Routes

Project Area

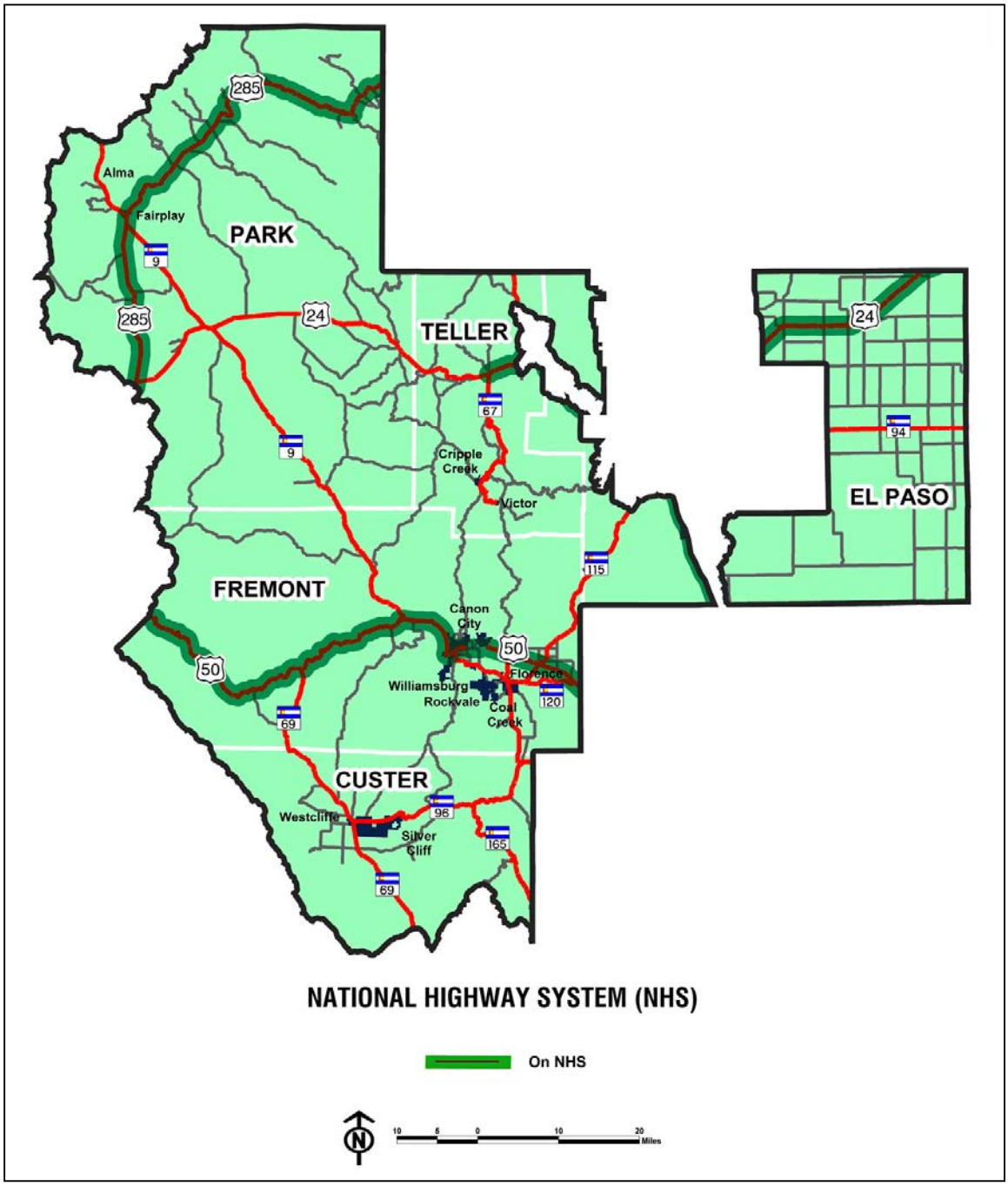
The Central Front Range TPR consists of Custer, Park, and Fremont Counties, as well as the rural parts of Teller and El Paso Counties. The parts of Teller and El Paso Counties that include the City of Woodland Park and the Colorado Springs metropolitan area form the Pikes Peak Metropolitan Planning Area, a separate planning region.

Map 2 - Base Map

National Highway System

The National Highway System (NHS) was first proposed in ISTEA in 1991 and was adopted by Congress. The NHS is a system of principal arterials that are considered significant components of a nationwide network linking major ports to commercial and industrial centers, connecting major metropolitan areas, providing access to major recreational areas, connecting major intermodal facilities, and designating a sub-component of strategic defense highways. The system contains all Interstate Highways plus other major highways and totals about 161,000 miles nationwide. Colorado has about 3,356 miles with about 158 miles in the Central Front Range TPR on US 50, US 285, and US 24.

Map 3 - National Highway System



Scenic Byways

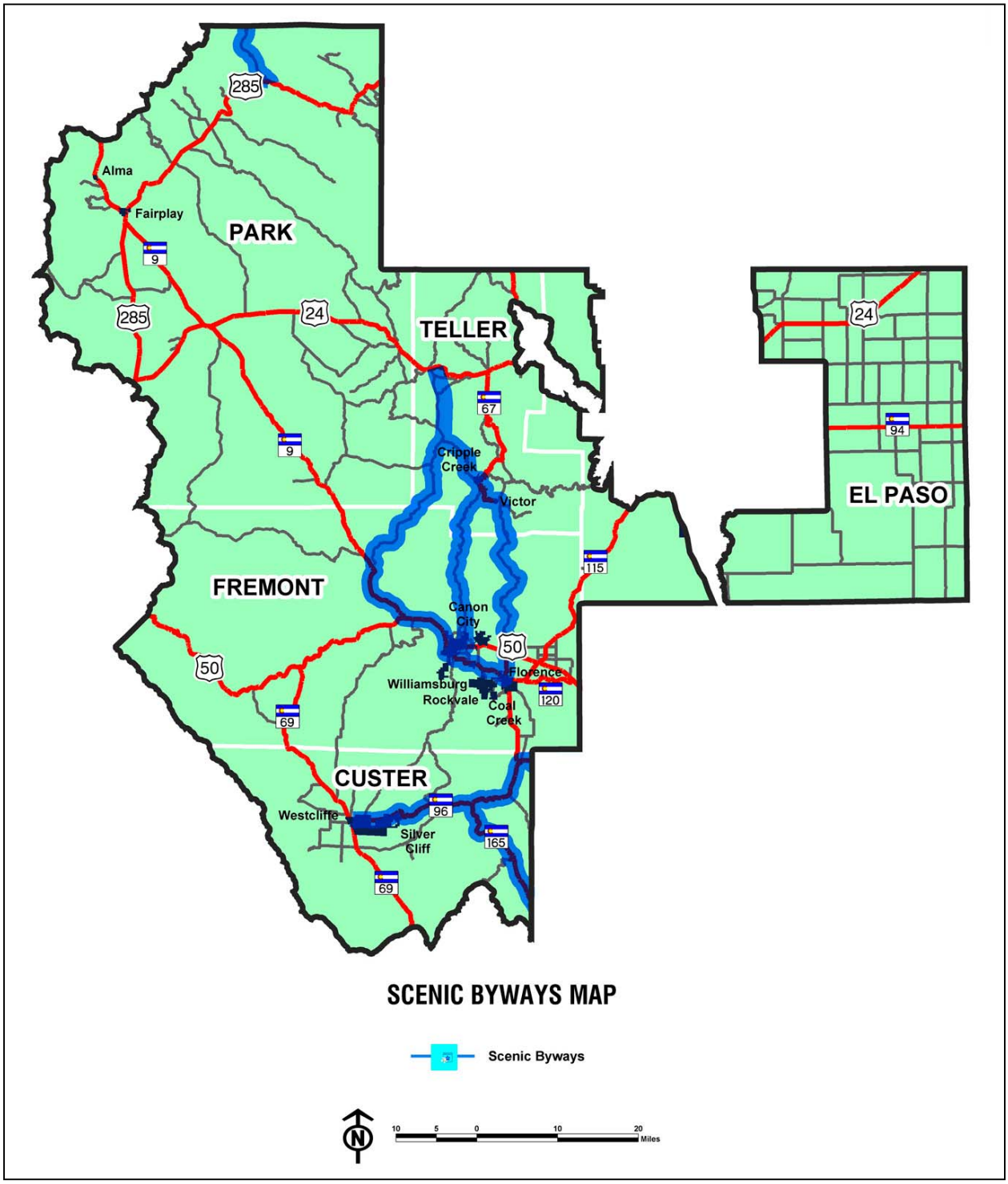
The Colorado Scenic and Historic Byways program is a statewide partnership intended to provide recreational, educational, and economic benefits to Coloradans and visitors. This system of outstanding touring routes in Colorado affords the traveler interpretation and identification of key points of interest and services while providing for the protection of significant resources.

Scenic and Historic Byways are nominated by local partnership groups and designated by the Colorado Scenic and Historic Byways Commission for their exceptional scenic, historic, cultural, recreational, and natural features. (from The Official Site of Colorado's Scenic and Historic Byways - http://www.coloradobyways.org/Main.cfm)

Three Scenic Byways are located in the region:

- The Gold Belt Tour Scenic Byway is actually a network of roads connecting US 50 in the south to US 24 in the north. The Byway uses US 50, the Phantom Canyon Rd, the Shelf Rd., High Park Rd., and Teller County 1. Portions of the Byway are 4-wheel drive only. The Byway provides not only beautiful recreational and scenic opportunities, but also a crucial non-highway access to the gaming areas in Cripple Creek and Victor.
- The Guanella Pass Scenic Byway connects US 285 near Grant to Georgetown on I-70. Significant improvements are scheduled on this backcountry route.
- The Frontier Pathways Scenic Byway connects Pueblo and Colorado City to Westcliffe via SH 165 and SH 96.

Map 4 - Scenic Byways

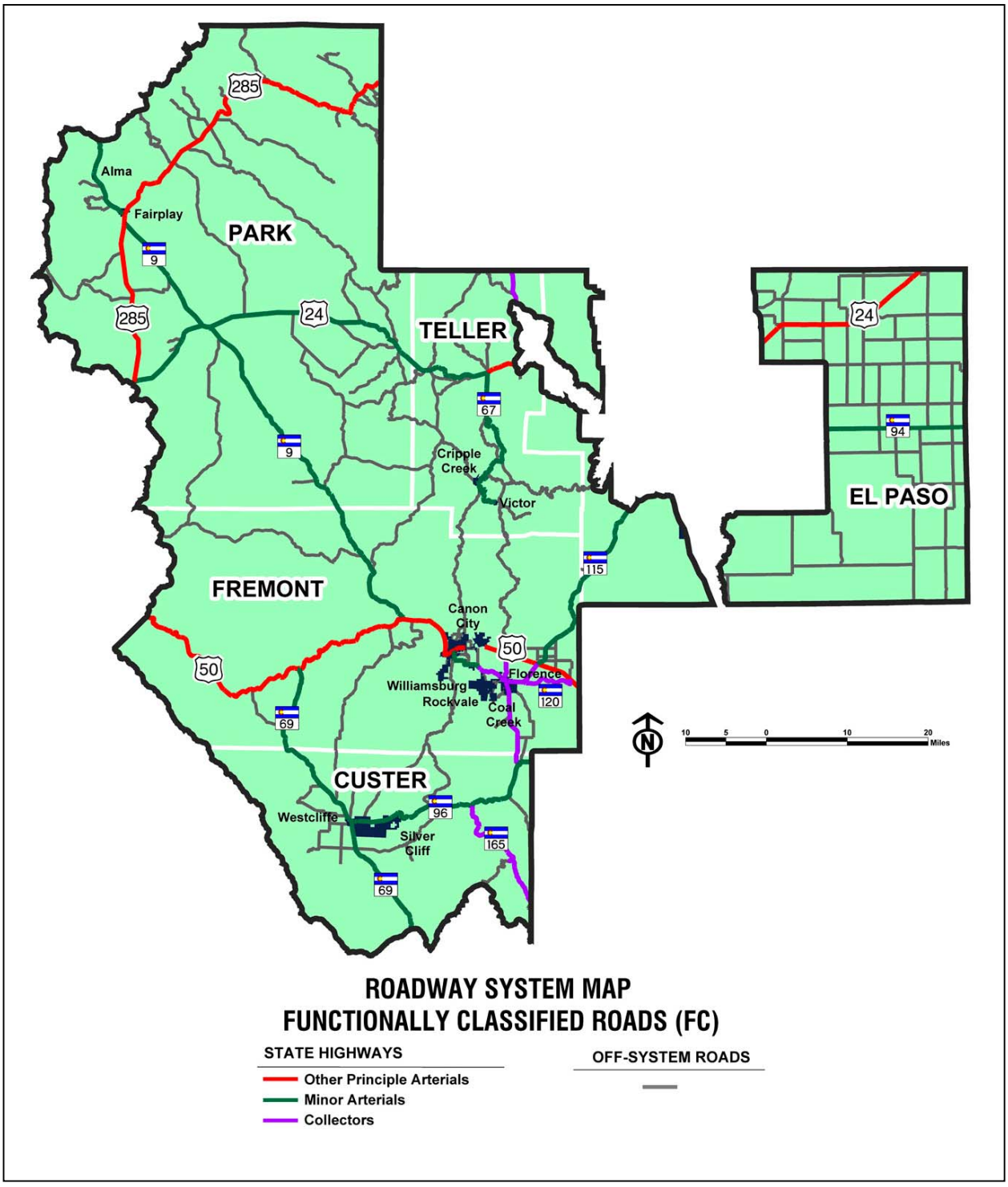


Functional Classification

The classification of the highway segment is divided between rural and urban areas. The functional classification system is based on the grouping of streets and highways into classes, or systems, according to the character of the service they are intended to provide. The road classes are are repeated for Urban and Rural systems:

- Arterial - a major highway primarily for through traffic usually on a continuous route. The classification is further divided into Interstate, Freeways and Expressways, Principal Arterials, and Minor Arterials.
- Collector - streets whose primary purpose is to serve the internal traffic movement within an area. The classification is further divided into Major and Minor Collector (Rural), and Collector (Urban).
- Local - streets whose primary purpose is feeding higher order systems (Collector & Arterial), or providing direct access with little or no through traffic.

Map 5 - Functional Classification



State Highways

The following table shows mileages and percent of total state highways for each functional classification within the TPR. Of 480 miles, approximately 55% are Minor Arterial Rural, 32% Principal Arterial Rural, and 11% Major Collector Rural.

Table 1 - State Highway Functional Classification

State Highway Functional Classification		
Highway Classification	% of Total	Miles
Interstate Rural	0	0.0%
Principal Arterial Rural	152	31.5%
Minor Arterial Rural	262	54.5%
Major Collector Rural	54	11.3%
Minor Collector Rural	2	0.5%
Freeway Urban	2	0.5%
Principal Arterial Urban	4	0.7%
Major Collector Urban	0	0.0%
Minor Arterial Urban	5	1.0%
Region Total	482	100.0%

Source: CDOT

Local Roads

The following table shows mileages and percent of total local roadways for each functional classification within the TPR. Local roadways are under the jurisdiction of a county or municipality. Of just over 6,000 miles, approximately 64% are Local Rural.

Table 2 - Local Road Functional Classification

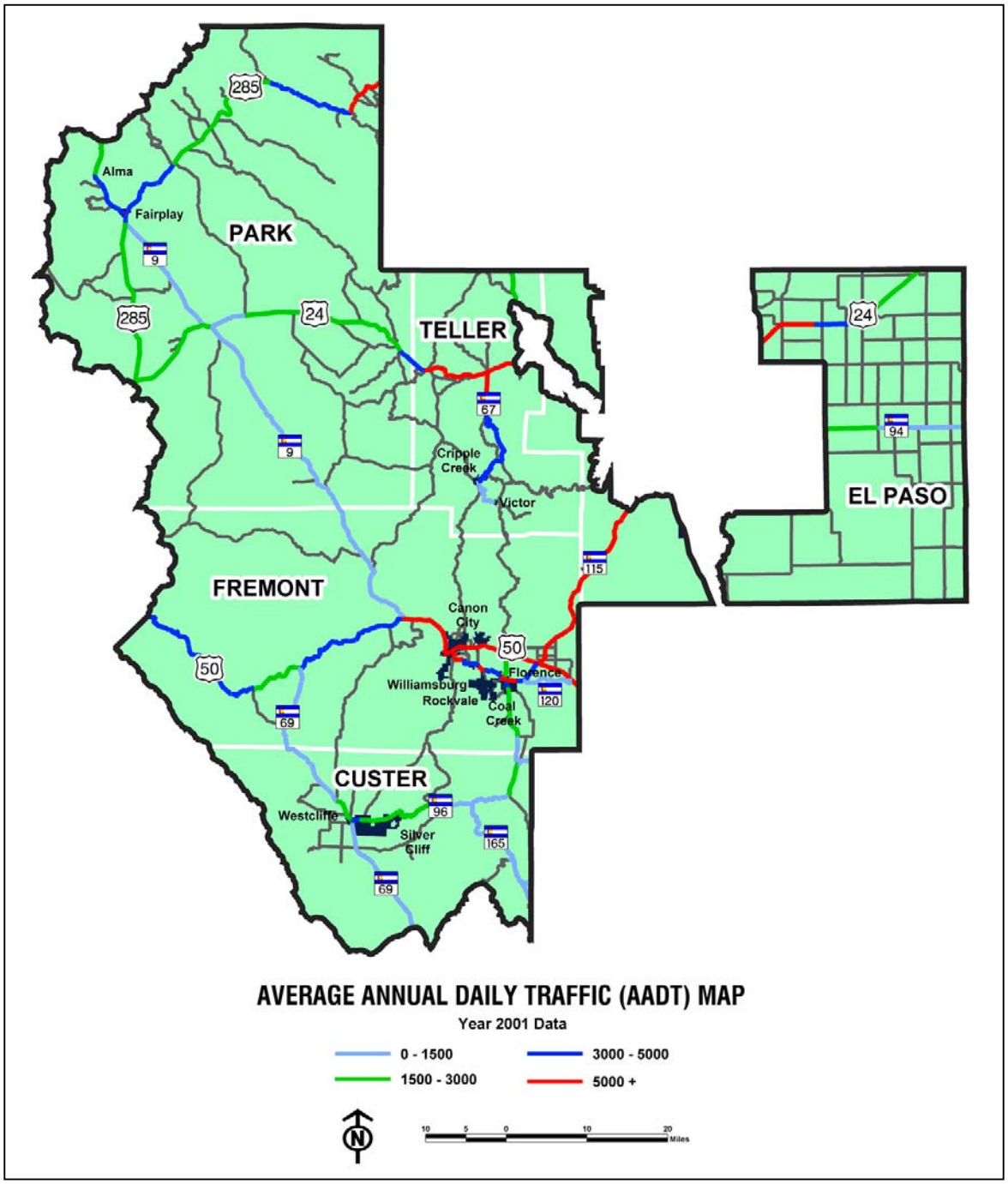
Local Road Functional Classification		
Road Classification	Miles	% of Total
Principal Arterial Rural	11	0.2%
Minor Arterial Rural	101	1.7%
Major Collector Rural	661	11.0%
Minor Collector Rural	638	10.6%
Local Rural	3,879	64.4%
Highway Urban	9	0.1%
Principal Arterial Urban	26	0.4%
Minor Arterial Urban	93	1.5%
Major Collector Urban	82	1.4%
Local Urban	522	8.7%
Region Total	6,022	100.0%

Source: CDOT

Traffic Volumes

Traffic volumes on state highways were generated using CDOT data for 2001, the most recent available. The data is based on a mix of permanent traffic counters, temporary (mobile) traffic counters, and a model comparing known values to similar roadways across the state. The Average Annual Daily Traffic (AADT) is a commonly used measure that provides the total number of vehicles on a highway throughout the year divided by 365. This method helps "smooth" peaks and valleys in the traffic profile that may be seasonal (recreation or agriculture) or special event triggered.

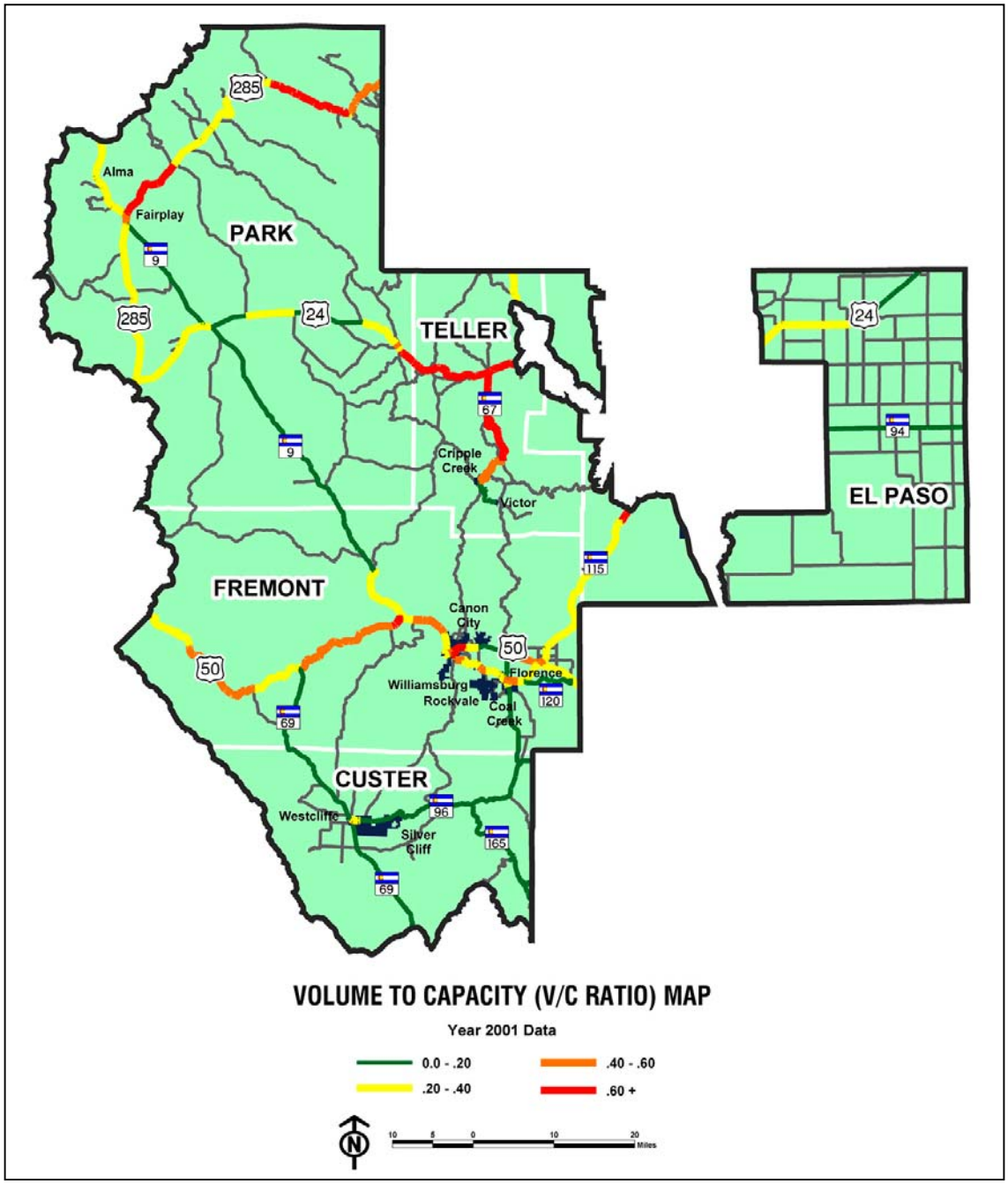
Map 6 - AADT 2001



Volume to Capacity Ratio

The Volume to Capacity Ratio, commonly referred to as V/C (V over C), is another commonly used measure of traffic. It provides information about congestion on the facility, rather than the raw number of vehicles. For instance, 5,000 vehicles per day on a narrow, two-lane road with no shoulders is much more congested than 5,000 vehicles per day on a 4-lane interstate facility. In the following maps the Volume (AADT) is compared with the Capacity of the facility to obtain a ratio between 0 (no congestion) and 100 (gridlock). Congestion starts to become a noticeable problem in rural areas at about 0.60 or 60% of capacity. In urban areas, 0.85 is more commonly acknowledged as the lower limit of severe congestion.

Map 7 - Volume to Capacity Ratio 2001



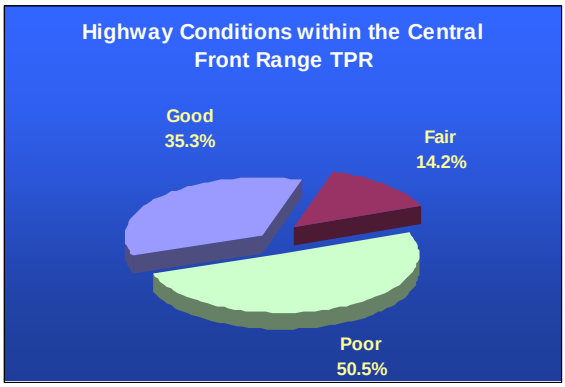
Surface Condition

CDOT rates the condition of highway surfaces with its Pavement Management System, providing a range of years of remaining service life of the pavement of the highway segment. This measure is dependent on roughness, cracking, patching, rutting and other indicators of smoothness and structure. The Colorado Transportation Commission has set a goal of maintaining the state's highway system, overall, with a minimum of 60% miles rated Good or Fair. Resurfacing projects are not normally chosen as part of the long-range plan, but are scheduled by CDOT according to the output of the Pavement Management System.

Remaining Service Life

- >11 Years - Good
- 6 - 11 Years - Fair
- < 6 Years – Poor

Figure 5 – Highway Surface Condition



In 2001, the region was below this goal with about 49.5% rated Good or Fair. CDOT has reallocated significant funding from construction programs to the surface treatment program to attempt to meet its number one goal of maintaining the existing system at an acceptable level

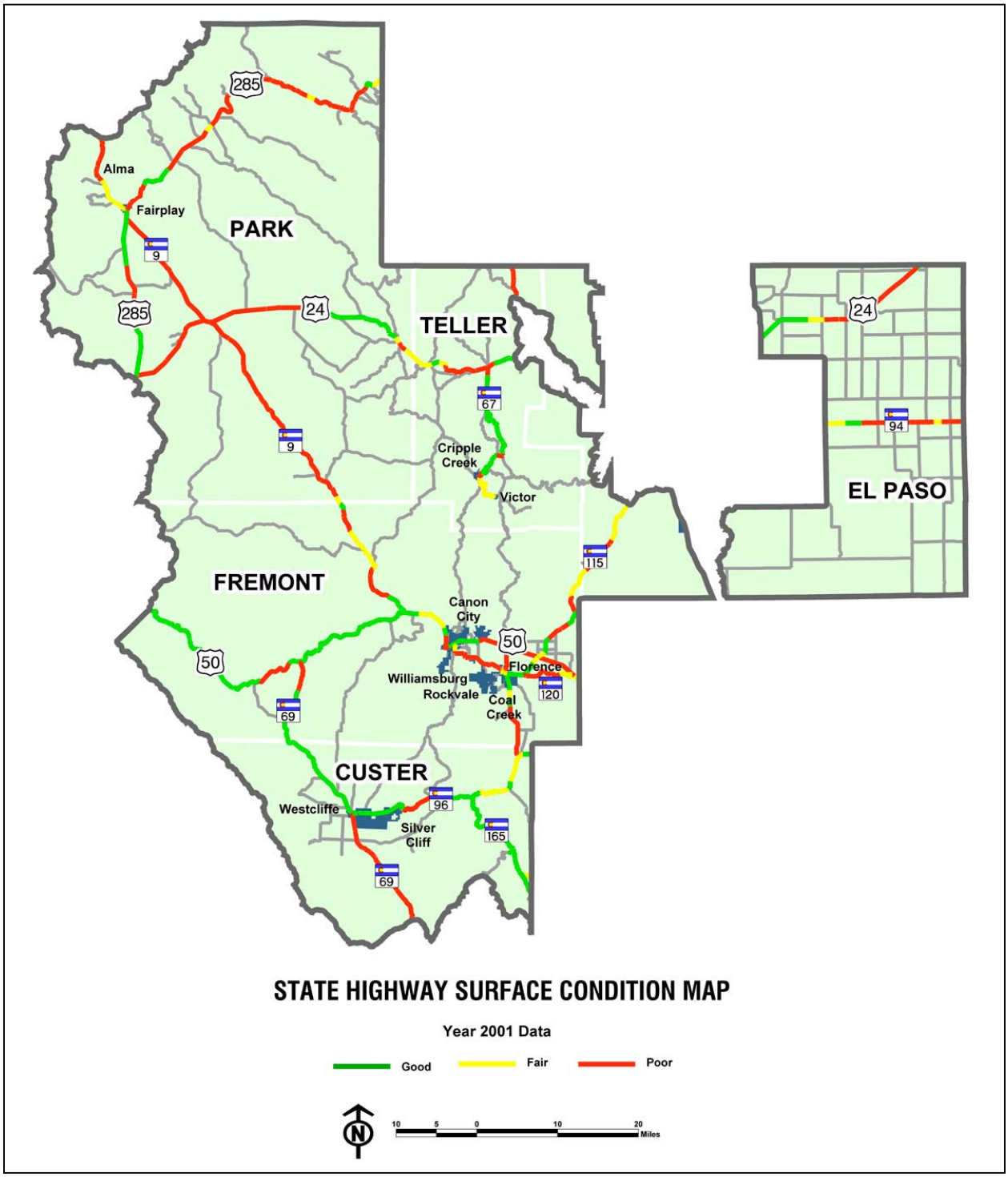
Table 3 - Highway Surface Condition

Highway Condition							
		Miles per Condition			Percentage per Condition		
County	Miles	Good	Fair	Poor	Good	Fair	Poor
Custer	82	46	11	24	56.9%	13.5%	29.6%
El Paso	45	5	12	28	10.2%	26.9%	62.8%
Fremont	147	68	23	57	46.1%	15.4%	38.5%
Park	165	31	13	121	18.9%	8.0%	73.0%
Teller	44	20	9	14	45.7%	21.8%	32.5%
Total	482	170	68	243	35.3%	14.2%	50.5%

Source: CDOT 2001

The following map shows the distribution of Good, Fair and Poor highway segments in 2001. Recent repaving projects may have changed the picture somewhat, but as some segments are being repaved, others reach the end of useable service life.

Map 8 - Highway Surface Condition

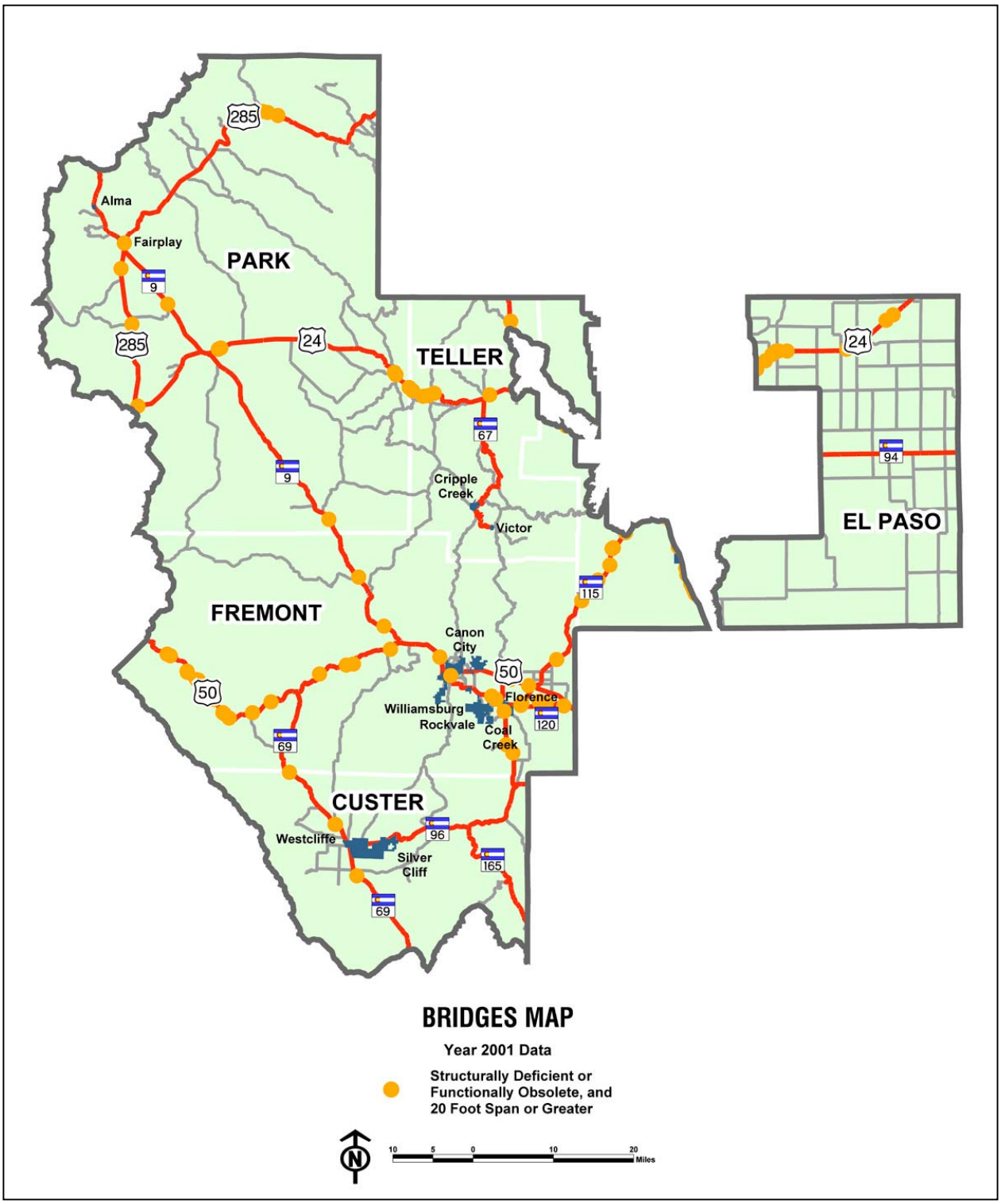


State Highway Bridges

Each bridge on the state highway system is given a Bridge Sufficiency Rating by CDOT's Bridge Management System relevant to its structural (aging or other engineering deficits) or functional (usually width limitations) integrity. Bridges with a sufficiency rating less than .80 and more than 20 feet in length are eligible for funding. Those bridges are plotted on the following map. A complete listing of all bridges in the region, including Structurally Deficient or Functionally Obsolete bridges, along with the Bridge Sufficiency Rating, can be found in the Appendix.

Bridge repair and replacement projects are not a normal part of the long range planning process, but are chosen by CDOT on the basis of sufficiency rating, funding availability, and proximity to other highway projects. When highways are upgraded or have other major work performed, CDOT also upgrades the associated bridges to current standards as a matter of policy. The data presented here concerning bridges is for information only about the region's system and not intended as part of the major scope of the plan.

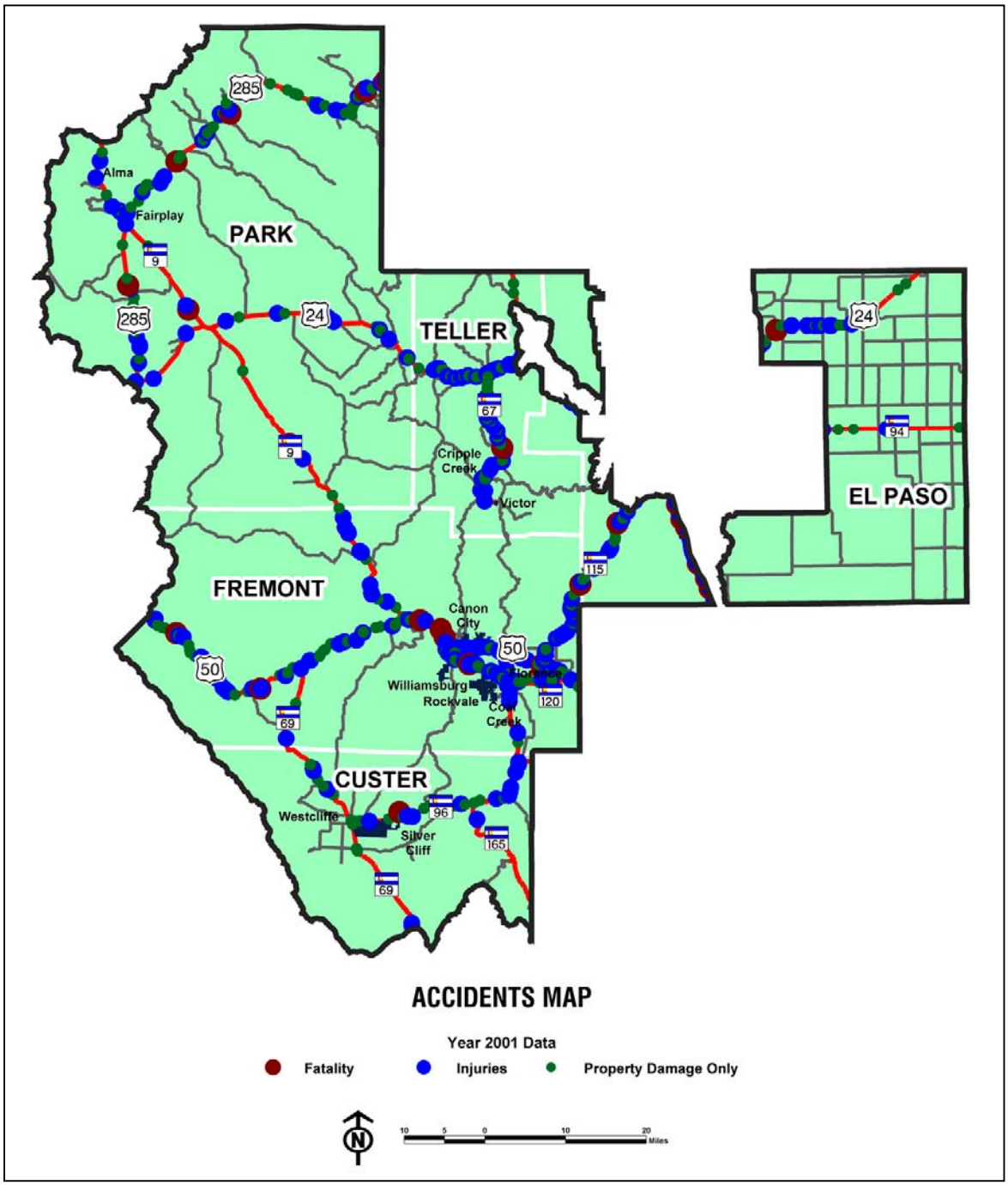
Map 9 - Functionally Obsolete / Structurally Deficient Bridge



Safety

Two sources of information about highway safety and accident locations were examined for this report. CDOT provided a segment-by-segment analysis for the planning process, which showed a crash rate, an injury rate, and a fatality rate on each section of highway. This data provided information for the prioritization of corridors and about the type of work that should be done in the Alternatives Analysis chapter of this report. Year 2001 crash data has been plotted in the following map to provide an overview, for one year, of the distribution and concentration of crashes in the region.

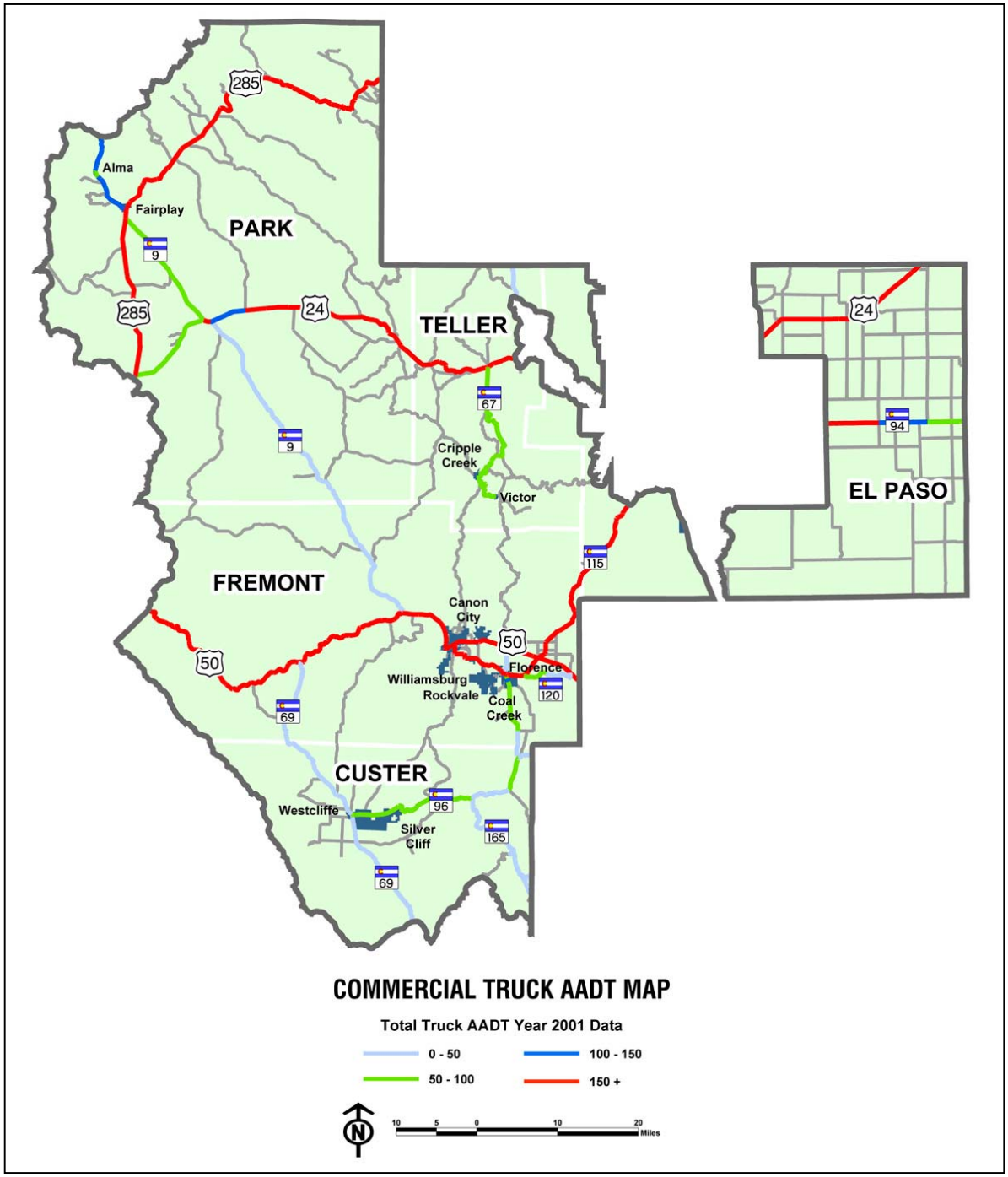
Map 10 - Accident Locations



Freight

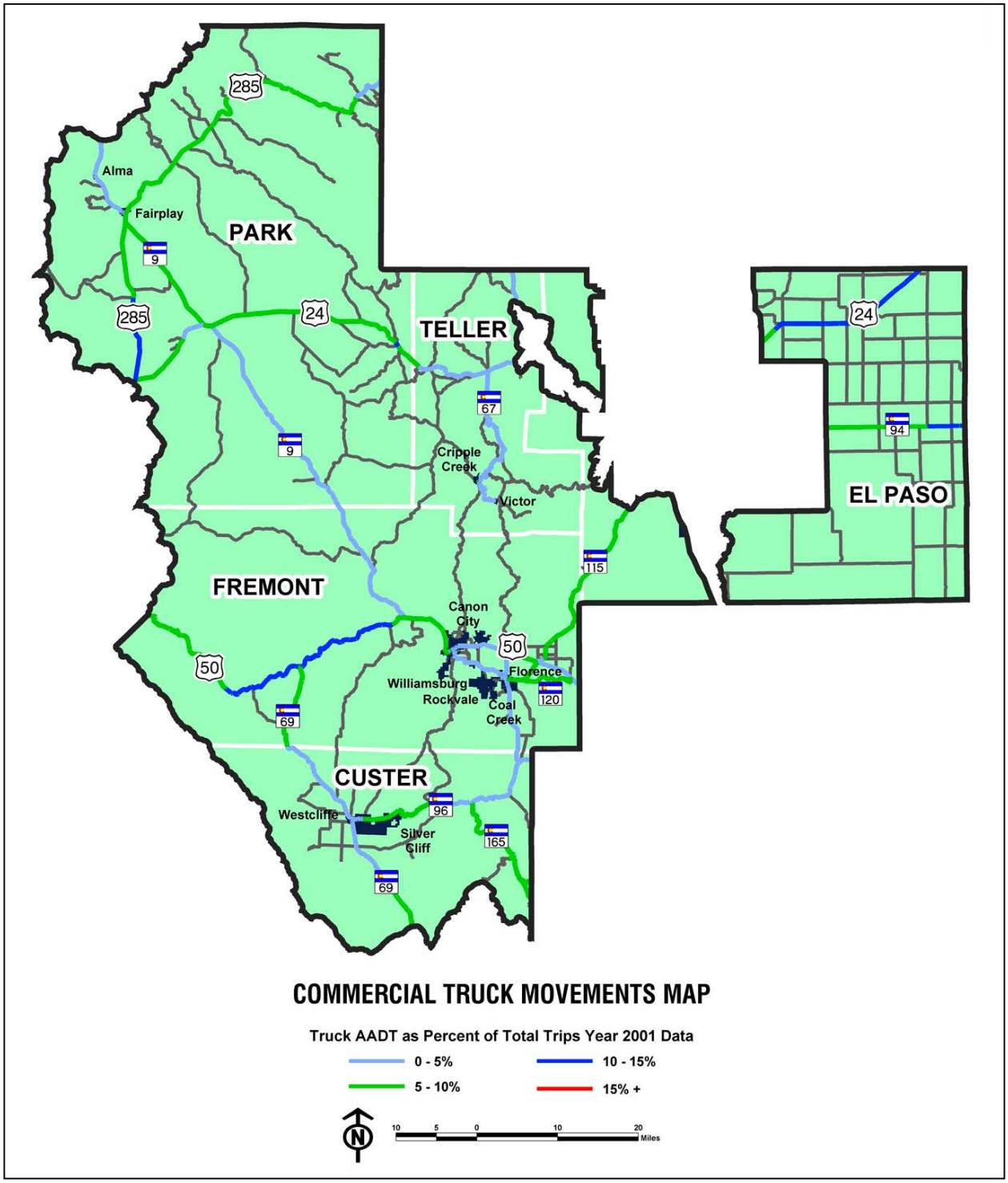
The two following maps provide a picture of the level of commercial truck use on regional highways. First, Commercial Truck AADT - 2001, shows the actual volume of trucks on highways. This shows that the most traveled highways, with more than 150 trucks per day, include US 285, US 24, US 50, and SH 115.

Map 11 - Commercial Truck Average Annual Daily Traffic 2001



The following map, Truck AADT as Percent of Total AADT, shows the volume of trucks relative to the total traffic stream. In other words, higher or lower total vehicle traffic affects the percentage of trucks. The relatively higher AADT on the region's highways, paired with the relatively lower amount of truck traffic shows that the region's highways do not function, for the most part, as major interregional truck routes at this time.

Map 12 - Commercial Trucks Percent Total AADT 2001



Freight Analysis Framework

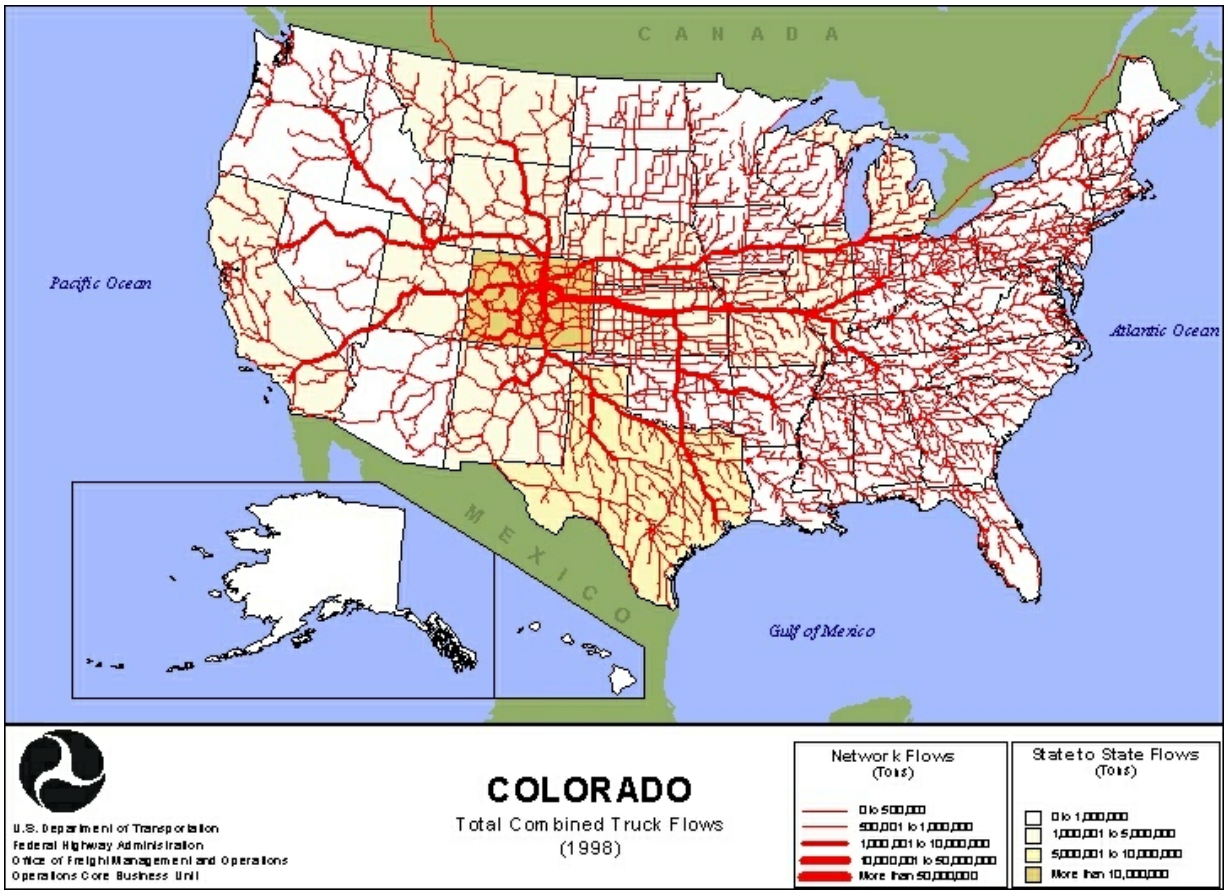
Additional information was acquired from existing federal and local databases as appropriate. For instance, a new federal database-reporting model, the ***Freight Analysis Framework (FAF)***, is available to assist in understanding commercial vehicle movements in relationship to inter-regional and interstate travel on the state highway system.

Understanding future freight activity is important for matching infrastructure supply to demand and for assessing potential investment and operational strategies. To help decision makers identify areas in need of capacity improvements, the U.S. Department of Transportation developed the FAF, a comprehensive national data and analysis tool, including county-to-county freight flows for the truck, rail, water, and air modes. FAF also forecasts freight activity in 2010 and 2020 for each of these modes. Information about the methodology used in developing FAF is available on the Office of Freight Management and Operations' website www.ops.fhwa.dot.gov/freight.

The U.S. freight transportation network moves a staggering volume of goods each year. Over 15 billion tons of goods, worth over $9 trillion, were moved in 1998. The movement of bulk goods, such as grains, coal, and ores, still comprises a large share of the tonnage moved on the U.S. freight network. However, lighter and more valuable goods, such as computers and office equipment, now make up an increasing proportion of what is moved. FAF estimates that trucks carried about 71 percent of the total tonnage and 80 percent of the total value of U.S. shipments in 1998. By 2020, the U.S. transportation system is expected to handle about 23 billion tons of cargo valued at nearly $30 trillion.

The following map show the relative flows on a national basis that originate or terminate in Colorado. US 285 shows as a significant trucking corridor when viewed at this scale.

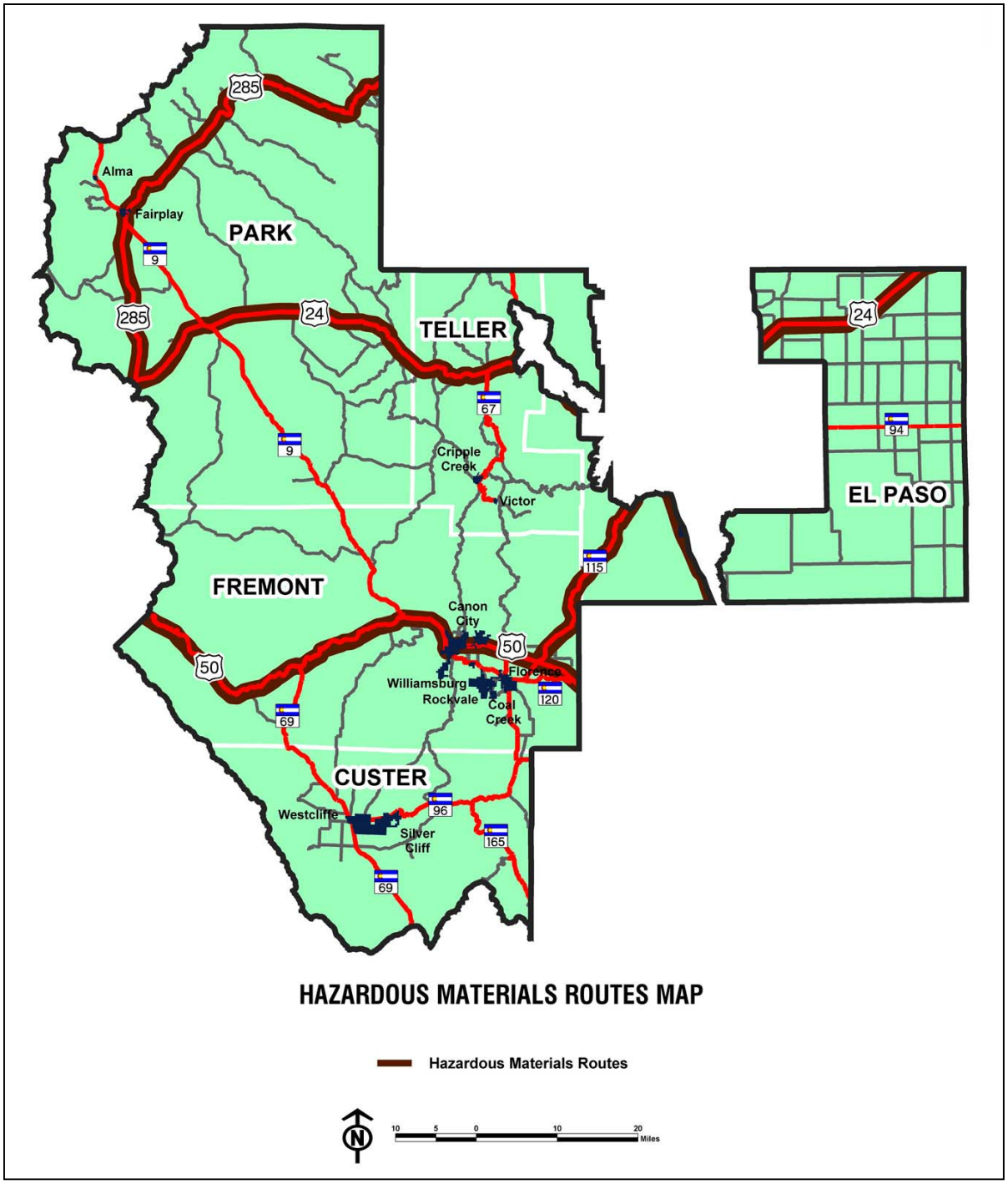
Map 13 - Freight Flows to, From, and Within Colorado by Truck: 1998 (tons



Hazardous Materials Routes

The Colorado State Patrol has identified US 50, US 285, US 24, and SH 115 as Hazardous Materials Routes. Transporters of all hazardous materials in Table 1, Colorado Code of Regulations, Part 172 must adhere to these routes. Transporters of hazardous materials in Table 2 must adhere to the designated routes if the quantities being transported are over certain regulated amounts or in certain types of containers. Exceptions may be granted under some conditions. Information, permits, and complete regulations are available from the Colorado State Patrol at http://csp.state.co.us/HazMat.htm.

Map 14 - Hazardous Materials Routes



EXISTING TRANSIT SERVICES

This section discusses transportation providers within the Central Front Range transportation planning region. The information includes public, private, and nonprofit transportation providers. Detailed information for the transit agencies is available in the ***2030 Transit Element*** (published separately), which is an integral part of this plan.

Identified transit providers include:

- Developmental Opportunities – Ride Transit Services
- City of Cripple Creek
- Teller Senior Coalition
- Fountain Valley Senior Citizens Program
- Park County Senior Coalition
- Fremont County Head Start
- Fremont County Cab
- Custer County Rider (CC Rider)
- The Golden Shuttle
- Neighbor to Neighbor Volunteers

Developmental Opportunities - Ride Transit Services

Developmental Opportunities (DO) is the "community-centered board" that provides services to persons with developmental disabilities in Fremont, Chaffee, and Custer Counties. Developmental Opportunities provides transportation services to specialized services for persons with disabilities that enable them to get to programs and community services. Specialized trips for Developmental Opportunities programs are provided with staff drivers.

DO provided general public transit service until December 2002 when he agency ceased public service and now provides client-only transportation services. Developmental Opportunities has a fleet of 36 passenger vehicles.

City of Cripple Creek

The City of Cripple Creek provides demand-response transportation within the city limits. The service operates seven days per week, and fares are $0.50 for each one-way trip. The trolley, serving Bennett Avenue, runs from 7:00 a.m. to 4:30 p.m., and the shuttle bus, serving the entire city, operates from 5:00 p.m. to 2:30 a.m. Cripple Creek provides same-day scheduling with passengers calling 15 minutes prior to pick-up.

Teller Senior Coalition (TSC)

Teller Senior Coalition (TSC) provides transportation services to seniors and disabled persons in Teller and western El Paso Counties, along with many other programs. The main office is located in Woodland Park. The Central Front Range study area does not include the Woodland Park area, but does include the rural areas of Teller County, which are served by TSC. Teller Senior Coalition provides transportation to seniors over age 60 and to permanently disabled citizens who need travel assistance. Travel is available Monday through Friday, from 9:00 a.m. to 5:00 p.m. In the past, TSC contracted the transportation service with a local provider. However, in April 2003, TSC began service with their agency.

Fountain Valley Senior Citizens Program

The Fountain Valley Senior Citizens Program, based in Fountain, offers multiple services to seniors, including demand-response transportation, Monday through Friday from 8:00 a.m. to 4:00 p.m. The

service area includes southern Stratmoor Valley, Security, Widefield, Fort Carson Army Base, Fountain, Ellicott, Rush, Yoder, Calhan, and Peyton. Services include recreational activities, education, information and referral, wellness, socialization, respite for caregivers, handyman services, meals in congregate settings, meals to the homebound, and transportation. The transportation program is provided without charge (voluntary contributions accepted) on a demand-response and semi-scheduled basis.

The following characteristics are for the Eastern El Paso Portion transportation services. The transportation service is operated from two different bases: 1) Fountain Valley Senior Center for southern services; and 2) Calhan Senior Center for eastern services. The eastern service is operated out of the home of the Transportation Coordinator. An office is also located in the Swink Town Hall. Transportation from Calhan is provided three days per week by two part-time drivers. The eastern Transportation Coordinators take 48-hour advance reservations from clients.

Park County Senior Coalition

The Park County Senior Coalition, a nonprofit agency, operates a demand-response service offering transportation to Park County senior citizens for social events, medical appointments, and shopping in Denver, Colorado Springs, Salida, Breckenridge, and other areas outside Park County. Fairplay is the central administrative base for the Senior Services. Four distinct population centers are served by four Senior Services Coordinators -- Platte Canyon, Lake George, Guffey and the Southeast Area, South Park. Seniors call their area coordinator to make transportation reservations when medical appointments, shopping, or other personal business requires transportation into the urban areas or other activity centers.

Fremont County Head Start

The Head Start program is a child development program that serves low-income children and their families in Fremont County. The program provides assistance to foster healthy development in low-income children. Services include education, training, child care, community support networks, and transportation. The Fremont County Program has seven vehicles that operate four days per week. All of the participants are transported by agency vehicles or reimbursed mileage for the trips.

Fremont County Cab

Fremont Cab is based out of Florence and provides transportation for residents and visitors of the Central Front Range 24 hours a day, seven days per week. The cab company has five full-time drivers and six part-time drivers, with approximately four vehicles in service on the average day. Peak hours for the taxi drivers are from 7:00 to 11:30 a.m., 2:00 to 6:00 p.m., and from 1:00 a.m. to 2:30 a.m.

Custer County Rider (CC Rider)

CC Rider operates a demand-response service out of Westcliffe in Custer County. The service was previously operated by the West Mountain Clinic, but discontinued a few years ago. The elderly residents in Custer County approached the Area Agency on Aging, who then contacted the Rotary Club in Westcliffe to see if they would operate the service. The service began in August 1999 and continues to be operated by the Rotary Club.

The service is available to any residents within Custer County. CC Rider travels up to 100 miles and does not go to Denver. All drivers for CC Rider are volunteers through the Rotary Club. Approximately 25 members are available to drive. The service is available three days per week—primarily Monday, Wednesday, and Friday. However, depending on the request, the service may operate on other days, too. The operating hours are typically from 9:00 a.m. to 4:00 p.m. Not surprisingly, the winter season is busier for CC Rider than summer.

The Golden Shuttle

The Golden Shuttle, operated by the nonprofit Golden Age Center in Cañon City, provides demand-response service for Cañon City seniors and disabled persons of any age. The service operates Monday

through Friday, from 8:00 a.m. to 4:00 p.m. A suggested donation of $1.00 for each one-way trip is the current fare. Punch cards are also available for greater convenience and can be sold at a discounted price to those who qualify. The program is volunteer-based, with the dispatchers and drivers as volunteers. Passengers call in for rides a day in advance. If the schedule permits, same day service is often available.

Neighbor To Neighbor Volunteers

Neighbor to Neighbor Volunteers organization is part of the National Federation of Interfaith Volunteer Caregivers, which supports efforts to address needs of people in their own communities. The agency is based out of Salida and provides assistance for numerous programs. These include: transportation, shopping, respite assistance, meal preparation and delivery, yard work, personal business, companionship, shared faith, share recreation, special events assistance, and mentors.

The transportation program is available in Salida and Buena Vista. The curb-to-curb service is called The Chaffee Shuttle and has been in operation since late 2002. The agency operates two vehicles -- one vehicle in Salida and the other in Buena Vista. Local residents call the office and can schedule trips 24 hours in advance. Approximately 22 volunteers are available for the Neighbor to Neighbor programs. The service in Salida is available weekdays from 9:00 a.m. to 2:00 p.m. Public transit service is available Tuesday, Thursday, and Friday in Buena Vista. A $1.00 donation is asked for each one-way trip.

Seniors, Inc.

Seniors, Inc., based in Cañon City began providing transportation to clients in July 2002. The transportation service is provided by volunteers at the agency and the volunteers use their personal vehicles for trips. Residents call into the office and trips are arranged as needed.

Gaming Community - Teller County

Private transit services are establishing themselves in the gaming community of Cripple Creek. At least four casinos have outlying parking areas with free shuttle service to their door. There are also charter transit services that cater to the casinos—specifically Ramblin' Express that provides scheduled pick-ups in Colorado Springs, Pueblo, and other points along the way. Ramblin' Express is a common carrier which serves the general public. Summer hours are the busiest for the company, and they operate about every hour and a half.

Park County

Areas in northern Park County are experiencing residential growth due to Summit County employees seeking more affordable housing—especially in Alma and Fairplay. The employees commute on SH 9 over Hoosier Pass to jobs in Summit County. The Village at Breckenridge provides a free employee shuttle from Chaffee and Park Counties to Breckenridge. Shuttles operate morning and evening, seven days a week, serving employees in Buena Vista, Johnsons Village, Fairplay, and Alma. The company has declined opening the service to the general public due to the high insurance costs and liability.

Monarch Ski Area

Monarch Ski Area provides a van to transport employees to the ski area on a daily basis during the ski season. Additionally, the ski area has contracted with the Salida School District to transport school children from Salida to the ski area on weekends. In the past, Monarch provided shuttle service from the lodges, but the service was not successful and has not been attempted again for several years.

Royal Gorge Bridge Company

The Royal Gorge Bridge Company provides transportation services for company employees seven days per week during the peak season. During peak season, the Bridge Company employs approximately 200 persons who utilize the bus service instead of taking up valuable parking spaces at the bridge. During peak summer season, three buses are used to transport employees. One bus is used during the off-peak seasons. Employees park at the rodeo grounds in Cañon City and take the bus to the Royal Gorge Bridge.

FOCUS

Families and Friends of Convicts United for Support (FOCUS) arranges transportation services for visitors to the correctional facilities located in Cañon City and Florence. The service is not used very often, but FOCUS is willing to help visitors if they are called in advance. Several years ago, the agency received some grant money to provide more transportation, but the demand was not warranted at the time. FOCUS used the grant funds to buy RIDE Transit coupons. Volunteer drivers currently use their personal vehicles when a ride is requested. Primarily, transportation service is needed on Fridays, Saturdays, and Sundays throughout the year.

Friendly Visitor

The Friendly Visitor provides transportation to mainly low-income and disabled elderly people. Most of the trips are generated within the Cañon City/Florence/Penrose area. Volunteers supply their own vehicle on an on-call basis. Approximately 20-25 trips per month are run locally with four trips per month out of town. Donations are taken, and the service receives a block grant from the county.

TNM&O

Greyhound Lines, d.b.a. TNM&O (Texas, New Mexico, and Oklahoma) Lines, provides scheduled service through Fremont and southern Chaffee Counties. The route follows US 50, originating in Grand Junction and Pueblo. Scheduled stops are made in Salida and Cañon City twice a day, one bus heading westbound and the other bus heading eastbound.

Table 4 - Transportation Provider Summary

Transportation Provider Summary									
	Provider								
Description	City of Cripple Creek	Teller Co Sr Coalition	Ftn Valley Sr Program	Park Co Sr Coalition	Fremont Co Head Start	Fremont Co Cab	CC Rider	Golden Shuttle	Neighbor to Neighbor
	M-Sun 7-2:3- a	M-F 9a-5p	M, T, Th 8a-4p	2 days wk	M-Th School Yr	24/7	M, W, F 9a-4p	M-F 8a-4p	
Vehicle Miles	61,961	27,208	7,779	n/a	n/a	380,000	61,000	n/a	13,060
Vehicle Hours	7,500	2,040	231	n/a	n/a	21,600	1,575	n/a	1,683
One Way Trips	46,736	5,287	2,350	n/a	n/a	32,850	1,520	n/a	3,228
Operating Costs	$184,290	$63,900	$17,120	$61,000	$97,000	n/a	$9,475	$17,107	$9,475
Cost per Hour	$24.57	$31.32	$74.11	n/a	n/a	n/a	$6.02	n/a	$5.63
Passengers per Hour	6.2	2.6	10.2	n/a	n/a	1.5	1.0	n/a	1.9
Cost per Trip	$3.94	$12.09	7.29	n/a	n/a	n/a	$6.23	n/a	$2.94

FY 2002 Data

AVIATION SYSTEM

Aviation facilities within the region are limited to general aviation services. No commercial passenger service is currently available at the three General Aviation airports. However, much of the region has reasonable access (two to three hours driving time) to the Pueblo or Colorado Springs airports.

These General Aviation airports contribute to the region's mobility and access to services as well as helping to support economic activity. Aviation services include fixed base operators, flight instruction, fueling, aircraft repair and maintenance, air taxi/charter, corporate flight departments, airport maintenance and administration, etc.

General Aviation airports also accommodate many visitors to the region. Like commercial service visitors, those who arrive via private aircraft partake in various recreational activities as well as business activities. The following table describes the regional airports' facilities and operations.

Table 5 - Airport Operations

Regional Airport Operations				
Characteristic	Municipality			
	Calhan	Cañon City	Ellicott	Westcliffe
County	El Paso	Fremont	El Paso	Custer
	Calhan Airport	Fremont County Airport	Colorado Springs East	Silver West Airport
FAA Classification	General Aviation	General Aviation	General Aviation	General Aviation
Functional Level	Minor	Intermediate	Minor	Intermediate
Annual Enplanements	-	-	-	-
Based Aircraft	19	70	16	4
Annual Operations *	4500	12550	8760	802
Runway ID	17/35	11/29 and 17/35	17/35 and 8/26	13/31
Length in Feet	4565	5399 and 3261	4550 and 3440	7000
Width in Feet	50	75 and 35	52 and 60	40
Surface Type	Turf/Dirt	Asphalt and Turf/Gravel	Asphalt and Gravel	Asphalt
# of Runways	1	2	2	1
Lights	LIRL	MIRL/None	LIRL/None	None
Approach Lights	N	Y/N	N	N

* Annual Operation = 1 take-off, approach, or landing

Source: CDOT 2001

The following map locates the three General Aviation airports in the TPR at Calhan, Cañon City, Ellicott, and Westcliffe.

Map 15 – Airports

RAIL SYSTEM

Passenger Rail Service

Rail transportation in the region is very limited. No passenger rail options are available in the region, with the exception of two tourist rail lines. The Cripple Creek & Victor Narrow Gauge Railroad operates from its depot in Cripple Creek. The railroad offers a short tour of the gold mining district on a historic narrow gauge line. The Royal Gorge Route Railroad offers a 12-mile scenic route into the heart of the Cañon following the old Denver & Rio Grande Railroad route.

Freight Rail Service

Rail Abandonments

The freight rail system in the region includes a segment of the Union Pacific's Tennessee Pass mainline. The Tennessee Pass line heads northwest from Pueblo to Cañon City along US 50 and the Arkansas River and continues over Tennessee Pass to Dotsero in the I-70 corridor. The UP is studying options for the future of this 175-mile route which is not operating. The line formerly carried coal from mines in the Craig area to Colorado's Front Range and other states, but it has not operated since 1996. The line would require significant maintenance upgrades before it could be re-opened; however, the UP has not ruled out abandoning the line altogether. The portion of the line along US 50 and the Arkansas River is attractive as a potential trail corridor, or even as highway expansion right of way, should it become available.

Railroad Grade Crossings

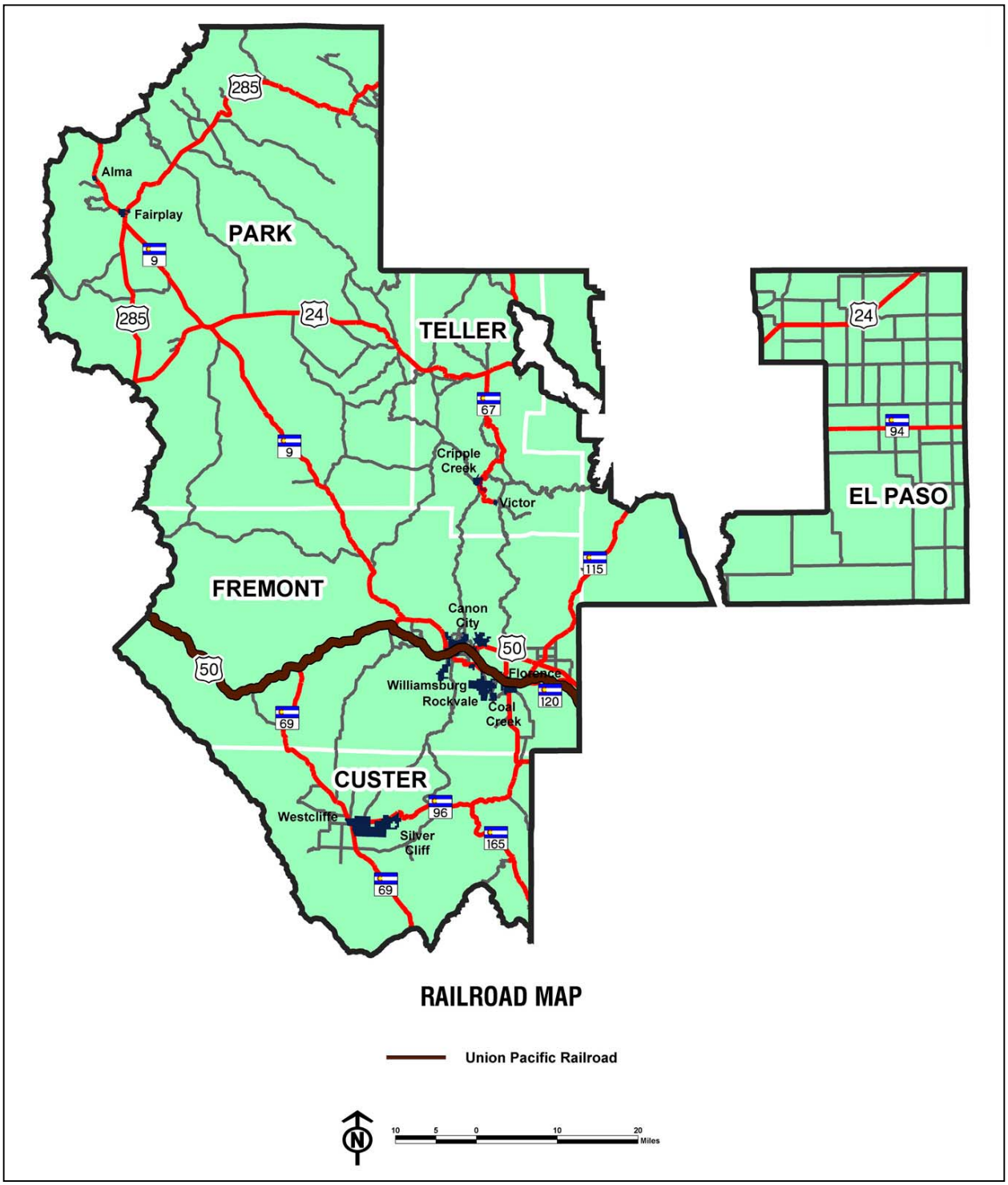
The following table shows the top ten rated Railroad grade crossings along with the Accident Prediction Value as established by the US Department of Transportation. The Accident Prediction Value is a relative prediction of the likelihood of an accident within any one year and is based on type of crossing protection, number of trains, traffic volumes on the intersecting road, and train speed. A full inventory of all grade crossings in the region is provided in the Appendix.

For more information about threshold levels for improvements and other procedures, see "Guidance On Traffic Control Devices At Highway-Rail Grade Crossings," U.S. Department Of Transportation, Federal Highway Administration, Highway/Rail Grade Crossing Technical Working Group, November 2002.

Table 6 – Railroad Crossing Accident Prediction Rate

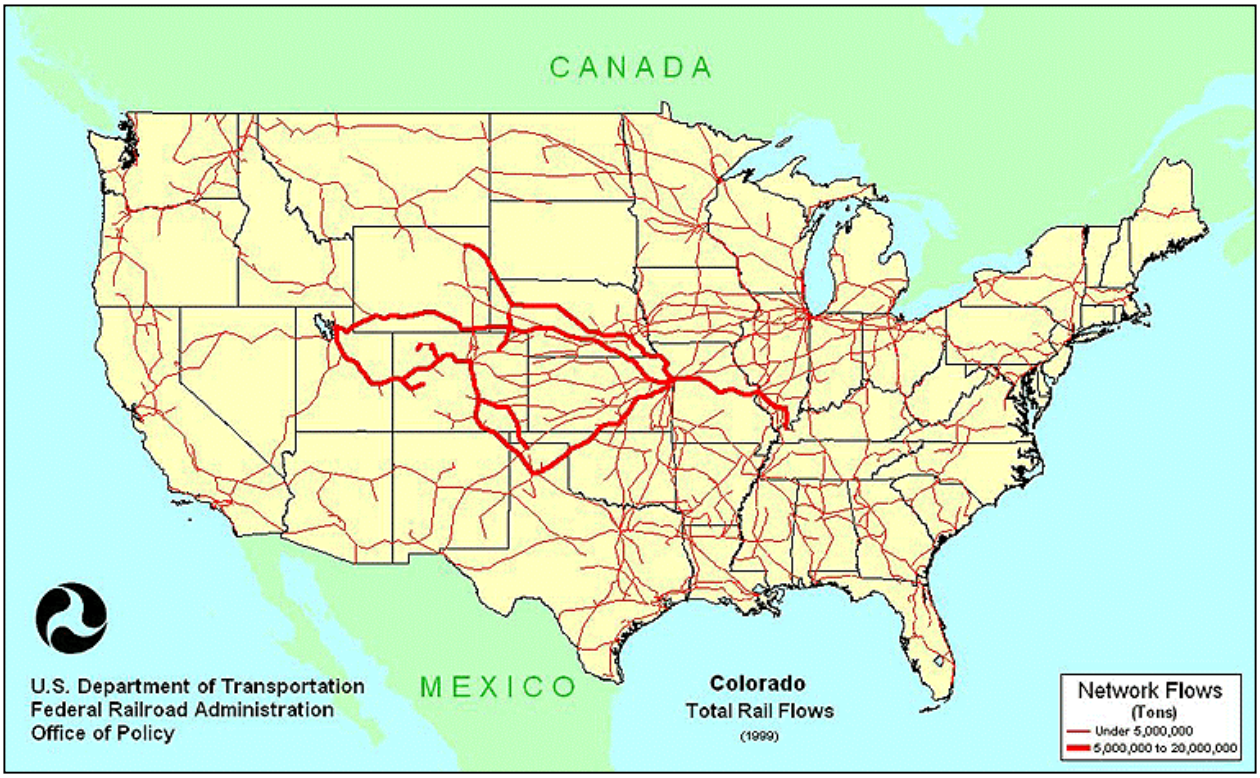
Railroad Crossing Accident Prediction Rate					
Crossing	**Highway**	**Street**	**Trains per day**	**Warning Device**	**Accident Prediction Rate**
253165W	SH 67A	SH67 SO RAILROAD	12	flashing lights	0.034449
003674E	FAU115	9TH SO VINE	1	crossbucks	0.028343
253186P	SH 115A	SH 115 SO US 50	13	Other gates	0.025137
253169Y		HOUSTON SO 2ND ST	12	stop sign	0.022133
253167K		MAIN ST WO SH 115	12	flashing lights	0.020119
253171A	SH 115A	SH115 EO BREWSTER	13	other gates	0.020071
003659C	NFA120	SH120 AT ARK RIV	2	crossbucks	0.019757
253184B		15TH ST SO US 50	12	crossbucks	0.019055
253183U		MAIN ST EO US 50	12	other gates	0.016018
253174V		MACKENZIE SOADAMS	12	other gates	0.015456

Map 16 - Rail Lines in Central Front Range TPR


285
Alma
Fairplay
PARK
9
285
24
TELLER
67
9
Cripple Creek
Victor
24
94
EL PASO
115
FREMONT
Canon City
50
50
Florence
Williamsburg
Rockvale
Coal Creek
120
69
CUSTER
96
Westcliffe
Silver Cliff
165
69
RAILROAD MAP
Union Pacific Railroad
10 5 0 10 20
Miles

Map 17 - Freight Flows To, From, and Within Colorado by Rail: 1998 (tons)

The following map from the Freight Analysis Framework, shows the relative volumes of rail freight with it origin or destination in Colorado.



BICYCLE/PEDESTRIAN SYSTEM

Routes for bicycles and pedestrians have become an important part of the intermodal transportation system. Many of the towns and cities in the region have developed a system of on and off street facilities for bicycles and pedestrians. These facilities provide enhanced transportation alternatives, while improving quality of life and minimizing negative environmental impacts the number of bicyclists and pedestrians has grown significantly in recent years, taking full advantage of the on and off street facilities now in place and asking for more.

The scope of this plan does not allow it to include detailed information about each local plan or its goals and target bicycle and pedestrian facilities, but the regional goals and objectives are intended to be consistent with local goals and objectives.

In addition to local routes, a network of long distance inter-regional facilities is being developed across the region, the state, and the nation. Many of these major inter-regional facilities are in planning stages and are being developed in phases as funding permits. Many towns and cities are able to fit into these statewide or national planning efforts by planning local segments as part of the local or regional system, thereby gaining additional impetus for their completion.

Trail Eligibility Policy

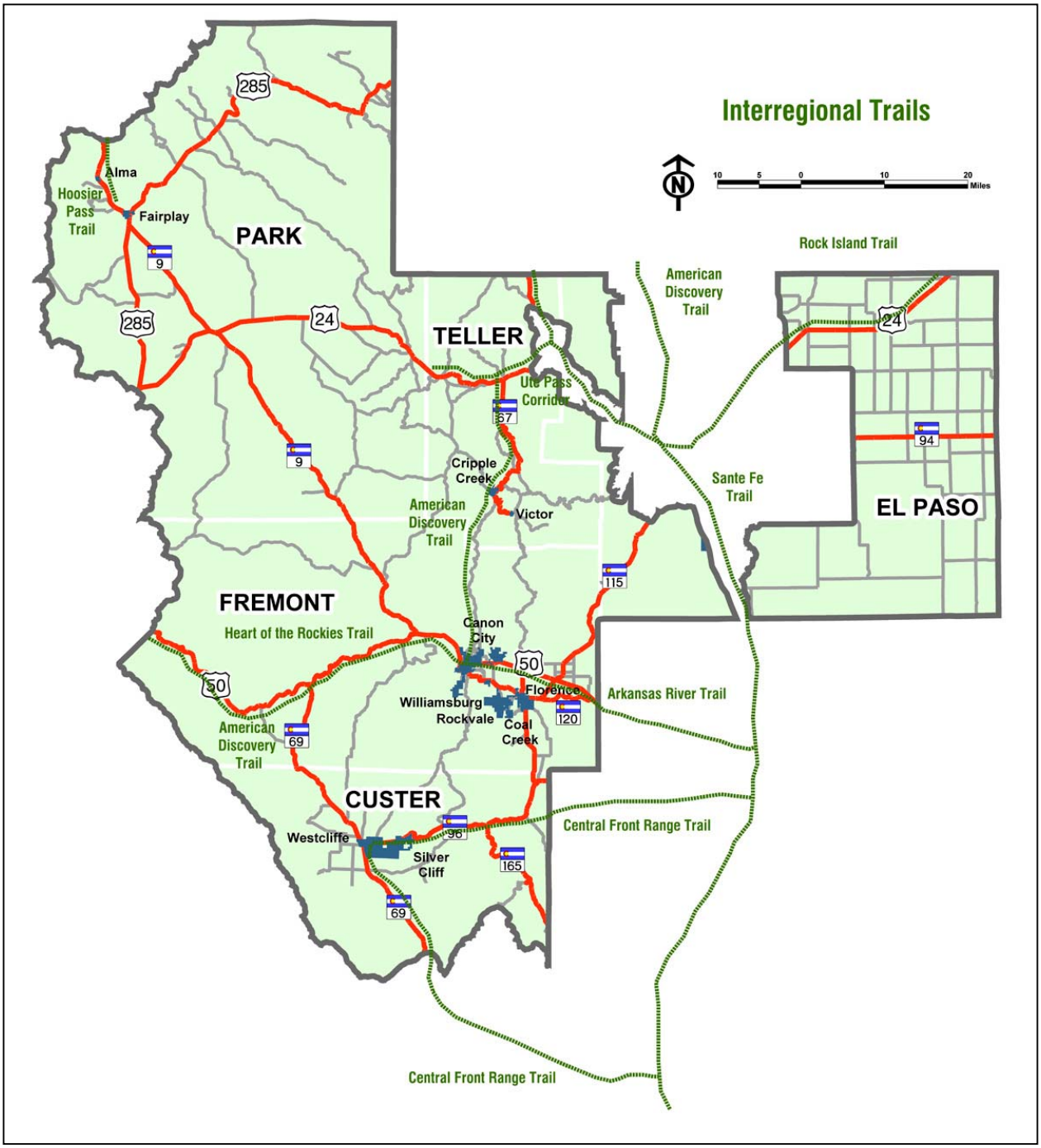
It shall be the policy of the Central Front Range Regional Planning Commission that bicycle and pedestrian facilities that are included in local plans and are consistent with the Regional Vision Values, and Goals in Chapter III and the Corridor Visions in Chapter VII shall be eligible to compete for Transportation Enhancement Program funds through CDOT's selection process. Projects put forward for the Transportation Enhancement Program must be consistent with, not necessarily contained in, the regional long-range plan.

Significant Trail Corridors

The following significant regional trail corridors were identified for future development to accommodate tourism and local short distance travel:

- Arkansas River Trail in the US 50 corridor from Cañon City to Salida is an important link in the American Discovery Trail and the Heart of the Rockies Trail and connects to the Santa Fe Trail, running north and south along the Front Range.
- The American Discovery Trail also extends north to Cripple Creek and points north.
- The Ute Pass Corridor Trail connects the mountain communities to the west of Colorado Springs to the Santa Fe Trail.
- The Central Front Range Trail connects Westcliffe and Silver Cliff to the Santa Fe Trail.
- The Rock Island Trail connects from central Colorado Springs east along the abandoned rail corridor.
- The Hoosier Pass Trail connects Fairplay to Breckenridge.

Map 18 - Inter-regional Trails



Highway Shoulders

Many cyclists enjoy riding on the region's highways. These trips are made safer and more convenient for cyclists and motorists alike when a substantial paved shoulder is available for riding. The following map shows state highways with paved shoulders wider than or narrower than four feet, the minimum perceived safety margin.

It is the policy of the CDOT to incorporate the necessary shoulder improvements to enhance safety for the motoring public and bicyclists along state highways whenever an upgrade of the roadways and structures is being implemented and is technically feasible and economically reasonable.

Map 19 - Paved Shoulders

INTELLIGENT TRANSPORTATION SYSTEM

Currently, CDOT has retained a consultant team to assist with developing ITS Architecture and Strategic Plans for CDOT Regions 1, 2, 3 and 5, along with developing a plan for Statewide ITS Architecture.

The general process in considering a route for ITS Architecture includes assessing the problems confronted by a particular route and then identifying the ITS Architecture that may assist in mitigating negative situations, such as traffic congestion, safety concerns, etc.

In Regions 1 and 2, several significant ITS deployments have been initiated including the Eisenhower-Johnson Tunnel Control System, the Colorado Springs ATMS, and the Pueblo Freeway Management System. Incident Management Plans have also been developed for most of I-25 from Pueblo to Denver.

The current Architecture for Regions 1 and 2 will form the basis for the Strategic Plan and Regional Architecture effort. Additional considerations will include coordination with adjacent regions concerning mountain passes, meshing rural and urban considerations, coordination with military facilities in and around Colorado Springs, and identifying responsibilities for managing rural ITS elements.

INTERMODAL FACILITIES

This plan encourages the development and use of alternative modes of transportation as well as the linkages between those modes. Intermodal facilities include airports and airport access points, bicycle and pedestrian facilities, freight distribution or transfer stations, park-n-ride lots, intercity bus routes and stations, freight loading and passenger rail stations, and local transit service.

- The only regularly scheduled intercity bus service available in the region is provided by the TNM & O along US 50. The only bus terminal is located in Canon City, with additional stops at Cotopaxi, Howard, and Florence.
- A truck terminal is located at Penrose, just off US 50 and SH 115.
- No rail/truck transfer centers were identified.
- Airports and local transit service are described in other sections of this plan.

TRANSPORTATION DEMAND MANAGEMENT

Travel Demand Management (TDM) consists of a wide range of programs and services that enable people to get around without driving alone. TDM strategies include alternative transportation modes like carpooling, vanpooling, transit, bicycling and walking, as well as programs that alleviate traffic and parking problems such as telecommuting, variable work hours, parking management and TDM-friendly site design.

Some benefits of TDM include:

- Increased parking availability
- Increased access for long-distance commuters
- Decreased traffic congestion
- Improved air quality
- Reduced energy consumption
- Better use of land

V - SOCIOECONOMIC & ENVIRONMENTAL PROFILE

The Socioeconomic and Environmental Regional Profile provides the human and natural environment background necessary to help in estimating future transportation demand through 2030. It also provides the framework to assess the potential impacts of proposed transportation investments on the human and natural environment within the Central Front Range TPR.

The plan compiles socioeconomic projections for 2030 based on U.S. Census projections, Colorado Department of Local Affairs projections and locally generated projections. Since population is integrally related to travel demand, reviewing current demographic information in relation to projected future growth will give a broad indication of future travel demand potential within the TPR.

The environmental profile provides a broad overview of the human and natural environment. Its main purpose is to identify potential areas where transportation projects may have an adverse impact on the environment. The environmental scan identifies areas of concern for both the natural and human environment. Natural environment related concerns may include air quality, wetlands, parklands, historic areas, archeological sites, threatened and endangered species sites, noise and hazardous material sites. This chapter also identifies minority and low-income populations as required by the Environmental Justice initiative and a series of demographic factors such as age, vehicle ownership, and income that are traditional indicators of transit dependence. This approach provides enough information to inform the regional planning commission and citizens within the TPR that a proposed transportation project may result in "unacceptable or significant detrimental environmental impacts."

POPULATION

Population in the region is anticipated to grow from 89,000 in 2000 to over 206,000 in 2030, with the percent change in any ten-year period ranging from 25% to 38%. While the entire region is expected to undergo widespread growth, the projected gain in now rural Park County is remarkable, with a total change from 2000 to 2030 of 482%. Much of this growth will occur in the northeastern corner of the county, which is fast becoming a residential area serving Denver employment centers.

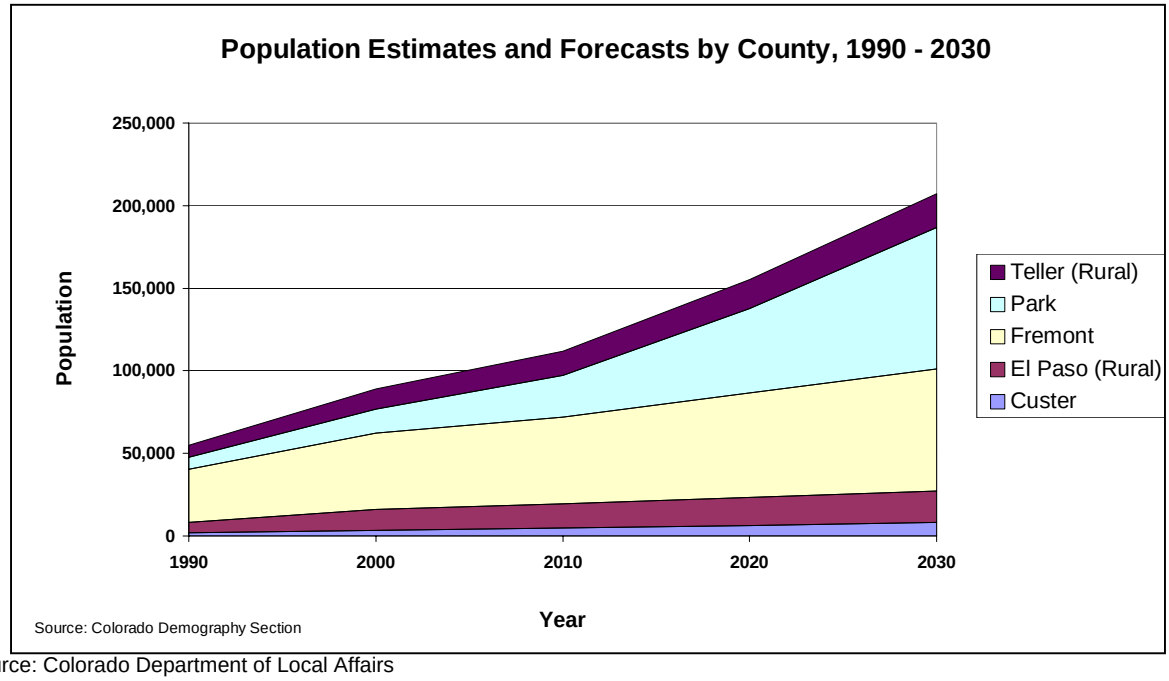
Throughout this chapter, population and employment figures have been adjusted where appropriate to include only those areas of El Paso and Teller County outside the Pikes Peak Area Council of Governments (PPACG) Metropolitan Planning Area, principally Colorado Springs and Woodland Park. Most US Census data used for this report were tabulated at the county level. Using PPACG census tract data, it was determined that 2.4% of El Paso and 56.6% of Teller Counties population are outside the Metropolitan Planning Area and therefore in the Central Front Range TPR. All figures have been adjusted accordingly using those factors.

Table 7 - Population Estimates and Forecasts by County

Population Estimates and Forecasts by County, 1990 - 2030					
	July Population				
County	**1990**	**2000**	**2010**	**2020**	**2030**
Custer	1,944	3,540	4,797	6,530	8,239
El Paso (Rural)	6,366	12,397	14,435	16,698	19,092
Fremont	32,200	46,439	52,847	63,301	73,797
Park	7,269	14,703	25,289	50,932	85,557
Teller (Rural)	7,381	11,976	14,379	17,579	20,299
Region Total	55,160	89,054	111,747	155,041	206,984
Colorado Total	3,304,042	4,335,540	5,137,928	6,133,491	7,156,422
		% Change			
County	**1990 - 2000**	**2000 - 2010**	**2010 - 2020**	**2020 - 2030**	
Custer	82.1%	35.5%	36.1%	26.2%	
El Paso (Rural)	94.7%	16.4%	15.7%	14.3%	
Fremont	44.2%	13.8%	19.8%	16.6%	
Park	102.3%	72.0%	101.4%	68.0%	
Teller (Rural)	62.3%	20.1%	22.3%	15.5%	
Region Total	61.4%	25.5%	38.7%	33.5%	
Colorado Total	31.2%	18.5%	19.4%	16.7%	

Source: Colorado Department of Local Affairs

Figure 6 - Population Estimates and Forecasts



Source: Colorado Department of Local Affairs

Table 8 illustrates household characteristics. The average household size is 2.48. Approximately 33.5% of households have children under the age of 18; approximately 19.5% have individuals over the age of 65.

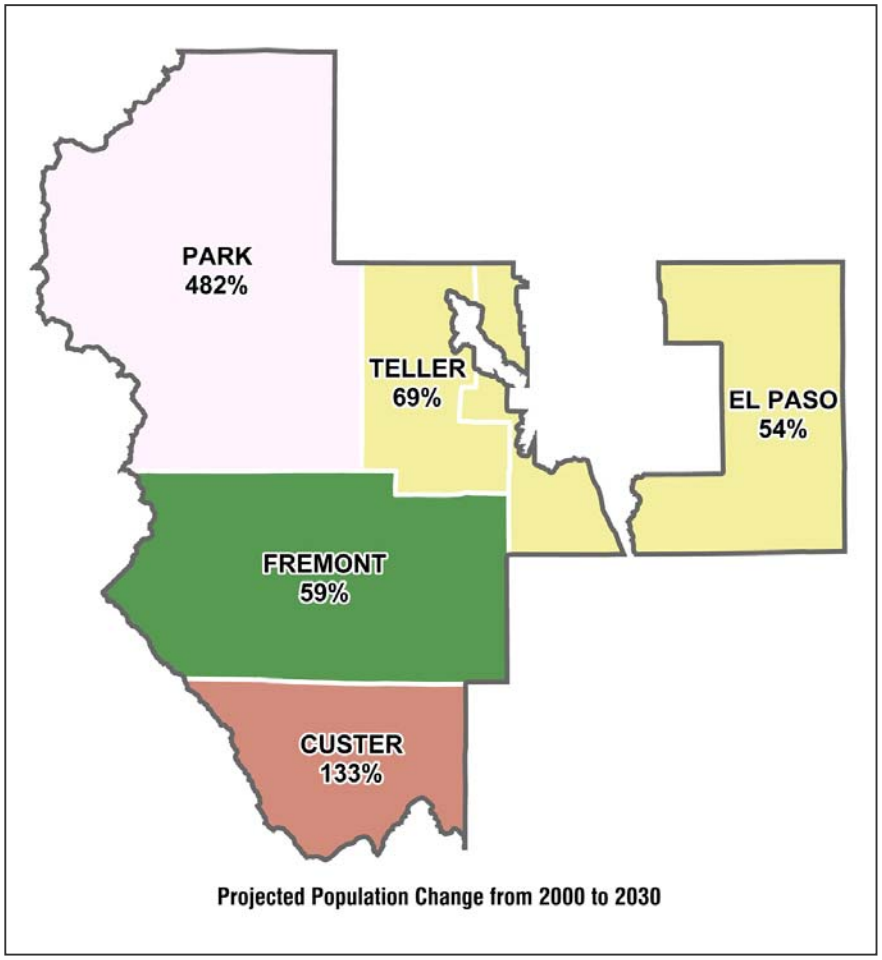
Table 8- Household Characteristics

Household Characteristics 2000 Census				
County	Total HH	Avg HH Size	% HH Individuals < 18	% HH Individuals > 65
Custer	1,480	2.36%	27.7%	25.2%
El Paso	4,642	2.61%	39.3%	16.4%
Fremont	15,232	2.43%	32.7%	29.5%
Park	3,336	2.45%	31.7%	12.9%
Teller	7,993	2.56%	36.2%	13.7%
Total	32,683	2.48%	33.5%	19.5%

Source: US Census

The following map shows the total percent projected growth for each county from 2000 to 2030. Much of the projected growth in Park County is expected to concentrate around the Bailey area as it continues to develop as a residential area for the Greater Denver Metropolitan Area.

Map 20 - Projected Population Change 2000-2030



EMPLOYMENT

Total employment for the region in 2000 was 40,109, having grown 64% over the previous ten years. The unemployment rate in 2000 was 2.9%, as compared with the Colorado unemployment rate of 2.7%.

Table 9 - Labor Force and Employment

Labor Force and Unemployment by County, 1990 - 2000

	Labor Force			Unemployed Persons			Unemployment Rate	
County	**1990**	**2000**	**% Change**	**1990**	**2000**	**% Change**	**1990**	**2000**
Custer	893	1,851	107.3%	40	53	32.5%	4.5%	2.9%
El Paso (Rural)	3,054	6,154	101.5%	213	198	-7.1%	7.0%	3.2%
Fremont	12,931	17,151	32.6%	819	538	-34.3%	6.3%	3.1%
Park	4,533	8,470	86.9%	168	204	21.4%	3.7%	2.4%
Teller (Rural)	4,413	7,674	73.9%	196	198	1.1%	4.4%	2.6%
Region Total	25,824	41,299	59.9%	1,436	1,191	-17.0%	5.6%	2.9%
Colorado Total	1,764,181	2,275,545	29.0%	89,057	62,501	-29.8%	5.0%	2.7%

	Employed Persons			Estimated Total Jobs		
County	**1990**	**2000**	**% Change**	**1990**	**2000**	**% Change**
Custer	853	1,798	110.8%	727	1,443	98.4%
El Paso (Rural)	2,841	5,956	109.6%	3,452	7,447	115.7%
Fremont	12,112	16,613	37.2%	12,372	18,621	50.5%
Park	4,365	8,266	89.4%	1,537	3,329	116.5%
Teller (Rural)	4,217	7,476	77.3%	1,801	5,555	208.4%
Region Total	24,388	40,109	64.5%	19,890	36,396	83.0%
Colorado Total	1,675,124	2,213,044	32.1%	2,021,517	2,872,899	42.1%

Source: Colorado Department of Local Affairs

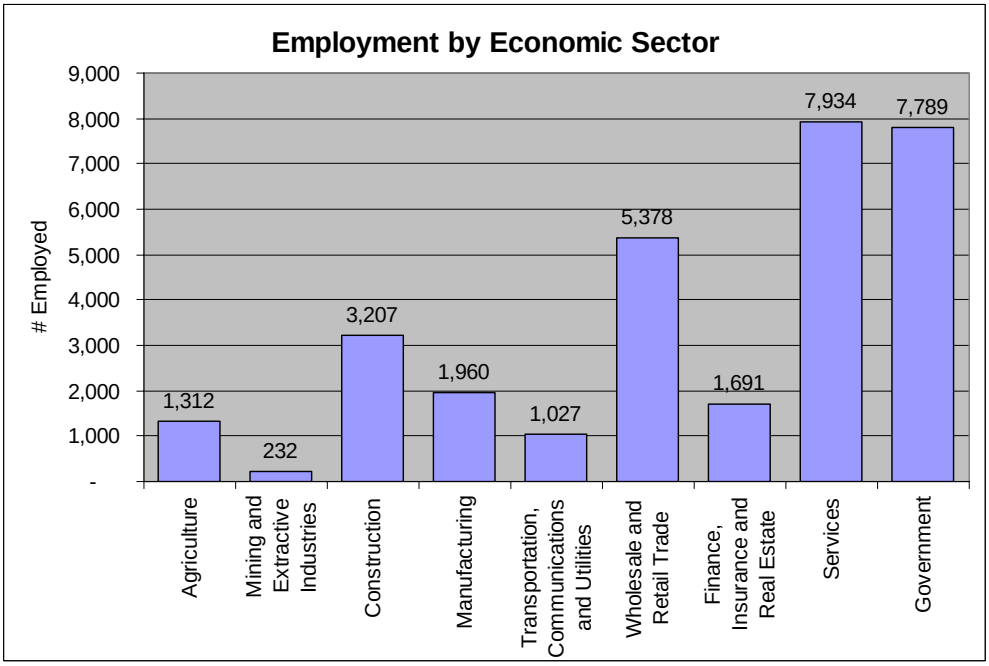
Table 10 and Figure 4 illustrate Employment by Economic Sector for each county and for the region as a whole. Services, Government, and Wholesale and Retail Trade are the largest sectors of employment.

Table 10 - Employment by Economic Sector

Employment by Economic Sector - 2000						
Economic Sector	Custer	El Paso	Fremont	Park	Teller	Region
Agriculture	193	85	760	274	90	1,312
Mining and Extractive Industries	0	3	216	13	174	232
Construction	256	499	1,958	494	354	3,207
Manufacturing	25	720	1,145	70	141	1,960
Transportation, Communications and Utilities	48	372	522	85	154	1,027
Wholesale and Retail Trade	274	1,449	3,146	509	822	5,378
Finance, Insurance and Real Estate	170	469	917	135	477	1,691
Services	255	2,352	4,774	553	2,003	7,934
Government	232	1,609	5,169	779	654	7,789
Total	1,454	7,557	18,607	2,910	4,867	30,528

Source: Colorado Department of Local Affairs

Figure 7 - Employment by Economic Sector



Source: Colorado Department of Local Affairs

Place of Work

In 2000, only 69% of workers lived and worked in the same county, as compared to 71% in 1990, reflecting the region's continued reliance on jobs outside the community and the willingness of residents to commute longer distances for work. Over 800 workers did travel to a different county for their job, presumably commuting on the region's highways, about 2% more than in 1990.

Table 11 - Place of Work by County, 1990 - 2000

Place of Work by County, 1990 - 2000					
	2000				
County	Workers 16 and Over	Worked in County of Residence	% Worked in County of Residence	Worked Outside County of Residence	Worked Outside State of Residence
Custer	1,468	1,068	72.8%	370	30
El Paso (Rural)	6,282	5,980	95.2%	235	68
Fremont	16,077	12,770	79.4%	3,214	93
Park	7,737	2,788	36.0%	4,878	71
Teller (Rural)	6,120	3,431	56.1%	2,589	100
Region Total	37,685	26,037	69.1%	11,285	362
Colorado Total	2,191,626	1,468,010	67.0%	702,583	21,033
	1990				
County	Workers 16 and Over	Worked in County of Residence	% Worked in County of Residence	Worked Outside County of Residence	Worked Outside State of Residence
Custer	760	540	71.1%	211	9
El Paso (Rural)	3,159	3,031	96.0%	88	40
Fremont	10,988	9,422	85.7%	1,468	98
Park	3,547	1,230	34.7%	2,292	25
Teller (Rural)	3,625	1,513	41.7%	2,044	68
Region Total	22,079	15,736	71.3%	6,103	240
Colorado Total	1,619,760	1,124,306	69.4%	495,454	17,680

Source: US Census Transportation Planning Package

Transportation to Work

The following table provides more information about how people travel to work. Approximately 73% drove alone in their car to work, compared to 75% statewide. Carpooling is the next most common means of transportation to work, with nearly 16% riding in a multiple occupant vehicle. Public transportation provides only minimal work trips.

Table 12 - Means of Transport to Work

Means of Transport to Work by County, 1990 - 2000

2000

Means of Transport	Custer		El Paso (Rural)		Fremont		Park		Teller (Rural)		Region		Colorado	
	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total
Drove alone in car, truck, or van	945	64.4%	4,902	78.0%	12,140	75.5%	5,106	66.0%	4,562	74.5%	27,655	73.4%	1,646,454	75.1%
Carpooled in car, truck, or van	307	20.9%	757	12.0%	2,426	15.1%	1,605	20.7%	937	15.3%	6,032	16.0%	268,168	12.2%
Public transportation	0	0.0%	60	1.0%	82	0.5%	180	2.3%	23	0.4%	344	0.9%	69,515	3.2%
Motorcycle	0	0.0%	8	0.1%	37	0.2%	10	0.1%	6	0.1%	60	0.2%	2,582	0.1%
Bicycle	0	0.0%	27	0.4%	58	0.4%	0	0.0%	1	0.0%	86	0.2%	16,905	0.8%
Walked	57	3.9%	233	3.7%	375	2.3%	155	2.0%	190	3.1%	1,010	2.7%	65,668	3.0%
Other means	0	0.0%	43	0.7%	110	0.7%	54	0.7%	45	0.7%	252	0.7%	14,202	0.6%
Worked at home	159	10.8%	254	4.0%	849	5.3%	627	8.1%	357	5.8%	2,246	6.0%	108,132	4.9%
Total	**1,468**	**100.0%**	**6,282**	**100.0%**	**16,077**	**100.0%**	**7,737**	**100.0%**	**6,120**	**100.0%**	**37,685**	**100.0%**	**2,191,626**	**100.0%**

1990

Means of Transport	Custer		El Paso (Rural)		Fremont		Park		Teller (Rural)		Region		Colorado	
	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total
Drove alone in car, truck, or van	459	60.4%	2,356	74.6%	8,148	74.2%	2,263	63.8%	2,598	71.7%	15,824	71.7%	1,216,639	74.3%
Carpooled in car, truck, or van	119	15.7%	421	13.3%	1,517	13.8%	811	22.9%	644	17.8%	3,512	15.9%	210,274	12.8%
Public transportation	6	0.8%	33	1.0%	48	0.4%	61	1.7%	12	0.3%	160	0.7%	46,983	2.9%
Motorcycle	2	0.3%	7	0.2%	44	0.4%	15	0.4%	14	0.4%	82	0.4%	3,825	0.2%
Bicycle	2	0.3%	12	0.4%	26	0.2%	8	0.2%	12	0.3%	61	0.3%	13,140	0.8%
Walked	56	7.4%	196	6.2%	464	4.2%	91	2.6%	104	2.9%	911	4.1%	69,041	4.2%
Other means	7	0.9%	23	0.7%	43	0.4%	25	0.7%	28	0.8%	127	0.6%	10,349	0.6%
Worked at home	109	14.3%	110	3.5%	698	6.4%	273	7.7%	213	5.9%	1,403	6.4%	67,189	4.1%
Total	**760**	**100.0%**	**3,159**	**100.0%**	**10,988**	**100.0%**	**3,547**	**100.0%**	**3,625**	**100.0%**	**22,079**	**100.0%**	**1,637,440**	**100.0%**

Source: US Census Transportation Planning Package

ENVIRONMENTAL JUSTICE

The public involvement plan considered the needs of those persons or groups that may be considered traditionally under-served or that could potentially be impacted by future transportation decisions. All meetings were held in locations accessible to those with disabilities. Provisions were made to translate meeting notices and documents as needed, but no requests were received.

CDOT has developed recommendations for its **Environmental Justice** initiative that give specific guidance on its three fundamental principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

These **Environmental Justice** principles and other guidance on implementing the **Federal Title VI** elements with respect to income, race, ethnicity, gender, age and disability have been central parts of the planning process. The plan used a Geographic Information System to identify areas of concern based on these principles. Every attempt was made to involve those neighborhoods and/or groups in the planning process.

Transit Dependency

The following table shows the number of mobility limited, below poverty level, elderly, youth and households with no vehicle for each county, for the region as a whole, and for the state. Transit dependence can be defined as a person or household without the ability to own or operate a vehicle. This may result from a physical disability, lack of financial resources, or the inability to obtain a drivers license due to age (either young or old). This information helps provide background on those who might traditionally be dependent on public transportation, rather than a private vehicle. For example, nearly 1,000 (10.6%) households in the two county area have no vehicle available, much higher than the state average of 6.4%. Age is also a standard measure of transit dependency; over 43% of the region is either under 15 or over 60 years of age. It should be understood that these are surrogate measures for transit dependence, not documented transit dependence. For more detailed information about the location and transit dependent populations, see the ***Transit Elemen***t, published separately.

Table 13 - Transit Dependency by County, 2000

Transit Dependency by County, 2000					
	Transit-Dependent Population Group				
County	Mobility Limited *	Below Poverty Level	Elderly (60 Years +)	Youth (0 – 15 Years)	Households with No Vehicle
Custer	111	460	771	702	72
El Paso (Rural)	290	960	1,450	3,023	247
Fremont	1,289	4,314	8,728	8,186	971
Park	365	803	1,682	2,953	129
Teller (Rural)	334	621	1,345	2,646	109
Region Total	2,389	7,158	13,976	17,510	1,528
Colorado Total	125,994	388,952	558,918	976,064	105,926
	% of County Total per Transit-Dependent Population Group				
County	Mobility Limited *	Below Poverty Level	Elderly (60 Years +)	Youth (0 – 15 Years)	Households with No Vehicle
Custer	3.1%	13.0%	21.8%	19.8%	4.9%
El Paso (Rural)	2.3%	7.7%	11.7%	24.4%	5.3%
Fremont	2.8%	9.3%	18.8%	17.6%	6.4%
Park	2.5%	5.5%	11.4%	20.1%	2.2%
Teller (Rural)	2.8%	5.2%	11.2%	22.1%	2.4%
Region Total	2.7%	8.0%	15.7%	19.7%	4.8%
Colorado Total	2.9%	9.0%	12.9%	22.5%	6.4%

Source: US Census

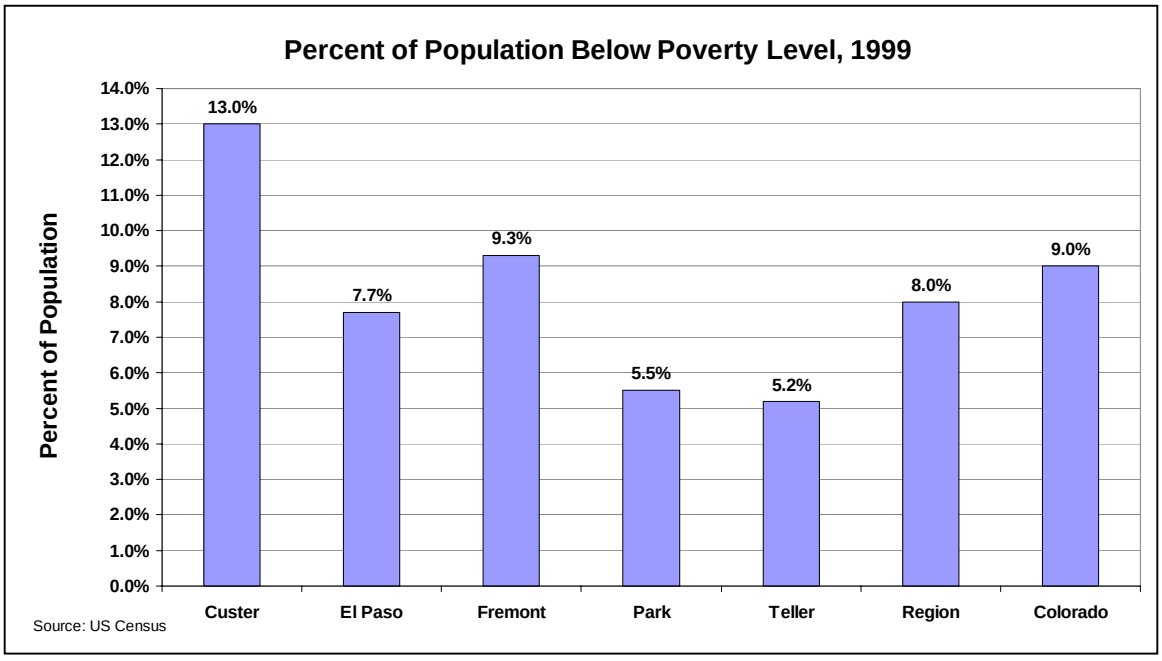
*Persons are self-identified in the US Census as having a mobility limitation if they had a health condition that had lasted for 6 or more months and which made it difficult to go outside the home alone.

Please note that the categories within the transit dependent population table are not mutually exclusive; however, the totals do provide a sense of scale as it represents the population with a t least one attribute that correlates to transit dependency.

Low Income Areas

The following chart shows the percentage of the population with household income below the Census-defined poverty level. The 1999 definition of poverty level for a family of four was income under about $17,000, depending on relative age of the residents and other factors. About 8.0% of the region falls below this line, just under the statewide average of 9.0%. Custer and Fremont Counties show somewhat higher poverty levels than the state as a whole. For more information about how the Census defines poverty, see http://www.census.gov/hhes/poverty/povdef.html.

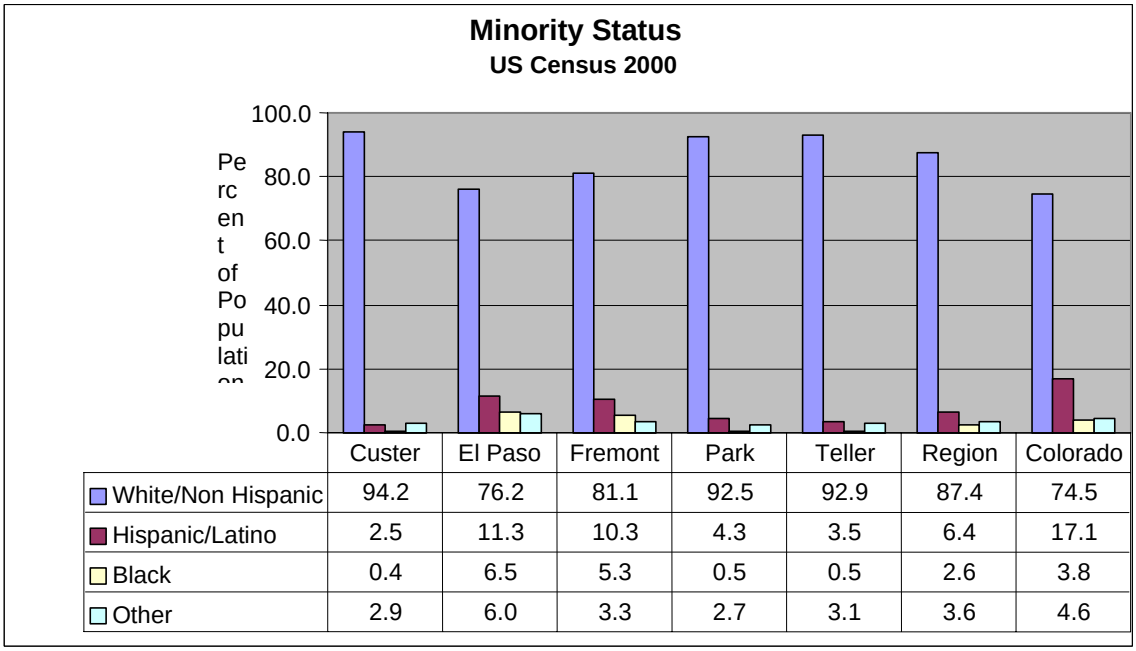
Figure 8 - Percent Population Below Poverty Level, 1999



Minority Status

Minority status as defined for the purposes of this report is all residents who are not White/Non-Hispanic. The minority population of the region is very small, about 12.6%. The largest minority population is Hispanic/Latino, about 6.4%. The total of Other populations for the region is 3.6%.

Figure 9 - Minority Status



	Custer	El Paso	Fremont	Park	Teller	Region	Colorado
White/Non Hispanic	94.2	76.2	81.1	92.5	92.9	87.4	74.5
Hispanic/Latino	2.5	11.3	10.3	4.3	3.5	6.4	17.1
Black	0.4	6.5	5.3	0.5	0.5	2.6	3.8
Other	2.9	6.0	3.3	2.7	3.1	3.6	4.6

Source: US Census

MAJOR ACTIVITY CENTERS

Public Lands

The Central Front Range has a large amount of public land, for example, 70% of Fremont County is under public ownership and managed by the Bureau of Land Management, the National Forest Service, Colorado State Forest Service, National Parks, Colorado Division of Wildlife or county and municipal governments. The use of, and access to these lands has a significant impact on the communities and transportation corridors adjacent or leading to public lands. Local and regional plans should take into account the plans applicable to public lands, and the public land and transportation plans should be consistent with local and regional planning documents. The following is a partial list of publicly accessible lands in the region. The location and impact of and on these lands in relationship to the transportation system should be understood during early transportation planning activities.

Ski Areas

No downhill ski areas are currently in operation in the region. However, US 285, US 24, and US 50 are primary access corridors to the large ski resorts west of the region.

U.S. Forest Service

Portions of two national forests are within the region. The areas are popular for all kinds of outdoor recreations: hiking, fishing, camping, hunting, winter sports, 4-wheeling, boating, and biking, etc.

- Pike National Forest is the largest in Colorado at over 1.1 million acres. Its boundaries extend into El Paso, Park, Teller and Fremont Counties as well as other counties outside the region. It includes the famous Pikes Peak, Lost Creek Wilderness Area, and the Beaver Creek Wilderness Study Area.
- San Isabel National Forest, also over 1 million acres, is located in Fremont, Custer and Park Counties. It contains the Wet Mountains, Collegiate Peaks, Sawatch Range, and Sangre de Cristo Mountains. The Forest also includes Holy Cross, Mount Massive, Collegiate Peaks, Buffalo Peaks, Sangre de Cristo, and Greenhorn Wilderness Areas and numerous 14,000 foot peaks.

Bureau of Land Management (BLM)

The BLM Canon City District administers 1.2 million acres of public land, covering most of the planning region. One of the most diversified Districts in the United States, resources include oil, gas, coal, minerals, open range, forest, wild horses, abundant wildlife, recreational areas, cultural resources, wilderness, and paleontological resources, including the Garden Park Fossil Area, one of the world's most significant dinosaur localities.

National Park Service (NPS)

The NPS operates the Florissant Fossil Beds National Monument two miles south of Florissant of US 24 in Teller County.

State Wildlife Areas

Twenty-two State Wildlife Areas in the region are administered by the Colorado Department of Natural Resources. These provide widespread and unique opportunities for wildlife viewing and other recreational opportunities. For more information, see http://wildlife.state.co.us/swa/.

State Parks

- Arkansas Headwaters Recreation Area is a landmark cooperative effort between the BLM and the Colorado State Parks along US 50 in Fremont County offering whitewater sports.
- Spinney Mountain State Park south of US 24 in Park county offers fishing and boating.
- Mueller State Park is located west of Pikes Peak off SH 67 and offers nearly 100 miles of scenic trails.

Colorado Natural Areas Program

The Colorado Natural Areas Program aims to preserve a wide variety of Colorado's ecological and geological diversity on both public and private lands. The Programs does not purchase property, but works to develop voluntary agreements protecting these areas.

- Saddle Mountain Research Natural Area (Park County)
- High Creek Fen Natural Area (Park County)
- High Mesa Grassland Research Natural Area (Fremont County)
- Indian Springs Trace Fossil Locality (Fremont County)
- Garden Park Fossil Locality Natural Area (Fremont County)
- Dome Rock Natural Area within Mueller State Park (Teller County)
- Hurricane Canyon Research Natural Area (El Paso County)

Colorado State Land Board

- The Colorado State land Board administers over 60,000 acres in the region.

Employment, Commercial and Other Activity Centers

While virtually the entire region is undergoing significant growth, several areas stand out as significant generators of travel demand.

- Canon City – Primary center for employment, shopping, and services.
- Three State Department of Corrections facilities near Canon City: Colorado Territorial Correctional Facility, Colorado Women's Correctional Facility, and the East Canon Complex. The East Canon Complex includes several sub-facilities: the Arrowhead Correctional Center, Centennial Correction Facility, Colorado State Penitentiary, Four Mile Correctional Center, Fremont Correctional Facility, and Skyline Correctional Center. These facilities house approximately 4,700 inmates and employ some 1,300 people. These large facilities and their required services also place significant demand on US 50, SH 67, and SH 115.
- Three Federal prison facilities are located near Florence. Information on number of inmates and employees was not available. These large facilities and their required services also place significant demand on US 50, SH 67, and SH 115.
- Cripple Creek Limited Stakes Gaming began in 1992. There are now 19 casinos in operation. Cripple Creek is a major draw for tourism, visitors, and employees, putting significant demand on SH 67, Teller County 1, and the Shelf Road, principal access routes to the area.
- Cripple Creek and Victor Narrow Gauge Railway offers a four mile, 45 minute trip through the Cripple Creek and Victor historic mining district on an historic steam powered locomotive and train. It departs from the old Midland Terminal Depot, located at the head of Bennett avenue in Cripple Creek.
- The Royal Gorge Bridge and Theme Park is a popular tourist spot west of Canon City off US 50. The Royal Gorge Route Railroad offers a 24 mile round trip through the spectacular canyon, leaving from Canon City.

NATURAL ENVIRONMENT

CDOT's Environmental Ethic states: "*CDOT will support and enhance efforts to protect the environment and the quality of life for all of Colorado's citizens in the pursuit of the best transportation systems and services possible*." It encourages CDOT to consider environmental issues at the earliest stage practicable. As part of the 2030 plan, corridor-visioning process, the Transportation Planning Regions should identify the environmental context of the TPR and the corridors.

General Environmental Issues

Many people associate environmental issues with natural resources like air, water, or wildlife. However, environment actually refers to the whole context of an area. It includes the natural environment and the human environment. The natural environment would refer to a broad range of issues like wildlife, wetlands, clean air, and clean water to name just a few. Factors associated with the human environment would include historic properties, public parks and recreational facilities, communities, human and natural history resources, and cultural facilities as well as clean air and clean water issues.

Many environmental resources are protected by local, state, or federal agencies; impacts to these protected resources require consultation with the regulating agency. Other resources have no legal protection, but are still important to the community.

The regional planning process does not require a complete inventory of all potential environmental resources within the corridor. Many resources are difficult to identify, and all resources will require a more in depth analysis as part of the project planning process. However, the corridor visioning process provides the opportunity to identify the general environmental context within the corridor. Establishing this context at the corridor visioning stage provides valuable information to the project planners and designers to enable the transportation system to be more sensitive to the environment. There are three components to this analysis:

- Known regulated resources with in the TPR or corridor that have the potential to be impacted by projects.
- Known agencies with responsibilities for resources within the TPR or corridor, examples may include the US forest Service, the State Historical Preservation Office, or the City Parks Department.
- Known resources of value to the community that do not necessarily have legal protection.

The information that follows identify general environmental issues within the TPR or along a corridor. The fact that an issue is not identified in these comments should not be taken to mean that the issue might not be of concern along the corridor. This section focuses on issues that are easily identifiable or which are commonly overlooked. The purpose is to encourage the planning process to identify issues that can be acted upon proactively, to identify components of the environment that can be incorporated into the values of the people and communities the TPR serves. The CDOT Environmental Stewardship guide is an excellent resource and source of guidance about ways to accomplish this.

The Central Front Range TPR is made up of Custer, rural El Paso, Fremont, Park, and rural Teller counties. This TPR is largely mountain or mountain park type ecosystems and includes South Park. South Park has some large high quality wetlands complexes including fens. There are many large farms and ranches in the area and maintaining this lifestyle is important to the communities in the TPR.

General Natural Context

- There is lynx habitat.
- There are rare, high quality, fen wetlands.
- Portions of the South Platte River near the Park/Teller/Jefferson/Douglas county lines are designated impaired waters.
- Many of the corridors cross rivers and riparian zones.
- The Arkansas River is designated as a gold medal trout water along much of US 50.

General Human Context

- There are historically eligible sites and districts in the TPR.
- There are scenic byways in the TPR.
- There are known archeological resources within the TPR.
- There are known to be paleontogical resources with in the TPR (The Florissant Fossil Beds are here).

AGRICULTURE

The Central Front Range TPR has a substantial amount of land dedicated to farming. According to 1997 data provided by the U.S. Department of Agriculture's Natural Resource Conservation Service (NRCS), 37 percent (2,640 square miles out of 7,173 square miles) of the land in the Central Front Range TPR is farmland. Sixty-four percent of El Paso County is agricultural. The breakdown per county is shown in the table below. For more information on farmland see the NRCS website for Colorado at the following address - http://www.co.nrcs.usda.gov.

For transportation projects identified within the Central Front Range TPR, project specific surveys will be required to determine the types of farmland and amounts of farmland impacts that would result from construction and plan implementation. Whenever feasible, impacts to farmlands would be avoided and/or mitigated.

Table 14 - Farmland by County

Farmland by County						
Farm Attributes	**Custer**	**El Paso**	**Fremont**	**Park**	**Teller**	**Total**
Number of farms	152	851	561	183	84	1,831
Acreage in farms	144,247	866,953	283,490	311,182	83,443	1,689,315
Average acreage/farm	949	1,019	505	1,700	993	1,033

Source: US Department of Agriculture

Table 15 - Major Crops

Major Crops by County										
Crop	Custer		El Paso		Fremont		Park		Teller	
	Acres	Rank	Acres	Rank	Acres	Rank	Acres	Rank	Acres	Rank
Corn for Grain	-									
Dry Beans	-									
Hay, Alfalfa	500	52	5,000	34	4,500	35				
Hay, Other	8,000	34	5,000	43	2,500	48	9,000	41	1,000	57
Winter Wheat	-		500	38						
Cattle and Calves	4,000	49	22,000	26	10,000	39	5,000	47		

Source: Colorado County Profiles, Colorado Department of Agriculture, 2002

HISTORIC/CULTURAL RESOURCES

The Central Front Range TPR has a wealth of cultural resources within its 7,173 square miles. Any transportation project identified for this region would require field surveys to determine which resources have cultural/archaeological significance and/or potential eligibility for listing on the National or State Register of Historic Places. The Colorado Office of Archaeology and Historic Preservation tracks sites considered significant that are listed. There are a substantial number of listed sites as indicated below. For more information on these properties see http:www.coloradohistory-oahp.org/.

Table 16 - Historic and Cultural Resources

Historic and Cultural Resources				
County	**City**	**Resource**	**Location**	**National/State Register**
Custer	Fairview	Mingus Homestead	San Isabel National Forest, Fairview vicinity	National Register 12/04/1990, 5CR.191
	Silver Cliff	Silver Cliff Town Hall And Engine House	606 Main St.	State Register 03/12/1997, 5CR.220
	Westcliffe	Beckwith Ranch	64159 Colo. Hwy. 69	National Register 05/20/1998, 5CR.26
		Denver & Rio Grande Engine House	West end of Roseta Ave.	State Register 12/08/1993, 5CR.221
		Hope Lutheran Church	310 South 3rd St.	National Register 01/31/1978, 5CR.55
		Kennicott Cabin	63161 Hwy. 69	National Register 02/14/1997, 5CR.45.1
		Mercier House	215 S. 6th St.	State Register 06/12/1996, 5CR.261
		National Hotel/Wolff Building	201 Second St.	National Register 11/05/1987, 5CR.5
		Westcliffe Jail	116 Second St	National Register 02/03/1993, 5CR.218
		Westcliff School	304 Fourth St.	National Register 07/27/1989, 5CR.29
		Willows School	Willow Ln. between Muddy Ln. and Schoolfield Ln.	State Register 12/09/1992, National Register 05/14/1993, 5CR.213
El Paso	Calhan	Calhan Paint Mines Archaeological District	Calhan vicinity	National Register 07/14/2000, 5EP.3258
		Calhan Rock Island Railroad Depot	West of Denver St.	National Register 04/20/1995, 5EP.2173
	Peyton	Black Squirrel Creek Bridge	US Hwy. 24, Falcon vicinity	National Register 10/15/2002, 5EP.3561
	Ramah	First Presbyterian Church Of Ramah	113 S. Commercial St.	National Register 07/07/1988, 5EP.1046
Fremont	Cañon City	Atwater House	821 Macon Ave.	National Register 03/07/1996, 5FN.1202
		Cañon City Denver & Rio Grande Railroad Depot	816 Royal Gorge Blvd	State Register 12/10/1997, 5FN.585
		Cañon City Downtown Historic District	Main St. from 3rd to 9th & Macon Ave	National Register 10/20/1983, Boundary Increase: 602 Macon Ave., National Register 02/06/1986, 5FN.720
		Cañon City Municipal Building	612 Royal Gorge Blvd.	National Register 08/18/1983, 5FN.596
		Cañon City Post Office & Federal Building	5th & Macon Ave.	National Register 01/22/1986, 5FN.551
		Cañon City Santa Fe Depot	South 4th St.	State Register 03/08/1995, 5FN.589
		Cañon City State Armory	110 Main St.	National Register 08/20/1999, 5FN.1642
		Christ Episcopal Church	802 Harrison Ave.	National Register 08/19/1994, 5FN.1194
		Colorado Women's Prison	201 N. First St.	National Reg 03/05/1999, 5FN.55
		Deputy Warden's House	105 Main	National Reg 05/02/2001, 5FN.1805
		Eldred House	1005 S. 1st	State Register 09/10/1997, 5FN.100
		First Presbyterian Church	Macon & 7th St.	National Register 09/01/1983, 5FN.583
		Fourth Street Bridge	Fourth St.	National Register 02/04/1985, 5FN.104
		Fremont County Maintenance Shop	130 N. 3rd. St.	State Register 09/09/1998, 5FN.591
		Holy Cross Abbey	US Hwy. 50	National Register 08/18/1983, 5FN.688

Historic and Cultural Resources				
County	**City**	**Resource**	**Location**	**National/State Register**
		Madison School	Corner of E. Douglas and S. 2nd St.	State Register 03/13/1996, 5FN.1233
		Mcclure House/Strathmore Hotel	323-331 Main St	National Reg 09/14/1979, 5FN.37
		Mount Saint Scholastica, East Building	615 Pike Ave.	State Register 05/14/1997, National Register 01/15/1998, 5FN.35.1
		Oil Spring	Near Fremont County Rd. 9, Cañon City vicinity	National Register 02/16/1996, 5FN.118
		Rio Grande Hotel	302-304 S. 9th St.	State Register 12/13/1995, 5FN.586
		Robison Mansion	12 Riverside Dr.	National Register 10/11/1984, 5FN.99
		Royal Gorge Bridge & Incline Railway	Northwest of Cañon City	National Register 09/02/1983, FN.687
		Rudd House And Cabin	612 Royal Gorge Blvd.	State Register 09/11/1996, 5FN.31
	Coal Creek	I.O.O.F. Hall	216 Main St.	State Register 08/09/2000, 5FN.1769
	Florence	Florence Pioneer Museum)	102 E. Front St.	State Register 03/13/2002, 5FN.597
		Bridge No. 10/Adelaide Bridge	Phantom Canyon Rd., approximately 15 miles north of US Hwy. 50	National Register 02/04/1985, 5FN.106
		Florence Post Office	121 N. Pikes Peak St	National Register 01/22/1986, 5FN.642
		Hotel Florence	201 W. Main St.	State Register 03/10/1993, 5FN.622
		Main Street Bridge	Colo. Hwy. 115	National Register 10/15/2002, 5FN.1697
		Rialto Theater	207-209 West Main St	State Register 03/10/1993, 5FN.624
		Rio Grande Railroad Viaduct	Colo. Hwy. 120, Florence vicinity	National Register 10/15/2002, 5FN.1693
	Hillside	Hillside Grange No. 399	0067 Colo. Hwy. 69	State Register 08/14/2002, 5FN.1829
	Howard	Amy Homestead	Howard vicinity	State Register 11/09/1994, 5FN.1187
	Portland	Portland Bridge	Colo. Hwy. 120, over the Arkansas River	National Register 02/04/1985, 5FN.107
	Rockvale	Rockvale School	156 Rockafellow St.	State Register 09/13/1995, 5FN.1207
	Swissvale	Rouch Gulch Bridge	US Hwy. 50, Swissvale vicinity	National Register 11/27/2002, 5FN.1652
Park	Alma	Alma Community Church	184 N. Main St.	State Register 12/11/1996, 5PA.438
		Alma School	59 E. Buckskin St.	State Register 12/11/1996, 5PA.871
	Bailey	Entriken Cabin	43 County Rd. 68 (McGraw Memorial Park)	State Register 05/13/1992, 5PA.31
		Estabrook Historic District	Bailey vicinity, bounded by Estabrook, Platte Canyon, Rivercliff, & Rivercliff Ranch	National Register 10/20/1980, 5PA.61
		Glenisle	Off US Hwy. 285	National Register 01/18/1985, 5PA.32
	Como	Boreas Railroad Station Site	Boreas Pass Rd., Pike National Forest, northwest of Como	National Register 10/28/1993, 5PA.585/5ST.494
		Como Roundhouse, Railroad Depot & Hotel Complex	Off US Hwy. 285	National Register 05/20/1983, 5PA.30
		Como School	Spruce St.	National Register 06/30/2000, 5PA.1223
	Fairplay	Fairplay School	639 Hathaway St.	State Register 12/08/1999, 5PA.58
		Park County Court House	418 Main	National Register 05/25/1979, 5PA.25

Historic and Cultural Resources				
County	**City**	**Resource**	**Location**	**National/State Register**
		South Park Community Church/Jackson Memorial Chapel	6th & Hathaway	National Register 11/22/1977, 5PA.26
		South Park Lager Beer Brewery	3rd & Front Sts.	National Register 06/25/1974, 5PA.24
		Summer Saloon	3rd & Front St.	National Register 05/08/1974, 5PA.27
	Hartsel	Buckley Ranch	County Rd. 59, Hartsel vicinity	National Register 01/28/2000, 5PA.1225
		Colorado Salt Works	3858 US Hwy. 285, Hartsel vicinity	National Register 02/01/2001, 5PA.1478
		Em Ranch (Santa Maria Ranch)	County Rd. 439, Hartsel vicinity	National Register 10/15/2002, 5PA.1539
		Salt Works Ranch	3858 US Hwy. 285, Hartsel vicinity	National Register 02/02/2001, 5PA.346
	Jefferson	Jefferson Denver South Park & Pacific Railroad Depot	US Hwy. 285 at County Rd. 35	National Register 12/31/1998, 5PA.81
		Kenosha Pass Railroad Station	Off US Hwy. 285, Jefferson vicinity	State Register 03/12/1997, 5PA.80
		Wahl Ranch	US Hwy. 285 & Lost Park Rd., Jefferson vicinity	National Register 10/12/2000, 5PA.1412
	Lake George	Bruner Homestead	410 Park County Rd. 90, Lake George vicinity	State Register 03/08/1995, 5PA.742
		Payne Homestead	37026 County Rd. 77, Lake George vicinity	State Register 03/08/1995, 5PA.743
	Shawnee	Ben Tyler Ranch	54166 US Hwy. 285	State Register 06/12/1996, 5PA.709
	Tarryall	Tarryall School	31000 County Rd. 77	National Register 05/16/1985, 5PA.407
TELLER	Cripple Creek	Cripple Creek Historic District	Colo. Hwy. 67, includes the entire commercial and residential area	National Historic Landmark 07/04/1961, National Register 10/15/1966, 5TL.2
	Florissant	Florissant School	2009 County Rd. 31	National Register 10/01/1990, 5TL.305
		Four Mile Community Building	High Park Rd. (County Rd. 111), Florissant vicinity	State Register 03/09/1994, 5TL.444
		Hornbek House	County Rd. 1	National Register 12/08/1981, 5TL.4
		Twin Creek Ranch	Florissant vicinity	National Register 02/07/1997, 5TL.443
	Goldfield	Colorado Springs & Cripple Creek District Railway /Corley Mountain Highway	U.S. Forest Service Rd. 370, Goldfield vicinity	National Register 03/25/1999, 5TL.81.1/ 5EP.385.1
		Goldfield City Hall & Fire Station	Victor Ave. & 9th St	National Register 05/17/1984, 5TL.119
	Victor	Independence Mine And Mill	Junction of Rangeview Rd. and Colo. Hwy. 67	National Register 03/04/1993, 5TL.340
		Midland Terminal Railroad Depot	230 N. Fourth St.	National Register 05/17/1984, 5TL.136
		Victor Downtown Historic District	Bounded roughly by Diamond Ave., 2nd, Portland & 5th Sts	National Register 07/03/1985, 5TL.134
		Victor Hotel	4th & Victor	National Register 04/10/1980, 5TL.3

Source: Colorado Historical Society

MINERAL RESOURCES

The Central Front Range TPR contains a number of economically valuable mineral resources. The Colorado Department of Mining and Geology monitors mining activity throughout the state. For the Central Front Range TPR the table below indicates the number of mines containing the referenced commodity.

Table 17 - Mineral Resources

Mineral Resources					
Commodity	Custer	El Paso	Fremont	Park	Teller
Borrow Pit	2	8	2	9	0
Coal Mines		9	19		0
Sand, Gravel, Aggregate, Stone	29	106	89	46	50
Blank	0	4	3	4	1
NA	0	4	6		0
Gold, Silver, Copper	4		3	29	45
Clay	0	5	11	1	0
Other Minerals/Metals	3	11	26	14	24
Total	38	147	159	103	120

Source: Colorado Department of Mining and Geology

For more information on the location of mines throughout Colorado see:

http//:www. mining.state.co.us/operatordb/report.asp.

AIR QUALITY

Air Quality in the Central Front Range is of concern due to the high and confined valleys. Major sources of air pollution found within the region result from the use of or activities related to: wood stoves, unpaved roads and street sanding, and mining.

The 1990 Clean Air Act (CAA) renewed and intensified national efforts to reduce air pollution in the United States. These amendments presented a monumental challenge for regulatory officials, regulating industries, and others involved in this environmental control undertaking. The primary purposes of the actions mandated by the CAA were to improve public health, preserve property, and benefit the environment.

The CAA addresses interstate movement of air pollution, international air pollution, permits, enforcement, deadlines, and public participation. The CAA identifies air pollutants and sets primary and secondary standards for each. The primary standard protects human health, and the secondary standard is based on potential environmental and property damage. An area that meets or exceeds the primary standard is called an attainment area; an area that does not meet the primary standard is called a non-attainment area. An estimated 90 million Americans live in non-attainment areas.

The main or "criteria" air pollutants covered by the CAA are ozone, sulfur dioxide (SO_2), particulate matter (PM), lead, nitrogen oxides (NO_x), and carbon monoxide (CO). The CAA includes specific limits, timelines, and procedures to reduce these criteria pollutants. The CAA also regulates what are called "hazardous air pollutants" (HAPs). HAPs are released by chemical plants, dry cleaners, printing plants, and motor vehicles. They can cause serious health and environmental effects.

The CAA includes specific goals for reducing emissions from all mobile sources. The comprehensive approach to reduce pollution from mobile sources includes requiring cleaner fuels; manufacturing cleaner cars, trucks, and buses; establishing inspection and maintenance (I/M) programs; and developing regulations for off-road vehicles and equipment.

Air pollution is the contamination of air by the discharge of harmful substances. Air pollution can cause health problems, including burning eyes and nose, itchy irritated throat, and difficulty breathing. Some contaminants found in polluted air (e.g., benzene, carbon dioxide, carbon monoxide, lead, nitrogen oxide, particulate matter, and sulfur dioxide) can cause cancer, birth defects, brain and nerve damage, and long-term injury to the lungs and breathing passages. Above certain concentrations and durations, air pollutants can be extremely dangerous and can cause severe injury or death.

The Colorado Air Quality Control Commission, under the Colorado Department of Health and Environment, distributed a "Report to the Public 2001-2002" addressing air quality issues and attainment designations in the state of Colorado. When discussing air quality in Colorado, the Air Quality Control Commission separates the state into six regions to more clearly address each region's air quality conditions and activities. The Central Front Range TPR falls within the boundaries of two air quality regions – the Western Slope (for Fremont and Custer Counties) and Pike's Peak (for Park, Teller, and El Paso Counties).

Within the Central Front Range TPR pollutants originate primarily from motor vehicle emissions, woodburning, street sanding operations, PM_{10} emissions from unpaved roads, and construction activities.

In order to comply with the CAA the State of Colorado adopted the following standards/regulations that relate to transportation projects, which in turn apply to the Central Front Range:

- Ambient Air Quality Standards Regulation - This regulation established ambient air quality standards for the state and dictates monitoring procedures and data handling protocols. It also identified non-attainment areas in the state, which have historically violated federal and state air quality standards.
- State Implementation Plan Specific Regulations – This regulation defines specific requirements concerning air quality control strategies and contingency measures for non-attainment areas in the state.
- Transportation Conformity, Reg. No. 10 – This regulation defines the criteria the Colorado Air Quality Control Commission uses to evaluate the consistency between state air quality standards/objectives, and transportation planning and major construction activities across the state, as defined in the state implementation plans.
- Street Sanding & Sweeping, Reg. No. 16 – This regulation sets specific standards for street sanding and sweeping practices.

Cañon City Re-designation

In March 1988, Cañon City officially adopted a series of local measures to reduce particulate matter produced from street sanding. Street sand was the city's main source of particulate pollution. The program of street sweeping on a regular basis began in the winter of 1987- 1988 and has continued since. Cañon City has shown attainment of the National Ambient Air Quality Standards for fine particulates. Cañon City has been awarded a Congestion Mitigation/Air Quality Program grant for the past five years and these funds have been used each year for the paving of unpaved streets. Since 1999, these grant funds have been used to pave almost three miles of gravel streets. In addition, Cañon City annually treats more than three miles of gravel streets with magnesium chloride to further reduce fugitive dust.

Cripple Creek Air Quality At Risk Area

The CDOT Office of Environmental Services identified communities "at risk" for poor air quality in draft documents dated April 1998. The basis for the identifications is the 1996-97 Air Quality Control Commission Report to the public, CDOT traffic data, and the observations of CDOT regional personnel. Specific criteria were used to identify communities "at risk" for poor air quality. The criteria include a combination of:

- Monitored elevated PM10 levels
- Recent significant growth in winter VMT
- A location with similar meteorology to an area that has experienced elevated PM10 levels
- Local concern over air quality

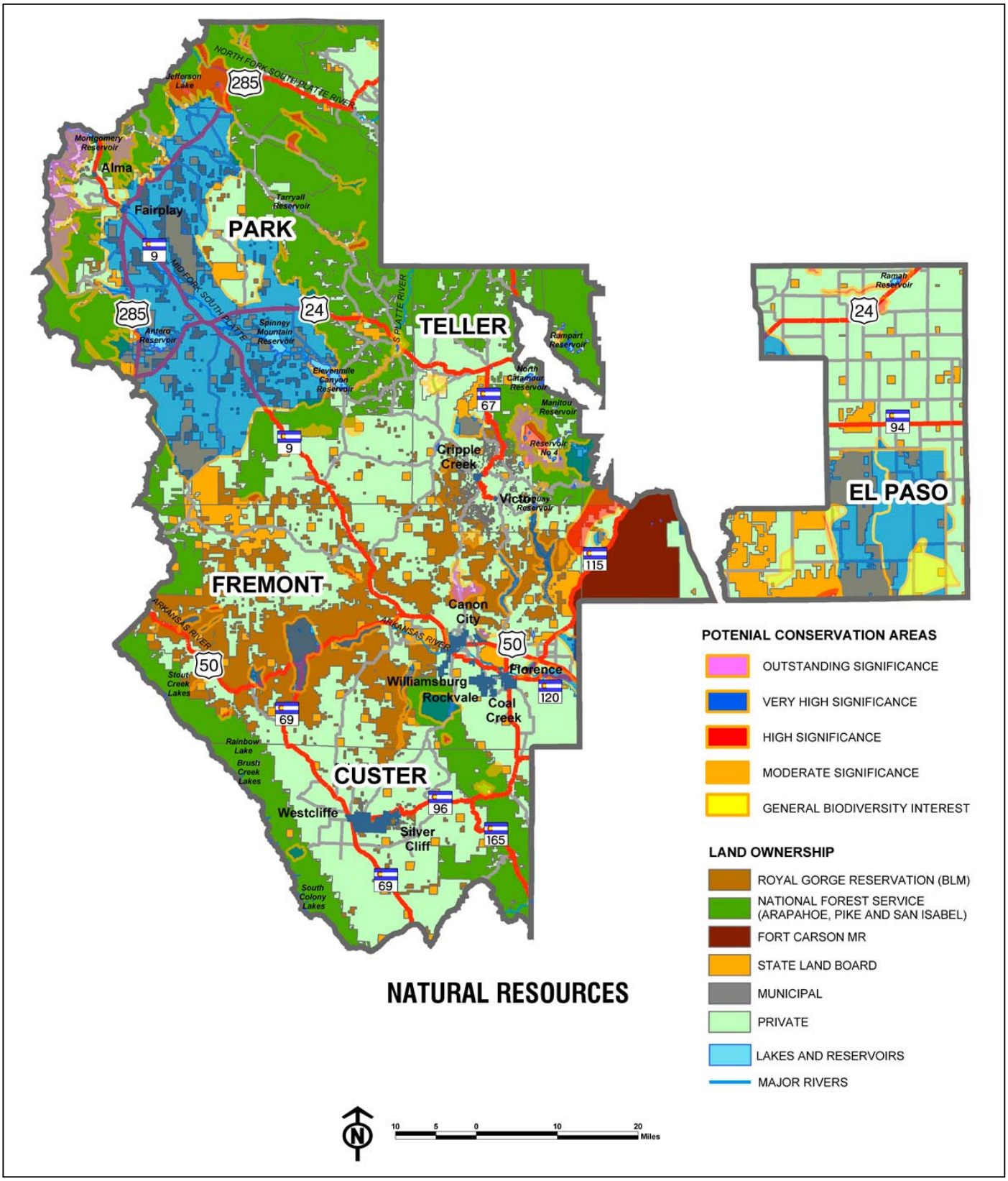
While the identified areas do not currently violate federal air quality standards, CDOT wants to ensure that sensible steps are taken to prevent unacceptable air pollution. Cripple Creek has been identified to be "at risk" for becoming a non-attainment area because of high VMT growth and elevated PM10 values.

Despite their current status that does not exceed federal standards, the impacts of proposed transportation projects in Cañon City and Cripple Creek should be considered. For more specific details on Colorado Air Quality Regulations see www.cdphe.state.co.us/regulate.asp.

POTENTIAL CONSERVATION AREAS

The following map utilizes the Colorado Natural Diversity Information Source (NDIS) database. This database and mapping facility is commonly used within CDOT and other state agencies to identify areas of environmental concern. The NDIS is a combined effort of the Colorado Division of Wildlife, the Colorado Department of Natural Resources, the Colorado Natural Heritage Program, and Colorado State University. Several tools are available within the NDIS, including the System for Conservation Planning, which identifies specific sites of concern with respect to Threatened and Endangered (T& E) species and the Species Occurrence and Abundance Tool, which lists occurrences by location of T & E species.

Map 21 - Natural Resources



HAZARDOUS WASTE SITES

The CFR TPR encompasses a land area of approximately 7,173 square miles. Until specific transportation corridors and/or improvement projects are identified, no specific data collection of hazardous material sites is recommended at this time. Certain land uses frequently result in a higher potential for location of hazardous waste or materials. Examples of land uses often associated with hazardous materials include industrial and commercial activities such as existing and former mining sites; active and capped oil and gas drilling operations and pipelines; agricultural areas using chemical fertilizers, insecticides, and pesticides; and railroad crossings which have experiences accidental cargo spills. Active, closed and abandoned landfill sites are also potential problem areas for transportation facility construction as are gasoline stations that potentially have leaking underground storage tanks.

The Colorado Department of Health & Environment tracks Federally listed Superfund sites within the state of Colorado. From this information the following data was obtained.

Federal Superfund sites in Colorado are designated by the Environmental Protection Agency (EPA). Within the Central Front Range TPR there is one federal Superfund site located in Fremont County. The site is known as Lincoln Park (Cotter) and is situated near Cañon City.

The Lincoln Park site consists of a uranium processing mill located adjacent to the unincorporated community of Lincoln Park approximately 1-1/2 miles south of Cañon City. The unincorporated community of Lincoln Park has approximately 3,000 residents. Sand Creek runs through the Lincoln Park community from the site.

The Cotter Corporation, a subsidiary of Commonwealth Edison, began operating the uranium mill in 1958. Liquid wastes containing radionuclides and heavy metals were discharged from 1958 to 1978 into eleven unlined tailings ponds. The ponds were replaced in 1982 with the construction of two lined impoundments. Prior to 1982, a number of Lincoln Park wells showed elevated levels of contamination. The site was placed on the NPL of Superfund sites on September 21, 1984. In 2001, Cotter Corp. applied for a license amendment to reopen the mill.

For more details on Colorado Federal Superfund sites see www.chphe.state.co.us/hmsf_sites.asp.

Map 22 - Hazardous Waste Sites

WATER QUALITY

Growing public awareness and concern for controlling water pollution led to enactment of the Federal Water Pollution Control Act Amendments of 1972. As amended in 1977, this law became commonly known as the Clean Water Act. The Act established the basic structure for regulating discharges of pollutants into the waters of the United States. It gave EPA the authority to implement pollution control programs such as setting wastewater standards for industry. The Clean Water Act also continued requirements to set water quality standards for all contaminants in surface waters. The Act made it unlawful for any person to discharge any pollutant from a point source into navigable waters, unless a permit was obtained under its provisions. It also funded the construction of sewage treatment plants under the construction grants program and recognized the need for planning to address the critical problems posed by nonpoint source pollution.

Subsequent enactments modified some of the earlier Clean Water Act provisions. Revisions in 1981 streamlined the municipal construction grants process, improving the capabilities of treatment plants built under the program. Changes in 1987 phased out the construction grants program, replacing it with the State Water Pollution Control Revolving Fund, more commonly known as the Clean Water State Revolving Fund. This new funding strategy addressed water quality needs by building on EPA-State partnerships.

The Clean Water Act (CWA) is the cornerstone of surface water quality protection in the United States and created the National Pollution Discharge Elimination System (NPDES). However, the Act does not deal directly with ground water nor with water quantity issues. The statute employs a variety of regulatory and nonregulatory tools to sharply reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. These tools are employed to achieve CWA's goal of restoring and maintaining the chemical, physical, and biological integrity of the Nation's waters so that they can support "the protection and propagation of fish, shellfish, and wildlife and recreation in and on the water."

In Colorado, the Phase 1 Stormwater Program addresses discharges from larger storm-sewer systems of municipalities of 100,000 population or more. The Phase 2 Stormwater Program potentially applies to smaller municipalities with populations between 50,000 and 100,000. Phase 2 is not yet implemented. The NPDES program currently requires permits for point sources, but not for non-point sources.

No towns in the CFRTPR currently fall within the population requirements of NPDES for stormwater discharges. However, other related federal (of state) permits are usually processed in conjunction with NPDES permits. Permits that may apply for transportation projects identified for the CFRTPR include:

- 402 Permit — Projects that use a "dewatering" element during construction or which will disturb five acres or more during construction.
- Section 404(b)(1) — Projects that involve the discharges of dredged fill material into waters of the United States; the Corps of Engineers will need to evaluate the proposed activity.
- Section 401 — Projects that result in discharge of pollutants into navigable waters and adjacent wetlands.

SUMMARY POTENTIAL ENVIRONMENTAL CONCERNS BY CORRIDOR

Table 18 - Potential Environmental Concerns by Corridor

Potential Environmental Concerns by Corridor		
Highway	Corridor Name	Potential Environmental Concerns
SH 9 A	US 50 north to US 24 (Hartsel)	Scenic Byway, Fed Lands and associated species and coordination, historic mining including 4(f), residual waste, Farm/ranch land, State Wildlife area including possible 4 (f), wetlands and migratory bird issues.
SH 9 B	US 24 (Hartsel) north to Breckenridge	Lynx, Fed Lands and associated species and coordination, historic mining including 4(f), residual waste, Farm/ranch land, State Wildlife area including possible 4 (f), wetlands and migratory bird issues.
US 24 A (i)	US 285 (Buena Vista) Pass east to SH 67 (Divide)	Lynx? Fed lands and associated species and coordination requirements, Farm/Ranch, wetlands (fens), Paleo,
US 24 A (ii)	SH 67 (Divide) east to SH 67 (Woodland Park)	FS land including associated species and coordination, History, wetlands (fens), animal crossings
US 24 G	Peyton east to I-70 (Limon)	Short grass prairie and associated species, farm/ranch lands
US 50 A (i)	East of Salida east to Canon City	Arkansas River and associated riparian and wetlands, Gold Medal Fisheries, clean water issues, Arkansas River Headwaters Recreation Area (State Park), historic mines, railroad & railroad war features, Federal lands and related issues.
US 50 A (ii)	Canon City east to I-25 (Pueblo)	Short grass prairie and associated species
SH 67 A-B	Wetmore north to US 50	state prison coordination, oil wells
SH 67 c	Victor north to Divide	Historic mines and associated issues? Scenic Byway, BLM lands,, wetlands
SH 67 D	Woodland Park north to Sedalia	USFS lands and associated issues, Water quality, wetlands and riparian areas,
SH 69 A	US 160 (Walsenburg) north to US 50 (Texas Cr)	Wetlands, BLM, Farm/ranch, history
SH 94 A	Ellicott east to US 40	Short grass prairie and associated species, farm/ranch lands
SH 96 A	Westcliffe east to I-25 (Pueblo)	Scenic Byway, Forest Service, Fed Lands and associated species and coordination, historic mining, shortgrass prairie
SH 115 A (i)	US 50 Canon City east to US 50	history, riparian & wetlands, haz waste concerns
SH 115 A (ii)	US 50 north to Colo Spgs limit/Titus Rd/Ft. Carson hospital entrance	Military coordination, animal crossing, Scenic value?
SH 120 A	SH 115 east to US 50	3 historic bridges, river crossing, history at Holnam (Portland Concrete)?
SH 165 A	SH 96 (Custer Co) east to I-25 (Pueblo)	Scenic Byway, Farm/ranch?
US 285 D (i)	CO/NM State Line north to SH 9 (Fairplay)	History, Fed. Lands and associated coordination, farm/ranch lands, Wetlands, lynx and other T or E species, migratory birds.
US 285 D (ii)	SH 9 (Fairplay) north to Bailey	Lynx, and other animal movement, Fed lands and associated coordination and species, wetlands including fens, history? Farm/ranch lands
US 285 D (iii)	Bailey north to Conifer	animal movement, Fed lands and associated coordination and species, wetlands including fens, history? Farm/ranch lands
Copper Gulch Rd	Forest Rd – SH 69 (Westcliffe) to Can City	Fed Lands and associated issues and coordination, Animal movement, History?
Elbert Road	US 24 (Peyton) north to SH 86 (Kiowa)	Short grass prairie and associated species, farm/ranch lands
Front Range Int. Corridor	High speed multimodal corridor east of I-25 (“Superslab”)	All issues as this new alignment would likely require an EIS
Gold Belt Tour Scenic Byway	Phantom Canon Rd., Shelf Rd., High Park Rd., Teller Co Rd. 1, US 50	History, Historic mining and associated wastes and history issues, Scenic values, Animal movement, Federal lands and associated issues, Florissant Natl. Monument (4(f) and Paleo)
Guanella Pass	Forest Rd - US 285 (Grant) to I-70 (Georgetown)	Lynx, Scenic value, History? Historic mining and related issues?,
Oak Creek Grade	Forest Rd – Silver Cliff to Canon City	Fed Lands and associated issues and Coordination, Animal movement, History?
Tarryall River Rd	Park County 77	Lynx, Fed Lands and associated species and coordination, wetlands, scenic values, comes close to a wilderness area, state wildlife area.

VI - MOBILITY DEMAND ANALYSIS

MOBILITY DEMAND PROCESS

This chapter estimates future travel demand for each mode through 2030. Results from the Mobility Demand Analysis provide the necessary information for the *Alternatives Analysis* step in Chapter VII to develop transportation alternatives to serve future mobility needs.

The method for forecasting future demand on the state highway system was based on available CDOT data. The model used in forecasting future traffic volumes is based on a regression analysis equation developed by CDOT that uses past traffic trends in forecasting future traffic.

HIGHWAY

The 2030 highway traffic volumes are based on CDOT's "expansion factor," the best available statewide tool to predict traffic volumes over the long term and for large areas. It is based on historic growth in Average Annual Daily Traffic (AADT) for the facility and helps provide a relative measure of growth for planning purposes. Significant growth occurs in many areas throughout the region during the planning period. US 285, SH 9 (Hoosier Pass), US 24 (east and west), SH 67, SH 94, and portions of US 50 all advance to the 5,000 + AADT range when compared to 2001 volumes.

Map 23 - AADT 2030

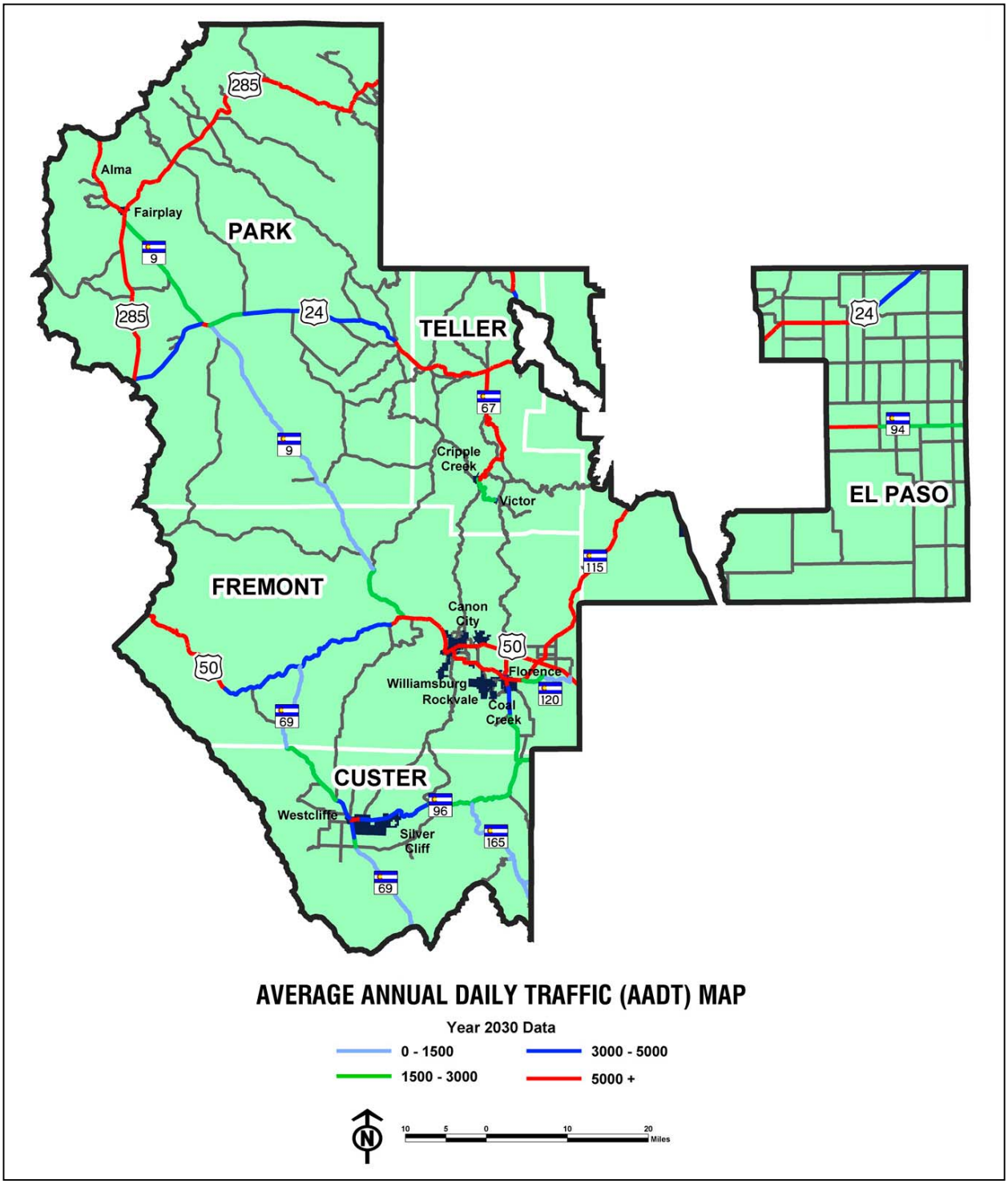


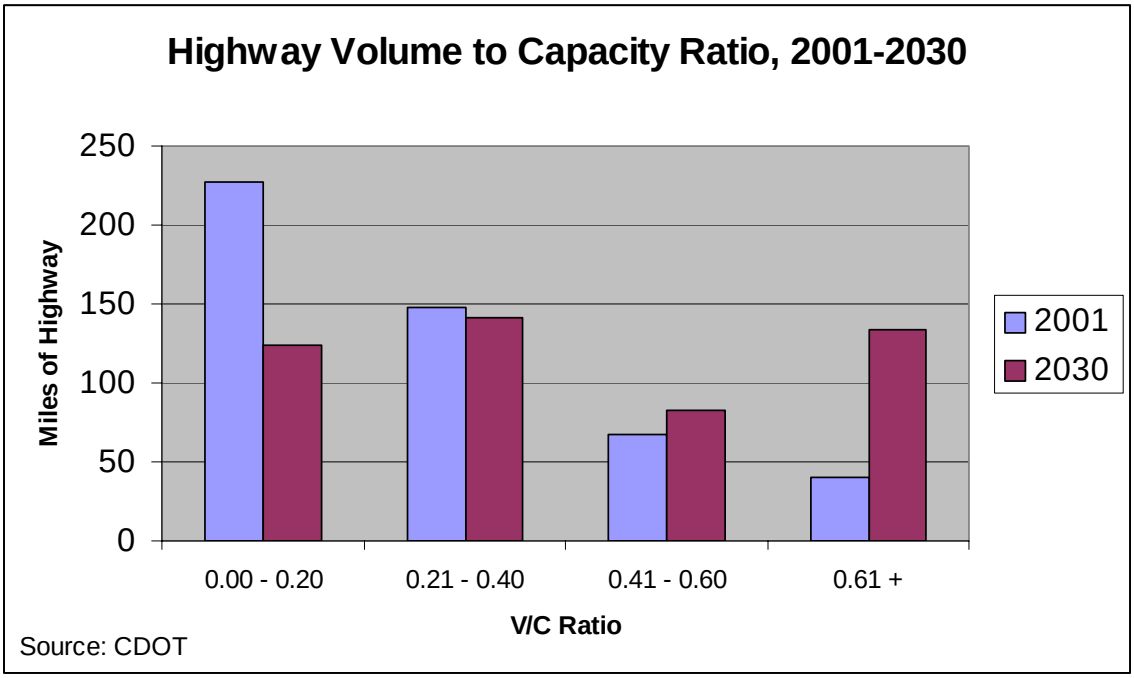
Table 19 - Volume to Capacity Ratio 2001-2030

The following table and chart show that, while the current level of congestion is low, it grows dramatically by 2030.

Highway Volume to Capacity Ratio 2001 - 2030			
Volume to Capacity Ratio	2001 Miles	2030 Miles	% Change 2001 – 2030
0.00 - 0.20	227	124	-45.5%
0.21 - 0.40	148	141	-4.5%
0.41 - 0.60	67	83	23.1%
0.61 +	40	134	236.5%
Region Total	482	482	0.0%

Source: CDOT

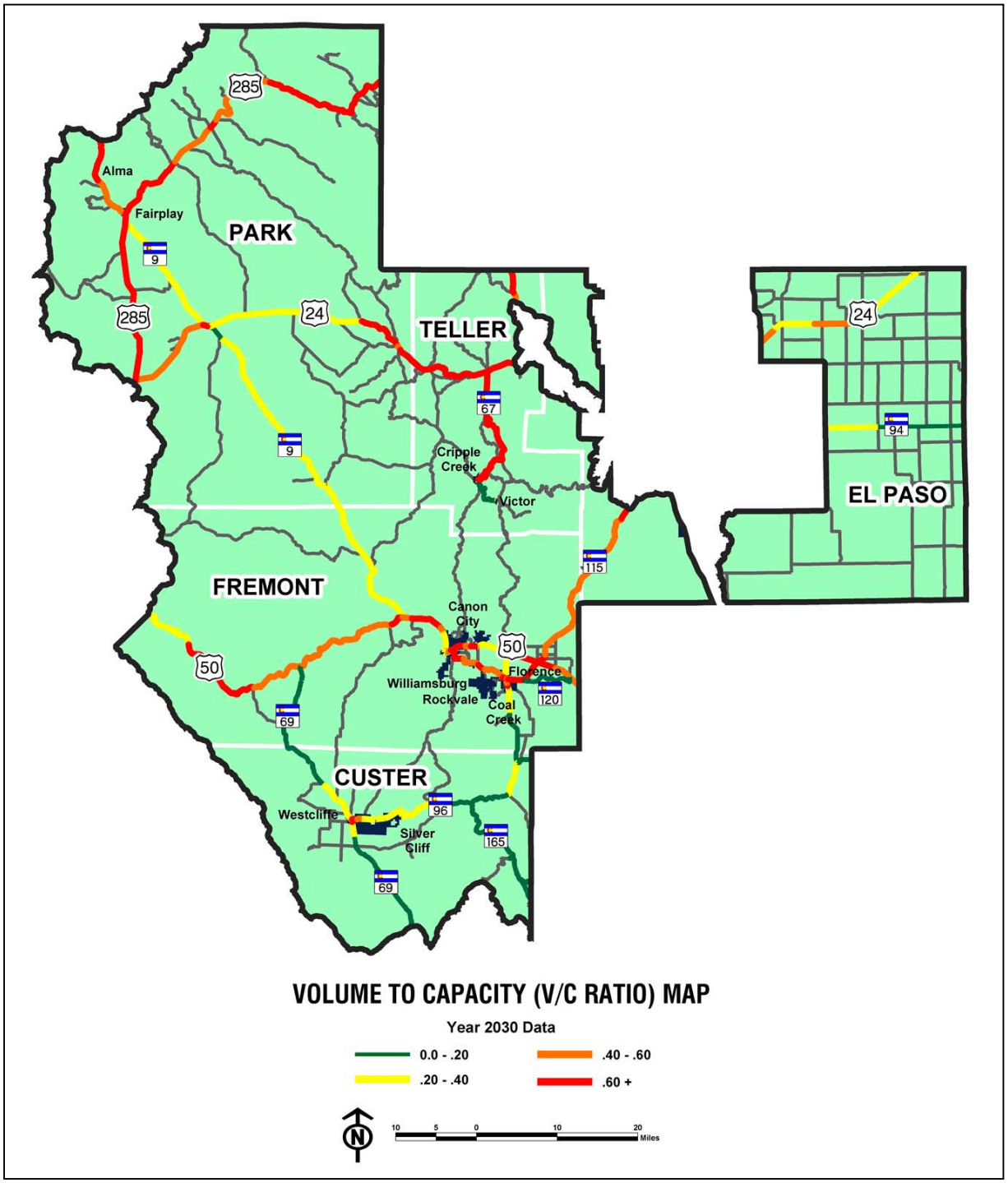
Figure 10 - Volume to Capacity Ratio 2001-2030



Source: CDOT

Map 24 - Volume to Capacity Ratio 2001-2030

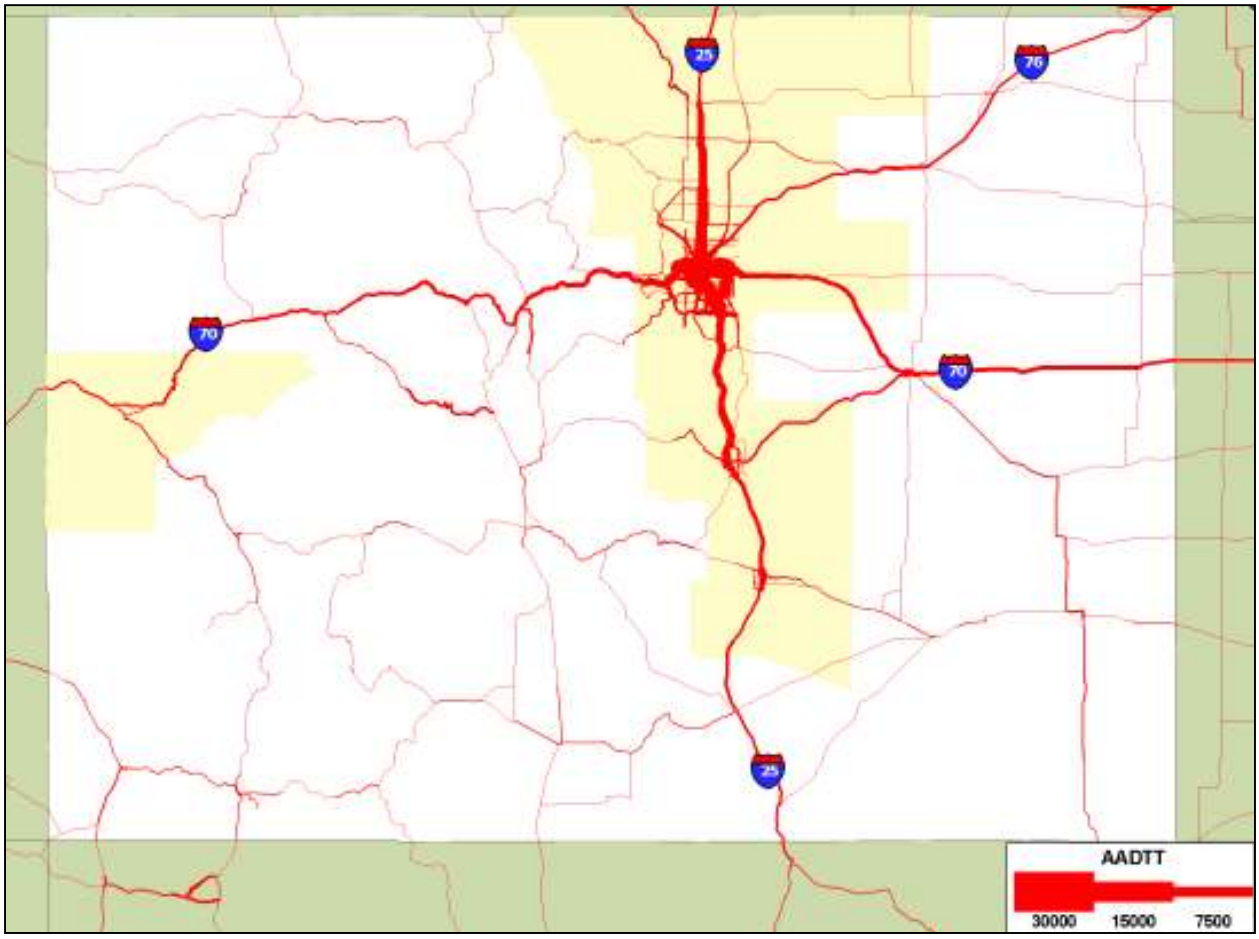
The following map shows the location of projected increases in V/C greater than 0.6. Significant growth in V/C occurs in several areas throughout the region during the planning period. US 285, SH 9 (Hoosier Pass), US 24 (west), SH 67, SH 94, and portions of US 50 all advance to the greater than 60% range when compared to 2001 V/C. Congestion starts to become a noticeable problem in rural areas at about 0.60 or 60% of capacity. In urban areas, 0.85 is more commonly acknowledged as the lower limit of severe congestion.



FREIGHT

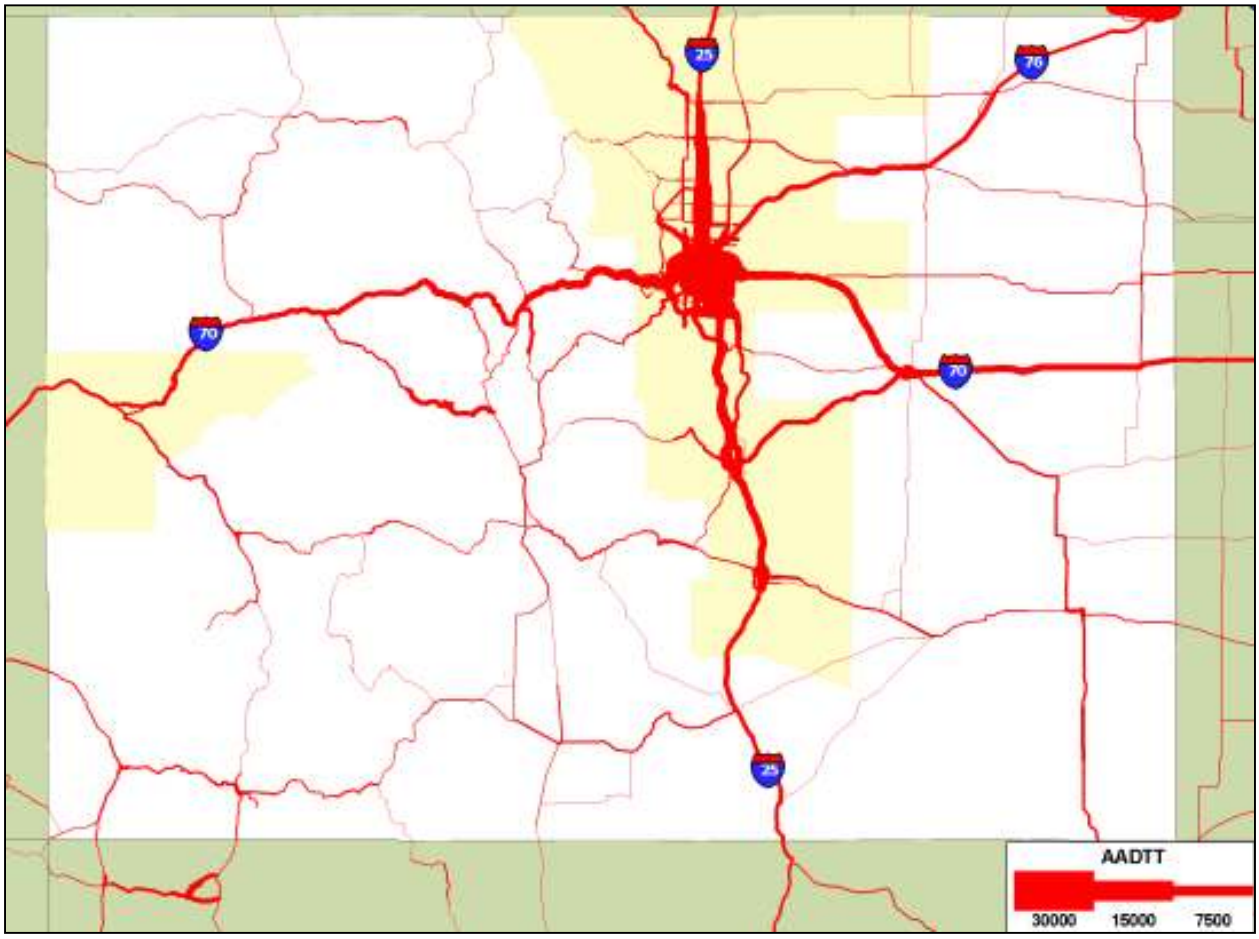
The following two maps show the estimated growth in daily truck traffic from 1998-2020 from a statewide basis as determined by the FHWA's Freight Analysis Framework. Central Front Range highways play a subordinate role in track freight movements to certain other state highways when seen from this viewpoint.

Map 25 - Estimated Average Annual Daily Truck Traffic: 1998



Source: FHWA

Map 26 - Estimated Average Annual Daily Truck Traffic: 2020



Source: FHWA

Table 20 - Freight Shipments To, From, and Within Colorado: 1998, 2010, and 2020

The following table presents information on freight shipments that have either an origin or a destination in Colorado. As shown in the table, in 1998 trucks moved a large percentage of the tonnage (73%) and value (68%) of shipments, followed by rail (26% tonnage, 7% value) and air (<1% tonnage, 25% value).

Colorado	Tons (millions)			Value (billions $)		
	1998	2010	2020	1998	2010	2020
By Mode						
Air	<1	1	2	33	84	147
Highway	142	208	257	90	178	296
Other[a]	<1	<1	<1	<1	<1	<1
Rail	51	67	76	9	17	26
Water	0	0	0	0	0	0
Grand Total	194	276	335	132	279	469
By Destination/Market						
Domestic	190	270	327	127	268	447
International	4	6	8	5	11	22
Grand Total	194	276	335	132	279	469

Source: FHWA

Note: Modal numbers may not add to totals due to rounding.
a The "Other" category includes international shipments that moved via pipeline or by an unspecified mode.

Truck traffic is expected to grow throughout the state over the next 20 years. Much of the growth will occur in urban areas and on the Interstate highway system. Truck traffic moving to and from Colorado accounted for 10 percent of the average annual daily truck traffic (AADTT) on the FAF road network. Approximately 10 percent of truck traffic involved in-state shipments, and 20 percent involved trucks traveling across the state to other markets. About 60 percent of the AADTT were not identified with a route-specific origin or destination. *(Freight Transportation Profile – Colorado Freight Analysis Framework)*

Table 21 - Top Five Commodities Shipped to, From, and Within Colorado by All Modes: 1998/2020

The following table shows the top five commodity groups shipped to, from, and within Colorado by all modes. The top commodities by weight are nonmetallic minerals and coal. By value, the top commodities are transportation equipment and mail or contract traffic." *(Freight Transportation Profile – Colorado Freight Analysis Framework)*

Colorado Commodity	Tons (millions)		Colorado Commodity	Value (billions $)	
	1998	2020		1998	2020
Nonmetallic Minerals	40	44	Transportation Equipment	17	24
Coal	35	42	Mail or Contract Traffic	15	47
Farm Products	26	30	Food or Kindred Products	13	26
Clay, Concrete, Glass or Stone	24	47	Freight All Kinds (FAK)	11	23
Food or Kindred Products	15	23	Chemicals or Allied Products	10	21

Source: FHWA

a U.S. mail or other small packages.

b The "Freight All Kinds" category refers to general freight shipments.

PUBLIC TRANSPORTATION

The following section discusses demand for transit services in the Central Front Range TPR based on standard estimation techniques and information from providers and users. The transit demand was used in the identification of transit service needs for the next 25 years. These different methods are used to estimate the maximum transit trip demand in the Central Front Range:

- Transit Cooperative Research Program
- Transit Needs and Benefits Study
- Ridership Trends

Feedback from residents within the community also plays a critical role in the regional planning process. Public meetings throughout the region allow citizens to express their ideas and provide suggestions to the planning document. Chapter II provides detailed information regarding the public meetings held within the region.

Transit Cooperative Research Program

An important source of information and the most recent research regarding demand for transit services in *rural areas* and for persons who are elderly or disabled is the Transit Cooperative Research Program (TCRP) Project A-3: Rural Transit Demand Estimation Techniques. This study, completed by SG Associates, Inc. and LSC, represents the first substantial research into demand for transit service in rural areas and small communities since the early 1980s.

The TCRP Methodology is based on *permanent* population. Thus, the methodology provides a good look at transit demand for the Central Front Range. The ***2030 Transit Element*** presents the transit demand for 2002 and for year 2030, based on population projections from the Colorado Department of Local Affairs. The total current (2002) transit demand for the Central Front Range, using the TCRP Methodology, is approximately 156,700 annual trips. Total 2030 transit demand is 334,500 annual trips, an increase of 113.5%. These estimates do not include program trips for agencies like Head Start and Mental Health Services. For more information on program demand, see ***the Transit Element.***

Table 22 – Estimated Public Transit Demand

Estimated Public Transit Demand					
Area	2002 Trips		2030Trips		Total Change
	Per Day	Annual	Per Day	Annual	
Custer County	32	8,220	75	19,210	133.7%
El Paso County	102	26,030	172	43,790	68.2%
Fremont County	343	87,580	546	139,220	59.0%
Park County	69	17,510	404	103,130	489.0%
Teller County	68	17,360	114	29,150	67.9%
Region	614	156,700	1,311	334,500	113.5%

Source: LSC, 2003

Transit Needs and Benefits Study (TNBS)

The Colorado Department of Transportation completed a Transit Needs and Benefits Study (TNBS) for the entire state in 1999. An update of the existing transit need was performed in 2000 using 1999 data, which replaced the 1996 data from the original study. Transit need estimates were developed for the entire state, for each region, and on a county-by-county basis.

The LSC Team updated the TNBS transit need estimates using the recently released 2000 census data. Table 22 provides a summary of the needs using the 1996, 1999, and 2000 data. The TNBS approach used a combination of methodologies and aggregated the need for the Central Front Range. However, the approach used factors based on statewide characteristics and is not specific to this region. The TNBS level of need should be used as a guideline to the level of need and as a comparison for the other methodologies.

Table 23 - TNBS Updated Transit Need Estimates

TNBS Updated Transit Need Estimates			
Transit Category	1996	1999	2002
Rural General Public	802,100	970,736	1,303,822
Disabled	4,230	6,130	15,370
Program Trips	481,521	486,255	747,358
Urban Area	n/a	n/a	n/a
Resort Area	n/a	n/a	n/a
Annual Need	1,287,851	1,463,121	2,066,910
Annual Trips Provided	110,000	236,181	230,200
Need Met (%)	9%	16%	11%
Unmet Need (%)	91%	84%	89%

Source: LSC, 2003.

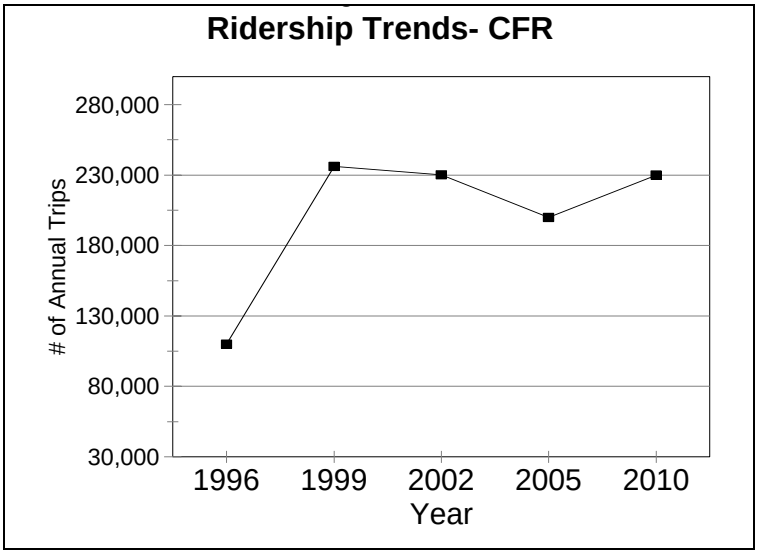
Ridership Trends

The final approach looking at short-term transit demand is to evaluate recent trends in ridership. This approach is valid in areas where there do exist transit services such as in the Central Front Range. Figure 11 shows the past ridership trends and ridership projections based on recent trends for the Central Front Range—includes all public and private providers such as taxi service, Head Start, public transit, etc. This

section is based on existing ridership and is projected to year 2010. The ridership trends and projections *do not* estimate the transit need within the study area.

As can be seen in this graph, the transit ridership decreased in the recent years due to the discontinuation of Developmental Opportunities in Cañon City. However, over the next five to ten years, ridership will increase. The graph shows a conservative estimate. The creation of a Rural Transportation Authority is under consideration that would implement a 0.5% tax increase dedicated to regional transit. If passed, ridership projections will likely change dramatically, as much as double. Demand will also be affected by the increases or decreases in population for the study area. Transit ridership for year 2005 is estimated at approximately 200,000 and for 2010 is estimated at 230,000 annual trips for the Central Front Range.

Figure 11 - Ridership Trends



VII - CORRIDOR VISIONS - ALTERNATIVES ANALYSIS

CORRIDOR VISION PROCESS

This plan makes a break from past regional planning process. In the past, the plan has been a strictly "project specific" plan, focusing on detailed needs and plans at precise locations. This led to an unwieldy plan that might address very specific needs, but sometimes failed to address regional needs from a systems perspective.

The 2030 Long Range Transportation Plan begins to build a "corridor-based" plan that will more effectively envision the long term needs on any given corridor, rather than focusing on specific intersections, safety issues or capacity issues from milepost X to milepost Y. This part of the plan examined what the final build out needs might be given population growth, traffic growth, truck movements, and other operational characteristics of the facility. Then, an effort was made to give some level of priority for implementation. These steps will help guide investment decisions throughout the planning period.

Several steps were followed in order to achieve this goal:

1. Identify corridor segments with common operating characteristics and future needs
2. Develop a Corridor Vision for each corridor segment
3. Develop Goals/Objectives for each corridor segment
4. Develop Strategies to achieve the Goals for each corridor segment
5. Assign a Primary Investment Category

Corridor Vision Purpose

- Integrates community values with multi-modal transportation needs
- Provides a corridor approach for a transportation system framework
- Strengthens partnerships to cooperatively develop a multi-modal system
- Provides administrative and financial flexibility in the Regional and Statewide Plans
- Links investment decisions to transportation needs
- Promotes consistency and connectivity through a system-wide approach
- Creates a transportation vision for Colorado and surrounding states

Primary Investment Category

CDOT allocates funds to various programs, including System Quality (Preservation of the Existing System), Mobility, Safety, Program Delivery, Statewide Programs, and Priority Projects. The Corridor Vision process is designed to investigate the first three –System Quality, Mobility, and Safety in terms of regional priorities. The remaining programs are under the authority of CDOT where the Transportation Commission makes programming decisions.

For the purposes of this plan, the RPC examined all the available background data as presented in Chapter IV – Transportation System Inventory, matched unmet needs with the Regional Vision, Values and Goals expressed in Chapter III, and determined what the ultimate needs are on each corridor segment that are consistent with the needs and desires of the community. With this in mind, the RPC assigned a Primary Investment Category to each segment. This does not in any way imply that other types of projects may be

needed on any given corridor. For instance, if Safety was determined to be the Primary Investment Category, the most pressing need may be for Safety type projects – passing lanes, straightening, signage, intersection improvements, etc. But, there may also be spot locations in the corridor that need to be addressed from a congestion or capacity standpoint, the main focus of the Mobility category. Likewise, if a segment has been selected primarily for System Quality improvements, there may also be a need for spot Safety or Mobility improvements. The goal has been to identify the primary set of needs gvien the corridor's place in the regional system hierarchy.

Goal Selection

The following types of goals can be achieved within each category:

Mobility

- Increase travel reliability and improve mobility
- Reduce traffic congestion and improve traffic flow
- Maintain statewide transportation connections
- Coordinate transportation and land use decisions
- Support economic development while maintaining environmental responsibility
- Support commuter travel
- Support recreation travel
- Provide for tourist-friendly travel
- Improve access to public lands
- Accommodate growth in freight transport
- Provide improved freight linkages
- Expand transit usage
- Increase bus ridership
- Provide for bicycle/pedestrian travel
- Increase air travel availability
- Increase Transportation Demand Management, i.e., carpool, telecommute
- Provide information to traveling public

Safety

- Reduce fatalities, injuries and property damage crash rate
- Promote education to improve safe driving behavior
- Provide for safe movement of bicycles and pedestrians
- Eliminate shoulder deficiencies
- Improve signing/striping

System Quality

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges
- Promote transportation improvements that are environmentally responsible
- Maintain transit vehicles and facilities in good condition
- Maintain airport facilities in good condition
- Maintain responsible water quality procedures

Representative Projects

Throughout the course of the planning process, numerous specific projects were identified to address very specific and real needs. These project ideas have, in some cases, been on the table for some time, even years, awaiting the right time and the right funding opportunities. During this transition to a "corridor based" plan, it is important to keep sight of these needs. In order to do so, this chapter also identifies Representative Projects.

These projects are listed to provide examples of projects that might be constructed in the corridor. This list is not intended to be all-inclusive, but to provide a means of keeping regionally significant potential projects as part of the long-range plan. Listing here does not imply any priority among these projects or among other projects that are consistent with the Corridor Vision, but not listed. Transit projects listed here are significant regional projects and may compete for Regional Priority Program funding. All local transit projects are included in the 2030 ***Transit Element***. Aviation projects listed here may be generated at the local community level and are not necessarily endorsed or supported by either CDOT or the FAA. A complete list of Representative Projects, with estimated costs, has been included in the Appendix.

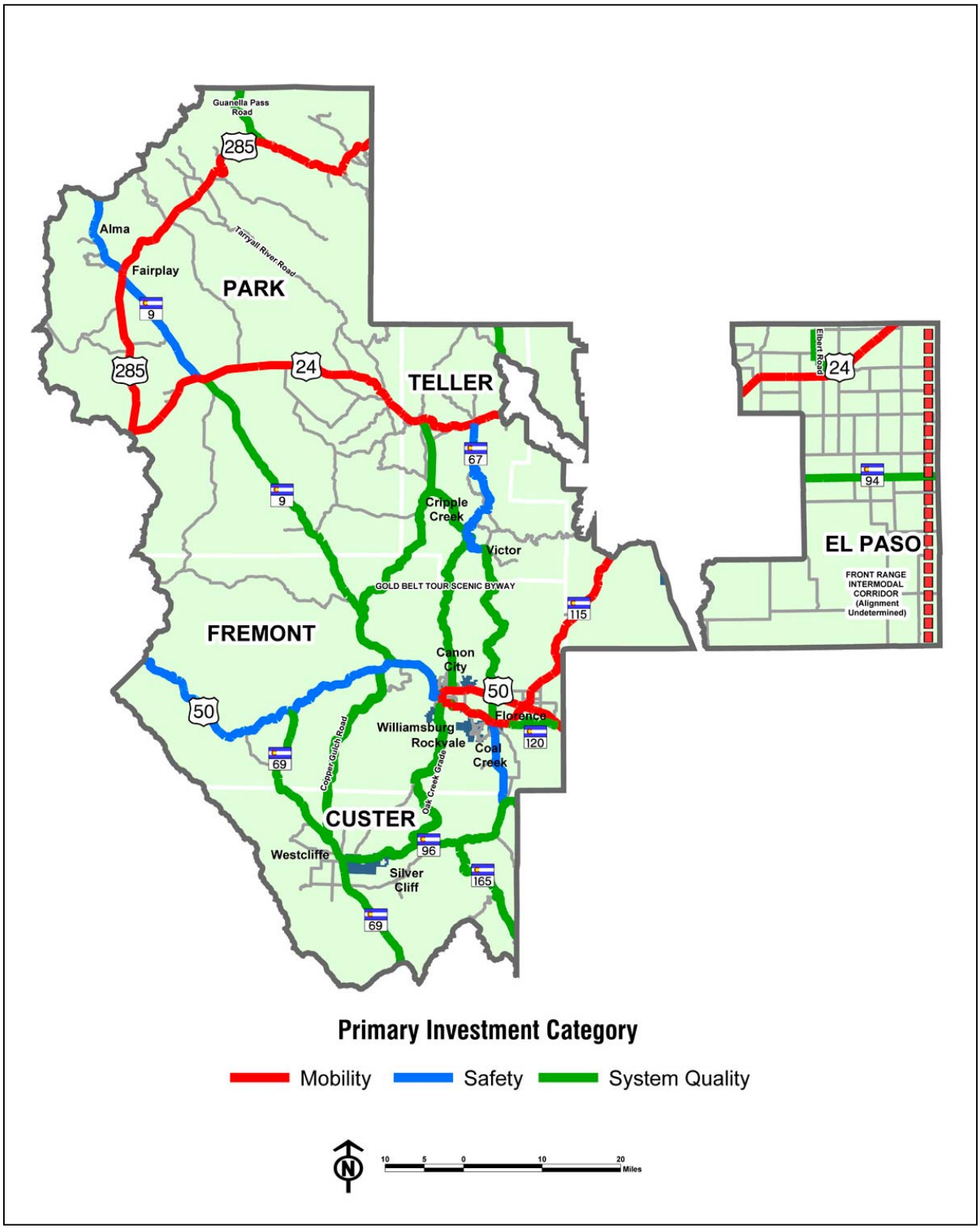
Corridor Vision Discussion Questions

The following questions were used to help facilitate a Corridor Vision discussion to identify local values and transportation needs.

1. What purpose does transportation serve for the community?
2. What are the transportation needs for your community in the future?
3. Do you expect major growth in population, recreation, employment, and or commercial sectors?
4. Are there congested areas?
5. Are there areas with safety problems in the corridor?
6. Are there areas that will need work, i.e., pavement conditions?
7. Is there a need for transit, bicycle/pedestrian, aviation, transportation demand management, and local roadway networks?
8. Are there natural resources, environmental concerns or areas of special interest to protect?

Corridor Vision Segments				
Corridor Name	Description (from/to)	Within TPR		Primary Investment Category
		Beg MP	End MP	
SH 9 A	US 50 north to US 24 (Hartsel)	0.000	47.582	System Quality
SH 9 B	US 24 (Hartsel) north to Breckenridge	47.582	76.396	Safety
US 24 A (i)	Trout Creek Pass east to Lake George	225.569	265.330	Mobility
US 24 A (ii)	Lake George east to SH 67 (Woodland Park)	265.330	282.000	Mobility
US 24 G	Elbert Rd. east to I-70 (Limon)	335.389	350.580	Mobility
US 50 A (i)	East of Salida east to SH 115 (Cañon City)	225.578	278.704	Safety
US 50 A (ii)	SH 115 (Cañon City) east to I-25 (Pueblo)	278.704	296.136	Mobility
SH 67 A-B	Wetmore north to US 50	0.000	14.999	Safety
SH 67 C	Victor north to Divide	45.560	69.999	Safety
SH 67 D	Woodland Park north to Sedalia	82.460	87.142	System Quality
SH 69 A	US 160 (Walsenburg) north to US 50 (Texas Cr)	42.156	82.877	System Quality
SH 94 A	Ellicott east to US 40	17.100	35.08	System Quality
SH 96 A	Westcliffe east to I-25 (Pueblo)	0.000	29.202	System Quality
SH 115 A (i)	US 50 Cañon City east to US 50	0.000	13.960	Mobility
SH 115 A (ii)	US 50 north to Colo Spgs limit	13.960	38.671	Mobility
SH 120 A	SH 115 east to US 50	0.000	6.999	System Quality
SH 165 A	SH 96 (Custer Co) east to I-25 (Pueblo)	0.000	18.758	System Quality
US 285 D (i)	US 24 (Antero Jct) north to SH 9 (Fairplay)	162.001	181.971	Mobility
US 285 D (ii)	SH 9 (Fairplay) north to Bailey	181.971	221.925	Mobility
US 285 D (iii)	Bailey north to Conifer	221.925	228.839	Mobility
Copper Gulch Road	Forest Rd – SH 69 (Westcliffe) to Cañon City	Westcliffe	Cañon City	System Quality
Elbert Road	US 24 (Peyton) north to SH 86 (Kiowa)	Peyton	County Line	System Quality
Front Range Intermodal Corridor	High speed multimodal corridor east of I-25 (“Superslab”)	s/o Pueblo	n/o Ft Collins	Mobility
Gold Belt Tour Scenic Byway	Phantom Cañon Rd., Shelf Rd., High Park Rd., Teller Co Rd. 1, US 50	Florence	Florissant	System Quality
Guanella Pass	Forest Rd - US 285 (Grant) to I-70 (Georgetown)	Grant	County Line	System Quality
Oak Creek Grade	Forest Rd – Silver Cliff to Cañon City	Silver Cliff	Cañon City	System Quality
Tarryall River Rd	Forest Highway 81/Park County Rd. 77	US 24	Jefferson	System Quality

Map 27 - Primary Investment Category



CORRIDOR VISIONS

Corridor	SH 9 A	Primary Investment Category SYSTEM QUALITY
Description	SH 9 - US 50 north to US 24 (Hartsel)	
Beg MP 0.000		End MP 47.582

Vision Statement

The Vision for the **SH 9 - US 50 north to US 24 (Hartsel)** corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a regional facility, provides local access, and makes north-south connections between US 50, an interregional highway, and the South Park area. The predominant current and future travel mode will continue to be passenger vehicle. Based on historic and projected population and employment levels and projected AADT, both passenger and freight traffic volumes are expected to increase slightly. The local economy depends on agriculture and tourism. Users of this corridor want to preserve the rural mountain character of the area while supporting the movement of traffic in and through the corridor.

Goals / Objectives

- Support recreation travel
- Reduce shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Support existing transit service

Strategies

- Improve geometrics
- Construct intersection improvements
- Add passing lanes
- Add turn lanes
- Add/improve shoulders
- Add surface treatment/overlays
- Bridge repairs/replacement
- Provide and expand transit bus services

Representative Projects – SH 9A

	Investment Category
• Safety/geometric improvements as needed	Safety
• Pavement overlay as needed	System Quality

Corridor	SH 9 B	Primary Investment Category SAFETY
Description	SH 9 - US 24 (Hartsel) north to Breckenridge	
Beg MP 47.582		End MP 76.396

Vision Statement

The Vision for the **SH 9 - US 24 (Hartsel) north to Breckenridge** corridor is primarily to improve safety as well as improve safety and maintain system quality. This corridor connects to places outside the region and makes north-south connections via Hoosier Pass. This is an important commuter route for workers in the ski industry. Severe winter weather is a factor in mobility and maintenance issues. Future travel modes include passenger vehicle, bus service, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area serves towns, cities, and destinations within the corridor, but also provides a link from the Front Range to the central mountain recreation areas in Summit County and along the I-70 corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. Communities and travelers in the corridor value transportation choices and connections to other areas. Tourism is the predominant economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists and commuters in and through the corridor.

Goals / Objectives

- Increase travel reliability and improve mobility through safety improvements
- Support commuter travel
- Support recreation travel
- Support existing transit service
- Construct wider shoulders where feasible
- Reduce crash rate

Strategies

- Improve shoulders
- Improve visibility/sight lines
- Add turn lanes & accel/decel lanes turn lanes
- Mitigate congestion and safety hot spots
- Provide and expand transit bus services
- Promote carpooling and vanpooling
- Vehicle pull outs
- Promote use and maintenance of Variable Message Signs
- Provide bicycle/pedestrian facilities
- Repair and reconstruct bridges
- Maintain optimum surface condition
- Improve drainage

Representative Projects - SH 9 B

	Investment Category
• Safety/geometric/shoulder improvements as needed	Safety
• Reconstruction - Fairplay to Hoosier Pass	Mobility
• Improve intersection - at US 285 south & 1 mile n/o Fairplay	Safety
• Drainage/curb/sidewalk through Alma	System Quality
• Drainage/curb/sidewalk through Fairplay	System Quality
• Reconstruct bicycle/pedestrian path Fairplay to Alma	System Quality
• Repair/replace SD/FO bridges (8)	System Quality
• Commuter Service to Ski Area	Mobility
• Pavement overlay as needed	System Quality

Corridor	US 24 A (i)	Primary Investment Category MOBILITY
Description	US 24 – Trout Creek Pass east to Lake George	
Beg MP 225.569		End MP 265.330

Vision Statement

The Vision for the **US 24 - Trout Creek Pass east to Lake George** corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves primarily to connect to places outside the region, making east-west connections between the upper Arkansas River and South Park areas. While current traffic volumes do not indicate capacity improvements, future volumes may make capacity increases necessary. Currently, the corridor segment has three distinct sets of operating characteristics:

- The western portion of the segment, Trout Creek Pass, currently has significant periodic congestion as well as on-going safety concerns on the winding, steep road.
- The South Park and Wilkerson Pass area currently shows little congestion, but may require reconstruction.

This corridor will develop as an alternative route from the Front Range to recreation communities in the central mountain area. Future travel modes include passenger vehicle, truck freight, and bicycle and pedestrian facilities. Based on historic and projected population and employment levels, as well as projected travel demand, both passenger and freight traffic volumes are expected to increase significantly. The segment provides a critical link between the developing US 285 freight corridor from New Mexico to Denver and Colorado Springs. The corridor provides incident relief to I-70 as well as an alternative for Front Range residents seeking access to mountain recreation opportunities. The communities along the corridor value connections to other areas and safety. They depend on tourism and, to some extent agricultural activity, for an economic base in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists in and through the corridor.

Goals / Objectives

- Reduce traffic congestion and improve traffic flow
- Support recreation travel
- Support existing transit service
- Rehabilitate/replace deficient bridges
- Reduce shoulder deficiencies
- Provide for bicycle/pedestrian travel

Strategies

- Improve hot spots
- Passing lanes
- Intersection improvements
- Improve geometrics
- Turn lanes
- Add/improve shoulders

- Add roadway pullouts for breakdowns and slow vehicles
- Bridge repairs/replacement
- Add rest areas
- ITS Traveler Information/ Variable Message Signs
- Provide and expand transit bus services
- Access management plans

Representative Projects - US 24 A (i)

	Investment Category
• Geometric improvements - Trout Creek Pass	Mobility
• Safety related geometrics - Antero Jct to Divide	Safety
• Safety/geometric improvements as needed	Safety
• Pavement overlay as needed	System Quality

Corridor	US 24 A (ii)	Primary Investment Category MOBILITY
Description	US 24 – Lake George east to SH 67 (Woodland Park)	
Beg MP 265.330		End MP 282.000

Vision Statement

The Vision for the **US 24 – Lake George east to SH 67 (Woodland Park)** corridor is primarily to increase mobility and includes improving safety and maintaining system quality. This corridor serves as a multi-modal National Highway System facility (from Divide to Woodland Park), provides commuter access, and makes east-west connections within the mountainous region west of Colorado Springs. It is a primary connector to corridors serving the gaming community of Cripple Creek. Current and future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). The highway serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase to near urban levels. The corridor serves as a major long distance commuting route. While recent capacity increases have alleviated congestion on the eastern portion of the segment for now, sustained future growth will necessitate on-going upgrades to the highway, public transportation, and non-motorized transportation. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, and safety. They depend on tourism and gaming for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists and commuters in and through the corridor.

Goals / Objectives

- Increase travel reliability and improve mobility
- Support commuter travel
- Support recreation travel
- Support existing transit service
- Improve crash rates at hot spots

Strategies

- Construct new intersections
- Consolidate and limit access and develop access management plans
- Provide and expand transit bus including incentives with gaming industry
- Provide inter-modal connections
- Construct and maintain Park'n Ride facilities
- Travel Demand Management strategies
- Provide bicycle/pedestrian facilities
- Promote use and maintenance of Variable Message Signs/ITS
- Traffic signals
- Safety programs

Representative Projects - US 24 (ii)

	Investment Category
• Reconstruction - Divide to Woodland Park	Mobility
• Safety/geometric improvements as needed	Safety
• Pavement overlay as needed	System Quality
• Conservation easement - Clark Ranch	System Quality
• Detached bicycle/pedestrian path - Lake George to Divide	System Quality
• Historic Midland Depot Traveler/Visitor Intermodal Center/ Park 'n Ride (Divide)	Mobility

Corridor	US 24 G	Primary Investment Category MOBILITY
Description	US 24 – Elbert Rd. east to I-70 (Limon)	
Beg MP 335.389		End MP 350.580

Vision Statement

The Vision for the **US 24 - Peyton east to I-70 (Limon)** corridor is to increase mobility as well as to improve safety and maintain system quality. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections from the plains east of Colorado Springs. It is a link to the Ports to Plains Corridor on US 287 and to I-70 from Colorado Springs. Future travel modes include passenger vehicle, truck freight, aviation, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. Many local roads serves as high volume collectors and feed traffic to the primary highway corridor. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, and safety. The vision includes providing a safe and efficient airport that maximizes existing investment while also meeting the current and future needs of the traveling public. Local communities depend on agriculture and, to some extent, commercial activity for economic activity. However, the primary use is as a commuter route, long distance travel, and freight movement. Users of this corridor want to preserve the rural character of the area while supporting the movement of commuters and freight.

Goals / Objectives

- Support commuter travel
- Accommodate growth in truck traffic and intermodal freight
- Support existing transit service
- Provide for bicycle/pedestrian travel
- ITS/Traveler information
- Maintain bridges in optimal condition
- Ensure that airport facilities are maintained in a safe operating condition while at the same time are adequate to meet the existing and projected demands

Strategies

- Super 2 construction
- Improve intersections
- Provide and expand transit bus services
- Construct and maintain Park’n Ride facilities
- Provide inter-modal connections
- Consolidate and limit access and develop access management plans
- Promote Travel Demand Management strategies
- Provide bicycle/pedestrian facilities

- ITS/Variable Message Signs
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan

Representative Projects - US 24 G

	Investment Category
• Minor widening/shoulders	Mobility
• Safety/geometric improvements as needed	Safety
• Pavement overlay as needed	System Quality
• Repair/replace SD/FO bridges (16)	System Quality
• Meadow Lake Airport/Calhan - Widen runway from 50' to 60'	Safety
• Meadow Lake Airport/Calhan - install rotating beacon	Safety

Corridor	US 50 A (i)	Primary Investment Category SAFETY
Description	US 50 – East of Salida east to SH 115 (Cañon City)	
Beg MP 225.578		End MP 278.704

Vision Statement

The Vision for the **US 50 – East of Salida east to SH 115 (Cañon City)** corridor is primarily to improve safety and to maintain system quality, but includes mobility in terms of public transportation and pedestrian improvements. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections within the central mountains area. This corridor will develop as a southern alternative to I-70 for tourist and freight movements, providing interstate level mobility. Future travel modes include passenger vehicle, bus service, truck freight, rail freight, bicycle and pedestrian facilities, and aviation. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism and agriculture for economic activity in the area. The Arkansas River canyon is one of the most scenic in the state, providing high quality fishing and whitewater rafting opportunities. Public access to the river is available through numerous BLM operated access points. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists, freight, and access to urban services.

Goals / Objectives

- Reduce shoulder deficiencies
- Support recreation travel
- Accommodate growth in freight transport
- Support existing transit service
- Provide information to traveling public

Strategies

- Add passing lanes
- Improve geometrics
- Add/improve shoulders
- Roadway pullouts for trucks, buses, slow moving vehicles
- Provide and expand transit bus services
- Provide bicycle/pedestrian facilities
- ITS/ Variable Message Signs
- Rockfall mitigation
- Improve access to public lands
- Reduce crashes and congestion at hotspots
- Maintain bridges in optimal condition
- Preserve existing rail corridor

Representative Projects - US 50 A (i)

	Investment Category
• Safety/geometric improvements as needed	Safety
• Pavement overlay as needed	System Quality
• Repair/replace SD/FO bridges (19)	System Quality
• Intercity bus service - US 50 corridor	Mobility

Corridor	US 50 (ii)	Primary Investment Category MOBILITY
Description	US 50 - SH 115 (Cañon City) east to I-25 (Pueblo)	
Beg MP 278.704		End MP 296.136

Vision Statement

The Vision for the **US 50 - SH 115 (Cañon City) east to I-25 (Pueblo)** corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal National Highway System facility, provides commuter access, and makes east-west connections within the foothills and plains from Cañon City to the Pueblo area. Cañon City is the largest urban area in Colorado not in an MPO. This corridor will develop as a southern alternative to I-70 for tourist and freight movements, providing interstate level mobility. Future travel modes include passenger vehicle, bus service, truck freight, rail freight, bicycle and pedestrian facilities, aviation, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. The communities along the corridor value high levels of mobility and connections to other areas. The vision includes providing a safe and efficient airport that maximizes existing investment while also meeting the current and future needs of the traveling public. Local communities depend on manufacturing, commercial activity, and Department of Corrections facilities for economic activity. Users of this corridor want to preserve the rural/urban mix character while supporting the movement of commuters and freight in and through the corridor.

Goals / Objectives

- Support commuter travel
- Accommodate growth in freight transport
- Support existing transit service
- Provide bicycle/pedestrian facilities
- Provide Travel Demand Management services
- Ensure that airport facilities are maintained in a safe operating condition while at the same time are adequate to meet the existing and projected demands.

Strategies

- Add roadway bypasses (Cañon City)
- Add/improve interchanges/intersections
- Construct and maintain Park'n Ride facilities
- Provide and expand transit bus services
- Provide inter-modal connections
- Promote Travel Demand Management strategies
- Provide bicycle/pedestrian facilities
- Promote use and maintenance of Variable Message Signs/ITS
- Maintain street sweep program to reduce particulate matter in Cañon City

- Preserve existing rail corridor
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan

Representative Projects - US 50 A (ii)

	Investment Category
• Bicycle/pedestrian improvements	System Quality
• Cañon City Bypass	Mobility
• Intersection improvements – Pueblo Community College	Safety
• Safety related geometrics	Safety
• Pavement overlay as needed	System Quality
• Intercity bus service - US 50 corridor	Mobility
• Fremont County Airport/Cañon City - Land Acquisition for airport upgrade to C-II standards	Mobility
• Fremont County Airport/Cañon City - Extend runway to 7000' phase I	Safety
• Fremont County Airport/Cañon City - Extend runway to 7000' phase II	Safety
• Fremont County Airport/Cañon City - Upgrade runway safety area to C-II standards	Mobility
• Fremont County Airport/Cañon City - Upgrade airport to C-II standards phase II	Mobility
• Fremont County Airport/Cañon City - Widen runway to 100'	Safety
• Fremont County Airport/Cañon City - ARFF Building and equipment	Safety

Corridor	SH 67 A-B	Primary Investment Category SAFETY
Description	SH 67 - Wetmore north to US 50	
Beg MP 0.000		End MP 14.999

Vision Statement

The Vision for the **SH 67 - Wetmore north to US 50** corridor is primarily to improve safety as well as to maintain system quality. This corridor primarily serves as a local facility and makes north-south connections between the Arkansas River valley east of Cañon City and the Wet Mountain Valley and Sangre de Cristo Mountains. The primary travel mode is now and will continue to be passenger vehicles. The transportation system in the area primarily serves towns and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the about the same. The communities along the corridor value safety and system preservation. They depend on agriculture and residential ex-urban communities for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of commuters and farm-to-market products.

Goals / Objectives

- Eliminate shoulder deficiencies
- Support recreational travel
- Reduce fatalities, injuries and property damage crash rate
- Improve signing/striping
- Maintain or improve pavement to optimal condition
- Support existing transit service

Strategies

- Add passing lanes
- Add/improve shoulders
- Construct intersection improvements
- Add turn lanes
- Improve visibility/sight lines
- Flatten curves
- Provide bicycle/pedestrian facilities
- Improve hotspots
- Maintain or improve deficient bridges
- Market transit services and provide incentives
- Provide and expand transit bus services

Representative Projects - SH 67 A-B

	Investment Category
• Safety related geometrics/intersection improvements – Wetmore to Florence	Safety
• Pavement overlay as needed	System Quality
• Safety/geometric improvements as needed	Safety

Corridor	SH 67 C	Primary Investment Category SAFETY
Description	SH 67 - Victor north to Divide	
Beg MP 45.560		End MP 69.999

Vision Statement

The Vision for the **SH 67 - Victor north to Divide** corridor is primarily to improve safety and system quality as well as to increase mobility through safety and public transportation improvements. This corridor serves as a multi-modal local facility, provides commuter access, and makes north-south connections within the mountainous area west of Pikes Peak. The corridor also serves as mainstreet in Victor and a portion of downtown Cripple Creek. Future travel modes include passenger vehicle, bus service, truck freight, bicycles/pedestrians and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area serves towns, cities, and destinations within the corridor as well as connects to destinations outside of the corridor, primarily to the Colorado Springs area via US 24. The American Discovery Trail is a major interregional trail planned for the area. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. The communities along the corridor value high levels of mobility, safety, and transportation choices. They depend on tourism and gaming for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists and commuters in and through the corridor. Future traffic volume projections indicate severe congestion. While the terrain inhibits traditional capacity additions to the highway, incremental gains in mobility may be achieved with improvements at spot locations. Development of alternative modes should be pursued to alleviate congestion. Development of off-system parallel routes will also assist in disseminating traffic.

Goals / Objectives

- Support recreation travel
- Support commuter travel
- Improve truck freight mobility
- Support existing transit service
- Reduce fatalities, injuries and property damage crash rate
- Transportation Demand Management
- Support enhancements to historical preservation

Strategies

- Add/improve shoulders
- Add passing lanes
- Flatten curves
- Add guardrails
- Improve geometrics
- Add rumble strips in dangerous areas
- Roadway pullouts for slow moving or disabled vehicles

- Construct, improve and maintain the system of local collector roads
- Market transit services and provide incentives
- Provide and expand transit bus services
- Provide bicycle/pedestrian facilities
- Promote Travel Demand Management/Park ‘n Ride, etc.
- Promote use and maintenance of Variable Message Signs/ITS

Representative Projects - SH 67 C

	Investment Category
• Safety related geometrics - realignment move SH 67 1 block south from Bennett to Meyers	Mobility
• Safety/geometric improvements Victor to Cripple Creek	Safety
• Pavement overlay as needed	System Quality
• American Discovery Trail	System Quality
• Gateway to Cripple Creek	System Quality
• Cripple Creek Gamming Corridor Study	Mobility
• Safety related geometrics – Cripple Creek to Divide	Safety
• Extend state jurisdiction through Victor	System Quality

Corridor	SH 67 D	Primary Investment Category SYSTEM QUALITY
Description	SH 67 - Woodland Park north to Sedalia	
Beg MP 82.460		End MP 87.142

Vision Statement

The Vision for the **SH 67 - Woodland Park north to Sedalia** corridor is primarily to maintain system quality as well as to improve safety. This corridor provides local access and makes north-south connections within the upper Platte River basin. The primary travel mode will continue to be passenger vehicle. The transportation system in the area serves destinations within the corridor. Based on projected use, traffic volumes are expected to stay about the same. Users of the corridor value system preservation. Recreation is the major economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists in and through the corridor.

Goals / Objectives

- Preserve the existing transportation system
- Reduce shoulder deficiencies
- Support recreation travel
- Provide for safe movement of bicycles and pedestrians
- Support existing transit service

Strategies

- Add/improve shoulders
- Improve geometrics
- Construct intersection improvements
- Add passing lanes
- Add turn lanes
- Construct roadway pullouts for slow moving or disabled vehicles
- Provide and expand transit bus services
- Provide bicycle/pedestrian facilities

Representative Projects - 67 D

	Investment Category
• Safety related geometric improvements/shoulders	Safety
• Pavement overlay as needed	System Quality

Corridor	SH 69 A	Primary Investment Category SYSTEM QUALITY	
Description	SH 69 - US 160 (Walsenburg) north to US 50		
Beg MP 42.156		End MP 82.877	

Vision Statement

The Vision for the **SH 69 - US 160 (Walsenburg) north to US 50** corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a local facility, connects to places outside the region, and makes north-south connections within the Wet Mountain Valley area. Primary current and future travel modes will be passenger vehicles, with increased truck traffic serving local communities, pending improvements. The transportation system in the area serves towns within the corridor as well as provides access to recreation areas. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase somewhat while freight volume will remain constant. However, freight volumes may increase if future road way improvements are implemented. The communities along the corridor value connections to other areas, system preservation, and safety. The vision includes providing a safe and efficient airport that maximizes existing investment while also meeting the current and future needs of the traveling public. The local economy depends on tourism and agriculture. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists and farm-to-market products in and through the corridor.

Goals / Objectives

- Reduce shoulder deficiencies
- Support recreation travel
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Support existing transit service
- Ensure that airport facilities are maintained in a safe operating condition while at the same time are adequate to meet the existing and projected demands.

Strategies

- Repair or replace SD/FO bridges
- Improve geometrics
- Add passing lanes
- Add turn lanes
- Improve visibility/sight lines
- Flatten curves
- Add/improve shoulders
- Guardrails
- Construct pullouts for slow moving or disabled vehicles
- Provide and expand transit bus
- Provide bicycle/pedestrian facilities
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan.

Representative Projects - SH 69 A

	Investment Category
• Intersection improvements at CCR 328 (Rosita Rd) (3 miles s/o Westcliffe)	Safety
• Intersection improvements at Copper Gulch Rd (3 miles n/o Westcliffe)	Safety
• Intersection improvements at SH 96	Safety
• Safety related geometrics - curve 9 m s/o Westcliffe	Safety
• Safety related geometrics - Westcliffe to US 50 (Texas Creek)	Safety
• Safety/geometric improvements as needed	Safety
• Pavement overlay as needed	System Quality
• Silver West Airport/Westcliffe - Site Prep for runway improvements	Safety
• Silver West Airport/Westcliffe - Environmental Study and design for runway improvements	Safety
• Silver West Airport/Westcliffe - Construct and pave runway	Safety
• Silver West Airport/Westcliffe - GPS approach	Safety
• Silver West Airport/Westcliffe - Install a rotating beacon*	Safety
• Silver West Airport/Westcliffe - Install REIL's	Safety
• Silver West Airport/Westcliffe - PAPI/VASI	Safety
• Silver West Airport/Westcliffe - Weather Reporting equipment*	Safety
• Silver West Airport/Westcliffe - Medium Intensity runway lighting*	Safety

Corridor	SH 94 A	Primary Investment Category SYSTEM QUALITY
Description	SH 94 - Ellicott east to US 40/287	
Beg MP 17.100		End MP 35.080

Vision Statement

The Vision for the **SH 94 - Ellicott east to US 40/287** corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a multi-modal local facility, connects to places outside the region, and makes east-west connections between the Colorado Springs area and the plains east of the city. It is a trucking link to the Ports to Plains Corridor on US 287 and serves Schreiver Air Force Base. Future travel modes include passenger vehicle, truck freight, aviation, bicycles/pedestrians, and the potential for commuter transit from the developing outlying residential areas. The transportation system in the area serves destinations outside of the corridor as well as smaller communities and rural residents seeking access to Colorado Springs. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume may increase somewhat. The communities along the corridor value connections to other areas. The vision includes providing a safe and efficient airport that maximizes existing investment while also meeting the current and future needs of the traveling public. Residents depend on agriculture and residential communities for economic activity. Users of this corridor want to preserve the rural character of the area while supporting the movement of commuters and freight in and through the corridor.

Goals / Objectives

- Preserve the existing transportation system
- Reduce shoulder deficiencies
- Accommodate growth in freight transport
- Coordinate transportation and land use decisions
- Support Ride-share Programs
- Ensure that airport facilities are maintained in a safe operating condition while at the same time are adequate to meet the existing and projected demands.

Strategies

- Construct intersection improvements
- Preserve ROW for future corridor expansion
- Add passing lanes
- Add turn lanes
- Add/improve shoulders
- Improve hot spots
- Add surface treatment/overlays
- Consolidate and limit access/develop access management plans
- Promote carpooling and vanpooling
- Promote use and maintenance of Variable Message Signs/ITS
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan

Representative Projects - SH 94 A

	Investment Category
• Intersection improvements at Ellicott Rd	Safety
• Shoulder improvements	Safety
• Safety/geometric improvements as needed	Safety
• Pavement overlay as needed	System Quality
• Colorado Springs East Airport/Ellicott - Widen runway from 52' to 60'*	Safety
• Colorado Springs East Airport/Ellicott - Install Rotating Beacon*	Safety
• Colorado Springs East Airport/Ellicott - Public restrooms and telephone*	System Quality

Corridor	SH 96 A	Primary Investment Category SYSTEM QUALITY	
Description	SH 96 - Westcliffe east to I-25 (Pueblo)		
Beg MP 0.000		End MP 29.202	

Vision Statement

The Vision for the **SH 96 - Westcliffe east to I-25 (Pueblo)** corridor is primarily to maintain system quality as well as to improve safety. This corridor connects to places outside the region, and makes east-west connections within the Wet Mountain Valley area. It is part of the Frontier Scenic Byway. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and aviation. The transportation system in the area primarily serves towns and recreation destinations within the corridor as well as providing access to the Pueblo urban area. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay about the same. The communities along the corridor value system preservation and safety. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists and farm-to-market products in and through the corridor.

Goals / Objectives

- Reduce shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Support recreation travel
- Improve access to public lands
- Support existing transit service

Strategies

- Construct intersection improvements
- Add passing lanes
- Add turn lanes
- Geometric improvements
- Add/improve shoulders
- Roadway pullouts for slow moving or disabled vehicles
- Provide bicycle/pedestrian facilities
- Provide and expand transit services

Representative Projects - SH 96 A

	Investment Category
• Shoulders/passing lanes Hardscrabble Cañon e/o Silver Cliff	Safety
• Reconstruction - Jct SH 165 to Wetmore	System Quality
• Intersection improvements at jct SH 165	Safety
• Safety/geometric improvements as needed	Safety
• Pavement overlay as needed	System Quality

Corridor	SH 115 A (i)	Primary Investment Category MOBILITY
Description	SH 115 - US 50 (Cañon City) east to US 50	
Beg MP 0.000		End MP 13.960

Vision Statement

The Vision for the **SH 115 - US 50 (Cañon City) east to US 50** corridor is primarily to increase mobility through safety and system quality improvements, as well as to enhance public transportation. This corridor serves as a multi-modal local facility, acts as Main Street in Florence, and makes east-west connections within the Cañon City, Florence and other nearby areas. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves towns within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility and transportation choices. The route is heavily used for intra-area travel by local residents. The area depends extensively on Department of Corrections prison facilities for economic activity. Users of this corridor want to preserve the small urban and suburban character of the area while supporting the movement of commuters and access to services in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

- Support commuter travel
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Support existing transit service
- Accommodate growth in freight transport

Strategies

- Construct intersection improvements
- Add/improve shoulders
- Add traffic signals
- Consolidate and limit access and develop access management plans
- Provide bicycle/pedestrian facilities
- Provide and expand transit bus
- Construct and maintain Park'n Ride facilities
- Promote carpooling and vanpooling
- Drainage improvements

Representative Projects - SH 115 A (i)

	Investment Category
• Guardrail - Cañon City to Penrose (selected locations)	Safety
• Intersection improvements - Grand/Elm Aves.	Safety
• Intersection improvements - Jct SH 120	Safety
• Safety/geometric improvements as needed	Safety
• Pavement overlay as needed	System Quality

Corridor	SH 115 A (ii)	Primary Investment Category MOBILITY
Description	SH 115 - US 50 north to Colo Spgs limit	
Beg MP 13.960		End MP 38.671

Vision Statement

The Vision for the **SH 115 - US 50 north to Colorado Springs city limit** corridor is primarily to increase mobility as well as to maintain system quality and to improve safety. This corridor provides commuter access and makes north-south connections within the southern foothills between Florence/Penrose/Cañon City and Colorado Springs areas. The route is a popular segment for interregional bicycling, which has fallen into disfavor for its lack of continuous, safe shoulders to separate cyclists from motorized vehicles. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. The communities along the corridor value high levels of mobility. They depend on commercial activity for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of commuters, freight, and tourists.

Goals / Objectives

- Support commuter travel
- Accommodate growth in freight transport
- Provide for tourist-friendly travel
- Rehabilitate/replace deficient bridges
- Maintain airport facilities in good condition

STRATEGIES

- General capacity improvements
- Add passing lanes
- Shoulder improvements
- Intersection/interchange improvements
- Improve hot spots
- Add turn/accel/decel lanes
- Bicycle/pedestrian improvements
- Repair or replace functionally obsolete or structurally deficient bridges
- Promote carpooling and vanpooling
- Provide and expand transit bus services
- Promote Variable Message Signs/ITS
- Preserve ROW for future corridor expansion

Representative Projects - SH 115 A (ii)

	Investment Category
• Reconstruction - Salt Creek north	Mobility
• Stripe bike lane/shoulder Penrose to Colo Spgs	Safety
• Safety/geometric improvements as needed	Safety
• Pavement overlay as needed	System Quality
• Intersection improvements - K St. (Penrose)	Safety

Corridor	SH 120 A	Primary Investment Category SYSTEM QUALITY	
Description	SH 120 - SH 115 east to US 50		
Beg MP 0.000		End MP 6.999	

Vision Statement

The Vision for the **SH 120 - SH 115 east to US 50** corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a multi-modal local facility, provides local access, and makes east-west connections within the Arkansas River Valley in the Florence and Portland area. Current and future travel modes include passenger vehicle and truck freight. The transportation system in the area primarily serves destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to remain constant. The communities along the corridor value system preservation and depend on manufacturing for economic activity. Users of this corridor want to preserve the rural character of the area while supporting the truck movements in the corridor.

Goals / Objectives

- Preserve the existing transportation system
- Support truck movements
- Reduce shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges

Strategies

- Reconstruct roadways
- Improve geometrics
- Add turn lanes
- Add/improve shoulders
- Add surface treatment/overlays
- Bridge repairs/replacement
- Improve signage

Representative Projects - SH 120 A

	Investment Category
• Safety/geometric improvements as needed	Safety
• Pavement overlay as needed	System Quality
• Repair/replace SD/FO bridges (6)	Safety

Corridor	SH 165 A	Primary Investment Category SYSTEM QUALITY	
Description	SH 165 - SH 96 (Custer County) east to I-25		
Beg MP 0.000		End MP 18.758	

Vision Statement

The Vision for the **SH 165 - SH 96 (Custer County) east to I-25 (Pueblo)** corridor is primarily to maintain system quality. This corridor provides local access and makes north-south connections within the Wet Mountain area. Future travel modes include passenger vehicle and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. It also serves as a recreation gateway to the Sangre de Cristo Mountains. It is part of the Frontier Scenic Byway. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay about the same. The communities along the corridor value connections to other areas and system preservation. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and access to services. All transportation development should recognize the environmental, economic and social needs of the surrounding area.

Goals / Objectives

- Preserve the existing transportation system
- Reduce shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Support existing transit service
- Provide for safe movement of bicycles and pedestrians

Strategies

- Improve geometrics
- Add passing lanes
- Add/improve shoulders
- Add accel/decel lanes
- Add turn lanes
- Add roadway pullouts for breakdowns and slow vehicles
- Add surface treatment/overlays
- Provide transit bus services
- Provide bicycle/pedestrian facilities

Representative Projects - SH 165 A

	Investment Category
• Safety/geometric improvements as needed	Safety
• Pavement overlay as needed	System Quality

Corridor	US 285 D (i)	Primary Investment Category MOBILITY
Description	US 285 – US 24 (Antero Jct) north to SH 9 (Fairplay)	
Beg MP 162.001		End MP 181.971

Vision Statement

The Vision for the **US 285 - US 24 (Antero Jct) north to SH 9 (Fairplay)**corridor is primarily to increase mobility, especially for truck freight, as well as to maintain system quality and to improve safety. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes north-south connections within the Park County area. Future travel modes include passenger vehicle, bus service, and truck freight. The highway corridor primarily serves destinations outside of the corridor as well as towns in the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. This corridor is envisioned as developing into a major north/south truck route, connecting New Mexico with Denver and other Front Range communities. The area depends on tourism, and to some extent agriculture, for its economic base. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and freight in and through the corridor.

Goals / Objectives

- Accommodate growth in freight transport
- Increase travel reliability and improve mobility
- Reduce shoulder deficiencies
- Support recreation travel
- Support existing transit service

Strategies

- Construct new or improve existing interchanges/intersections
- Add passing lanes
- Add accel/decel & turn lanes
- Improve hot spots
- Add/improve shoulders
- Add truck parking areas
- Provide and expand transit bus services
- Promote and use ITS/VMS
- Provide bicycle/pedestrian facilities

Representative Projects - US 285 D (i)

	Investment Category
• Safety/geometric/shoulder improvements as needed	Mobility/Safety
• Pavement overlay as needed	System Quality
• Intersection improvements @ Park CR 18	Safety

Corridor	US 285 D (ii)	Primary Investment Category MOBILITY
Description	US 285 - SH 9 (Fairplay) north to Bailey	
Beg MP 181.971		End MP 221.925

Vision Statement

The Vision for the US 285 - SH 9 (Fairplay) north to Bailey corridor is primarily to increase mobility as well as to maintain system quality and to improve safety. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes north-south connections within the Park/Jefferson County area. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and Transportation Demand Management. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. The corridor provides incident relief to I-70. The communities along the corridor value high levels of mobility, transportation choices, and connections to other areas. They depend on tourism and residential developments for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor. A recent feasibility study conducted by CDOT included this corridor. Improvements recommended in the study are incorporated in the Representative Projects, below.

Goals / Objectives

- Increase travel reliability and improve mobility
- Eliminate shoulder deficiencies
- Support commuter travel
- Accommodate growth in freight transport
- Support recreation travel
- Support existing transit service

Strategies

- Add general purpose lanes or passing lanes
- Add new or improve existing intersections
- Improve shoulders
- Add traffic signals
- Accel/decel lanes
- Turn lanes
- Consolidate and limit access and develop access management plans
- Provide transit bus services
- Construct and maintain Park’n Ride facilities
- Promote carpooling and vanpooling
- Promote use and maintenance of Variable Message Signs/ITS
- Repair or reconstruct functionally obsolete or structurally deficient bridges
- Provide bicycle and pedestrian facilities

Representative Projects - US 285 D (ii)

	Investment Category
• Major widening - Fairplay to Bailey	Mobility
• Reconstruction - Fairplay to Bailey	System Quality
• Intersection improvements	Safety
• Safety/geometric improvements as needed	Safety
• Pavement overlay as needed	System Quality
• Bridge reconstruction H-13-G	System Quality
• Commuter Service to Metro Area	Mobility

Corridor	US 285 D (iii)	Primary Investment Category MOBILITY
Description	US 285 - Bailey north to Conifer	
Beg MP 221.925		End MP 228.839

Vision Statement

The Vision for the **US 285 - Bailey north to Conifer** corridor is primarily to increase mobility as well as to maintain system quality and to improve safety. This corridor serves as a multi-modal National Highway System facility, provides commuter access, and makes north-south connections within the northeast Park County area. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, and connections to other areas. They depend on residential development for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor.

This corridor was identified as part of CDOT's 2003 Strategic Projects Program and should maintain a high priority for future planning efforts. An Environmental Impact Statement (EIS) was recently completed on this segment. It contains a Preferred Alternative that is incorporated in the Representative Projects, below, and the Constrained Plan in Chapter X.

Goals / Objectives

- Increase travel reliability and improve mobility
- Support commuter travel
- Accommodate growth in freight transport
- Support existing transit service
- Transportation Demand Management
- Traveler information

Strategies

- Add general-purpose lanes
- Add new or reconstruct existing interchanges/intersections
- Consolidate and limit access and develop access management plans
- Improve and maintain the system of local roads
- Truck parking
- Expand transit services
- Bicycle and pedestrian facilities
- Park 'n ride
- Promote carpooling/vanpooling
- Variable Message Signs/ITS

Representative Projects - US 285 D (iii)

	Investment Category
• Major widening – Bailey to Conifer	Mobility
• Safety related geometrics – Bailey to Conifer	Safety
• Reconstruction – Bailey to Conifer	System Quality
• Improve intersection - School & PCR 43 & 72	Safety
• Commuter Service to Metro Area	Mobility
• Pavement overlay as needed	System Quality

Corridor	Copper Gulch Road	Primary Investment Category SYSTEM QUALITY
Description	FCR 271A connecting SH 69 to Cañon City	
Beg MP Off-system – SH 69 e/o Westcliffe		End MP Cañon City

Vision Statement

The Vision for the **Copper Gulch Road** corridor is primarily to maintain system quality as well as to improve safety. This corridor provides local and commuter access, making north-south connections within the Custer/Fremont County area. The primary travel modes is by passenger vehicle. The roadway primarily serves towns within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase. The communities along the corridor value system preservation and safety. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists and commuters..

Goals / Objectives

- Maintain or improve pavement to optimal condition
- Support commuter travel
- Provide for tourist-friendly travel
- Eliminate shoulder deficiencies
- Promote transportation improvements that are environmentally responsible

Strategies

- Construct, improve and maintain the system of local roads
- Reconstruct roadways
- Improve geometrics
- Add/improve shoulders
- Add surface treatment/overlays
- Provide bicycle/pedestrian facilities
- Promote carpooling/vanpooling

Representative Projects - Copper Gulch Road

	Investment Category
• Geometric improvements	System Quality

Corridor	Elbert Road	Primary Investment Category SYSTEM QUALITY
Description	County Road 978 connecting US 24 from Peyton north to SH 86 (Kiowa)	
Beg MP Off-system - Peyton		End MP Kiowa

Vision Statement

The Vision for the **Elbert Road** corridor is primarily to improve system quality and mobility. This corridor provides commuter access and makes north-south connections between the plains region east of I-25 area and Front Range urban areas. Future travel needs are for passenger vehicles and truck freight. Based on historic and projected population and employment levels, passenger and freight traffic volumes are expected to increase significantly. The corridor is expected to become a major reliever route for SH 83, which has reached full build-out in the area. The communities along the corridor value connections from the residential rural communities to urban areas. Users of this corridor want to preserve the rural character of the area while supporting the movement of commuters in the corridor.

Goals / Objectives

- Increase travel reliability and improve mobility
- Support commuter travel
- Eliminate shoulder deficiencies
- Maintain statewide transportation connections

Strategies

- Construct, improve and maintain the system of local roads
- Preserve ROW for future corridor expansion
- Consolidate and limit access and develop access management plans
- Reconstruct roadways
- Improve geometrics
- Construct Intersection/Interchange improvements
- Add/improve shoulders
- Add Surface treatment/overlays
- Bridge repairs/replacement
- Study corridors
- Promote carpooling and vanpooling

Representative Projects – Elbert Road

	Investment Category
• Reconstruction	System Quality

Corridor	Front Range Intermodal Corridor	Primary Investment Category MOBILITY
Description	High speed multimodal corridor east of I-25	
Beg MP Off-system – s/o Pueblo		End MP n/o Ft. Collins

Vision Statement

The Vision for the **Front Range Intermodal Corridor** is primarily to increase mobility. This privately planned off-system toll facility would provide a major alternative to I-25 for long distance travelers and freight transporters. Future travel modes include passenger vehicle, passenger rail, truck freight, and rail freight. The corridor would primarily serve destinations north and south of the El Paso County segment, but interchanges are expected at the intersection of major state highways. Based on projected traffic volumes, both passenger and freight traffic could be expected to take advantage of the alternative. It will include a highly controlled access, high-speed, multi-lane highway as well as freight and/or passenger rail. The corridor is also envisioned to contain a utilities transmission element for electrical, fiber optic, water, gas, or other commodities. The corridor's construction is dependent on private and toll funding. While a specific corridor alignment has not been chosen, El Paso County is on record opposing any alignment that impacts urbanizing areas of the County.

Goals / Objectives

- Provide improved freight linkages
- Increase travel reliability and improve mobility
- Support economic development while maintaining environmental responsibility
- Provide alternate modes of transportation

Strategies

- Promote tolling studies
- Construct multi-lane intermodal facility
- Add High Occupancy Vehicle and toll lanes
- Add roadway bypasses
- Add new interchanges
- Construct rail lines
- Provide inter-modal connections
- Add rest areas
- Study corridors
- Promote rail studies

Representative Projects – Front Range Intermodal Corridor

	Investment Category
• New toll road intermodal facility e/o I-25 (private)	Mobility

Corridor	Gold Belt Tour Scenic Byway	Primary Investment Category SYSTEM QUALITY
Description	Phantom Canyon Rd., Shelf Rd., High Park Rd., Teller Co. Rd. 1 to	
Beg MP Off-system - Florence		End MP Florissant

Vision Statement

The Vision for the **Gold Belt Tour Scenic Byway** corridor is primarily to maintain system quality as well as to improve safety. The corridor is significant for its designation as a National Scenic Byway, a Colorado Scenic and Historic Byway, and the American Discovery Trail. This corridor provides local access and makes north-south connections within the area south and west of Pikes Peak. Future travel modes include passenger vehicle, truck freight and transit. The transportation system in the area serves destinations within the corridor, primarily to the growing rural mountain areas, as well as provides a more direct route between the US 24 and US 50 corridors. The High Park Road provides an alternative truck route between Cañon City and Cripple Creek. The Shelf Road and Phantom Canyon Road provide alternative routes for commuters and visitors to the Cripple Creek gaming area. Teller County 1 is a major collector facility providing a link between US 24, the High Park Road, and Cripple Creek. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. The communities along the corridor value system preservation and safety. They depend on gaming in Cripple Creek for economic activity in the area. In addition, the many rural residential subdivisions in the Teller County part of the corridor require upgraded access to Colorado Springs, Cripple Creek, and major highway corridors. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists and commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

- Preserve and improve the existing transportation system
- Support commuter travel
- Provide for tourist-friendly travel
- Improve access to public lands
- Support senior and disabled mobility options

Strategies

- Improve and maintain the system of local roads
- Improve geometrics
- Add guardrails
- Add surface treatment/overlays
- Repairs/replace SD/FO bridges
- Add rest areas
- Post Scenic Byway informational signs
- Provide bicycle/pedestrian facilities
- Promote environmental responsibility
- Expand rural transit services

Representative Projects – Gold Belt Tour Scenic Byway

	Investment Category
• Intersection improvements - TCR 1 at Twin Rock Road	Safety
• Safety related geometrics - TCR 1 Cripple Creek to Florissant	Safety
• Historic bridge repair	System Quality
• Reconstruction - access road to Dinosaur Discovery Center	System Quality

Corridor	Guanella Pass Scenic Byway	Primary Investment Category SYSTEM QUALITY
Description	Forest Road 80 - Grant to Georgetown	
Beg MP Off-system - Grant		End MP Georgetown

Vision Statement

The Vision for the **Guanella Pass** corridor is primarily to maintain system quality as well as to improve safety. This corridor Scenic Byway makes north-south connections between US 285 (Park County) and I-70 (Clear Creek County) over Guanella Pass. Future travel modes include passenger vehicle and bicycle and pedestrian facilities. The roadway primarily recreation destinations in the corridor. Based on traffic projections, volumes are expected to stay about the same. Due to the terrain and location, there is little truck use on the road. The local economy depends on tourism. Users of this corridor want to preserve the mountain character of the area and support the movement of tourists in and through the corridor while recognizing the environmental sensitivity of the surrounding area.

Goals / Objectives

- Support recreation travel
- Improve access to public lands
- Provide for safe movement of bicycles and pedestrians
- Promote transportation improvements that are environmentally responsible

Strategies

- Construct, improve and maintain the system of local roads
- Post informational signs
- Improve geometrics
- Add/improve shoulders
- Add roadway pullouts for breakdowns and slow vehicles
- Construct separated bike facilities

Representative Projects – Guanella Pass Scenic Byway

	Investment Category
• Reconstruction - Federal Lands Highway	System Quality

Corridor	Oak Creek Grade	Primary Investment Category SYSTEM QUALITY
Description	County Road connecting SH 96 (Silver Cliff) and Cañon City	
Beg MP Off-system – Silver cliff		End MP Cañon City

Vision Statement

The Vision for the **Oak Creek Grade** corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor provides local and commuter access, making north-south connections within the Custer/Fremont County area. The primary travel modes is by passenger vehicle. The roadway primarily serves towns within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase. The communities along the corridor value system preservation and safety. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists and commuters..

Goals / Objectives

- Maintain or improve pavement to optimal condition
- Support commuter travel
- Provide for tourist-friendly travel
- Eliminate shoulder deficiencies
- Promote transportation improvements that are environmentally responsible

Strategies

- Construct, improve and maintain the system of local roads
- Reconstruct roadways
- Improve geometrics
- Add/improve shoulders
- Add surface treatment/overlays
- Provide bicycle/pedestrian facilities

Representative Projects - Oak Creek Grade

	Investment Category
• Geometric improvements	System Quality

Corridor	Tarryall River Road	Primary Investment Category SYSTEM QUALITY
Description	Forest Highway 81 / Park Co Rd 77	
Beg MP US 24 west of Lake George		End MP US 285 (Jefferson)

Vision Statement

The Vision for the **Tarryall River Road** corridor, also known as Forest Highway 81 and Park County Road 77, is primarily to maintain system quality as well as to improve safety. This corridor provides local access to public lands and makes north-south connections within the Tarryall River Valley area. The Forest Service is proceeding with preliminary design and other project development activities in anticipation of Forest Highway Funds. Primary travel modes are for passenger vehicles. The road serves recreation destinations within the corridor as well as local access. Based on projected traffic, volumes are expected to stay about the same. The communities along the corridor value connections to other areas and system preservation. The road connects US 24 to US 285. Users of this corridor want to preserve the mountain character of the area while supporting the movement of recreational users and commuters. Environmental needs of the surrounding area must be recognized.

Goals / Objectives

- Provide for tourist-friendly travel
- Improve access to public lands
- Provide for bicycle/pedestrian travel
- Promote environmentally responsible transportation improvements
- Repair or reconstruct functionally obsolete or structurally deficient bridges

Strategies

- Construct, improve and maintain the system of local roads
- Intersection improvements
- Add surface treatment/overlays
- Improve geometrics
- Add/improve shoulders
- Bridge repairs/replacement
- Provide bicycle/pedestrian facilities

Representative Projects – Tarryall River Road

	Investment Category
• PCR 77 - Reconstruction - Federal Lands Highway	System Quality

VIII - PREFERRED TRANSPORTATION PLAN

The Preferred Transportation Plan reflects the long-range transportation vision for the TPR. It highlights the interrelated nature of transportation to land use, development, and to the TPR's quality of life including a vital economy and protecting the human and natural environment. The Preferred Plan is an intermodal transportation plan that considers all modes of transportation as having a necessary role in providing mobility for people and freight and is consistent with the Vision, Goals and Strategies expressed in Chapter III, Mobility Demand in Chapter VI, and with the individual Corridor Visions detailed in Chapter VII. Key features of the plan include an emphasis on maintaining the existing transportation system and providing for future mobility needs.

Based on the alternatives analysis conducted for each corridor, the planning team assisted the RPC in identifying a set of representative projects for each mode to be included in the preferred plan. The projects in the existing (2020) list were reviewed to identify projects that have been completed, that need to be moved forward in the updated plan to address current needs, and include new projects not on the list to address new or developing needs anticipated in the next planning period. All reasonable and appropriate modes were considered. The projects were grouped by corridor. The representative projects for each corridor have been included in Chapter VII - Corridor Visions and the Appendix.

All projects identified through the planning process were subjected to a preliminary screening process, which included the following questions:

- Does the project aid in the attainment of the vision and goals developed by the RPC?
- Is the project a justifiable need?
- Does the project provide a viable contribution to a system that meets the RPC's transportation needs?
- Is the project realistic based on the human and natural environment and the physical constraints of the area?

MULTIMODAL PREFERRED PLAN

The resulting multi-modal preferred project list was entered into CDOT's new on-line project database, PlanSite, which will greatly increase the efficiency and accuracy of project listings at the statewide level. The list comprehensively addresses mobility, safety and system quality needs for the region, while supporting economic growth and development, protecting the human and natural environment, and sustaining the quality of life as defined in the TPR's Vision, Goals and Strategy statements.

Each corridor was evaluated during the corridor visioning process to determine the primary investment category. Each was then evaluated in terms of the mobility, safety and system quality needs of the corridor and compared to needs on other categories throughout the region. A relative priority was then established as High, Medium, or Low for each corridor. An additional + or – was assigned to each corridor to convey a level of priority within each category. The priority was derived from priorities set for the investment categories – Mobility, Safety, and System Quality. This list comprises the **Preferred Plan** for the TPR. These estimated costs will be more fully explained in Chapter IX – Prioritization Process. These estimated costs will be more fully explained in Chapter IX – Prioritization Process.

The Preferred Plan assumes a prioritization based on the use of Regional Priority Program (RPP) funds only. Other funds may be used for Transit, Aviation, Transportation Enhancements, Federal Lands

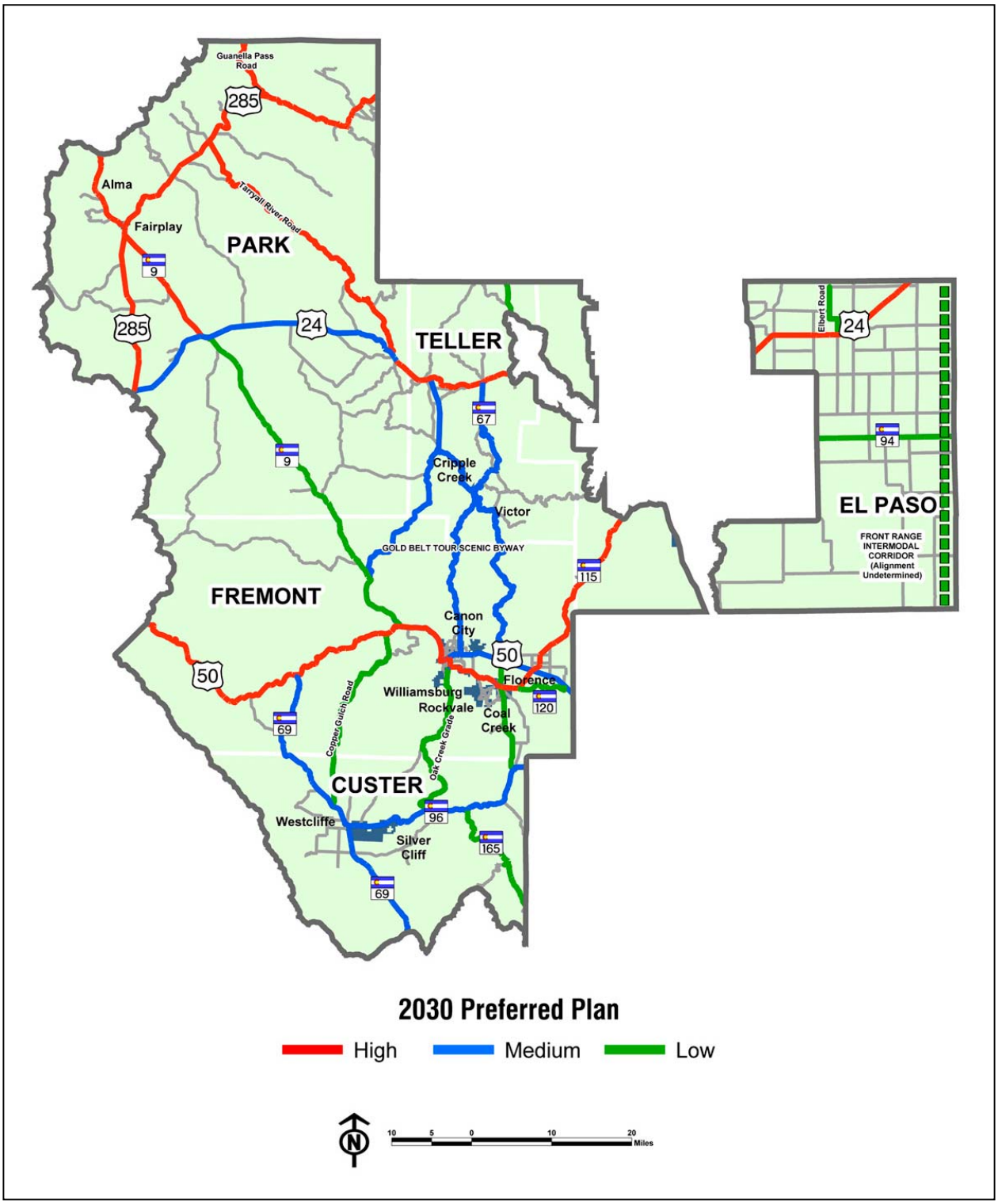
Highway, or Private as indicated. Transit needs have been summarized and incorporated into the table below as Capital or Operating for existing or new service. Additional details on preferred transit projects are available in the ***Transit Element***, published separately.

Table 24 - Preferred Plan

2030 Preferred Plan						
Corridor Segment	Description	Primary Investment Category	Priority			
			Overall	Mobility	Safety	System Quality
9 B	Highway Corridor Improvements	Safety	**H-**	M	H	L
24 A (ii)	Highway Corridor Improvements	Mobility	**H**	H	M	M
24 G	Highway Corridor Improvements	Mobility	**H**	H	H	M
50 A (i)	Highway Corridor Improvements	Safety	**H-**	L	H	M
115 A (i)	Highway Corridor Improvements	Mobility	**H**	H	M	M
115 A (ii)	Highway Corridor Improvements	Mobility	**H-**	H	M	L
285 D (i)	Highway Corridor Improvements	Mobility	**H-**	M	H	M
285 D (ii)	Highway Corridor Improvements	Mobility	**H**	H	M	M
285 D (iii)	Highway Corridor Improvements	Mobility	**H+**	H	H	L
Guanella Pass	Highway Corridor Improvements	System Quality	**H**[F]	H	H	H
Tarryall	Highway Corridor Improvements	System Quality	**H**[F]	H	H	H
CFR TPR	Transit Capital Funds (existing service)	System Quality	**H**[T]	H	H	H
CFR TPR	Transit Operating Funds (existing service)	System Quality	**H**[T]	H	H	H
24 A (i)	Highway Corridor Improvements	Mobility	**M+**	M	H	M
50 A (ii)	Highway Corridor Improvements	Mobility	**M-**	M	L	M
67 C	Highway Corridor Improvements	Safety	**M+**	M	H	L
69 A	Highway Corridor Improvements	System Quality	**M**	L	M	M
96 A	Highway Corridor Improvements	System Quality	**M+**	L	M	M
CFR TPR	Transit Capital Funds (new service)	Mobility	**M**[T]	M	M	M
CFR TPR	Transit Operating Funds (new service)	Mobility	**M**[T]	M	M	M
Gold Belt Tour	Highway Corridor Improvements	System Quality	**M**	M	M	M
9 A	Highway Corridor Improvements	System Quality	**L**	L	L	M
24 G	Meadow Lake Airport/Calhan	Safety	**L**[A]	L	L	L
50 A (ii)	Fremont County Airport/Cañon City	Mobility/Safety	**L**[A]	L	L	L
67 A-B	Highway Corridor Improvements	Safety	**L+**	L	M	L
67 D	Highway Corridor Improvements	System Quality	**L**	L	L	L
69 A	Silver West Airport/Westcliffe	Safety	**L**[A]	L	L	L
94 A	Highway Corridor Improvements	System Quality	**L**	L	L	M
94 A	Colorado Springs East Airport/Ellicott	Safety/Sys Qual	**L**[A]	L	L	L
120 A	Highway Corridor Improvements	System Quality	**L**	L	L	L
165 A	Highway Corridor Improvements	System Quality	**L+**	L	L	M
285 D	Commuter Service to Metro Area	Mobility	**L**[T]	M	L	L
Elbert Road	Highway Corridor Improvements	System Quality	**L**	L	L	M
Copper Gulch	Highway Corridor Improvements	System Quality	**L**	L	L	L
Front Range Intermodal Cor	Highway Corridor Improvements	Mobility	**L**[P]	L	L	L
Oak Creek	Highway Corridor Improvements	System Quality	**L**	L	L	L

[A] Aviation Funds
[T] Transit Funds
[F] Federal Land Highway Program
[E] Enhancement Program
[P] Private

Map 28 - Preferred Plan Priorities



TRANSIT

Each provider in the Central Front Range study area submitted operational and capital projects for the next 25 years to address long-range transit needs. The Preferred Plan presented in this section is based on unrestricted funding for the transit providers. The data include costs to maintain the existing system and to enhance the current transit services. The transit information assumes that primary funding will not be derived from Regional Priority Project (RPP) funds – however, all of the projects are eligible.

Available funding is expected to be far short of meeting all the identified needs. Therefore, it is important to provide a Preferred Plan that is not constrained by financial resources. The unconstrained transit information could be advanced through the amendment process to the Constrained Plan, if new or additional funds were identified—subject to the approved performance and environmental considerations. Under this arrangement, decision-makers have flexibility to consider new projects and to respond to funding opportunities that may present themselves in the future.

AVIATION PREFERRED PROJECT PLAN

The preferred list of airport projects and their associated cost estimates were developed utilizing several sources of information:

Six Year Capital Improvement Program: Every airport in the State of Colorado that receives either Federal Aviation Administration (FAA) or Colorado Division of Aeronautics grant funds must develop and maintain a current six-year capital improvement program (CIP) list (see attached sample). That list contains major capital projects that the airport anticipates could take place over the six-year planning period. The CIP will show the year the project is anticipated to occur and further identifies anticipated funding sources that will be used to accomplish the project. Those funding sources may include local, FAA and Aeronautics Division funds.

CDOT – Aeronautics and FAA staff work very closely with those airports that anticipate funding eligible projects with grant funds from the FAA. Since the FAA and CDOT – Aeronautics are concerned with the Statewide system of airports, it is very important that individual airport projects be properly planned and timed to fit within the anticipated annual Federal funding allocation.

FAA and CDOT-Aeronautics staff meet on a regular basis to evaluate the Federal CIP program and make any adjustments as may be required. Therefore, projects shown on the individual airport CIP that identify FAA as a source of funding for the project have already been coordinated with FAA and CDOT – Aeronautics for programming purposes.

The costs of the projects are estimates and are typically provided to airports through either their own city staff, consulting firms, engineering firms, planning documents, FAA, CDOT-Aeronautics or other similar sources.

National Plan of Integrated Airport Systems (NPIAS): The NPIAS identifies more than 3,000 airports nationwide that are significant to the national air transportation system and thus are *eligible* to receive Federal grants under the Airport Improvement Program (AIP). The projects listed in this document include those that have been identified in the near term and have been programmed into individual airport CIP's as well as long term projects that have only been identified as a need but not programmed into the Federal grant process. The plan also includes cost estimates for the proposed future projects. The projects included in the NPIAS are intended to bring these airports up to current design standards and add capacity to congested airports.

The NPIAS comprises all commercial service airports, all reliever airports and selected general aviation airports. The plan draws selectively from local, regional and State planning studies.

Colorado Statewide Airport Inventory and Implementation Plan 2000 (State Airport System Plan): In 1999, CDOT-Aeronautics contracted with a consulting firm to develop an Airport System Plan. This plan, done by Wilbur Smith and Associates, was completed in 2000.

The State of Colorado is served by a system of 78 public-use airports. These 78 airports are divided into two general categories, commercial service and general aviation. The Statewide Airport Inventory and Implementation Plan was designed to assist in developing a Colorado Airport System that best meets the needs of Colorado's residents, economy and visitors. The study was designed to provide the Division of Aeronautics with information that enables them to identify projects that are most beneficial to the system, helping to direct limited funding to those airports and those projects that are of the highest priority to Colorado's airport system.

The report accomplished several things including the assignment of each airport to one of three functional levels of importance: Major, Intermediate or Minor. Once each airport was assigned a functional level, a series of benchmarks related to system performance measures were identified. These benchmarks were used to assess the adequacy of the existing system by determining its current ability to comply with or meet each of the benchmarks.

Airport Survey Information: As a part of the CDOT 2030 Statewide Transportation Update process, a combination of written and verbal correspondences as well as actual site visits occurred requesting updated CIP information. The CIP list includes those projects that are anticipated to occur throughout the CDOT 2030 planning period. Letters were mailed out to each airport manager or representative that explained the CDOT plan update process. Included with each letter was a Capital Improvement Project Worksheet whereby airports could list their anticipated projects through the year 2030. Follow-up telephone calls as well as several additional site visits were conducted by Aeronautics Division staff to assist airports in gathering this information.

Most airports responded to this information request. Some of the smaller airports with limited or no staff did not respond.

Joint Planning Conferences: One of the methods utilized by the CDOT-Aeronautics Division to assist in the development of Airport Capital Improvement Programs is to conduct what is known as Joint Planning Conference (JPC). A JPC is a process whereby an airport invites tenants, users, elected officials, local citizens, special interests groups, and all other related groups to meet and discuss the future of the airport. CDOT-Aeronautic and FAA staff attend these meetings. The JPC allows an opportunity for all of the aviation community to contribute into the planning process of the airport. Many good ideas and suggestions are generated as a result of these meetings.

Table 25 - Aviation Preferred Plan

Central Front Range 2030 Aviation Preferred Projects*			
Airport	Corridor Number	Projects	Cost Estimate
Calhan	US-24 (iii)	1. Widen runway from 50' to 60'**	$319,000
		2. Install a rotating beacon**	$15,000
Canon City - Fremont County	US-50 (ii)	1. Land Acquistion for airport upgrade to C-II standards	$713,000
		2. Extend runway to 7000' phase I	$4,194,444
		3. Extend runway to 7000' phase II	$833,333
		4. Upgrade runway safety area to C-II standards	$3,000,000
		5. Upgrade airport to C-II standards phase II	$11,000,000
		6. Widen runway to 100'	$2,222,222
		7. ARFF Building and equipment	$370,000
Ellicott - Colorado Springs East	SH-94	1. Widen runway from 52' to 60'**	$438,000
		2. Install Rotating Beacon**	$15,000
		3. Public restrooms and telephone**	$6,000
Westcliff - Silver West	SH-69	1. Site Prep for runway improvements	$78,000
		2. Environmental Study and design for runway improvements	$170,000
		3. Construct and pave runway	$2,450,000
		4. GPS approach	$120,000
		5. Install a rotating beacon**	$15,000
		6. Install REIL's**	$12,000
		7. PAPI/VASI**	$30,000
		8. Weather Reporting equipment**	$130,000
		9. Medium Intensity runway lighting**	$120,000
TOTAL			$26,250,999

*Note: In many cases the projects identified above are local community generated and are not necessarily endorsed or supported by either CDOT or the FAA
** Projects that have been identified in the 2000 Colorado Statewide Airport System Plan (These projects are not necessarily endorsed or supported by either CDOT or the FAA)

IX - PRIORITIZATION PROCESS

In this step in the planning process, costs for the preferred plan list were developed and became part of the analysis. The following criteria were developed to assist the RPC in determining priorities.

CORRIDOR PRIORITIZATION CRITERIA

These criteria reflect the regional vision, goals and strategies and ensure that corridor priorities identify the best improvements to meet those goals.

Mobility/Congestion

- Significant current congestion (0.85 v/c urban or 0.60 v/c rural)
- Significant projected congestion (0.85 v/c urban or 0.60 v/c rural)
- Elevated current or projected AADT
- Mobility improvements contribute to significant reduction in congestion
- Mobility improvements contribute to access for low income, elderly, or physically disabled
- Significant interregional or interstate corridor
- Preserve options to anticipate future transportation needs in major mobility corridors

Safety

- High accident rate
- Services and programs that reduce fatalities, injuries and property damage
- Substandard shoulder width
- Dangerous curves/intersections, etc.
- Signalization or other Transportation System Management expected to reduce crashes and contributes to bicycle/pedestrian safety

System Quality

- Maintains the functionality and aesthetics of existing transportation infrastructure
- Heavily used truck route
- Remaining Service Life is Low (Poor Surface Condition)
- Optimize life cycle costs with timely maintenance
- Develop a “travel friendly” transportation system that incorporates customer desires
- Ensure that investments into the transportation system sustain and/or improve quality of life

Ability to Implement

- Perceived cost/benefit
- Generally acceptable engineering parameters
- Funding availability
- Dedicated funding program

Public Support

- Strategic Project Program (7th Pot)
- Programmed in 2005-2010 STIP
- Documented in 2020 Constrained Plan
- Documented in 2020 Preferred Plan
- High-level public support demonstrated through public meetings, letters, etc.
- Contributes to geographic equity

Environment

- Completed environmental study or documentation
- Significant environmental improvements result from project

Economic Impact

- Important tourist or recreational route
- High volume interstate or interregional truck route
- Critical to regional economy

Planning Level Resource Projections

The Prioritized Plan deals primarily with funds from CDOT's Regional Priority Program (RPP) as allocated to each of six CDOT Regions. The Central Front Range is somewhat unique in the state in that it is divided between two CDOT Regions. Park County is in Region 1, while Custer, El Paso, Fremont, and Teller Counties are in Region 2. Thus, the funding stream originates from two different sources. All combined, the TPR's target for planning level RPP resource projections is $32 million. While this was acknowledged to be more than the TPR would reasonably expect to receive over the planning period, it was agreed to be an acceptable amount for the prioritization exercise. This allowed the RPC to prioritize funding beyond what is currently projected in an admittedly conservative economic climate. If additional funds are to be made available in the future, it may be possible to draw from this prioritized list without completing a full, and time consuming, plan update.

Other reasonably expected funds come from Transit, Aviation, and Enhancement programs as specified in the following chart. Two major projects, the Guanella Pass and Tarryall River Road projects totaling $39 million will be funded by the Federal Lands Highway program.

The following table assigns a percentage of Regional Priority Funds up to the $32 million mark based on the priority assigned by the RPC. As additional funds become available, these funds should be assigned to projects in the Prioritized Plan according to the assigned percentages. However, CDOT reserves the responsibility to fund projects of sufficient size (cost) to warrant the effort.

Table 26 - Prioritized Plan

The following table presents a multimodal list of the preferred plan by corridor with the assigned priority (High/Medium/Low) and the projected costs of improvements. The total cost of the plan is $1.1 billion. Given an assumed availability of $32.0 million, the funding would be allocated as a percentage to the highest rated projects, excluding transit or off-system roadways, which have other dedicated funds available. If more funds become available, they can be allocated to these corridors in the percentages indicated.

Central Front Range TPR Corridor Priorities						
Regional Priority Program Prioritized Plan						
Corridor Segment	**Description**	**Primary Investment Category**	**Preferred Plan**		**Prioritized Plan RPP Only**	
			Priority	Corridor Cost	% RPP	Planning Allocation
9 B	Highway Corridor Improvements	Safety	**H-**	$ 31,750,000	9%	$ 3,001,600
24 A (ii)	Highway Corridor Improvements	Mobility	**H**	$ 5,400,000	8%	$ 2,617,600
24 G	Highway Corridor Improvements	Mobility	**H**	$ 28,125,000	12%	$ 3,840,000
50 A (i)	Highway Corridor Improvements	Safety	**H-**	$ 38,700,000	12%	$ 3,840,000
115 A (i)	Highway Corridor Improvements	Mobility	**H**	$ 19,125,000	6%	$ 1,920,000
115 A (ii)	Highway Corridor Improvements	Mobility	**H-**	$ 33,750,000	11%	$ 3,520,000
285 D (i)	Highway Corridor Improvements	Mobility	**H-**	$ 12,600,000	3%	$ 1,000,000
285 D (ii)	Highway Corridor Improvements	Mobility	**H**	$ 38,200,000	3%	$ 1,000,000
285 D (iii)	Highway Corridor Improvements	Mobility	**H+**	$ 96,500,000	16%	$ 4,998,400
Guanella Pass	Highway Corridor Improvements	System Quality	**H^F**	$ 10,000,000	0%	$ -
Tarryall	Highway Corridor Improvements	System Quality	**H^F**	$ 19,000,000	0%	$ -
CFR TPR	Transit Capital (existing service)	System Quality	**H^T**	$ 6,238,092	0%	$ -
CFR TPR	Transit Operating (existing service)	System Quality	**H^T**	$ 20,911,400	0%	$ -
24 A (i)	Highway Corridor Improvements	Mobility	**M+**	$ 31,590,000	3%	$ 1,000,000
50 A (ii)	Highway Corridor Improvements	Mobility	**M**	$ 82,875,000	5%	$ 1,600,000
67 C	Highway Corridor Improvements	Safety	**M+**	$ 32,400,000	5%	$ 1,740,800
69 A	Highway Corridor Improvements	System Quality	**M**	$ 51,750,000	3%	$ 960,000
96 A	Highway Corridor Improvements	System Quality	**M+**	$ 45,900,000	3%	$ 960,000
CFR TPR	Transit Capital (new service)	Mobility	**M^T**	$ 979,000	0%	$ -
CFR TPR	Transit Operating (new service)	Mobility	**M^T**	$ 29,235,200	0%	$ -
Gold Belt Tour	Highway Corridor Improvements	System Quality	**M**	$ 57,172,500	0%	$ -

Table 21 – Prioritized Plan, Cont'd

Central Front Range TPR Corridor Priorities						
Regional Priority Program Prioritized Plan						
9 A	Highway Corridor Improvements	System Quality	L	$ 64,800,000	0%	$ -
9 B	Bike/Ped Improvements	System Quality	L[E]	$ 2,700,000	0%	$ -
9 B	Transit	Mobility	L[T]	$ 2,746,000	0%	$ -
24 A (i)	Bike/Ped Improvements	System Quality	L[E]	$ 10,800,000	0%	$ -
24 A (ii)	Transit	Mobility	L[T]	$ 3,162,000	0%	$ -
24 G	Meadow Lake Airport/Calhan	Safety	L[A]	$ 334,000	0%	$ -
50 A (ii)	Fremont County Airport/Cañon City	Mobility/Safety	L[A]	$ 22,332,999	0%	$ -
50 A (ii)	Transit	Mobility	L[T]	$ 1,725,000	0%	$ -
50 A (ii)	Bike/Ped Improvements	System Quality	L[E]	$ 3,187,500	0%	$ -
67 A-B	Highway Corridor Improvements	Safety	L+	$ 20,250,000	0%	$ -
67 C	Bike/Ped Improvements	System Quality	L[E]	$ 10,800,000	0%	$ -
67 D	Highway Corridor Improvements	System Quality	L	$ 6,750,000	0%	$ -
69 A	Silver West Airport/Westcliffe	Safety	L[A]	$ 3,315,313	0%	$ -
94 A	Highway Corridor Improvements	System Quality	L	$ 21,375,000	0%	$ -
94 A	Colorado Springs East Airport/Ellicott	Safety/Sys Qual	L[A]	$ 459,000	0%	$ -
120 A	Highway Corridor Improvements	System Quality	L	$ 7,875,000	0%	$ -
165 A	Highway Corridor Improvements	System Quality	L+	$ 21,375,000	0%	$ -
285 D	Commuter Service to metro area	Mobility	L[T]	$ 4,160,000	0%	$ -
Elbert Road	Highway Corridor Improvements	System Quality	L	$ 5,568,750	0%	$ -
Copper Gulch	Highway Corridor Improvements	System Quality	L	$ 23,625,000	0%	$ -
Front Range Intermodal Cor	Highway Corridor Improvements	Mobility	L[P]	$ 157,500,000	0%	$ -
Oak Creek	Highway Corridor Improvements	System Quality	L	$ 21,937,500	0%	$ -
Total Preferred Plan				**$ 1,108,979,254**	**100%**	**$ 31,998,400**

[A] Aviation Funds

[T] Transit Funds

[F] Federal Land Highway Program

[E] Enhancement Program

[P] Private

X - FISCALLY CONSTRAINED PLAN

This chapter identifies those transportation projects and programs that can be reasonably expected to receive funding within the planning period 2005 through 2030.

MULTIMODAL CONSTRAINED PLAN

The first step in the process of defining a Fiscally Constrained Plan was to obtain an estimate of reasonably expected revenues from CDOT. CDOT provided these financial projections for the entire state as well as by CDOT region based on its Resource Allocation formula. The Central Front Range is composed of two CDOT engineering regions. Custer, El Paso, Freemont and Teller Counties are part of CDOT Engineering Region 2. Park County is part of CDOT engineering Region 1. Each CDOT engineering region holds a meeting of all its TPR's to determine the priorities by for the engineering region.

At a joint meeting of all TPRs within Region 2, CDOT and the other TPRs met to prioritize all projects from the Region based on "reasonably expected" revenues from federal, state, regional, local, and private sources. The I-25 project to reconstruct the interstate through Trinidad, along with associated interchanges, was determined to be the number one priority for the entire CDOT Region 2, along with the Eagle Ridge interchange reconstruction in Pueblo, and a sub-allocation to the Colorado Springs metropolitan area. It was determined that the Trinidad reconstruction of I-25 (in the South Central TPR) was of such significance and urgency for CDOT Region 2, that, even though its cost exceeds the "planning level" priorities outlined in Chapter IX – Prioritization Process, all available RPP funds would be directed to that project. This had the effect of leaving the Central Front Range with minimal available RPP funds for now. An agreement was struck with CDOT that would direct future RPP funds to the Central Front Range once the Trinidad project is complete. A zero (0) dollar amount was left in the table to act as a placeholder for future funds.

Region 1 also held a joint meeting of its TPR's to determine the regions top priorities. The top priorities for the Region 1 portion of the Central Front Range were determined to be US 285, SH 9, and an intersection pool. US 285 was divided into 3 segments with the segment from Bailey to Conifer having top priority. The segment of SH 9 from Fairplay to Breckenridge was a high priority, which matches with the priorities of the Region 1 portion of the Intermountain TPR (Summit County).

Table 27 - 2030 Fiscally Constrained Plan

The Fiscally Constrained Plan includes $43.5 million in RPP, $27.1 million in Transit, and $5.7 million in Aviation funding for a total $76.4 million.

Central Front Range TPR Constrained Plan					
Corridor Segment		**Description**	**Amount**		**Total**
Regional Priority Program			**Region 1**	**Region 2**	
9 B	Hartsel to Breckenridge	Highway Corridor Improvements	$ 2,000,000		
24 A (i)	Trout Creek Pass to Divide	Highway Corridor Improvements	$ 1,000,000		
115 A (ii)	US 50 to Colo Spgs	Highway Corridor Improvements		$ 3,532,000	
24 A (ii)	Divide to Woodland Park	Highway Corridor Improvements			
24 G	East of Colo Spgs	Highway Corridor Improvements			
50 A (i)	Salida to Canon City	Highway Corridor Improvements			
285 D (i)	Antero Jct to Fairplay	Highway Corridor Improvements	$ 1,000,000		
285 D (ii)	Fairplay to Bailey	Highway Corridor Improvements	$ 1,000,000		
285 D (iii)	Bailey to Conifer	Highway Corridor Improvements	$ 5,500,000		
Region 1	Park County	Intersection Pool	$ 500,000		
Guanella Pass	Forest Hwy	Highway Corridor Improvements	$ 10,000,000		
Tarryall	Forest Hwy	Highway Corridor Improvements	$ 19,000,000		
Region 1 RPP Total			$ 40,000,000		
Region 2 RPP Total				$ 3,532,000	
TPR RPP Total					$ 43,532,000
Transit Operating		$ 20,911,400			
Transit Capital		$ 6,238,092			
Transit Total					$ 27,149,492
Aviation Constrained Projects					$ 5,740,777
Total					**$ 76,422,269**

* Identified in 2003 Strategic Project Program. EIS complete

TRANSIT

This section of Chapter X presents the funding plan for the Central Front Range Region Transit Long-Range Financially-Constrained Plan. This Financially Constrained Plan relies on the funding sources that are currently being used by the transit agencies or are likely to be realized over the planning horizon. Funding for transit services within the region will come from federal and local (public and private) sources.

The following section presents the financially constrained transit plan and the identified funds. The long-range constrained plan includes the continuation of existing services. Table 27 presents the long-range transit costs and funding. The estimated total for the existing services over the next 25 years is approximately $27 million. The following table presents the identified sources of funding for the transit services.

Table 28 - Transit Funding Sources

Transit Funding Sources	
Funding Source	Funding Amount
Local Funding	$23,810,554
FTA 5309	$1,001,995
FTA 5310	$850,977
FTA 5311	$1,485,966
2030 Total	$27,149,492

AVIATION

Table 29 - Aviation Constrained Plan

Aviation Constrained Plan Projects*			
Airport	Corridor Number	Projects	Fiscally Constrained***
Canon City - Fremont County	US-50 (ii)	1. Land Acquisition for airport upgrade to C-II standards	$713,000
		2. Extend runway to 7000' phase I	$4,194,444
		3. Extend runway to 7000' phase II	$833,333
Total			$5,740,777

***Fiscally constrained considers only projects that are currently programmed within the airport's Capital Improvement Program through 2009. Refer to the State plan for additional information.

ASSESSMENT OF IMPACTS OF PLAN IMPLEMENTATION

The impacts from implementation of this plan are mixed. The currently acute shortage of transportation funding will continue to provide challenges for the TPR. Commitment of CDOT Region 2 funds to complete the I-25 reconstruction project in Trinidad and the Eagle Ridge interchange in Pueblo, while critical to overall needs, draw badly needed funds from the Central Front Range TPR. CDOT Region 1 was able to commit some funding for the congested north end of US 285 and for some improvements on SH 9 – Hoosier Pass. The Guanella Pass and Tarryall River Road projects will continue to upgrade the roads in these important scenic and recreational areas.

Outside of these areas, the TPR will expect to see little additional major construction work in the near term due to equally important needs elsewhere, unless additional funds are forthcoming. While CDOT will continue to address safety, bridge and resurfacing needs on many of the region's highways, other major work will have to wait for the funding scenario to improve.

As a result, congestion will continue to deteriorate in spot locations on US 50 in Canon City and US 24 throughout the TPR. Many of the region's highways will continue to operate without adequate shoulders providing challenges to the trucking industry and cyclists.

Reasonably expected transit funding will keep the existing transit providers operating at existing levels, with little opportunity for expansion of services beyond the current clientele. Fixed route transit and improved intercity bus or rail may be needed in the future, if not sooner, but funding availability will make implementation difficult in the near term.