Central Front Range
Transportation Planning Region

2035 Regional Transportation Plan

January 2008

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Central Front Range Regional Planning Commission

Colorado Department of Transportation

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URS Project Number 21711630

EXECUTIVE SUMMARY

The 2035 Central Front Range Regional Transportation Plan is the result of a comprehensive process to examine priorities established in the previous 2030 Plan and then to validate or modify those priorities as appropriate. To do so, planners solicited public input through a succession of activities and met regularly with the regional planning commission to develop this update.

The Central Front Range Transportation Planning Region (TPR) includes the geographic center of t Colorado. It is composed of Custer, Park and Fremont counties and parts of Teller and El Paso Counties, including the cities of Cripple Creek, Victor, Cañon City, Westcliffe, Silver Cliff, Florence, Alma and Fairplay. In 2008, it will be home to approximately 96,000 people.

The area offers opportunities for outdoor recreation with rafting, skiing, fishing and hunting, limited stakes gambling, and tourist attractions such as the Royal Gorge and Pikes Peak. The entire region is being impacted by the influence suburban sprawl west of the I-25 corridor and onto the eastern plains as more and more people relocate to .

Major components of the process included:

- **Key Issues and Emerging Trends** – Through the Regional Transportation Forum and other input opportunities, planners identified what evolving socioeconomic and transportation factors affect transportation decision-making.
- **Vision Plan** – includes a set of visions, goals, and strategies for each corridor, including the costs to make the desired improvements.
- **Constrained Plan** – identifies available funding and matches resources with high priorities for the entire planning period from 2008 – 2035.
- **Midterm Implementation Strategies** – selects strategies that require attention during the first 10 years of the planning period.

Key Issues and Emerging Trends

The planning process identified a series of key issues and emerging trends that influenced the direction of the plan. These were the basis of discussion at public meetings and for the regional planning commission. While there are many details, the primary issues for the region can be summarized as follows:

- **System Preservation is the primary need** - Increasingly high volumes of cars and trucks have contributed to the need to accelerate maintenance and repair of the existing system. The highest priority is to provide acceptable levels of maintenance on the significant infrastructure investment already in place.
- **Population growth and commuting patterns –** Outlying areas of the region continue to grow at a rapid rate. Many of the residents commute long distances for employment.
- **The plan should address safety and congestion throughout the region** – A general increase in traffic, largely a result of significant population and employment growth, and compounded by longer commutes to employment and service centers, has raised the level of concern about safety issues resulting from region-wide congestion.

Vision Plan

The Regional Planning Commission (RPC) examined all the available background data, matched unmet needs with the Regional Vision, Values and Goals, and developed a vision for each corridor that is consistent with the needs and desires of the residents.

The plan addresses these and other needs through the Vision Plan, summarized below. All dollar amounts in this plan are expressed in 2008 dollars.

Table ES-1 2035 Vision Plan Summary

Vision Plan Costs	
Highway Corridors	$1.149 B
Transit	$0.038 B
Aviation	$0.061 B
Total	**$1.248 B**

Constrained Plan

The TPR will be allocated about $75 million in available funds for the period 2008-2035. Since the TPR's Vision Plan for the region identifies needs which significantly exceed the level of available funding, the Regional Planning Commission reviewed options and priorities for funding, assigning program amounts for each corridor and mode as summarized in the table below.

Table ES-2 2035 Constrained Plan Summary

Corridor	2035 Constrained Plan Summary	
	Description	($000)
US 24 A (ii)	Lake George east to SH 67 (Woodland Park)	$2,186
US 24 G	Elbert Rd east to I-70 Limon	$2,186
US 50 A (i)	East of Salida east to SH 115 (Cañon City)	$2,186
SH 115 A (i)	US 50 (Cañon City) east to US 50	$2,186
SH 115 A (ii)	US 50 north to Colorado Springs limit	$2,186
US 285	Bailey to Conifer	$4,000
US 285	Fairplay to Bailey	$1,500
SH 9	Through Park County	$1,500
Guanella Pass	Forest Rd – US 285 (Grant) to I-70 (Georgetown)	$13,000
Tarryall River Rd	Forest Highway 81/Park Co Rd 77	$11,000
Transit	Community Based Transit	$21,336
Aviation	3 airports	$12,000
	Total	$75,266

Midterm Implementation Strategy Corridors

The identification of Midterm Implementation Strategy Corridors directs currently available funds toward a set of improvements determined to be most critical. The TPR selected four corridors for priority implementation, including a set of key strategies from the respective corridor visions. These offer the most benefits to moving people, goods and services throughout the region and should form the basis for project selection and programming over the midterm or the next ten years.

Table ES-3 Midterm Implementation Strategy Corridors

Corridor	Major Issues	Selected Strategies
US 50 East of Salida to Cañon City through Bighorn Canyon	Gateway to recreation opportunities Congestion Major truck route	Access improvements Passing lanes Straightening Shoulders Safety improvements
US 24 Lake George to Divide	Population growth Commuting traffic Safety	Intersection improvements Auxiliary lanes
US 24 Elbert Road east to Limon	Trucks Safety Population growth Commuting Weather incidents	Safety improvements Passing lanes Bridge upgrades ITS weather and incident management infrastructure Expanded transit services
US 285 in Park County	Population growth Peak hour commuting Congestion	Implement recommendations from recently completed Environmental Assessment: Capacity improvements Intersection/safety improvements Expanded public transportation

CENTRAL FRONT RANGE TRANSPORTATION PLANNING REGION

Introduction

This plan contains an analysis of the transportation, socioeconomic, and environmental systems of the Central Front Range Transportation Planning Region (TPR). This data helps form the technical background for long range transportation system improvements. The 2035 Plan is an update to the 2030 Plan completed in 2004. The update is intended to respond to key trends and Emerging Issues, as well as the evolving financial picture. As an update, many of the previous plan's key components and priorities remain in place.

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. Table 1 lists the Central Front Range Planning Commission.

Table 1: Central Front Range Regional Planning Commission

Member Name	Title	Organization
Dale Hoag, Outgoing Chair	Commissioner	Custer County
Larry Lasha, Chair *	Commissioner	Fremont County
Larry Manning	City Planner	City of Cripple Creek Planning
Ed Libby	Mayor	City of Cripple Creek
Kathy Justice	Mayor	City of Victor
Bill Jackson	Mayor	City of Cañon City
Chuck Feldmann	Town Manager	City of Westcliffe
Allen Butler	Mayor	City of Silver Cliff
Leni Walker	Commissioner	Park County
George Sugars	Asset Manager	El Paso County DOT
Bob Campbell	Commissioner	Teller County
Marie Chisholm	Town Council	Town of Alma
Fred Boyce	Mayor	Town of Fairplay
Cindy Cox	Mayor	Town of Florence

* Commissioner Lasha was elected to succeed Commissioner Hoag as Chair July 1, 2007

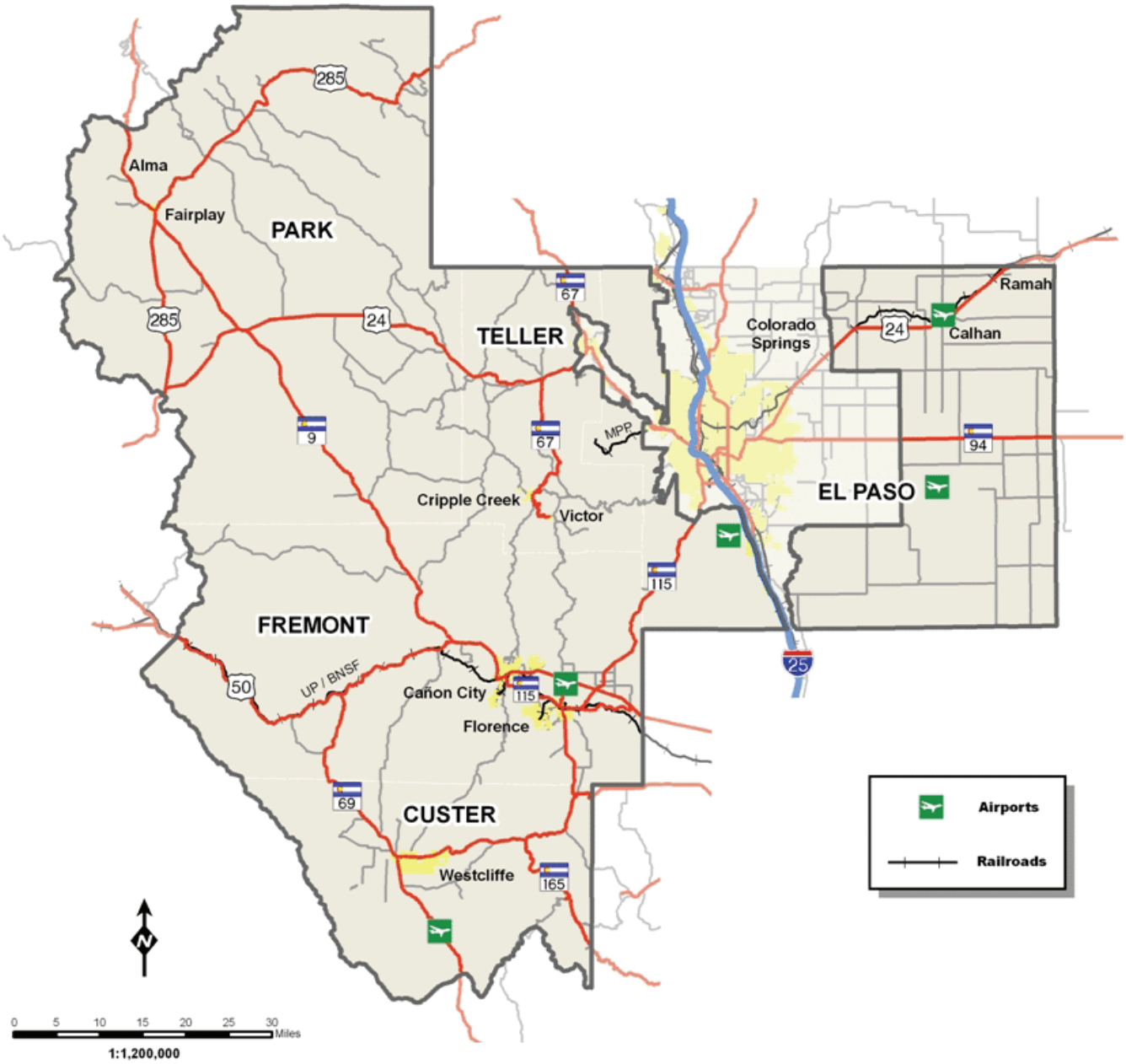
Project Area

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 1 shows the Central Front Range TPR planning area.

Map 1: Project Area

Source: CDOT 2005 Dataset



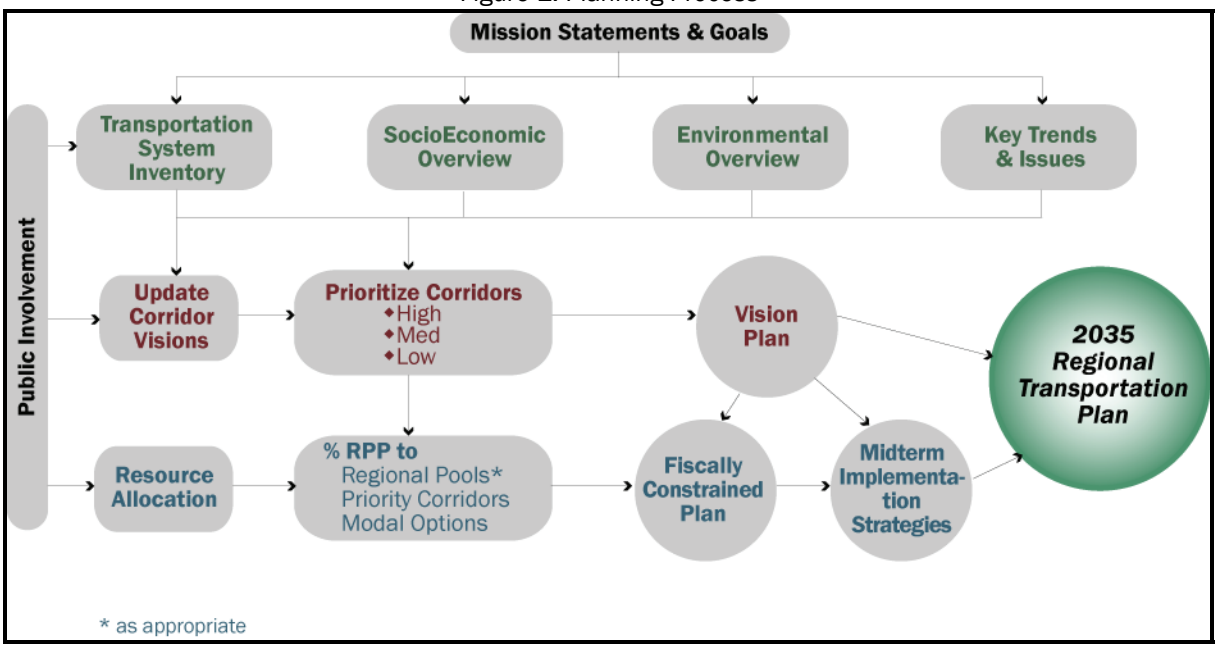
Planning Process

Long range transportation planning is a critical element in the transportation development process. This is the first step in integrating citizen goals into a comprehensive plan, protecting and enhancing community values, and gaining access to available or potential funding. The plan is based on a number of steps, all designed as a thoughtful and efficient method to relate the wishes of the citizens to effective transportation programs and projects, within a realistic financial picture.

Figure 1 provides a diagram depicting the planning process that has been followed in developing the Central Front Range 2035 RTP. The planning process began with a review of the mission statement and goals as established in the 2030 RTP. Representatives of the communities in the region and the general public were asked to help identify recent trends in the region that affect the transportation system and the long range needs of the region. Overviews of the existing transportation system, socioeconomics, the environment, and projected growth in the region were completed based on information provided in the CDOT planning dataset.

The inventory and initial public input were used to update the corridor visions which were established in the 2030 RTP. Each of the 26 multimodal corridors in the TPR has a vision, goals, and specific strategies to achieve the vision and goals. Since this is corridor-based plan, the corridors have been divided into high, medium, and low priority. The corridor visions and the prioritized corridors comprise the Vision Plan for the region. A fiscally constrained plan was then developed by assigning the estimated available funding to the corridors and to the improvement pools. Lastly, a midterm implementation strategy was developed to identify what can be done to address difficult tradeoffs that are necessary to manage the transportation system over the next ten years, given the limited funds and increasing costs.

Figure 1: Planning Process



PUBLIC INVOLVEMENT

The public involvement process for the 2035 plan update was geared to gather information on emerging issues that have risen since the completion of the 2030 plan and that might influence a reprioritization of goals. Two major opportunities for this input were held early in the process. The Pre-Forum meeting was held to provide an opportunity for the regional planning commission, other community leaders, transportation professionals and the public to discuss the state of transportation in the region and identify key problems and issues that should be addressed in the plan. The second event, the Regional Transportation Forum, was then held to discuss those issues in more detail and begin providing input on how the transportation problems could be best addressed. Finally, a public meeting was held in Fall 2007 to present this draft plan and receive comments. For more complete information about the public involvement process, see Appendix A – Public Involvement on disk or the internet at http://www.dot.state.co.us/StateWidePlanning/PlansStudies/2035Plan.asp.

Pre-Forum Meeting

The Pre-Forum Meeting was held in Cañon City on June 12, 2006. The following issues were brought to the attention of the RPC. Issues not listed in the "general" category are arranged geographically by county.

General

- Would like to see more inter-regional coordination
- Would like to be able to review drafts of long-range plans online
- Is it possible to absorb El Paso County into the Pikes Peak Area Council of Government (PPACG) plan similar to the way the Denver Regional Council of Government (DRCOG) handles Mountains and Plains Element?

Park County

- US 285 widening/construction is continuing in northern Park County
- SH 9 safety issues on Hoosier Pass between Fairplay and Breckenridge
- Can SH 9 become a reliever for I-70, especially during weather or traffic events?
- Improvements attract VMT and become an incentive for additional travel
- Guanella Pass – Safety/minor widening improvements are underway on Federal Lands Highway project

Teller County

In general, services are moving uphill (west) from the urban areas with significant commercial development and new residential sites. The following sites were specifically noted:

- US 24 - Commercial development (Woodland Park)
- SH 67 - Residential development north of Woodland Park
- US 24 - Divide (commercial/residential development)
- Cripple Creek & Victor Goldmine expansion
- Residential development on SH 9 south of Hartsel (5,000 potential new units)

Fremont County

- Royal Gorge Ranch (US 50 at CR3) – future development depends on water availability
- Airport runway expansion plus 30 industrial lots
- Florence High School (new)
- 4 Mile Ranch - US 50 east of Cañon City – new residential and commercial development (north side across from prison) 2500 units
- Cañon City bypass – Is this a realistic expectation?
- Cañon City Roundabout 15th/Main - light moves from 16th to US 50; need to synchronize and improve signal/traffic flow
- SH 115 accel/decel lane at Pathfinder Park; the new regional park means more traffic; growth in truck traffic is leading to deteriorating surface conditions
- US 50 west thru canyon – Safety issues
- Cotter Mill in Cañon City planning to transport uranium out of area via SH 9

El Paso County

- Fort Carson expansion will bring in a possible 30,000 additional people, counting families and support services
- US 24/SH 94 congestion and safety issues, largely from growth at Schriever AFB
- Ellicott - major new development is under way
- SH 115 – Additional military at Fort. Carson will use highway connection to Cañon City to take advantage of housing availability and affordability

Custer County

- Development is pushing recreation to Custer County
- SH 96 east – need passing lanes
- New high school in town on SH 96
- Would like to see turn lanes at the intersection of SH 96 / SH 69 especially to accommodate trucks which cannot navigate the tight turn
- Safety Issues – general throughout area

Regional Transportation Forum

The Regional Transportation Forum was held in Cripple Creek on September 7, 2006 to provide a significant point of public input to the 2035 plan update. It was attended by 12 people. The primary purpose of the meeting was to review the 2030 priorities; discuss emerging regional issues and trends; determine the audience's preferences regarding future priorities and issues; and discuss funding issues, needs, and solutions. The forum lasted approximately three hours. The meeting featured a presentation about the planning process in general; the need for the update; background on the 2030 Plan; costs of transportation and general funding expectations. An innovative audience polling technique was used to electronically solicit preferences and opinions. In addition, an interactive exercise allowed meeting participants to "spend" a set allocation of funds on their preferences. Topics included:

- Changes in Population/Employment
- Driving forces in the Local/Regional Economy
- Transportation System Issues (Maintenance of the Existing System, Systems Connectivity, Congestion, Safety, Long Term Needs)
- Commuting Patterns
- Major Traffic Generators
- Natural Resources Development
- Recreation/Tourism Industry
- Integration of the Various Transportation Modes (auto, public transit, aviation, and rail) into an Effective System
- Funding for Transportation

The primary issues discussed at the meeting are briefly summarized below. A complete summary report is provided in Appendix A.

Primary Issues

- Road maintenance and repair; preserving the existing system emerged as the primary need
- Addressing safety and congestion throughout the region, largely a result of significant growth
- Individual corridors of high importance included US 50 west through Bighorn Canyon (safety), US 24 east of Colorado Springs (trucks), and US 285 in Park County (commuting).

Prioritization Meeting

The Prioritization Meeting was held in Cripple Creek on February 28, 2007. The primary purpose of this meeting was to examine recommended changes to Corridor Visions and the 2035 Vision Plan (primary components of Technical Report 2 – Visions and Priorities) as a result of analysis of key issues and emerging trends throughout the region. The RPC examined the recommendations of the 2030 RTP, Pre-Form Meeting Notes, Technical Report 1 – Regional Systems, and Technical Report 2 mentioned above to update priorities and identify

additional projects. The Corridor Visions and 2035 Vision Plan, as amended, appear later in this document.

Draft Plan Review

The Draft 2035 Plan was released in July 2007, incorporating input from the public and decisions by the RPC. After a period of review, the draft plan was presented at two Joint Regional/Statewide Outreach meetings. The meetings were held jointly with CDOT to enable joint review of the draft Statewide Plan at the same time. This approach was useful so that attendees could see the regional plan in context with other regions and the state as a whole. Comments received at that meeting have been incorporated as appropriate in the final plan prior to its adoption by the RPC.

The first meeting was held in Fairplay on October 16, 2007, with 12 people in attendance. Primary issues brought up by the public included:

- Growth, development and traffic along the US 285 corridor in Park County
- The need to recognize US 24, SH 9 and US 285 as major access routes to recreation areas in central Colorado which also serve as relievers to the often congested or weather-bound Interstate 70.
- General concern about the lack of funding at all levels for transportation improvements, including support for some sort of funding enhancements as being explored by the Statewide Transportation Advisory Committee (the Governor's Blue Ribbon Panel commissioned to explore and recommend funding options)

The second meeting was held in Cañon City on October 23 with 22 people in attendance. The presentation was broadcast on local public access TV. Primary issues brought up by the public included:

- The possible future need for a Cañon City Bypass to be included in the Vision Plan as a corridor study.
- The need for bridge replacements on SH 120, east of Florence.
- General consensus that US 50 is, and should be, of the highest priority for major improvements due to its truck volumes and interregional connectivity.
- A long-standing need to improve the intersection of SH 69 and SH 96 in Westcliffe. The intersection is off-set and difficult for trucks to maneuver.
- The need for a general public transit provider in the Cañon City/Fremont County area still exists. It is hoped that an agency will be able to undertake a program of this sort in the near future.

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. The Vision provides the basis to compare projects for consistency with the final adopted 2035 plan.

Goal development, and achievement of the goals, are seen as on-going processes of regional improvement. The regional vision, goals, and strategies from the previous 2030 plan, completed in 2004, 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.

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 multimodal 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.*

Upon review of the 2030 Plan by RPC members, the previous visions, goals and strategies were found to be consistent with the current needs of the region; therefore, they were not changed and were incorporated into the 2035 plan.

2035 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 2035 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.

2035 Goals and Strategies

The Central Front Range 2035 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 2035 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 2035 plan is compatible 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.

ACCOMPLISHMENTS

Several major projects have been completed or are underway in the TPR since 2004. CDOT Region 2 continues to invest all available transportation dollars in improvements that make a difference. The following is a partial list of significant accomplishments in the TPR:

- **SH 115** - Completed a series of passing/climbing lanes and resurfacing projects between Colorado Springs and US 50. Total project cost was $20 million. Project completed in Fall 2005.
- **SH 24/SH 67 in Divide** - This project completed two miles of widening on US 24 at SH 67 to 4 lanes including intersection improvements in Divide. This project completed the last of the widening projects for the gaming corridor on US 24. Total project cost was $4.5 million. Project completed in Fall 2005.
- **SH 67 Corridor, Divide to Cripple Creek** - Anticipating $3 million in Gaming funds available July 2007. Funds include $1 million each for right-of-way investigations, engineering, and construction improvements. Initial construction includes CR 81 intersection improvements and drainage improvements.
- **Intersection improvements at US 50/15th & US 50/16th Street in Cañon City** - will be undergoing in Fall 2007. The project will build a roundabout at 15th Street and Main Street. Total project cost will be approximately $2.5 million.
- **Alma & Fairplay Storm Drainage –** CDOT, in partnership with the U.S. Environmental Protection Agency, the Colorado Department of Local Affairs, and the Towns of Alma and Fairplay completed construction of sidewalks, storm drainage, and permanent water quality structures. The projects included treatments within the SH 9 right of way and improved pedestrian access in the commercial districts of both towns.
- **Installed 37,275 feet of guardrail and 11,165 feet of median cable rail** - along SH 69 and SH 165. The total cost of the project was approximately $2.5 million.
- **US 24 Resurfacing Projects -** This project completed the resurfacing of US 24 from I 25 to Woodland Park. The project cost was $10 million (in two projects). The second resurfacing along US 24 from Calhan to Ramah cost $2 million. The project was completed in fall 2005.
- **SH 67 Flooding Reconstruction Project from Deckers to West Creek** - This emergency project included reconstruction of 5 miles of roadway in 62 days following the large flooding event in July 2006 along West Creek and Horse Creek. Total project cost was $1 million. Project began in July 2006 and was completed in October 2006.
- **Widened SH 115 in Florence** - to provide a two way left-turn lane and a pedestrian refuge island for easier crossing. The project cost is $200,000.
- **Installed 4 miles of fiber optic cable** - in Cañon City
- **Installed Variable Message Sign (VMS) in El Paso County on SH 115** - at a cost of $150,000.

TRANSPORTATION SYSTEM INVENTORY

Introduction

This section 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 has been mapped and displayed using the ArcView/GIS program where appropriate.

System Inventory

The following sections utilize the best, most current data available as provided by CDOT. Most highway information is for the year 2005, the most recent data available. However, URS consultants worked closely with CDOT staff to update the 2005 dataset to reflect the most current data. The sections describe the region's highway system with the following information:

- National Highway System
- Functional Classification and Mileage
- Scenic Byways
- Traffic Volumes
- Surface Condition
- Bridges
- Accident Locations
- Paved Highway Shoulders
- Commercial Truck Traffic
- Hazardous Materials Routes
- Airports
- Rail System
- Bicycle/Pedestrian Facilities
- Transit System

Highway and Local Road System

National Highway System

The National Highway System (NHS) was first created in the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991. 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 on the NHS with about 1,201 miles in the Central Front Range TPR on US 50, US 285, and US 24. See map 2 for the NHS.

Functional Classification

The classification of the highway system, as defined by CDOT, is divided between rural and urban areas. The functional classification system is based on the grouping of streets and highways into classes, according to the character of the service they are intended to provide. Map 3 shows the State Highways (SH) for the Central Front Range. The road classes are further divided into Arterials, Collectors, and Local.

- Arterial - a major highway primarily for through traffic usually on a continuous route. The classification is 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 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.

State Highways

Table 2 shows mileages and percent of total state highways for each functional classification within the TPR. Of the 491 miles, approximately 54% are Rural Minor Arterial, 31% are Rural Principal Arterial, and 11% Rural Major Collectors.

Table 2: State Highway Functional Classification

	Highway Classification	Percentage of Total	Miles
Rural	Interstate and Freeway	0.0%	0
	Other Principal Arterial	31.6%	145
	Minor Arterial	54.3%	267
	Major Collector	10.1%	50
	Minor Collector	0.5%	2
	Local	0.0%	0
Urban	Interstate and Freeway	1.3%	6
	Other Principal Arterial	1.2%	6
	Minor Arterial	1.0%	5
	Collector	0.0%	0
	Local	0.0%	0
Total		100.0%	481

Source: CDOT

Local Roads

Table 3 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 5,500 miles, approximately 59% are Rural Local.

Table 3: Local Roadway Functional Classification

	Classification	Percentage of Total	Miles
Rural	Interstate and Freeway	0.0%	0
	Other Principal Arterial	0.8%	42
	Minor Arterial	6.4%	356
	Major Collector	6.7%	368
	Minor Collector	9.3%	516
	Local	59.4%	3,280
Urban	Interstate and Freeway	0.1%	6
	Other Principal Arterial	0.4%	21
	Minor Arterial	2.5%	138
	Collector	1.4%	75
	Local	13.0%	720
Total		100.0%	5,522

Source: CDOT

Scenic Byways

The Colorado Scenic and Historic Byways program is a statewide partnership intended to provide recreational, educational, and economic benefits to Coloradoans and visitors. This system of outstanding touring routes offers 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/)

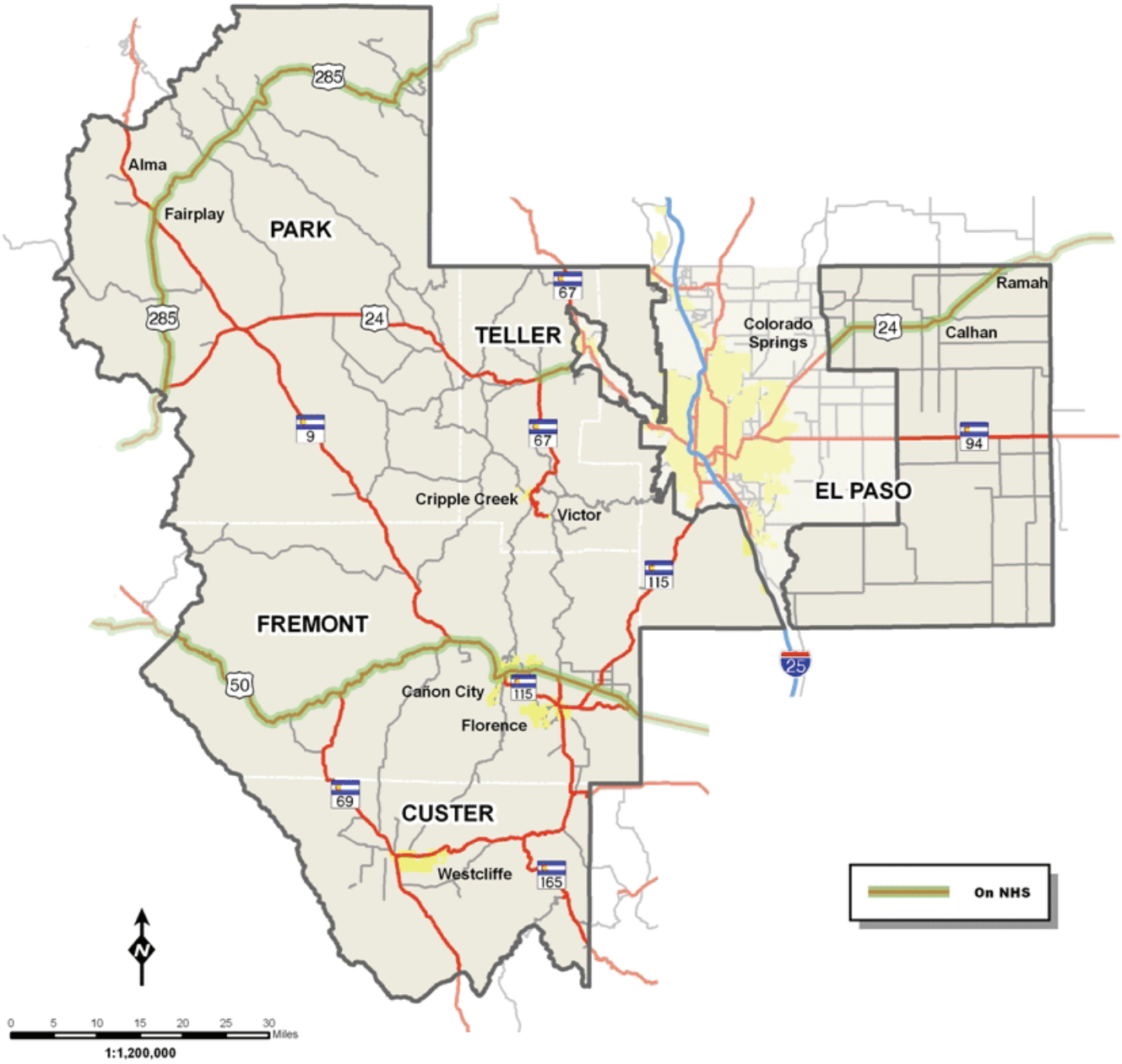
Three Scenic Byways are located in the region:

- 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, Phantom Canyon Road, Shelf Road., High Park Road., 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 Pue0blo and Colorado City to Westcliffe.

Map 4 shows the location of these Scenic Byways.

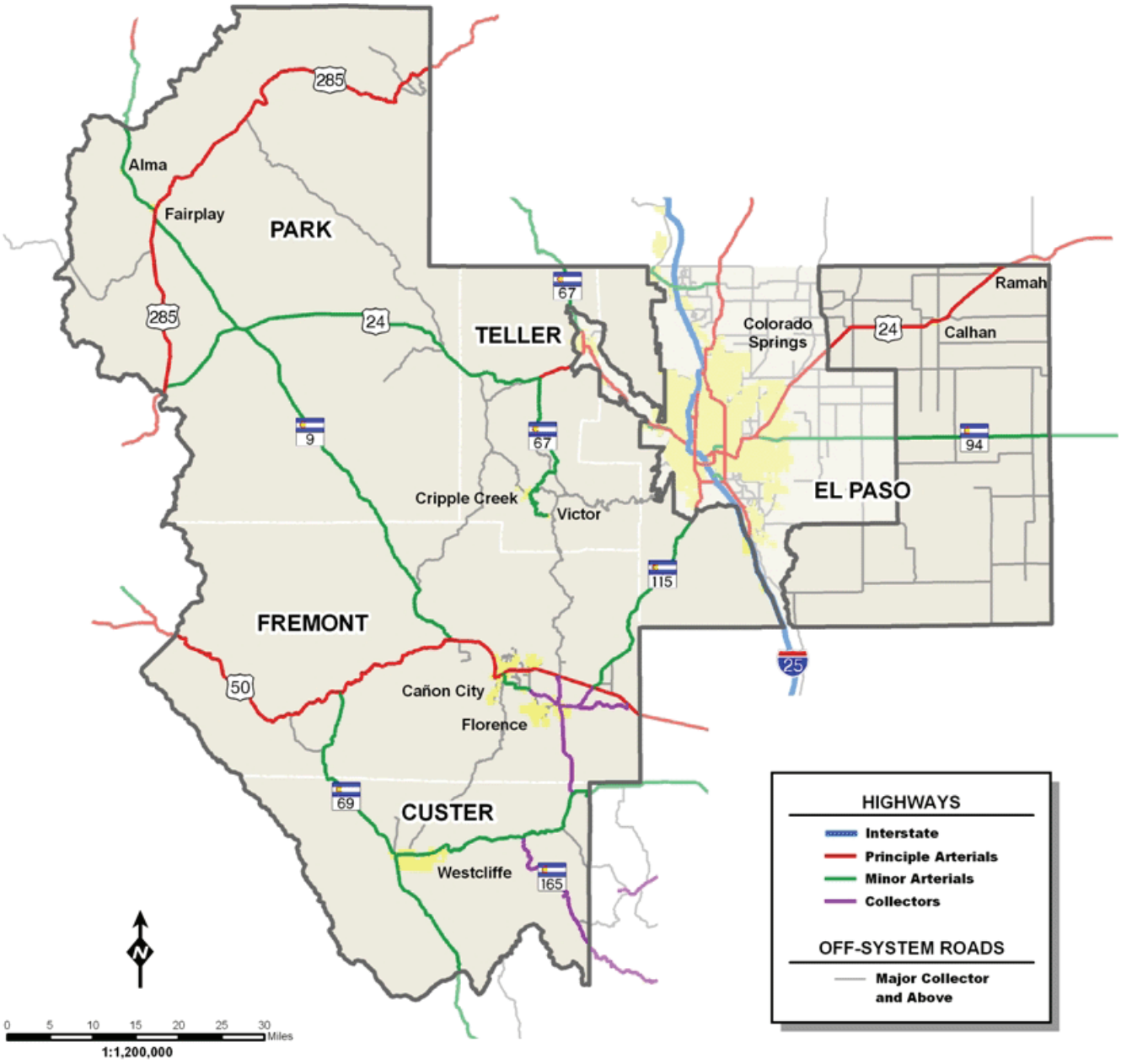
Map 2: National Highway System

Source: CDOT 2005 Dataset



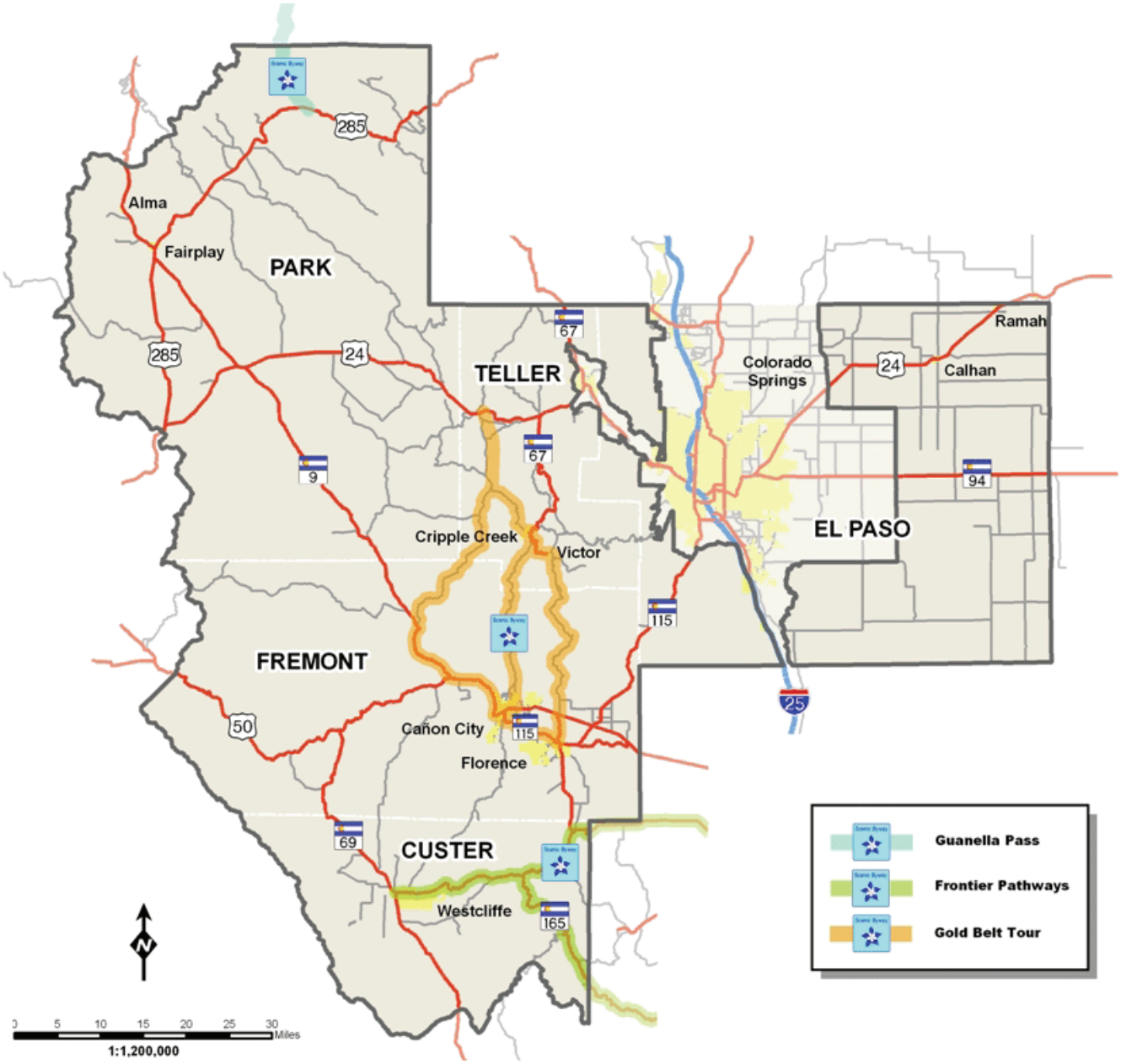
Map 3: Functional Classification

Source: CDOT 2005 Dataset



Map 4: Scenic Byways

Source: CDOT 2005 Dataset



Average Annual Daily Traffic (2005 and 2035)

Traffic volumes on state highways were generated using CDOT data for 2005, 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.

The 2035 AADT projections show increases in traffic especially in and around population centers. Map 5 shows AADT for 2005 and Map 6 shows AADT for 2035. See Table 4 for the growth in lane miles over 10,001+ AADT from 2005 to 2035.

Table 4: Miles of Road with 10,001+ AADT

Year	Miles of Road with 10,001+ AADT
2005	25.1
2035	92.3

Source: CDOT

Volume to Capacity Ratio (2005 and 2035)

The Volume to Capacity Ratio, commonly referred to as V/C (V over C), is another commonly used measure of traffic congestion. 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 are much more congested than 5,000 vehicles per day on a 4-lane interstate facility. In maps 7 (2005 data) & 8 (2035 data), the Volume (AADT) is compared with the capacity of the facility to obtain a ratio between 0.0 (no congestion) and 1.00 (gridlock). CDOT's congestion relief program makes some funds available for improvements on corridors that exceed the 0.85 threshold.

The 2035 V/C ratios show that congestion on the US 24, SH 67, US 50 and US 285 corridors will become more noticeable as congestion spreads out from the regional centers of Florissant, Divide, Cripple Creek and Cañon City.

The 2035 V/C ratio does not reflect potential capacity improvements on the corridor, but is based on current roadway capacity.

Table 5: Volume to Capacity Ratio (2005)

V/C Ratio 2005	Total Miles	Out of total Number of Miles	% of Total Mileage
0.00 - 0.59	470.2	491.0	95.8%
0.60 - 0.84	18.7	491.0	3.8%
> 0.85	2.1	491.0	0.4%

Source: CDOT

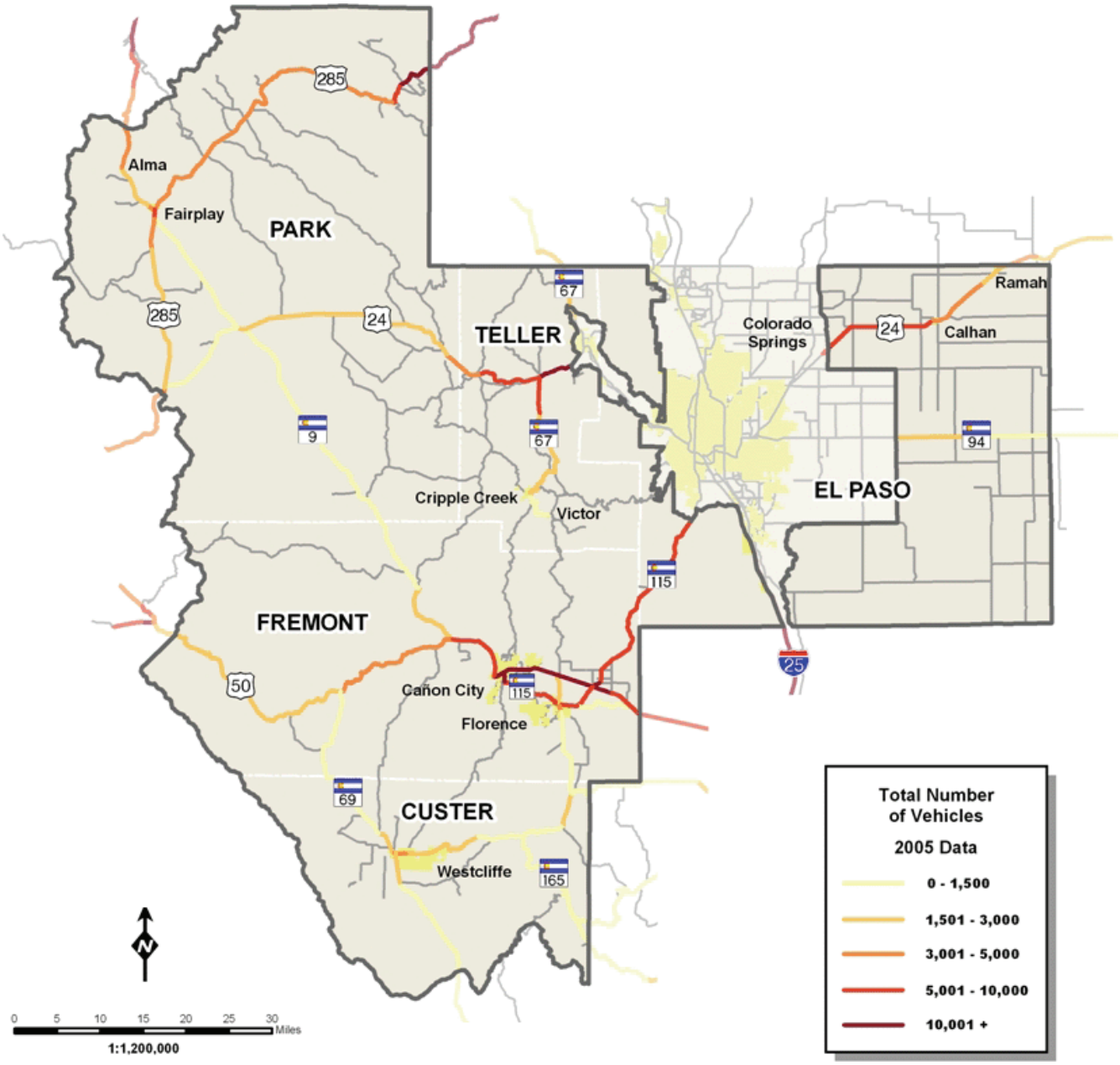
Table 6: Volume to Capacity Ratio (2035)

V/C Ratio 2035	Total Miles	Out of total Number of Miles	% of Total Mileage
0.00 - 0.59	387.5	491.0	79.0%
0.60 - 0.84	69.4	491.0	14.1%
> 0.85	34.1	491.0	6.9%

Source: CDOT

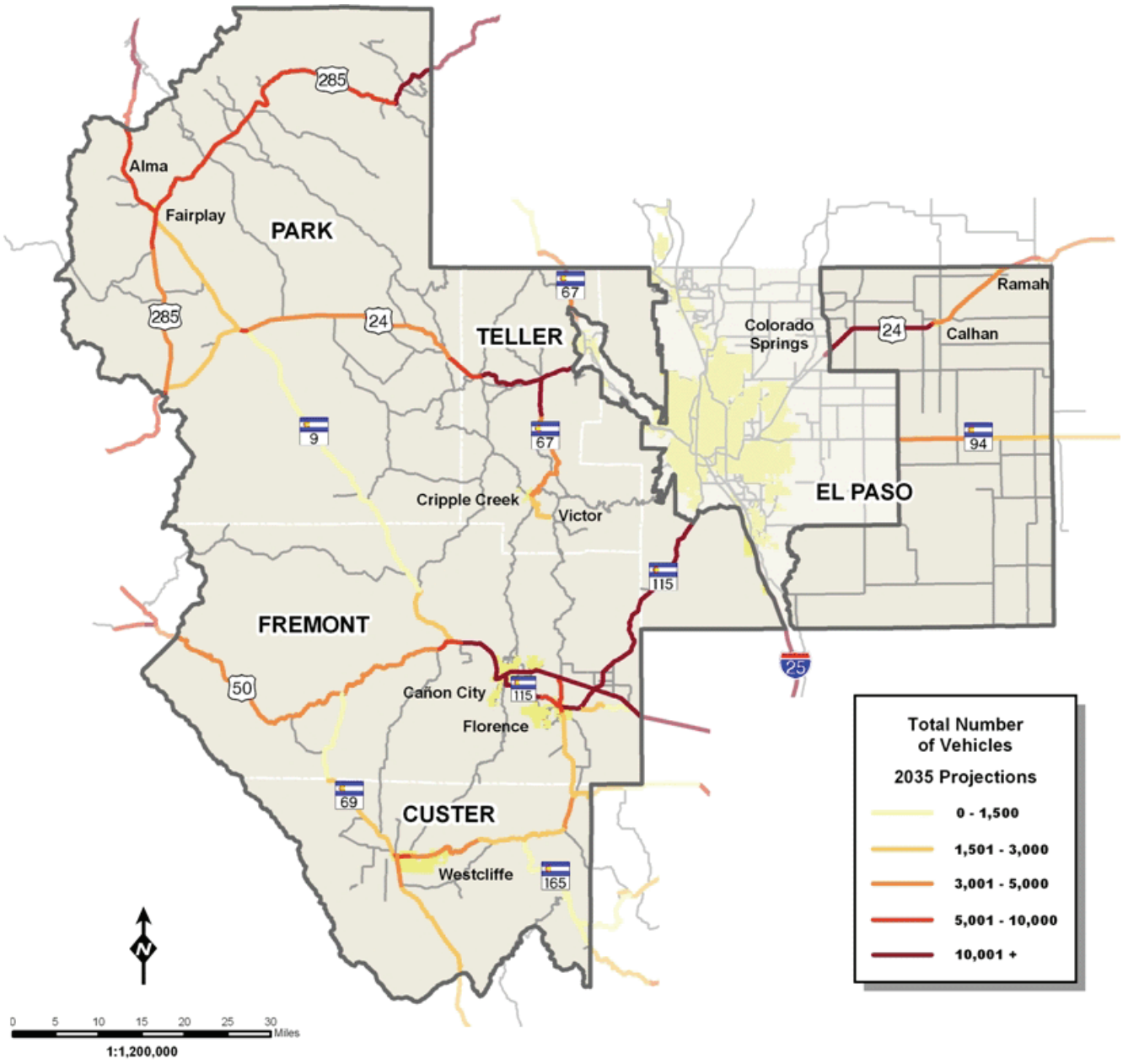
Map 5: Average Annual Daily Traffic (AADT) (2005)

Source: CDOT 2005 Dataset



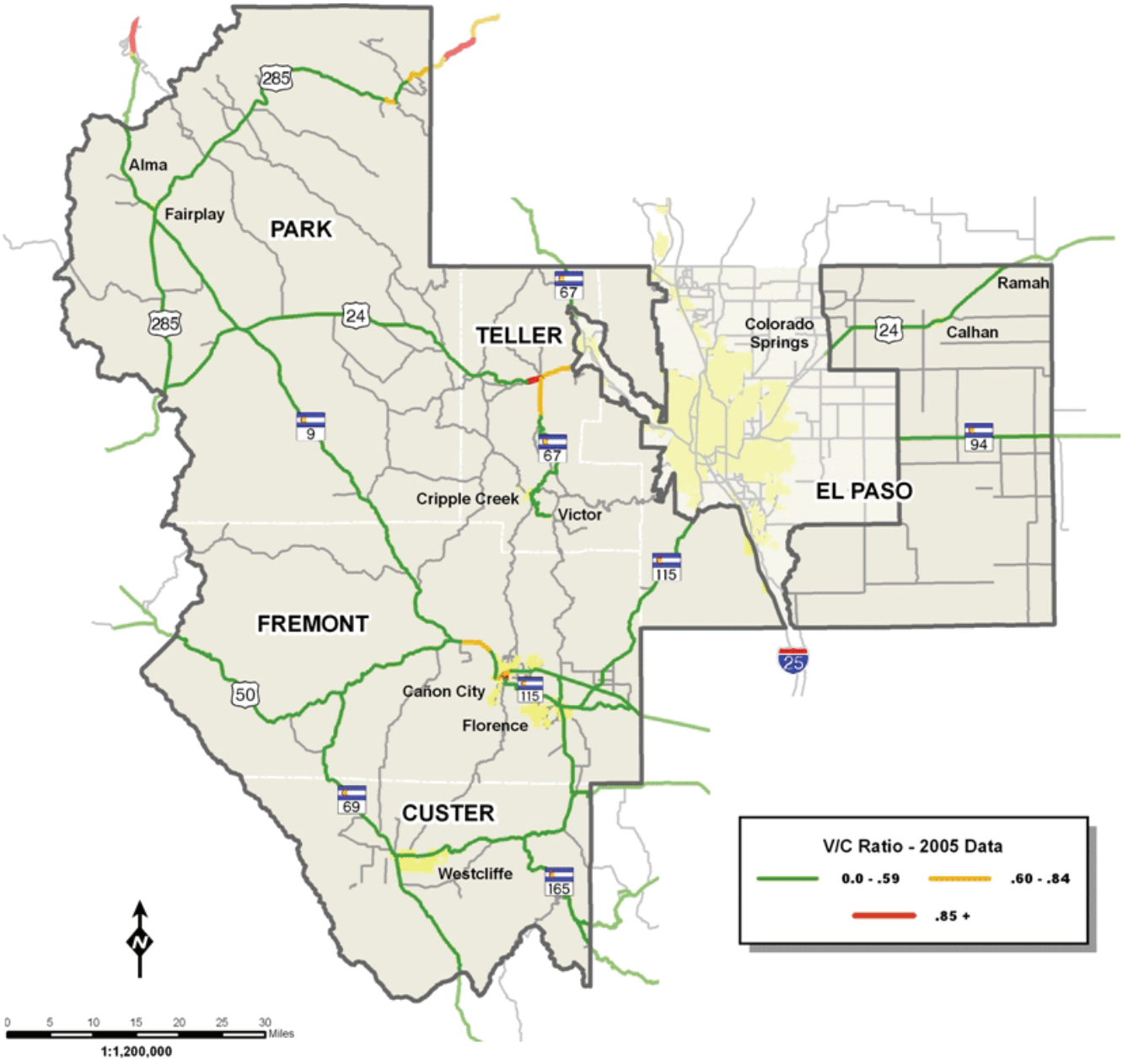
Map 6: Projected AADT (2035)

Source: CDOT 200



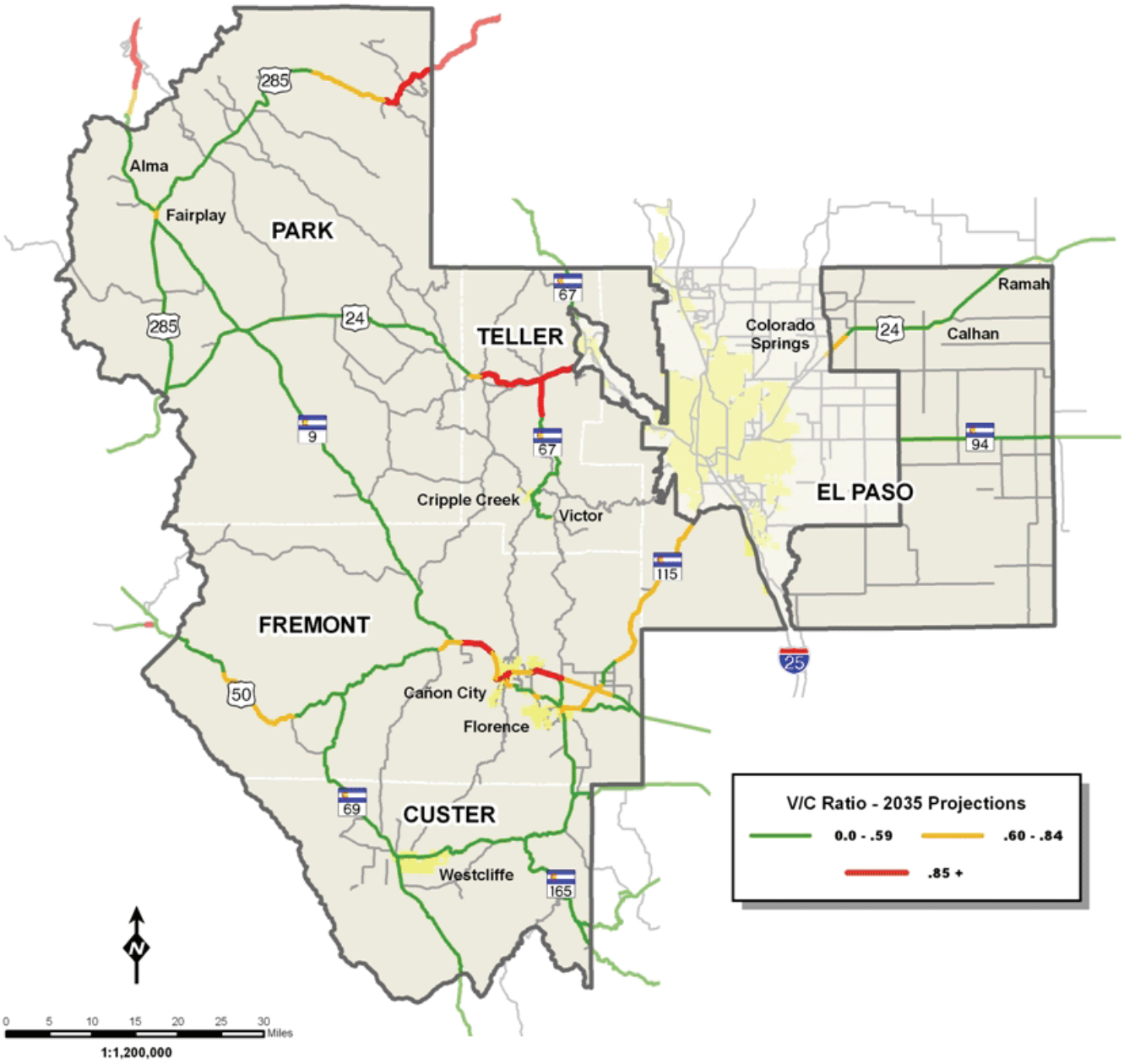
Map 7: Volume to Capacity Ratio (2005)

Source: CDOT 2005 Dataset



Map 8: Projected Volume to Capacity Ratio (2035)

Source: CDOT 2005 Dataset

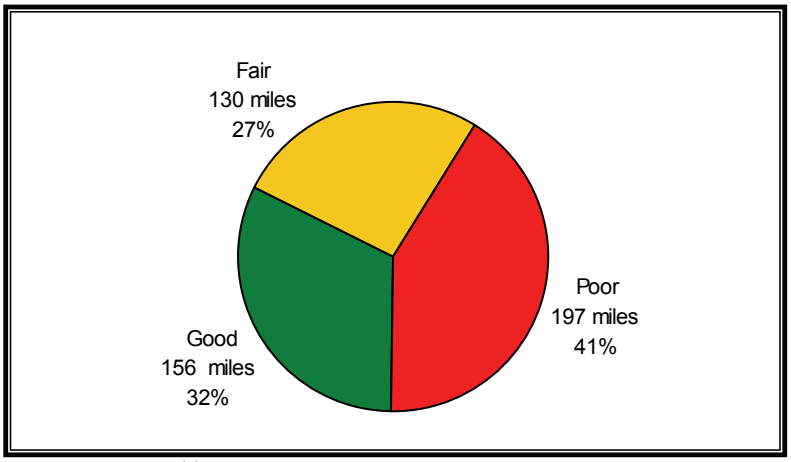


Highway Surface Condition (2005)

CDOT rates the condition of highway surfaces with its Pavement Management System, providing a range of years of Remaining Service Life (RSL) of the pavement for the highway segment. The RSL calculation is based 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% rated Good and 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. Figure 2 reflects the miles and percentage of the system of state highways in the TPR that are in Good/Fair/Poor condition based on Remaining Service Life. A good surface condition corresponds to a remaining surface life of 11 years or more. A fair surface condition corresponds to a remaining surface life of 6 to 10 years, while a poor evaluation represents a remaining surface life of less than 6 years.

Overall, the number of Good and Fair roadway miles is 286 or 59%, just slightly under the minimum goal of 60%. Map 9 depicts roadway surface conditions within the TPR.

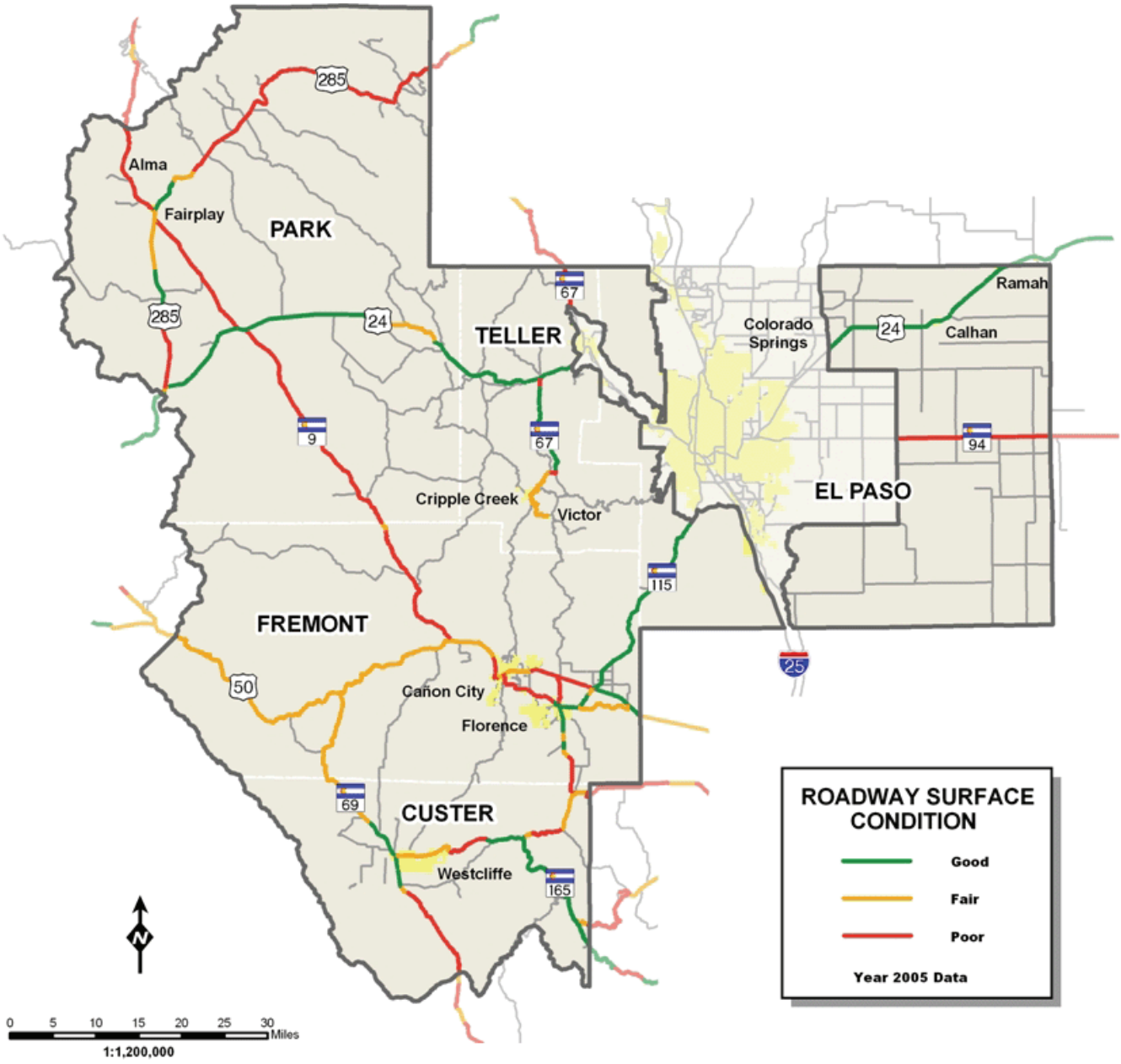
Figure 2: Roadway Surface Conditions (2005)



Source: CDOT 2005 Dataset

Map 9: Roadway Surface Conditions

Source: CDOT 2005 Dataset



Bridge Condition

Each bridge on the state highway system is given a Bridge Sufficiency Rating (BSR) by CDOT's Bridge Management System relevant to its structural (aging or other engineering deficits) or functional (usually width limitations) integrity. The bridges are ranked from 0-100. Bridges with a sufficiency rating of less than 80 and are either Structurally Deficient (SD) or Functionally Obsolete (FO) are eligible for replacement funding. More specifically, bridges with ratings between 51 and 80 are eligible for rehabilitation and those rated below 50 are eligible for replacement. 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.

Map 10 depicts the location of eligible bridges located within the TPR.

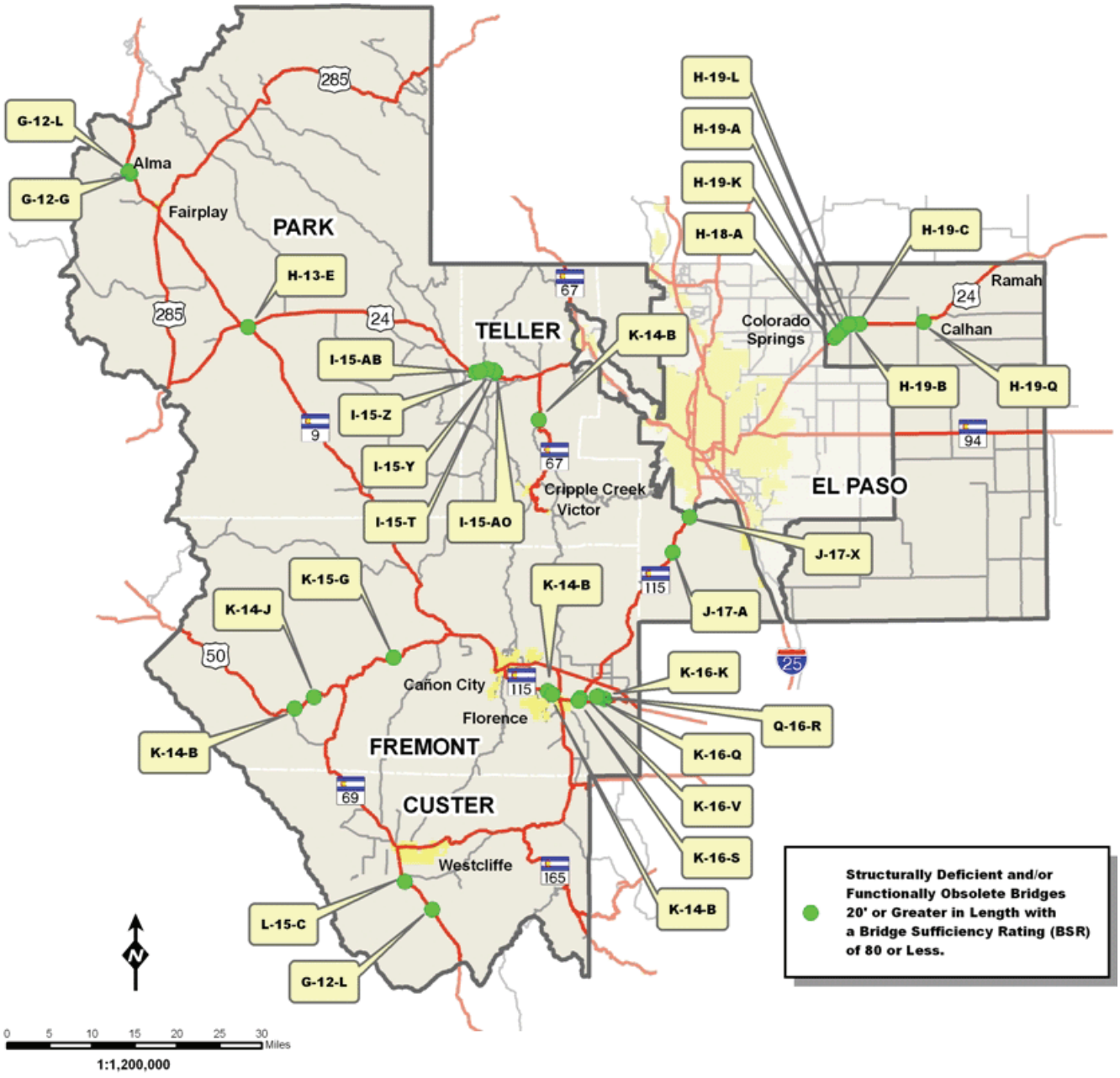
Table 7: Bridge Conditions

Bridge ID	Route	Intersecting Feature	Mile Post	Bridge Sufficiency Rating	Deficiency Type
H-13-E	009A	S Fork S. Platte	47	57	SD
G-12-G	009C	Middle Fork S. Platte	70	70	SD
G-12-L	009C	Buckskin Gulch	71	50	SD
I-15-AB	24A	Grape Creek	269	59	FO
I-15-AO	24A	Draw	272	73	SD
I-15-T	24A	Draw	272	73	SD
I-15-Y	24A	Twin Creek	271	53	SD
I-15-Z	24A	Draw	270	66	FO
H-18-A	24G	Black Squirrel Creek	327	44	SD
H-19-A	24G	Brakett Creek	330	69	FO
H-19-B	24G	Draw	331	57	FO
H-19-C	24G	Draw	332	51	SD
H-19-K	24G	Draw	329	74	FO
H-19-L	24G	Draw	331	63	FO
H-19-Q	24G	Draw	339	71	FO
K-14-B	50A	Oak Creek	245	60	SD
K-14-J	50A	Draw	248	56	SD
K-15-G	50A	Draw	261	55	SD
L-15-C	69A	Rosita Creek	54	31	SD
L-15-O	69A	Antelope Creek	50	54	SD
J-17-X	115A	Rock Creek	39	51	SD
K-16-G	115A	Chandler Creek	7	76	FO
K-16-V	115A	Arkansas River	11	73	FO
K-16-Y	115A	Oak Creek	8	63	FO
J-17-A	115A	Little Turkey Cree	34	51	FO
K-16-K	120A	Arkansas River	4	51	FO
K-16-Q	120A	Hardscrabble Creek	3	26	SD
K-16-R	120A	Ditch	3	62	FO
K-16-S	120A	Draw, Up Rr	0	48	SD
I-16-AA	67C	Four Mile Creek	66	62	FO

Source: CDOT

Map 10: Bridge Conditions

Source: CDOT 2005 Dataset



Fatal Crash Rate by Corridor

Current funding levels used in the 2035 Plan resulted in an estimated performance level of an average fatal crash rate of 1.47 per 100 million vehicle-miles of travel (VMT). Comparing a corridor's rate against the average crash rate could be an indicator of the relative safety of the corridor and this measure compensates for high volume highways. Therefore – from a planning perspective – a relatively high crash rate will help identify areas that should be given further analysis. However, many factors play into actual decisions on where to make safety improvements, such as cost-benefit analysis, type of crash, and crashes caused by driver behavior, etc. Vehicle crashes may have any combination of three causes: driver error (e.g., driving too fast for conditions), vehicle failure (e.g., loss of brakes), or highway design (e.g., poor sight distance). With this in mind, not all crashes can be prevented by highway improvements. The following table shows the 2005 VMT data, the number of fatal crashes in each corridor for the 1999-2003 time period, and the calculated five-year average fatal crash ratio for each corridor.

Table 8: Fatal Crash Rates by Corridor (1999-2003)

Corridor Name	Beginning Mile Post	End Mile Post	Daily VMT (2005)	Total Fatal Crashes	Fatal Crash Rate (per 100 MMVMT)
SH 165 A	0.000	18.758	4,922	2	22.3
SH 96 A	0.000	29.202	46,428	5	5.9
SH 67 C	45.560	69.990	61,650	6	5.3
US 285 D (ii)	181.971	221.925	152434	12	4.3
SH 67 A-B	0.000	14.990	26,528	2	4.1
US 24 G	326.844	350.580	107,969	7	3.6
SH 115 A (ii)	13.960	38.671	204,288	12	3.2
US 285 D (iii)	221.925	228.839	75,950	4	2.9
SH 9 A	0.000	47.582	42,020	2	2.6
US 50 A (i)	225.578	278.704	218,941	10	2.5
US 24 A (ii)	265.330	282.000	138,920	5	2.0
SH 9 B	47.582	76.396	61,376	2	1.8
US 285 D (i)	162.001	181.971	59,491	2	1.8
SH 115 A (i)	0.000	13.960	96,226	3	1.7
SH 69 A	42.156	82.877	35,206	1	1.6
SH 94 A	17.100	35.080	35,679	1	1.5
US 24 A (i)	225.569	265.330	78,980	2	1.4
US 50 A (ii)	278.704	296.136	247,066	4	0.9
SH 120 A	0.000	6.999	0	0	0.0
SH 67 D	82.460	87.142	0	0	0.0

Source: CDOT

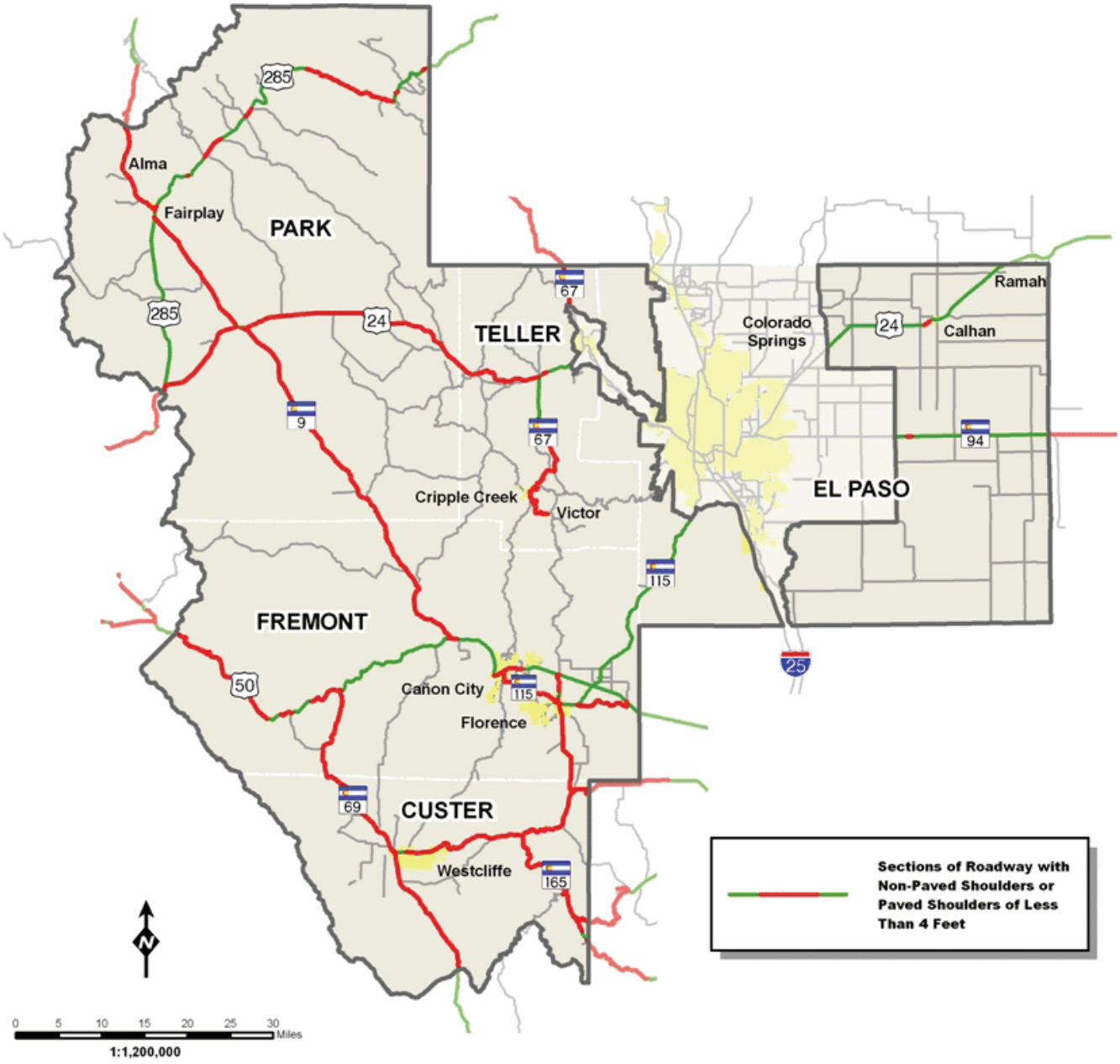
Paved Highway Shoulders

Paved shoulders play an important part in improving safety conditions for private vehicles and trucks. In addition, many cyclists enjoy riding on the region's highways and often utilize paved shoulders when they are present. These trips are made safer and more convenient for cyclists and motorists alike when a substantial paved shoulder is available for riding. Map 11 shows state highways that lack a minimum 4 ft. paved shoulder perceived to provide the minimum margin of safety.

It is the policy of CDOT to incorporate 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 it is technically feasible and economically reasonable. See Map 11 for Highway Shoulders.

Map 11: Highway Shoulders

Source: CDOT 2005 Dataset



Commercial Truck AADT

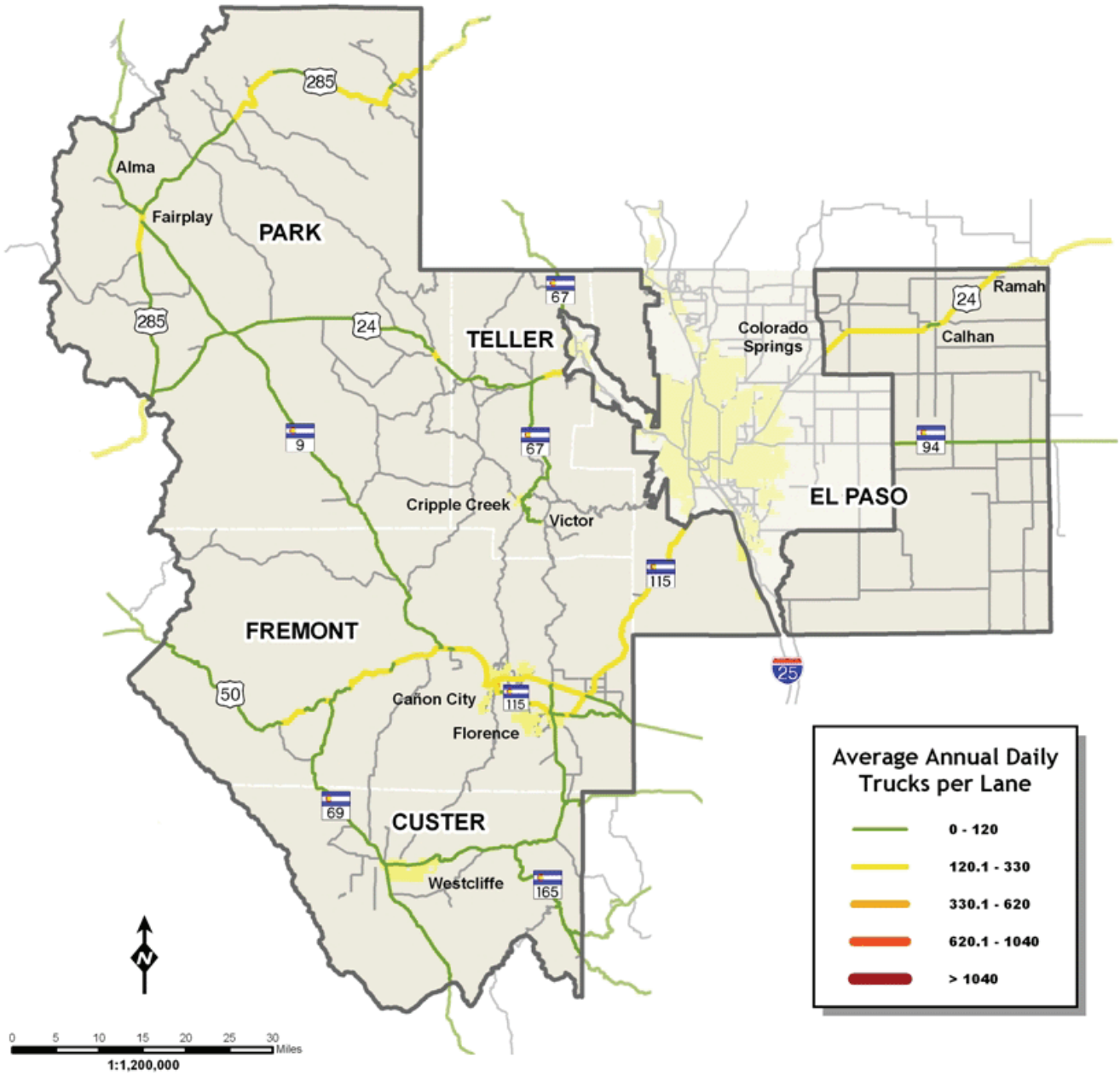
Maps 12 and 13 provide a comparison of growth in Commercial Truck Average Annual Daily Traffic (AADT) from 2005 to 2035. The truck volumes have been normalized by the number of lanes to compensate for greater capacity on four or six lane facilities. The map shows the number of trucks per lane per day. For this study, "trucks" are defined as vehicles with six or more wheels.

Hazardous Material Routes

Four major routes in the region are designated as hazardous materials routes, including US 285, US 24, US 50 and SH 115. Transporters of all hazardous materials listed in Table 1 of the Colorado Code of Regulations (CCR), Part 172 and must adhere to these 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 for the Colorado State Patrol at http://csp.state.co.us/HazMat.htm. Map 14 depicts the designated hazardous material routes.

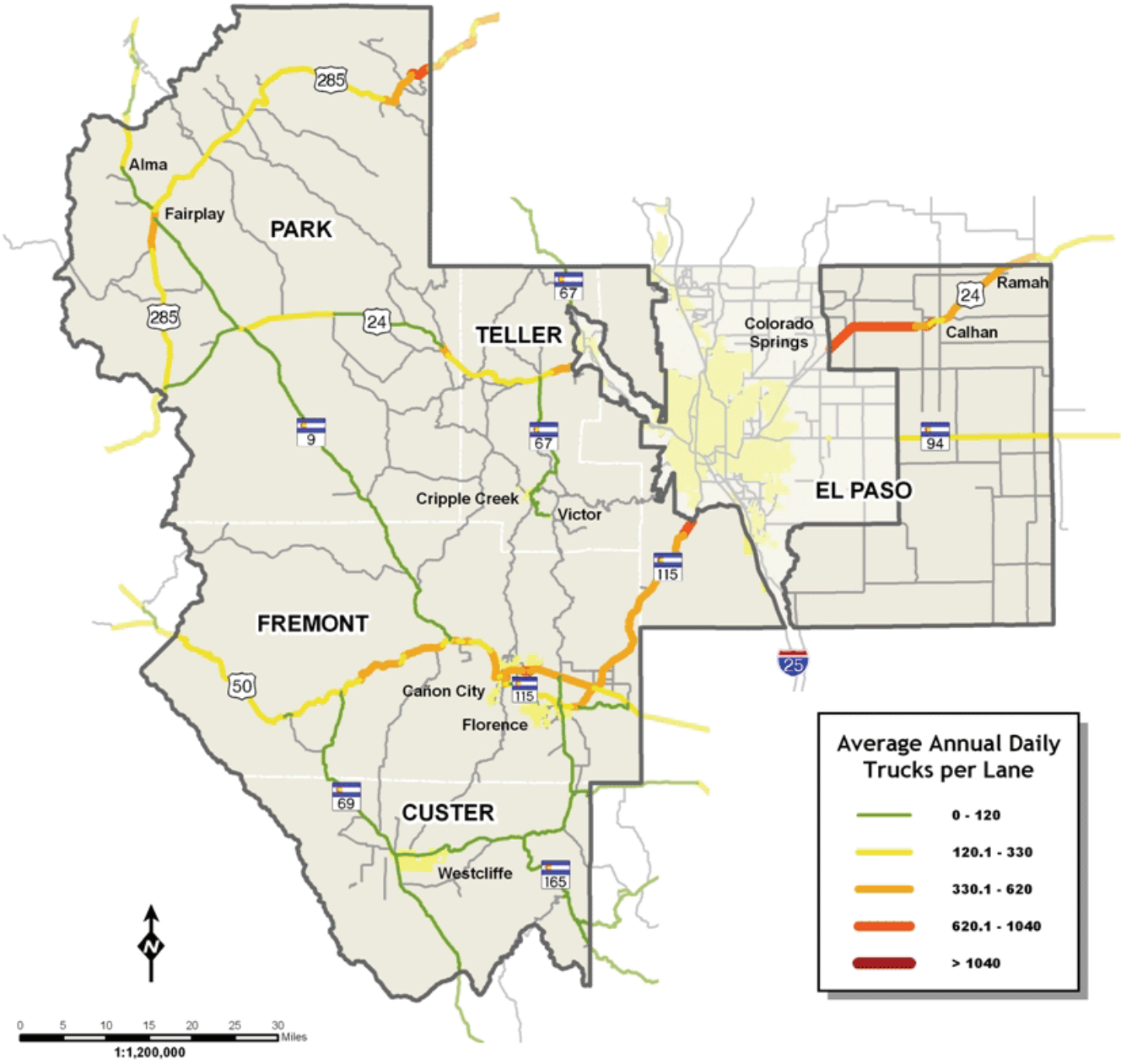
Map 12: 2005 Commercial Truck AADT

Source: CDOT 2005 Dataset



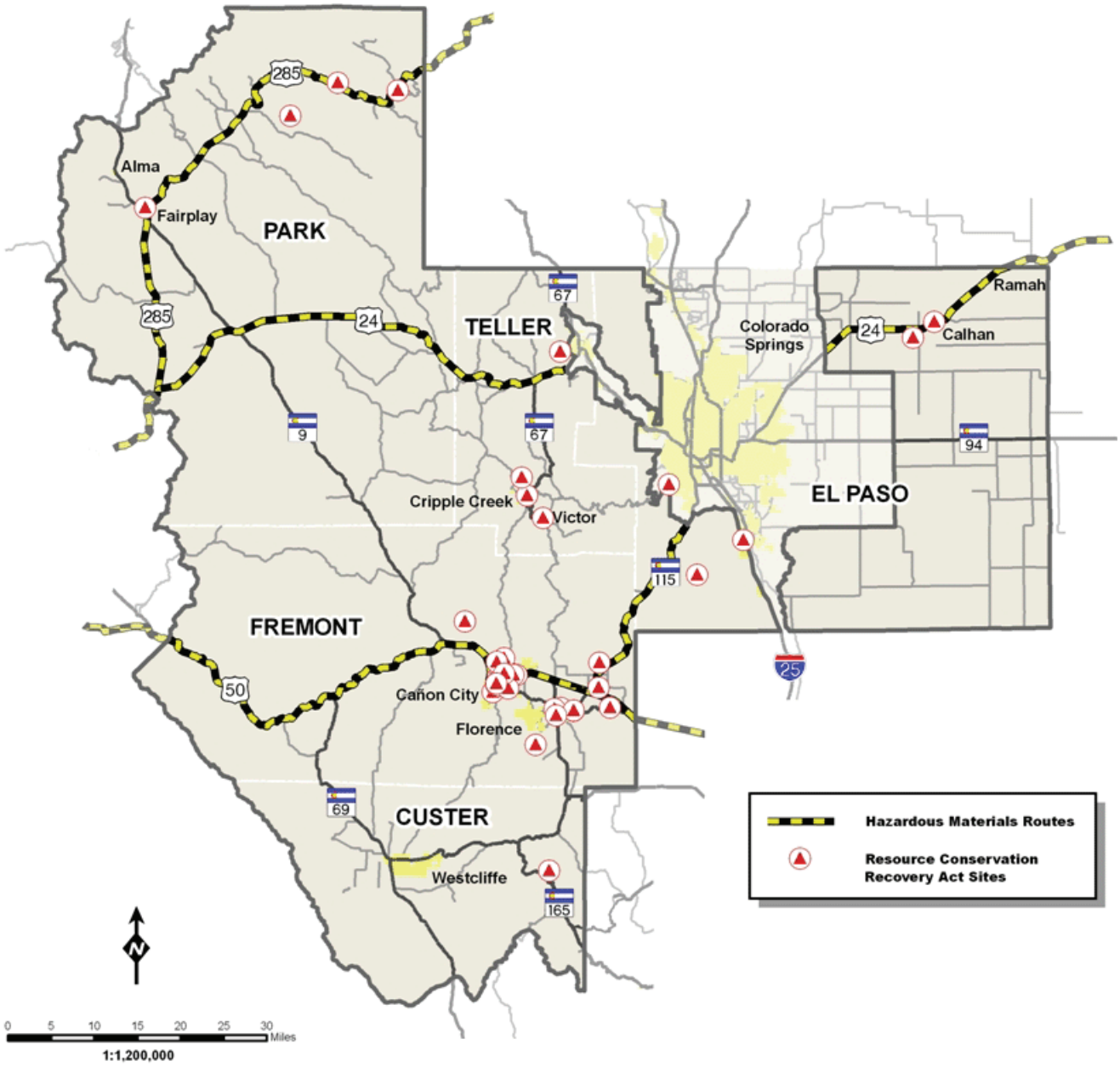
Map 13: 2035 Commercial Truck AADT

Source: CDOT 2005 Dataset



Map 14: Hazardous Material Routes

Source: CDOT 2005 Dataset



Airport Operations

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 (located in the Pikes Peak Metropolitan Planning Organization (MPO)).

The three general aviation airports located in this TPR contribute to the region's mobility and access to services as well as help to support economic activity. Aviation services include fixed base operators, flight instruction, fueling, aircraft repair and maintenance, air taxi/charter, corporate flights, 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 recreation and business activities. Table 9 describes the region's airport facilities and operations.

Airports

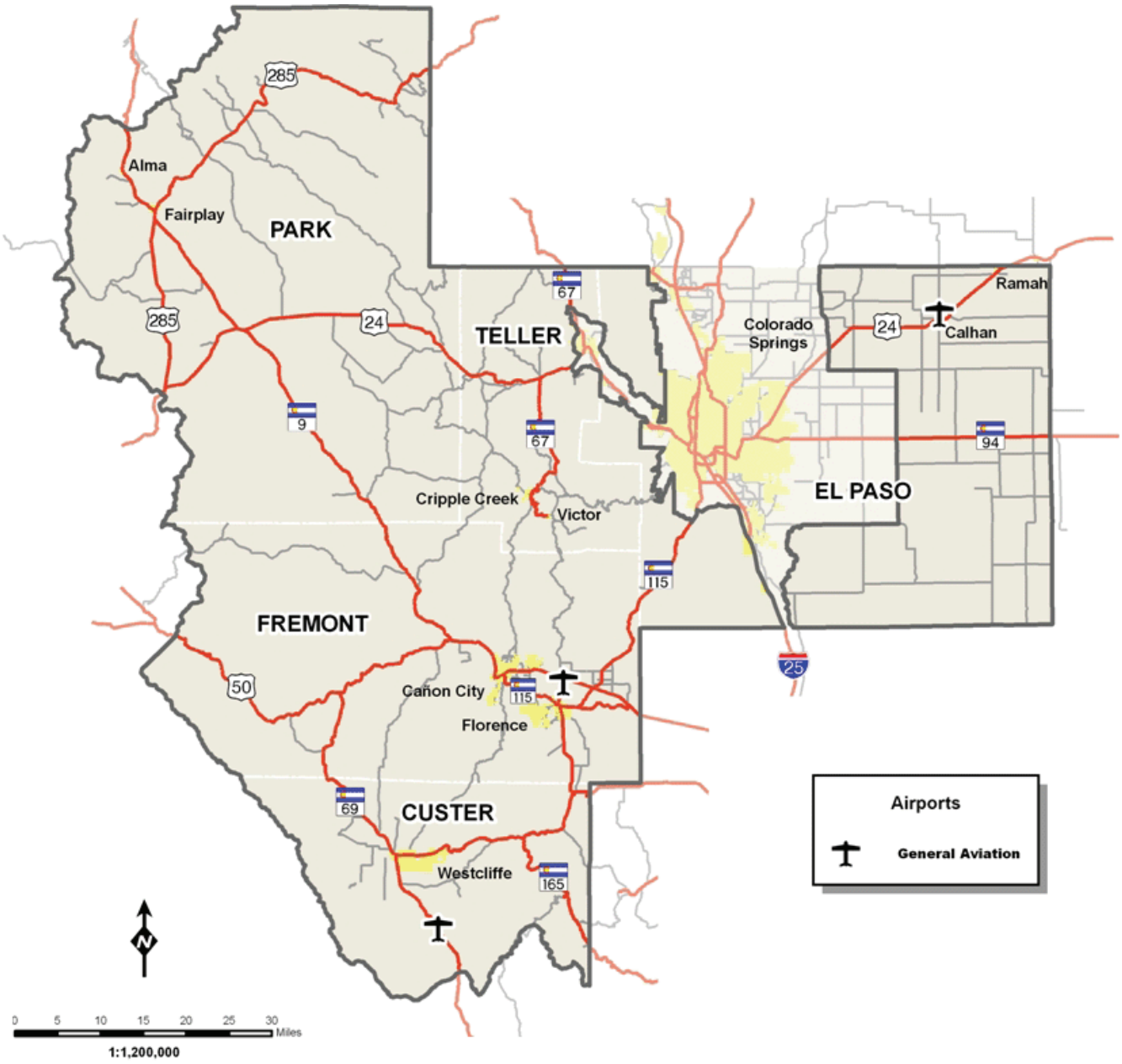
Map 15 shows the location of the three general aviation airports in the TPR at Calhan, Cañon City, and Westcliffe.

Table 9: Regional Airport Operations

Airport	Silver West Airport	Calhan Airport	Fremont County Airport	
Airport Location	Westcliffe	Calhan	Cañon City	
FAA Classification	N/A	N/A	General Aviation	
Functional Level	Intermediate	Minor	Intermediate	
Annual Enplanements	N/A	N/A	N/A	
Based Aircraft	8	19	87	
Annual Operations	800	1,800	14,040	
# of Runways	1	1	2	
Runway ID	13/31	17/35	11/29	17/35
Length in Feet	7,000	4,565	5,399	3,261
Width in Feet	40	50	75	35
Surface Type	Asphalt	Turf/Dirt	Asphalt	Turf/ Gravel
Lights	None	LIRL	MIRL	None
Approach Lights	No	Yes	Yes	No
Lights: LIRL - Low Intensity Runway Lights, MIRL - Medium Intensity Runway Lights				

Map 15: Airports

Source: CDOT 2005 Dataset



Rail Transportation

Rail transportation in the region is very limited. No passenger rail options are available in the region, with the exception of three 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 Railroad offers a 12-mile scenic route into the heart of the canyon following the old Denver & Rio Grande Railroad route. The Pikes Peak Cog Railway, based in Manitou Springs, climbs to the summit of Pikes Peak at 14,110 feet. The Union Pacific and Burlington Northern Santa Fe share track rights along US 50, but service is currently discontinued. Map 16 shows the rail line locations.

Freight Rail Service

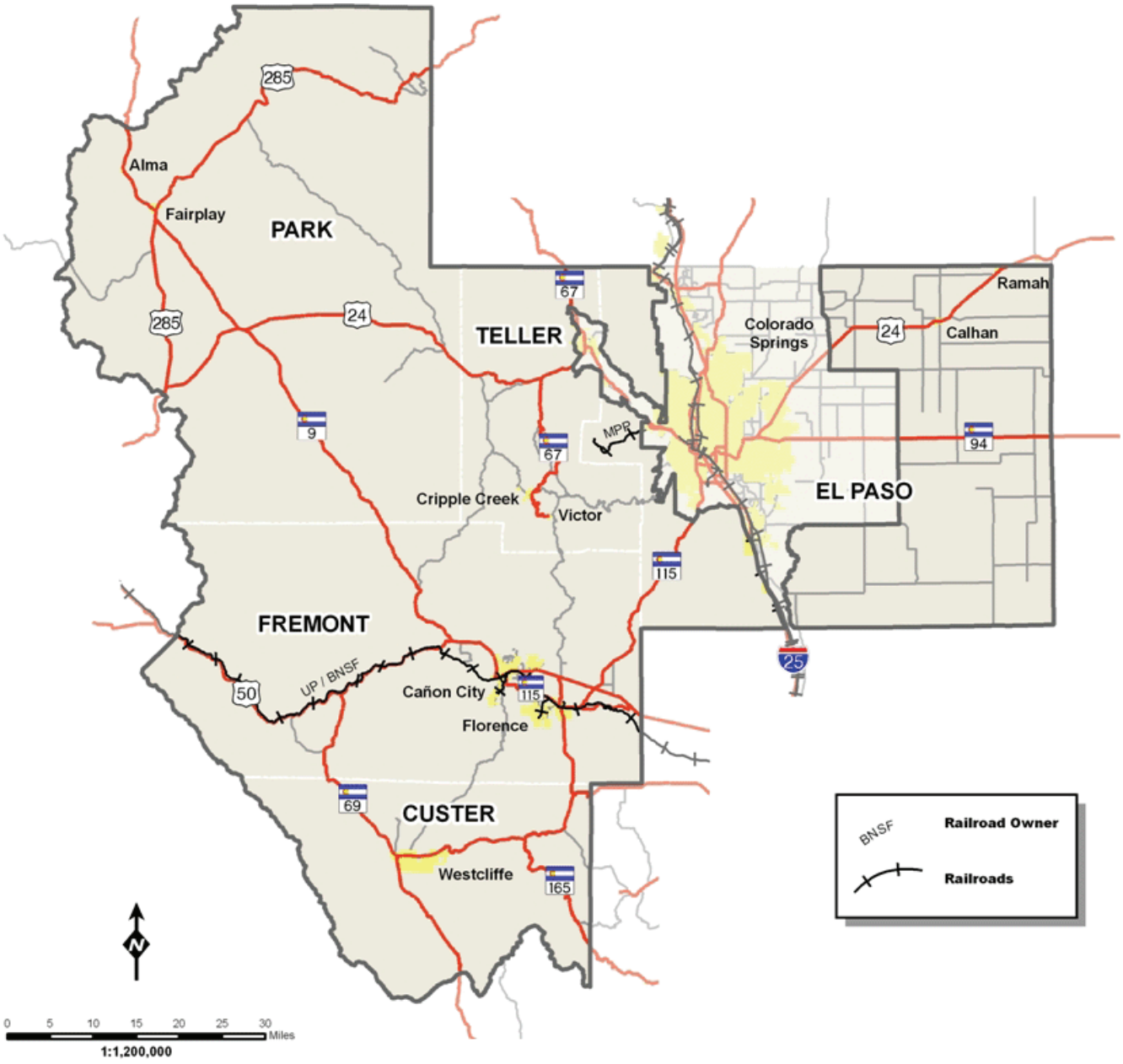
No freight rail service is available in the Central Front Range TPR.

Rail Abandonments

No known rail abandonments are in process.

Map 16: Railroads

Source: CDOT 2005 Dataset



Designated Bike Routes

Non-motorized access to recreational areas, historic sites, public lands, and the communities within the TPR are important to the regions quality of life. The region's highways, local roads, primitive roads, and trails network are the primary systems for non-motorized travel.

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. Map 11 shows state highways with paved shoulders wider than four feet, the minimum perceived safety margin.

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

In addition to the opportunities afforded bicyclists on the state highway system, there is an extensive existing trail system that links open spaces and provides safe access to schools, shopping facilities and recreational areas. The primary challenge for communities is to develop plans and funding options to enhance, extend and connect these systems to create a seamless non-motorized system. In addition to significant local contributions, funding from the Transportation Enhancements Program has been and is expected to continue to be a major source of funding for non-motorized trail projects.

Bicycle facilities include on-street facilities such as bike lanes, bike routes, low-volume roads and roads with shoulders and off-street facilities such as paths, bridges, overpasses and underpasses. Plans should include a mix of all these facilities, and may include state highways, county and local roads.

Regional Non-motorized Trails

Routes for bicycles and pedestrians have become an important part of the intermodal transportation system. Many towns and cities in the region have developed a system of on- and off-street facilities for bicyclists 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. See Map 17 for regional non-motorized trails in the Central Front Range TPR.

In addition to local routes, a network of long distance facilities is being developed across the region, state, and nation. Many of these major long distance facilities are in the planning stages and are being built in phases as funding permits. Many towns and cities are able to accommodate these long distance facilities by incorporating the plans into local/regional systems and building when funding is available.

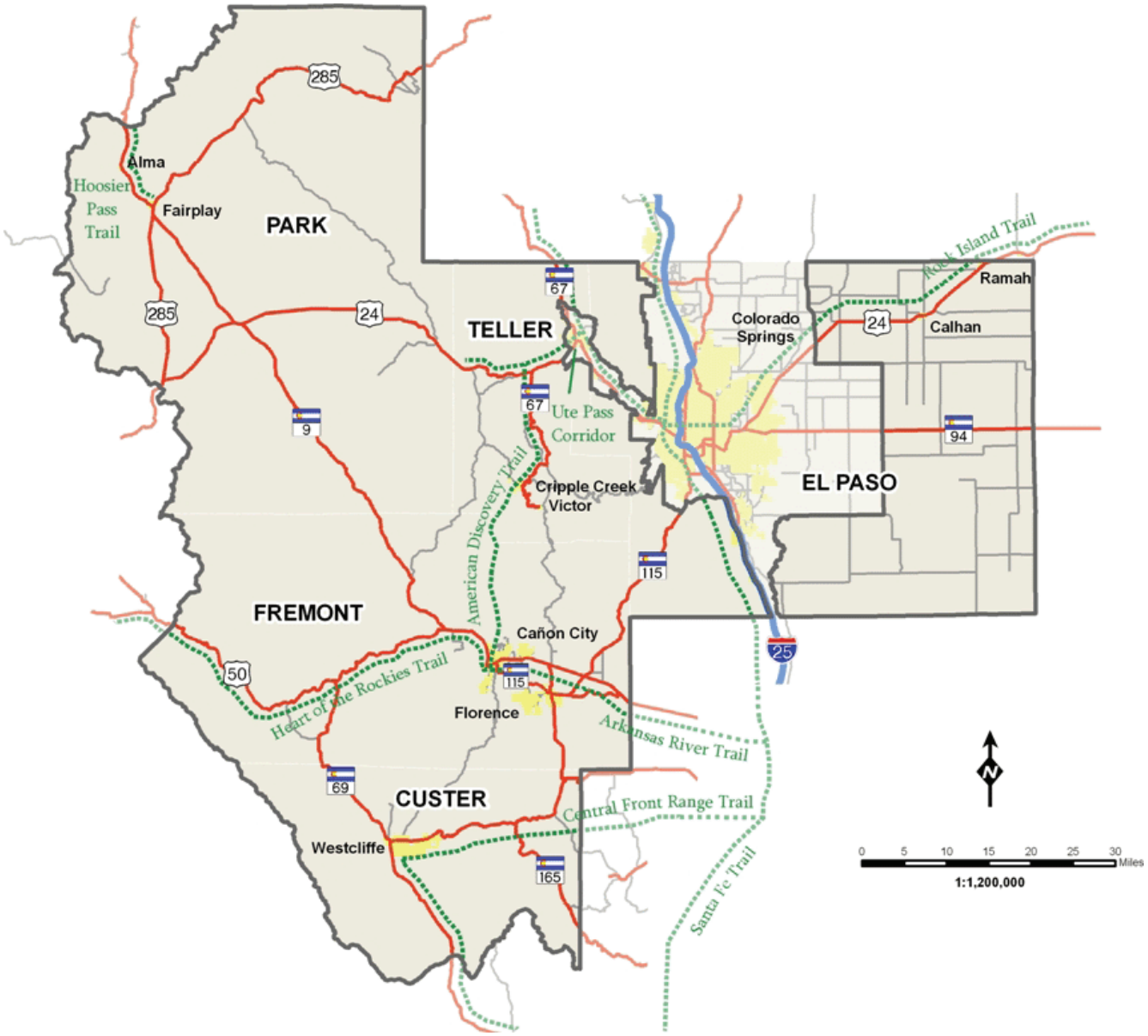
The following significant regional trail corridors were identified for future development to accommodate tourism and local short distance travel:

- 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.

Map 17: Designated Bike Trails

Source: CDOT 2005 Dataset



TRANSIT SYSTEM

This section reviews the existing transit systems, facilities, and services; analyzes the transit service gaps; and estimates the overall transit demand within the Central Front Range Regional TPR. This information will be used in the development of transit strategies to meet the demand and service gaps for the transit-dependent and general public populations.

Transit Providers Overview

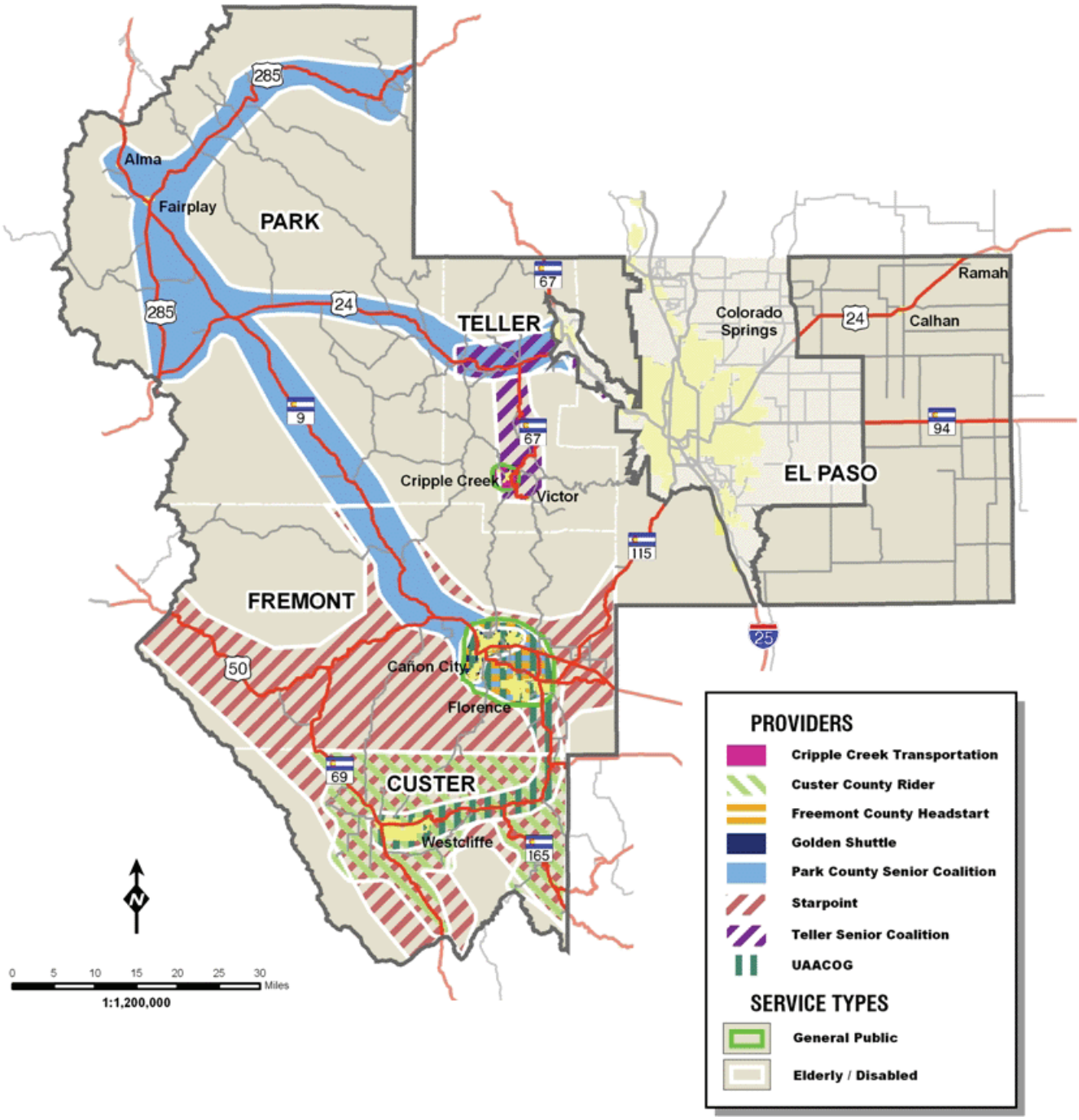
The Central Front Range TPR is currently served by seven transit "providers." Not all providers in the area are referenced due to the lack of information provided by these agencies; however, information concerning operating and capital costs, revenues, and ridership will be updated when available. At this time, known information is presented for review. Map 18 illustrates the areas served by these agencies.

Transit Provider Profiles

This section provides a one-page profile of each major transit service provider within the CFR TPR. The profile includes service and operating characteristics, agency information, funding types, ridership trends, and performance measures.

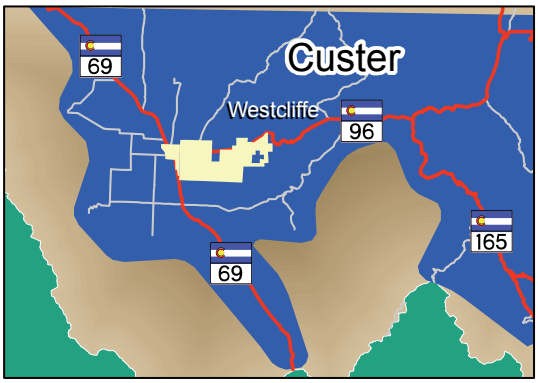
Map 18: Transit Providers

Source: CDOT 2005 Dataset



Wet Mountain Valley Community Service Corp.

The Wet Mountain Valley Community Service Corp. provides demand-response transportation out of Westcliffe in Custer County for any resident in the county. Service is provided entirely by the Rotary Club in Westcliffe. The service travels up to 100 miles from Westcliffe; however, service is not provided into Denver. Services are provided three days per week on Monday, Wednesday, and Friday from 9:00 a.m. to 4:00 p.m.



Agency Information

Type of Agency: Nonprofit
Type of Service: Demand-responsive
Funding Type: FTA 5311, Head Start, General Funds, Donations, and Fares
Eligibility: General Public

Operating Characteristics (2004)

Size of Fleet: 1 Body-on-Chassis with lift and 1 minivan
Annual Operating Budget: $22,300
Annual Passenger-Trips: not available
Operating Days and Hours: Monday though Friday, from 8:00 am to 5:00 pm

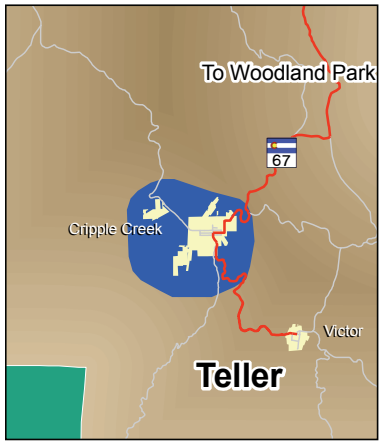
Performance Measures

Cost per Service Hour: not available
Cost per Passenger-Trip: not available
Passenger-Trips per Service Hour: not available
Ridership Trend: not available

Contact for Schedules and Information

Bill McAlee
P.O. Box 524, Westcliffe, CO 81252
Phone: 719-783-3247
E-mail: eamgmll@myamigo.net

Cripple Creek Transportation



The City of Cripple Creek provides demand-response transportation within the city limits. To date, Cripple Creek Transportation has not provided updated information. Information provided is from the previous Transit Element and constitutes data from the year 2000.

Agency Information

Type of Agency: Government
Type of Service: Demand-responsive/Trolley
Funding Type: not available
Eligibility: General public

Operating Characteristics

Size of Fleet: Three vans, one trolley
Annual Operating Budget: $185,000 (FY 2000 data)
Annual Passenger-Trips: 47,000
Operating Days and Hours:
Mon-Sun, Trolley from 7:00 m to 4:30pm,
Shuttle from 5:00 pm to 2:30 am

Performance Measures (estimated)

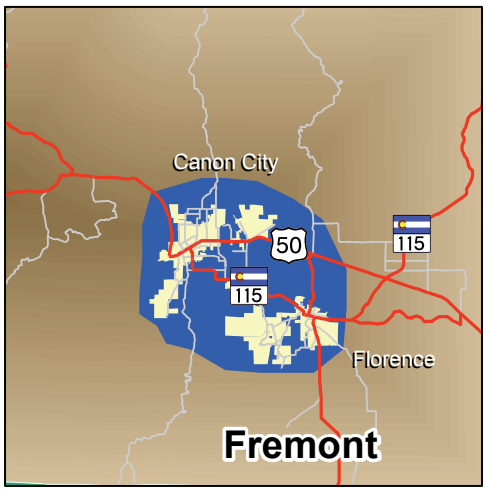
Cost per Service Hour: $25.00
Cost per Passenger-Trip: $4.00
Passenger-Trips per Service Hour: 6.23
Ridership Trend: not available

Contact for Schedules and Information

Larry Pemberton
207 CR 89, Cripple Creek, CO 80813
Phone: 719-689-7711
E-mail: transportation@cripple-creek.co.us

Fremont County Head Start

The Fremont County Head Start program provides transportation services to approximately 170 pre-school children enrolled in the Head Start program. Service is provided four days per week, Monday through Thursday, starting at approximately 6:30 a.m. with return trips prior to 5:30 p.m. The agency provides transportation approximately 180 days per year using numerous aging vehicles. Agency indicated an interest in coordinating with other providers for transportation services as well as shared procurement, maintenance, and training.



Agency Information

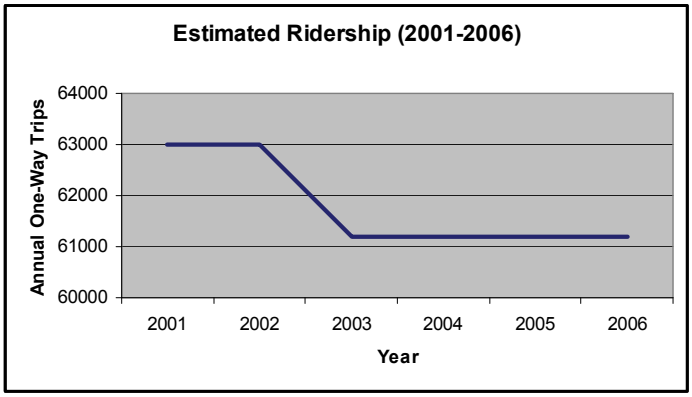
Type of Agency: Governmental/Nonprofit
Type of Service: Program-related fixed-route service for pre-school children
Funding Type: State Department of Health and Human Services
Eligibility: Low-income families with pre-school aged children. Parent participation activities that are Head Start sponsored.

Operating Characteristics

Size of Fleet: Five small buses
Annual Operating Budget: $132,000
Annual Passenger-Trips est.: 61,000
Operating Days and Hours: Mon-Thur, trips starting at 6:30 am and ending at 5:30 pm

Performance Measures (estimated)

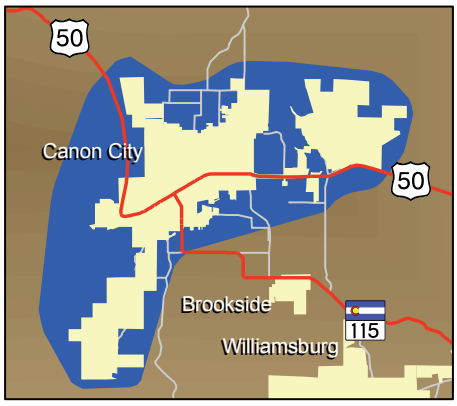
Cost per Service Hour: $66.00
Cost per Passenger-Trip: $2.14
Passenger-Trips per Service Hour: 31
Ridership Trend: see chart @ right



Contact for Schedules and Information

Fran Haddock
PO Box 510, Cañon City, CO 81215
Phone: 719-275-8636
E-mail: codirectr@piopc.net

The Golden Shuttle



The Golden Shuttle provides demand-response transportation in the Cañon City area for seniors and disabled persons. Service is provided entirely by volunteer drivers and dispatchers from 9:00 a.m. to 3:30 p.m., Monday through Friday. The Shuttle serves primarily the Cañon City area. Reservations for rides are taken 24-hours in-advance. The Shuttle provides approximately 1,925 hours of service in approximately 18,000 miles. Ridership is currently approximately 4,650 annually.

Agency Information

Type of Agency: Nonprofit
Type of Service: Demand-responsive
Funding Type: not available
Eligibility: Seniors/disabled

Operating Characteristics

Size of Fleet: Two vans
Annual Operating Budget: not available
Annual Passenger-Trips: not available
Operating Days and Hours: Mon-Fri, from 8:00 am to 4:00 pm

Performance Measures

Cost per Service Hour: $25.00
Cost per Passenger-Trip: $4.00
Passenger-Trips per Service Hour: 6.23
Ridership Trend: not available

Contact for Schedules and Information

Jim Wiles
728 Main Street, Cañon City, CO 81212
Phone: 719-275-5524
E-mail: director@goldenagecenter.com

Park County Senior Coalition

The Park County Senior Coalition is the only provider in Park County that provides demand-responsive service to the seniors of the area. The agency serves four distinct population centers in the county:

- Platte Canyon - US 285 corridor from Kenosha Pass to Bailey, with many destinations in Denver.
- Lake George - US 24 corridor from the east side of Wilkerson Pass through Lake George into Colorado Springs.
- Guffey and the Southeast Area - State Highway (SH) 9 corridor from Guffey into Cañon City.
- South Park - Southwest Park County, including the communities of Alma, Como, Fairplay, Jefferson, Hartsel, and the unincorporated portions of Park County along US 285 from Fairplay, SH 9 to Hartsel, and US 24 to Antero Junction. Destinations for this service are Denver, Colorado Springs, Cañon City, Buena Vista, and Salida.

Agency Information

Type of Agency: Private/Nonprofit
Type of Service: Demand-Response
Funding Type: FTA 5310, in-kind donations, Title III, State Funding, Grants, Fares.
Eligibility: Agency provides demand-responsive and subscription transportation services to local seniors.

Operating Characteristics

Size of Fleet: 4 vans, 2 are wheelchair lift-equipped
Annual Operating Budget: $106,000
Annual Passenger-Trips: 1,800
Operating Days and Hours: One day per week in each of four geographic regions

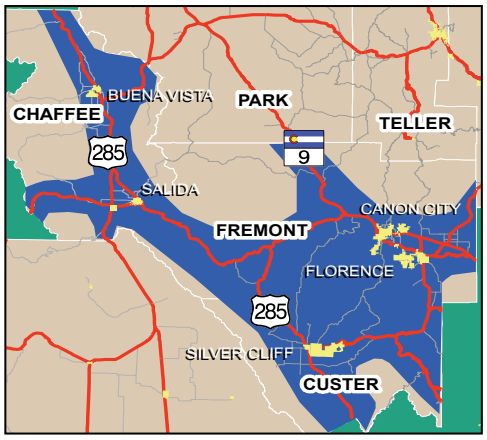
Performance Measures

Cost per Service Hour: $76.20
Cost per Passenger-Trip: $12.11
Passenger-Trips per Service Hour: 4.15
Ridership Trend: not available

Contact for Schedules and Information

Bobbi Gore
824 Costello, Box 309, Fairplay, CO 80440
Phone: 719-836-4295
E-mail: scofpc@parkco.us

Starpoint (formerly Developmental Opportunities)



Starpoint is the "community-centered board" that provides services to persons with developmental disabilities in Fremont, Chaffee, and Custer Counties, as well as Denver and Jefferson Counties. Develop-mental 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.

Starpoint provided general public transit service until December 2002. The agency ceased the service and now provides client-only transportation services. Starpoint has a fleet of 33 passenger vehicles.

Agency Information

Type of Agency: Private/Nonprofit
Type of Service: Demand-Response
Funding Type: Medicaid
Eligibility: Agency provides demand-responsive and subscription transportation services to local developmentally disabled.

Operating Characteristics

Size of Fleet: 32 vehicles, a mix of cars, vans, and mini-buses
Annual Operating Budget: $250,000
Annual Passenger-Trips: not available
Operating Days and Hours: Monday through Thursday, 7:00 am to 4:00 pm

Performance Measures

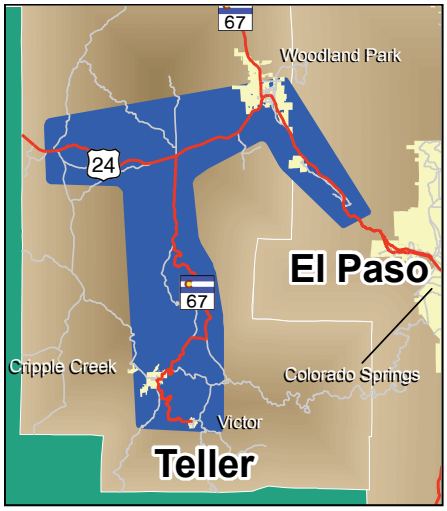
Cost per Service Hour: not available
Cost per Passenger-Trip: not available
Passenger-Trips per Service Hour: not available
Ridership Trend: not available

Contact for Schedules and Information

James Price
Phone: 719-275-1616
E-mail: jprice@starpointco.com

Teller Senior Coalition

The Teller Senior Coalition is a nonprofit corporation providing transportation to seniors as well as the disabled throughout Teller County and into Colorado Springs. Demand-responsive services are provided Tuesday through Friday, from 8:00 a.m. to 4:00 p.m. mainly for medical appointments and some additional needs. The Coalition historically contracted with Peak Transit to provide transportation; however, it has since provided service with agency vehicles. The Coalition is managed through the Pikes Peak Area Council of Governments and is not part of the Central Front Range Planning Region. However, as services are provided in Teller County, this provider's information updates have been requested. Information provided is from both CDOT and the previous CFR Transit Element.



Agency Information

Type of Agency: Private Nonprofit
Type of Service: Demand-response with 24-hour reservations
Funding Type: Federal and state grants, Teller County, private donations, other
Eligibility: Seniors and seniors with disabilities

Operating Characteristics

Size of Fleet: 1 small bus and 2 other vehicles (passenger cars)
Annual Operating Budget: $64,000 (FY 2002 estimates)
Annual Passenger-Trips est.: 49,000
Operating Days and Hours: Tuesday-Friday, 8:00am to 4:00 pm

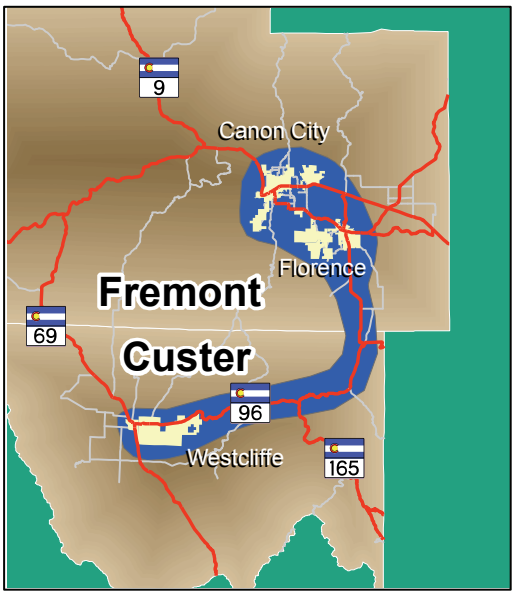
Performance Measures (estimated)

Cost per Service Hour: $4.81
Cost per Passenger-Trip: $16.00
Passenger-Trips per Service Hour: 0.3
Ridership Trend: not available

Contact for Schedules and Information

Barbara Riley-Cunningham, Carolynne Forster
312 N. Center, Woodland Park, CO 80866
Phone: (719) 687-3330
E-mail: tellerseniorcoalition@worldnet.att.net

UAACOG – Area Agency on Aging



The Upper Arkansas Area Council of Governments – Area Agency on Aging provides transportation for the elderly and disabled via contracted providers mainly in the Salida area, but also in Chaffee and Fremont Counties.

Agency Information

Type of Agency: Governmental/Nonprofit
Type of Service: Contracted
Funding Type: Agency Funds/Title III
Eligibility: Agency provides demand-responsive contracted transportation services to local seniors.

Operating Characteristics

Size of Fleet: None
Annual Operating Budget: $12,000
Annual Passenger-Trips: not available
Operating Days and Hours: not available

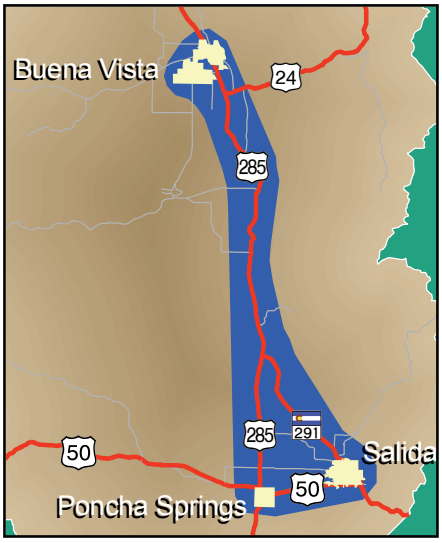
Performance Measures

Cost per Service Hour: not available
Cost per Passenger-Trip: not available
Passenger-Trips per Service Hour: not available
Ridership Trend: not available

Contact for Schedules and Information

Stephen Holland
139 East 3rd Street, Salida, CO 81201
Phone: 1-877-610-3341
E-mail: smh@amigo.net

Chaffee Shuttle



The Neighbor-to-Neighbor Volunteers organization 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, recreation, special events assistance, and mentors.

The limited 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 is currently using three vehicles that were purchased in coordination with Chaffee County. Two vehicles are in Salida and the other is in Buena Vista. Local residents call the office and can schedule trips 24 hours in advance. There are approximately nine part time employees and volunteers. The Salida vehicle is stored outside the Neighbor-to-Neighbor office, and the Buena Vista vehicle is stored outside the Phillips station.

The service in Salida is available weekdays from 9:00 a.m. to 2 p.m.. Public transit service is available Monday through Friday in Buena Vista. A $1.00 donation is asked for each one-way trip.

Agency Information

Type of Agency: Nonprofit
Type of Service: Demand-Response
Funding Type: FTA 5010, 5011, Council on the Aging, local fundraising, business, and donations
Eligibility: Agency provides transportation services to the general public, seniors and the disabled.

Operating Characteristics

Size of Fleet: 3 Buses
Annual Operating Budget: $103,000
Annual Passenger-Trips: 6,457
Operating Days and Hours: Five days per week, times vary

Performance Measures

Cost per Service Hour: $11.97
Cost per Passenger-Trip: $12.02
Passenger-Trips per Service Hour: 2.83
Ridership Trend: not available

Contact for Schedules and Information

Connie Cole, Executive Director
213 East 3rd Street, Salida, CO 81201
Phone 719-530-0223
E-mail: neighborsalida@yahoo.com

Other Providers

Some of the other providers in the area are listed below. Due to lack of information provided by these agencies, some of the information is based on the 2030 Transit Element.

Developmental Opportunities - Ride Transit Services

Chealsey's Charters is a new provider in the region. The agency is a private for-profit business providing service in the region. The agency has one bus which is not currently equipped with a wheelchair lift. The company provides a set schedule of service on specific days.

Fountain Valley Senior Citizen

The Fountain Valley Senior Citizens Program, based in Fountain, offers multiple services to seniors, including demand-response transportation. 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.

Fremont County Cab

Fremont Cab is based out of Florence and provides transportation for Central Front Range residents and visitors 24 hours a day, seven days per week.

Gaming Community - Teller County

Private transit services are establishing themselves in the gaming communities. At least four of the 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.

Seniors, Inc.

Seniors, Inc., based in Cañon City began providing transportation to clients in July 2002. Volunteers at the agency provide the transportation service using their personal vehicles for trips. Residents call into the office and trips are arranged as needed.

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 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 summer season. During this time, the Bridge Company employs approximately 200 people 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 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 service 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 if visitors call them 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. Transportation service is primarily needed on Fridays, Saturdays, and Sundays throughout the year.

Friendly Visitor

The Friendly Visitor provides transportation mainly to 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.

Other Agencies

Several other agencies also provide limited transportation. These include Valley Assisted-Living in Westcliffe, Come Soar With Us, Volunteers of America, and several private rafting companies. Detailed information for these organizations was not available.

Intercity Services

There are currently no intercity providers who operate in the Region. Greyhound Lines provided service on US Highway 50 through the Region; however this service has since ceased operation.

Intermodal Facilities

The Central Front Range TPR has no current identified intermodal facilities that are served by multiple modes, such as bus transfer points or other such facilities.

Transit Needs Analysis

Methodology

This section presents an analysis of the need for transit services in the Central Front Range Region based on standard estimation techniques using demographic data and trends, and needs identified by agencies. The transit need identified in this chapter will be utilized throughout the study process. Two methods are used to estimate the maximum transit trip need in the Central Front Range TPR as described below.

Mobility Gap - The mobility gap methodology developed by LSC Transportation Consultants, Inc. identifies the amount of service required in order to provide equal mobility to persons in house-holds without a vehicle as for those in households with a vehicle. The estimates for generating trip rates are based on the 2001 National Household Travel Survey (NHTS) data and Census STF3 files for house-holds headed by persons 15-64 or 65 and over in households with

zero or one or more vehicles. After determining the trip rates for households with and without vehicles, the difference between the rates is defined as the mobility gap. The mobility gap trip rates range from 1.42 for age 15-64 households and 1.93 for age 65 or older households. By using these data, the percent of mobility gap filled was calculated.

Rural Transit Demand Methodology (TCRP Model) - An important source of information and the most recent research regarding the demand for transit services in rural areas and for the elderly or disabled popula-tion is the Transit Cooperative Research Program (TCRP) Project A-3: Rural Transit Demand Estimation Techniques. This study, completed by SG Associates, Inc. and LSC Transportation Consultants, Inc., represents the first substantial research into the demand for transit service in rural areas and small communities since the early 1980s. The TCRP study presents a series of formulas relating the number of participants in various types of programs in 185 transit agencies across the United States. The TCRP analytical technique uses a logit model approach to the esti-ma-tion of transit demand, similar to that commonly used in urban transportation models. The model incorporates an exponential equation that relates the service quantity and the area demographics. Detail of the formula of this process are presented in **Appendix C**.

The TCRP analysis procedure considers transit demand in two major categories: *"Program demand,"* which is generated by transit ridership to and from specific social service programs, and *"Non-program demand,"* which is generated by the other mobility needs of the elderly, disabled, and low-income population. Examples of non-program trips may include shopping, employment, and medical trips.

The methodology for forecasting "program demand" transit trips in-volves two factors: 1) determining the number of participants in each program, and 2) applying a trip rate per participant using TCRP demand meth-odology. The program demand data for the Upper Front Range TPR were estimated based on the methodology presented in TCRP Report 3. The available program data include the following programs: Develop-mentally Disabled, Head Start, job training, mental health services, sheltered work, nursing homes, and Senior Nutrition.

As with any other product or service, the "non-program demand" for transit services is a function of the level of supply provided. In order to use the TCRP meth-odology to identify a feasible maximum demand, it is necessary to assume a high supply level mea-sured in vehicle-miles per square mile per year. The high supply level is the upper-bound "density" of similar rural services provided in the United States. The assessment of demand for the rural areas, therefore, could be considered to be the maximum potential ridership if a high level of rural service were made available throughout the rural area. The TCRP methodology is based on the perma-nent popula-tion. Therefore, the TCRP methodology is a good demand analysis tech-nique to use for the study area. A maximum level of service for the cities of study area would be to serve every portion of the region with four round-trips (eight one-way trips) daily Monday through Friday. This equates to approximately 2,400 vehicle-miles of transit service per square mile per year.

Feedback from the local transit providers and the residents within the community also plays a critical role in the planning process. The forum meetings and the transit provider information received helped identify the qualitative needs for this process

Regional Transit Needs Summary

Various transit demand estimation techniques were used to determine overall transit need and future transit need. Transit needs are based upon quantitative methods which were detailed in the Transit Needs Estimation Memorandum submitted to CDOT. Additionally, the estimation techniques are further defined in the Local Human Service Transportation Coordination Plans developed as part of the overall 2035 Update. Please refer to those documents for greater detail on the methods for estimating needs. Additionally, the Local Plans contain background information on the transit dependent population including low-income, disabled, and elderly persons.

While this section does not specifically detail these populations' needs, they are inclusive of the methods used in this section. The various methods for estimating current need are summarized in the following section. It should be noted that these techniques give a picture of the needs in the region based upon available demographic data.

Table 10 provides a summary of the Central Front Range TPR's transit need using the Mobility Gap and TCRP Model. Based on the information presented in this chapter, a reasonable level of need can be estimated for the area. Transit need using these methods estimates the approximate need as:

- Approximately 1.6 million annual one-way passenger-trips for the Central Front Range Region.
- 84 percent of the need is not being met.

This is not to say that transportation providers are not doing everything in their power to provide the highest levels of service possible. However, given the constraints of funding and other extraneous factors, it is impossible to meet all the need that could possibly exist in any area. This section has presented estimates of transit need based upon quantitative methodologies. The results are not surprising or unrealistic given past work in similar areas. As stated, no area can meet 100 percent of the transit need; however, every attempt should be made to meet as much of the demand as possible, in both a cost-effective and efficient manner.

Table 10: Summary of Need Estimation of Techniques

Methodology	Estimated Annual Need
Mobility Gap	886,000
Rural Need Assessment	863,000
Total Annual Need	1,586,170
Annual Trips Provided	250,000
Need Met (%)	16%
Unmet Need (%)	84%

Source: LSC, 2006 Note 1: Estimates updated from the Transit Needs and Benefits Study (TNBS), 1999

Transit Trends

Currently, transit trends for the region have not been updated. This is largely due to the fact that many of the local providers have not provided updated operating information. When this information becomes available, ridership trends can be examined.

Needs Identified by Agencies and Public

This section will address the qualitative needs of this area based on information we received through the forums and transportation provider information.

Public Forums and Agency Comments

Information from the Regional Transportation Forum, held in Cripple Creek, discussed public or transit related needs throughout the region. In the short term, the focus of filling the service gaps was centered on keeping service at its current levels. The second focus gleaned from the forum was that local transit options for the general public be investigated. The forums provided the opportunity to poll attendees on their opinions regarding public transportation within the Region. The following is a brief summary of those responses:

- Improvements on US 50 to support growing residential and commercial areas east of Cañon City should look toward transit options. Approximately 40 percent of the audience agreed that transit should be the focus of improvements. Discussion regarding funding transit at higher levels could reduce congestion.
- Transit services need to serve seniors more than current levels.
- Over 35 percent of the attendees felt that improvements on SH 67 from Divide to Cripple Creek should focus on transit improvements in the short term.
- Nearly 45 percent of the attendees felt that with the increasing expansion of Fort Carson, transportation growth for the affected areas should be addressed by an increase in transit in combination with other minor improvements to existing roads.
- Approximately 30 percent of the audience felt that as Park County continues to grow, increased transportation demands should be accommodated using public transit service. Suggestions included increased carpooling and more transit service for the area.
- Nearly 40 percent of the attendees agreed that the focus of near term transit improvements should be on local transit for the general public, while 30 percent felt that the focus should be on transportation for the elderly and disabled for medical appointments, shopping, and work. Approximately 10 percent agreed that transit levels should be kept at the same level as it is currently.
- The allocation of funding showed that transit service received approximately 20 percent of the funds provided to the attendees.
- Additionally, the State Highway Intercity Bus Study suggests a regional transit need in several corridors. These include: Montrose to Denver on US 50 and US 285.
- There is a need for transporting released prisoners from the Cañon City area to Pueblo and Colorado Springs. There is also a need to move prison employees from Pueblo and Colorado Springs to the Cañon City area.

- There is an identified regional bus service need from Cañon City to Pueblo on US 50 and from Poncha Springs to Cañon City and on to Colorado Springs on SH 115, as well as connections to Denver.
- Increased services and hours throughout the Region.
- Service needed on US 24 from Salida to Buena Vista
- Need for affordable services.
- Increased services in Cañon City.
- Replacement of vehicles.
- There is a possible need for a Rural Transportation Authority to aid in funding transit projects.

Transit Service Gaps

This section presents a brief analysis of the service gaps and identified service duplication for the Central Front Range TPR. As mentioned previously, there are several transportation services for the elderly and disabled population in the area; however, there are both gaps and duplication in service. These identified gaps and duplications of services will be used in identifying service improvements and coordination for the area.

Identified Service Gaps

Gaps in service for this area relate to both the availability of funding and the lack of additional services and providers. Gaps in service are both geographic in nature as well as lack of service to various market segments. Identified service gaps include the following:

Geographic Service Area Gaps

There are very few gaps in transit services within the Central Front Range (CFR) TPR's major corridors. There are a number of providers that offer services in the major population centers in the Region, and many of the rural areas currently have specialized services. Much of the gap remains in the rural portions of the Region, which is very sparsely populated. There are limited geographic gaps such as the following.

- State Highway 59 between Westcliffe and Salida has no service; however, this corridor is very sparsely populated with only very small communities between these two larger areas.
- Limited service in Cañon City.
- No real general public service in most of the rural portions of the Region.
- Lack of real intercity connections.
- Lack of connections to resort areas.
- Lack of scheduled trips to larger cities—Pueblo, Colorado Springs, and Denver.

Service Type Gaps

The largest gap in this area is a lack of any rural general public transit providers in the area. The other service gap includes the amount of service which is provided, however this is typically due to limitations in agency funding. Service is limited in terms of the following service types:

- No rural public provider identified in any part of the TPR
- Rural seniors in remote areas need more transportation for a variety of needs.
- Trips not only needed for seniors, but other segments such as children.
- No general public provider in Cañon City
- Limited door-to-door service is available.
- Lack of employment based services.
- Lack of affordable regular operating transportation options.

Identified Service Duplication

There are definite service duplications in the area due to the type of transportation providers and the service areas. Service area duplications include most of Fremont and Custer Counties. While duplications are shown to be evident in Teller County and Cripple Creek, without updated service information, it is difficult to ascertain if these two providers are still operating much for service in the Cripple Creek area. Additionally, while it is shown that Park County operates into both Fremont and Teller Counties, this represents a very small number of actual trips. Many of Park County's trips go to the Denver area.

General Strategies To Eliminate Gaps

As mentioned, there are few geographic gaps in service. There are service type gaps evident in the existing service area. These include a number of agencies who are limited by funding which can only provide service to specific clients.

Appropriate Service and Geographic Gap Strategies

The general strategies which may meet the service gap needs of the planning area include the following:

- Regular scheduled general public regional service from Westcliffe, Cañon City to Pueblo and Colorado Springs.
- Additional elderly/disabled services in the rural portions of the planning area including Park County and Teller County.
- Coordination of services between the existing elderly and disabled providers to increase services to other larger communities for human services, including medical, shopping, and social/recreation.
- General public transit service for the whole region focusing on low-income households, access to employment, and medical and shopping trips by creating a flex-route service between the region's major activities centers.
- Intercity bus services on Highway 115.

General Strategies To Eliminate Duplication

As stated, there is significant duplication of service areas in the region. Many of the agencies and organizations which provide their own transportation are restricted due to agency policy or funding, including Starpoint which provides specific transportation (such as Medicaid-only trips). There is still room to coordinate or create a more general public transportation service for the region. The following are strategies to deal with service duplication.

- Create a single regional transit provider. The participating agencies would pay for the single provider through interagency contracts and agreements. The new transit provider would operate all transportation service in the region.
- Develop a broker program to share rides between the agencies that can open their service to other agencies' clients or the general public.
- Have the senior centers in the region consolidate their service into one program; and have the developmental and health service consolidate their service into one program. Therefore, there would only be two providers serving clients. This would improve service and increase efficiency in the region.
- Have each provider only serve a designated county or area within the region. Have one agency provide the service trips from one county or area to another.
- Develop interagency contracts, such as Fremont Head Start contracting for service. These dollars can then be used as operating match for a designated 5311 recipient.

Coordination Strategies For Further Discussion

There may be general coordination strategies which could ultimately improve services in the area. The following discussion represents appropriate strategies which could be done within region:

Coordinating Council

Similar to a coalition, a coordinating council is made up of myriad agencies and partners with a common goal of coordinating transportation resources. This group differs from a coalition in the fact that it is primarily made up of agencies which have a need for service and other groups (such as local municipalities) specifically formed to accomplish a strategic goal (such as to implement a new service). The coordinating council acts similar to a Transportation Advisory Committee in either a local or regional area.

Benefits

- Allows for greater input from the key transportation agencies in the region.
- Allows the members to share information and knowledge on a one-on-one basis.
- Provides greater opportunity to identify possible coordination actions.
- Increase in the integration of transit planning within the region

Implementation Steps

- Agencies interested in being members of the council need to meet and develop by-laws for the council.

- Council members need to elect a Chair and Vice-Chair.
- Council members need to develop a mission statement, vision, goals, and objectives.
- Council members need to set a date for the monthly or quarterly meeting.
- Timing: 1 to 3 years.

Coalitions

A coalition is a group of agencies and organizations that are committed to coordinate transportation and have access to funding. The coalition should include local stakeholders, providers, decision-makers, business leaders, Councils of Government, users, and others as appropriate. The coalition could be either an informal or formal group which is recognized by the decision-makers, and which has some standing within the community. Coalitions can be established for a specific purpose (such as to obtain specific funding) or for broad-based purposes (such as to educate local communities about transportation needs).

Benefits

- Development of a broad base of support for the improvement of transit services in the region.
- The coalition is able to speak with the community and region's decision-makers, thereby increasing local support for local funding.

Implementation Steps

- Identify individuals in the region that are interested in improving transit's level of service and have the time and skills to develop a true grassroots coalition.
- Set up a meeting of these individuals in order to present the needs and issues that face the agencies.
- Agencies need to work with the coalition in order provide base information and data on the existing and future needs of transit across the region.
- Timing: 1 to 3 years.

Vehicle Sharing

This level of coordination requires that agencies own and operate vehicles. Memoranda of understanding or joint agreements are needed for this element to work properly. Agencies that operate vehicles are able to share those vehicles with other agencies in a variety of circumstances, such as when one agency has a vehicle mechanical breakdown, when vehicles aren't in use by one agency, or when capacity for a specific trip is not available. This could be done by the existing Council on Aging and Wet Mountain Rotary.

Benefits

- Reduction in the overall local capital outlay.
- These funds can be shifted to cover operational costs or to increase the level of service.
- These funds can also be used for capital funding for facilities, equipment, and other capital assets.

Implementation Steps

- Each agency needs to identify their individual vehicle schedules and when their vehicles could be shared.
- Vehicle schedules listing the time the individual vehicles are available need to be created and distributed among the agencies.
- A system of tracking the vehicles that are being shared needs to be developed in order to track miles, hours, and maintenance of the vehicle.
- Timing: 3 to 6 years.

Joint Procurement of Vehicles, Insurance, Maintenance, Fuel, Hardware, Software

Joint procurement, or bulk purchases, is a cost-effective approach to increase purchasing power. Joint maintenance and fuel purchase is being more widely used across the country, especially given the rising costs of parts and fuel. Shared maintenance can be done quite easily between agencies in a given locale. Many times, human service providers and other local providers contract out maintenance to a local vendor. While there may be very few qualified maintenance professionals, it may allow a competitive process between agencies to do fleet maintenance between multiple agencies. Insurance pooling is likely the most difficult joint procurement possibility.

Benefits

- Reduction in individual agency capital outlay.
- Economy of scale in purchasing fuel and hardware, thereby reducing the overall operational cost per agency.
- With a decrease in capital and maintenance costs, an agency may be able to shift funding from maintenance and capital to service hours, thereby increasing the level of service or operations of the transit system within the region.

Implementation Steps

- Agencies need to meet in order to develop a basic understanding of how the procurement process will work.
- Intergovernmental agreement (IGA) will need to be developed and agreed upon.

Shared Vehicle Storage and Maintenance Facilities

Agencies share indoor storage space and, if available, maintenance facilities. Shared storage, especially if and when vehicles are stored outside, can aid in reducing engine wear during cold weather startup. Obviously, if a provider is conducting its own maintenance on vehicles, they can likely share maintenance costs with another local provider.

Benefits

- Reduction in maintenance costs, resulting in additional funds available for operations.
- Reduction in lost time due to vehicles not starting in cold weather, thereby improving the overall performance of the transit service.

- Sharing a facility or building a facility together increases the amount of local match, thereby increasing the level of FTA funding to the region.
- Reduction in competition for FTA 5309 and 5311 capital funding in the region.

Implementation Steps

- Agencies need to meet in order to identify the best existing facility among the coordinated agencies or the best location for a shared facility.
- Facility should be centrally located in order to reduce the possible deadhead time.
- Design the amount of space that each agency will get in the facility, based on funding participation for the facility.
- Develop a grant to purchase or upgrade the facility.

Joint Grant Applications

This is where transit providers in the region agree that they will submit a single grant to the state and/or FTA for transit funding for their capital and operational needs.

Benefits

- Reduction in the amount of time that each agency needs to spend in developing a grant on their own.
- Allows for possible increase in local match funds for state and FTA transit funding.
- Agencies are able to use each other's knowledge in developing a grant.

Implementation Steps

- Agencies need to review their needs and create a list of capital and operational requirements.
- Agencies need to itemize their lists and determine a priority of needs.
- Grant needs to be developed based on the priority lists.
- Grant needs to be approved by each of the agencies' boards/councils, along with approval of the local match.
- Interagency agreement needs to be approved to allow the grants to be passed through a single agency.
- Submit one final grant.

Joint Training Programs

Joint training programs between agencies—in everything from preventative maintenance to safe wheelchair tie-down procedures—can lead to more highly skilled employees. Joint training can lead to reduced training costs with agencies that each possess a specialized trainer who can be responsible for one or more disciplines. For example: one agency could provide passenger assistance training, one agency could specialize in preventative maintenance training, etc. Agencies can also purchase special training from reputable organizations/companies and allow other agencies' employees to attend. Costs are shared between the agencies.

Benefits

- Reduction in each agency's training budget.
- Increase in the opportunity for drivers and staff to learn from each other.

Implementation Steps

- Identify the training needs of each agency's staff.
- Identify the training courses that meet the greatest need.
- Identify the agency or organization/company that could provide the needed training.
- Identify the state and federal grants that could assist in paying for the training.

Sharing Expertise

Similar to sharing training resources, agencies can share their expertise in such things as grant writing skills, computer skills, and general assistance in operations of transportation services (such as tips for dispatching or accounting procedures). Sharing expertise may be something as general as a list of personnel across the region who have some expertise in a particular field which may benefit another agency. A "yellow pages" of the subject matter expert made available to each agency may be helpful in operating transportation service.

Benefits

- Reduction in the need for costly training sessions for drivers and staff, thereby decreasing lost production time.
- Knowledge is passed on to other staff members and agencies, thereby increasing the efficiency of the region's transit providers.

Implementation Steps

- Identify the information, field of work, and expertise needed to operate an effective transit service.
- Identify the individual in each agency that has expertise in each field of work.
- Develop a yellow pages or contacts list of the individuals in each agency that have expertise in certain fields of knowledge.

Rural Transportation Authority (RTA)

A Rural Transportation Authority should be investigated for the area. An RTA requires voter approval according to Colorado Statute. An RTA is authorized to levy taxes to support transportation initiatives, including highway, road, transit, and others.

Benefits

- Allows for greater input from the key transportation agencies in the area.
- Provides for a sustainable source of funding.
- Provides greater opportunity to identify possible coordination actions.
- Increase in the integration of transit planning within the region.
- Increases service levels and geographic area

Implementation Steps

- Voter approval is required, so a ballot initiative must be implemented which incorporates numerous activities. This is something which has been discussed and debated throughout the Region for some time.
- Timing: 3 to 6 years.

Local Service Priorities

The following section details the short- and long-term service needs for the Region:

Short-Term (1 to 5 Years)

- Starpoint needs to replace vehicles at a cost of approximately $1.4 million.
- Park County needs to replace six vans as well as having a need for additional volunteer drivers at a cost of $265,000.
- Golden Age Center needs one vehicle in 2008, one in 2009, and the possibility of additional vehicles for public transit at a cost of approximately $100,000.
- West Central Mental Health indicated a need for JARC planning funding. West Central indicated a need for bus tickets for clients.
- Possibility of Golden Age Center becoming a public provider in 2008. Additional planning will be needed to determine the cost of providing service in Cañon City.

Long-Term

- No long-term activities were discussed.

Coordination Potential and Priorities

There was some discussion on coordination potential and priorities. Several strategies were discussed by the group, with priorities given for those strategies. The following highlights the strategies and needs discussed by the group:

- The formation of a Rural Transportation Authority was seen as a strategy to achieve service efficiency. This would be the top priority using the existing TAC as a foundation to begin to gain support.
- Focus of services should be on specialized services and to those who truly are in need of transportation, not on choice riders such as commuters.
- Additional administration, capital, and operating funds are needed to assist in the formation of a coordinated system. A Coordinating Council is needed to begin the process of providing coordinated services. The coordinating council acts similar to a Transportation Advisory Committee in either a local or regional area.
- Joint grant applications from the various providers through the Upper Arkansas Council of Governments (COG).
- Contracting for service was discussed as a strategy to increase services. This contract revenue can then be used as local match for the local public provider, using the same drivers and vehicles as used previously.

- The possibility of having a central dispatch center in the future if demand warrants such a center and the agencies can coordinate effectively.
- Particularly, Chaffee County discussed increase in funding for services and consistency of those services.

Local Priorities

The following local priorities for coordination were discussed. They are in no particular order of importance:

- Replacement of vehicles for regional agencies at a cost of $8.0 million.
- Investigate the formation of an RTA
- Joint grant application through the Upper Arkansas COG.
- Seek additional funding.
- Contract for service.
- Formation of a Coordinating Council.
- While vehicle sharing is a priority, it is a very low one.

Table 11 presents the cost to eliminate the service and geographic gaps by agency type by presenting the additional services to be provided. This is an estimate of new services to be provided by agencies, and does not represent a cost to fill all gaps, but those which have been discussed by agencies.

Table 11: Transit Gap Elimination

Agency Type	Total 2035 Cost
Human Services	$21,815,595
Transit Agency	$ -
Regional / Rail	$ -
Total	$21,815,595

Source: LSC & CDOT, 2007.

SOCIOECONOMIC PROFILE

This plan compiles socioeconomic projections for 2035 for the TPR based on U.S. Census projections and Colorado Department of Local Affairs 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.

Population

Population in the region is anticipated to grow about 89,000 in 2000 to over 233,000 in 2035 reflecting 161.8% total growth. The fastest growing counties in descending order are Park (603.4%), Custer (154.5%), El Paso (79.5%), Teller (79.2%) and Fremont (65.7%).

Only the rural parts of El Paso and Teller Counties are located within the Central Front Range TPR. All figures have been adjusted to reflect the population split with the Pikes Peak Area MPO.

Table 12: Population Estimates and Forecasts

County	2000	2005	2010	2015	2020	2025	2030	2035
Custer	3,540	4,062	4,815	5,674	6,562	7,447	8,266	9,009
El Paso	12,494	13,555	15,529	16,982	18,292	19,566	20,837	22,429
Fremont	46,439	47,985	52,018	56,914	62,334	67,786	72,502	76,940
Park	14,703	17,255	25,242	37,202	51,139	67,953	86,141	103,424
Teller	11,841	12,632	14,099	15,764	17,364	18,800	20,084	21,222
Regional Total	89,017	95,489	111,704	132,536	155,691	181,553	207,831	233,025

Source: Colorado Department of Local Affairs

Table 13: Average Annual Growth Rate

County	Total % Change from 2000-2035	Average Annual % Change from 2000 - 2035
Custer	154.5%	2.8%
El Paso	79.5%	1.7%
Fremont	65.7%	1.5%
Park	603.4%	5.7%
Teller	79.2%	1.7%
Regional Total	161.8%	2.8%

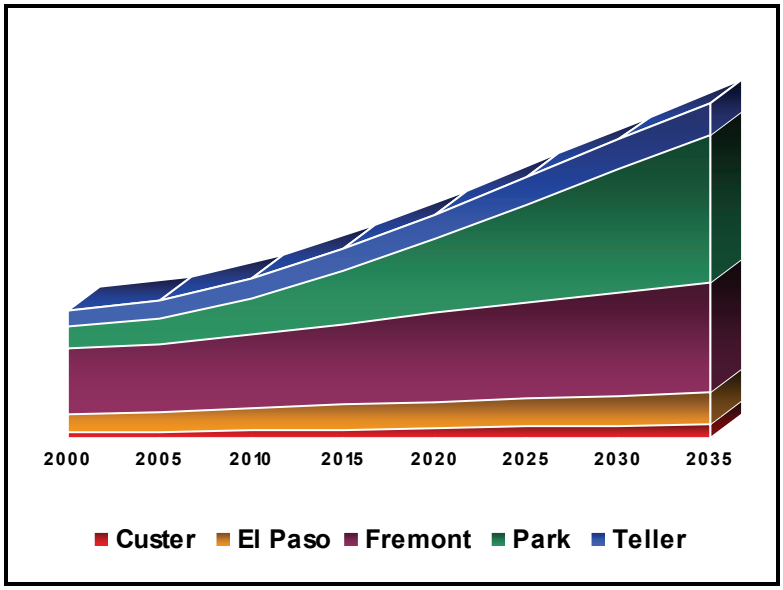
Source: Colorado Department of Local Affairs

Table 14: Household Characteristics, 2000 Census

County	Total HH	Avg. HH Size	% Individuals < 18	% Individuals > 65	% Disabled Individuals
Custer	1,480	2.36	27.7%	25.2%	18.9%
El Paso	4,642	2.61	39.3%	16.4%	15.7%
Fremont	15,232	2.43	32.7%	29.5%	22.0%
Park	3,336	2.45	31.7%	12.9%	14.1%
Teller	7,993	2.56	36.2%	13.7%	15.4%
Total	32,683	2.48	33.5%	19.5%	17.2%

Source: US Census 2000

Figure 3: Population Estimates and Forecasts by County



Source: Colorado Department of Local Affairs

Employment

Table 15 shows 2000 and 2035 labor force, and estimated total jobs, key indicators of the use of the transportation system.

Table 15: Jobs and Labor Force by County 2000 - 2035

County	Total Jobs				Labor Force			
	2000	2035	Total % Change	Average Annual % Change	2000	2035	Total % Change	Average Annual % Change
Custer	1,501	3,792	152.6%	2.8%	1,840	5,074	175.8%	2.9%
El Paso	7,415	14,284	92.6%	1.9%	6,710	12,495	86.2%	1.8%
Fremont	17,518	33,466	91.0%	1.9%	20,084	36,012	79.3%	1.7%
Park	4,014	11,437	184.9%	3.0%	9,391	36,247	286.0%	3.9%
Teller	5,218	10,800	107.0%	2.1%	7,199	13,600	88.9%	1.8%
Region	35,666	73,779	106.9%	2.1%	45,224	103,428	128.7%	2.4%
Colorado	2,678,975	4,602,121	71.8%	1.6%	2,384,269	4,276,155	79.3%	1.7%

Source: US Census

Place of Work

In 2000, 69.1% of workers lived and worked in the same county, compared to 67% for the state as a whole. However, 11,285 workers did travel to a different county for their job, presumably commuting on the region's highways. See Table 16.

Table 16: Place of Work by County - 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

Source: US Census

Means of Transport to Work

Table 17 provides more information about how people travel to work. Approximately 73% drove alone in their car to work, compared to 75% statewide in 2000. Carpooling is the next most common means of transportation to work, with approximately 15% riding in a multiple occupant vehicle. Public transportation provides only a minimal amount of work trips representing less than one percent of the work trips in the region.

Table 17: Means of Transport to Work for Workers 16 and Over, 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	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	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%**	**6,282**	**100%**	**16,077**	**100%**	**7,737**	**100%**	**6,120**	**100%**	**37,685**	**100%**	**2,191,626**	**100%**

Source: US Census Transportation Planning Package

Low Income Areas

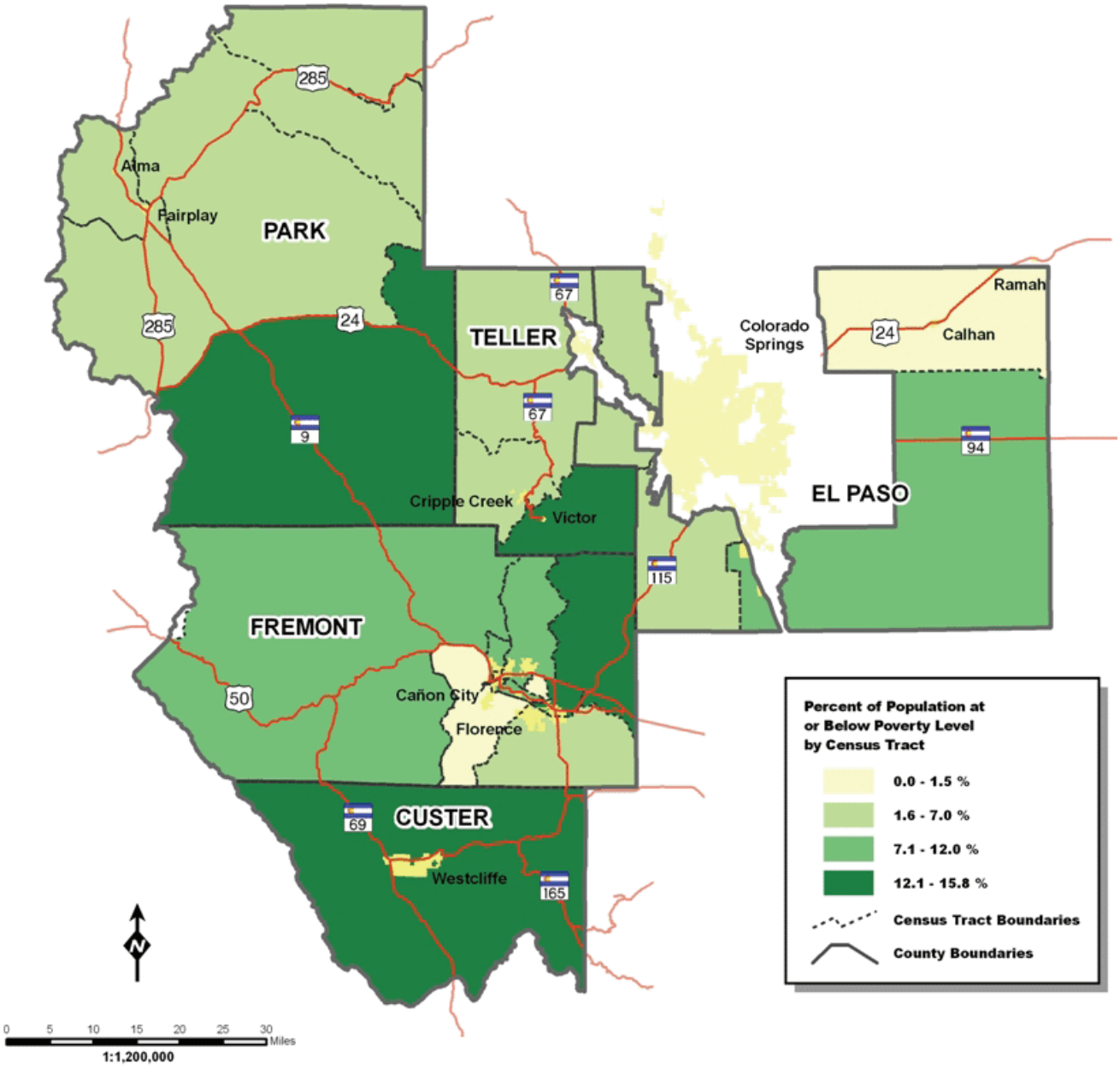
Map 19 shows the percentage of the population with household income below the Census-defined poverty level. About 8.0% of the region falls below this line, just under the statewide average of 9.3%. For more information about how the Census defines poverty, see http://www.census.gov/hhes/poverty/povdef.html.

Minority Status

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%. Map 20 shows the percentage of minority populations by Census Tract for the TPR.

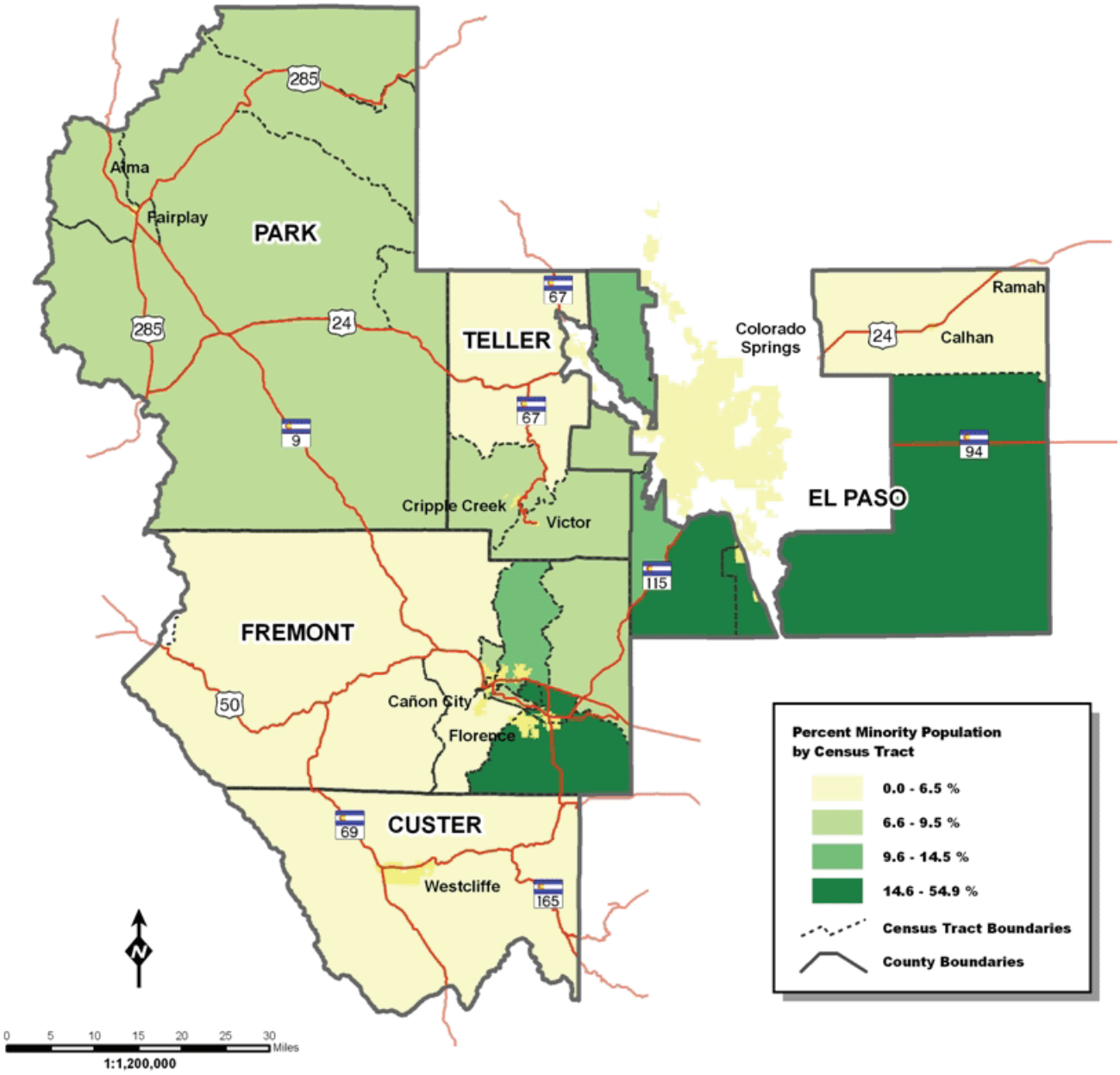
Map 19: Poverty by Census Tract

Source: US Census



Map 20: Minority Status by Census Tract

Source: US Census



ENVIRONMENTAL OVERVIEW

Environmental factors include not only natural resources such as water quality, air quality, and wildlife, but also wetlands, threatened and endangered species, noise, historic and cultural sites, hazardous materials sites, and recreational areas. The Colorado Department of Transportation's environmental principle 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."*

As an effort to avoid and minimize environmental impacts from transportation system improvements, CDOT is required to comply with the provisions of the National Environmental Policy Act (NEPA). NEPA is typically introduced at the earliest stage practicable and should identify areas where both natural and human environmental resources might be compromised as a result of a project. To further the importance of environmental issues, the Central Front Range TPR has created specific values towards preserving the quality of the natural environment.

Although the regional planning process does not require a complete or specific inventory of all potential environmental resources within the corridor, identifying general environmental concerns within the region will provide valuable information for project planners and designers. The information contained in this report will serve as the basis for a more in depth analysis, typically NEPA, as part of the project planning process. There are two components to this analysis:

- Identifying general resources within the region that have the potential to be impacted by projects, and
- Identifying agencies with responsibilities for resources within the region; examples may include, the US Forest Service, the US Bureau of Land Management, the Colorado Division of Wildlife, the State Historical Preservation Office, or the local Parks Department.

The information that follows identifies general environmental issues within the region. The fact that an issue is not identified in this review should not be taken to mean that the issue might not be of concern along a corridor. This section focuses on issues that are easily identifiable and/or which are commonly overlooked. The purpose is to encourage the planning process to identify issues that can be addressed proactively so that the environmental concerns can be mitigated or incorporated into a project in a manner that supports the values of the citizens and communities the TPR serves.

Threatened or Endangered Species and Species of State Concern

In Colorado, there are 30 species of fish, birds, mammals and plants on the federal list of threatened or endangered species. The U.S. Fish and Wildlife Service identified another 10 as candidate species. In addition to the federally listed species, there are 16 additional species listed by the state as threatened or endangered and another 44 listed as State species of concern (Colorado Division of Wildlife, May 2004). Impacts can result from destruction of habitat, animal mortality (including from vehicle-wildlife collisions), fragmentation of habitat, or changes in species behavior such as altering foraging or denning patterns.

To comply with the federal Endangered Species Act, CDOT evaluates all possible adverse impacts and takes all necessary measures to avoid harming proposed, candidate and listed species before construction and maintenance activities begin. Impacts that are studied and determined to be unavoidable are minimized through highway design and construction techniques. Appropriate compensation is utilized after all reasonable avoidance and minimization techniques have been exhausted.

Senate Bill 40 (SB40) was created primarily for the protection of fishing waters, but it does acknowledge the need to protect and preserve the fish and wildlife resources associated with streams, banks and riparian areas in Colorado. This is accomplished through erosion control, water contaminate control, discharge conditions, construction procedures, vegetation manipulation and noxious weed control. These measures, when properly used, can ensure that Colorado waters remain conducive to healthy and stable fish and wildlife populations which depend on the streams of Colorado.

See Appendix B – Environmental for lists of species potentially affected by each corridor.

Air Quality

The Colorado Air Quality Control Commission, a division of the Colorado Department of Health and Environment, is responsible for developing and adopting a regulatory program to protect and improve air quality in Colorado. Typically, the commission is involved in the maintenance of the regulations through modification and revision. Much of the air quality management program currently is in place and has been adopted over time. New programs occasionally are considered by the commission. The commission oversees the implementation of the air quality programs. The commission is responsible for hearing appeals of the Air Pollution Control Division's implementation of the programs through permit terms and conditions and enforcement actions. Colorado's air quality management program regulates air pollutant emissions from stationary industrial sources, cars and light duty trucks, burning practices, street sanding and sweeping activities, and the use of prescribed fire. The air quality program also is focused on visibility, odor and transportation planning impacts to future air quality.

The Colorado Air Quality Control Commission distributed a "Report to the Public 2005-2006" 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 Western Slope air quality region. Within the Central Front Range TPR pollutants originate primarily from motor vehicle emissions, wood burning, street sanding operations, particulate matter (PM)-10 emissions from unpaved roads, and construction activities.

During the 1970s and 1980s, the U.S. Environmental Protection Agency (EPA) designated many Colorado cities and towns as nonattainment areas because the areas violated nationwide air quality standards. By the mid-1990s, all these areas came into compliance with the various standards. All areas have been redesignated.

The redesignations are made possible by cleaner air, and through development and implementation of air quality management plans known as State Implementation Plans or "SIPs." These plans describe the nature of the air quality problems and the probable causes. The

plans show projections of future pollutant levels and identify strategies to reduce these pollutants to acceptable levels.

In order to comply with the Clean Air Act (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.

See Appendix B for corridors affected by air quality concerns.

Cañon City PM_{10} 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 particulate pollution. Cañon City has been awarded a Congestion Mitigation/Air Quality Program grant for the past five years. 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. Cañon City was redesignated as an attainment area in 2001.

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 PM_{10} levels
- Recent significant growth in winter VMT
- A location with similar meteorology to an area that has experienced elevated PM_{10} 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 PM_{10} 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.

Noise

The FHWA Noise Abatement Criteria (NAC) defines noise levels which, if approached or exceeded, require noise abatement consideration. FHWA requires all states to define at what value a predicted noise level approaches the NAC, thus, resulting in a noise impact. CDOT has defined "approach" as 1dBA less than the FHWA NAC for use in identifying traffic noise impacts in traffic noise analyses.

Noise abatement guidelines also state that noise abatement should be considered when the noise levels "substantially exceed the existing noise levels." This criterion is defined as increases in the L(eq) of 10.0 dBA or more above existing noise levels.

As existing higher-speed transportation facilities are widened or new facilities are constructed noise becomes a greater issue. Noise can also be an issue for lower-speed facilities where steep grades or a high percentage of trucks exist. As a result of potential impacts, all projects involving federal funding will require a noise analysis be completed.

Historical/Archaeological Sites

Both the Colorado State Register of Historic Places and the National Register of Historic Properties (NRHP) list sites and/or communities of historic/archaeological significance. 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 NRHP. The Colorado Office of Archaeology and Historic Preservation tracks sites that are considered significant and are on the NRHP. Within the CFR TPR there are a substantial number of sites. For more information on these properties see http:www.coloradohistory-oahp.org/programareas/register/1503/cty.htm

Hazardous Materials

The potential to find hazardous materials during the construction of a transportation facility always exists. Hazardous materials are regulated under several programs, including: the Resource Conservation and Recovery Act (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). Until specific transportation corridors and/or improvement projects are identified, no specific data collection at 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 where there have been 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.

See Appendix B for corridors potentially affected by Hazardous Materials.

Water Quality

There are four major river basins within Colorado. They are: Colorado, Missouri, Rio Grande, and the Arkansas. Within these basins are numerous creeks, tributaries, and ditches; as well as lakes, floodplains, and wetlands. The Arkansas and South Platte, the major river systems in the Central Front Rage, are tributary to the Missouri River. The Water Pollution Control Act of 1972, later amended to include the Clean Water Act (CWA), protects the waters of the TPR. This Act promulgated the National Pollution Discharge Elimination System (NPDES) and created water discharge standards which include maintaining the chemical, physical and biological integrity of the nation's waters. Protection of these waters is done through regulatory review and permits. A list of potential environmental permits is listed below.

A detailed discussion on impacts to water quality and wetlands is located in Appendix B.

Environmental Permits

The following list of permits is meant to provide information needed to comply with basic environmental permitting requirements for construction activities. It is impossible to be all-inclusive and addressing every situation. These are just some of the more common permits associated with construction activities.

- County/State Air Permit (for construction activities, grading, clearing, grubbing)
- County/State Demolition Permit (these permits may also require a utility disconnect permit from your local utility department)
- Source Air Permit (APEN) (concrete batch plant, haul road, fuel storage tank)
- Sandblasting Permit
- Construction Dewatering Permit
- Sand & Gravel Permits (Certificate of Designation)
- Construction Stormwater Permit
- Compliance with a Municipality Separate Storm Sewer System (MS4) Permit
- US Army Corps of Engineers 404 Permit (wetlands and waters of the state impacts)
- Floodplain Permit
- Wildlife Surveys (Preble's Meadow Jumping Mouse Survey, Migratory Bird Survey)

CDOT Environmental Forum

The CDOT Environmental Forum was held March 14, 2007. This was a first time event intended to improve relations and develop understanding at the planning level of resource/regulatory agency responsibilities and concerns. It provided an opportunity for one-on-one conversations between resource and regulatory agencies and local transportation planning officials. It was intended to foster an atmosphere of cooperation and provide an opportunity for cooperative identification of potential conflicts and opportunities at the regional level and provide the opportunity for resource and regulatory agency needs and concerns to be identified at the earliest planning stages.

Subject matter experts from 16 Federal and State agencies and organizations identified environmental issues and concerns for each TPR. A summary of the issues, arranged by resource agency follows in Table18.

See Appendix B for map of environmental concerns discussed at the forum.

Table 18: Summary of Environmental Issues and Concerns

Statewide Environmental Forum March 9, 2007 Central Front Range	
Resource/Regulatory Agency	**Information/Issues/Concerns**
Environmental Protection Agency (EPA)	NEPA documents are too long; and the process could be streamlined. NEPA documents must be "bullet proof" to avoid potential litigation which is now rampant. Potential lawsuits could be on I-70 Mountain Corridor PEIS, I-70 East Corridor (Both within Region 1).
Colorado Department of Transportation (CDOT) Municipal Separate Storm Sewer System (MS4) Discharge Permit Program	Best Management Practices outside of the Municipal Separate Storm Sewer System (MS4) program areas are usually part of the NEPA process. Colorado Springs is in an MS4 Area (>20K persons per sq. mi.) as determined by the EPA. Some communities are creating storm water utilities (e.g., Denver, Colorado Springs, Arapahoe County).
Colorado Department of Public Health and Environment (CDPHE) - Solid Waste	Midway landfill facility includes onsite composting/waste diversion, agricultural manure processing, water treatment plant sludge processing and other organics Laying asphalt and the cleaning of spray nozzles on trucks may contaminate the soil.
CDPHE - Water Quality	MS4 only covers U.S. Census designated urbanized areas. CDOT voluntarily implements MS4 statewide MS4 process covers permanent water quality installation and continued function of features or practices (e.g., Cañon City). "Total Maximum Daily Load" program is where CDPHE manages sediment from various projects.
CDPHE - Air Quality	Cañon City has a maintenance plan in place for Particulate Matter (PM10). Cripple Creek has a Memorandum of Agreement in place for PM10. Park County rapid population growth is a concern for them falling into non-attainment. The Ozone (O3) issue is caused by vehicular emissions but oil and gas development is also a contributing factor.
Division of Wildlife (DOW)	Dead animals by the road are a public hazard and aesthetic issue. Wildlife crossings must be site specific and underpasses (box culverts) tend to be more cost efficient than overpasses as well as useful to ranchers. DOW requests avoidance of native cutthroat trout habitat, brown trout habitat in the Arkansas River, and prairie dog colonies. SH 96 from Westcliffe to Wetmore in Custer County has heavy deer crossings. CDOT should take the lead role in contacting DOW before starting highway projects to mitigate wildlife conflicts.
State Historic Preservation Office (SHPO)	Manitou Springs and Cripple Creek are National Historical Landmarks. Cañon City's main street is on the National Register District. Park County is looking at a National Heritage Tourism Designation. Sec. 106 states that cultural resources must be eligible for, or formally listed on, the National Register of Historic Resources. Examples of historic resources include objects, structures, sites, buildings, historic districts and traditional cultural properties.
United States Fish and Wildlife Service (USFWS)	Species present in the TPR include: Mexican Spotted Owl in Pine National Forest, Bald Eagle, Lynx, and Greenback Cutthroat Trout. In Park County the South Platte River Basin serves as the habitat for the Pawnee Mountain Skipper Butterfly (40% of whose habitat was destroyed by the Hayman fire). Migratory birds are often a factor in bridge replacement projects. Threatened & Endangered issues should be handled early in the NEPA process to avoid delays in the process.

Statewide Environmental Forum March 9, 2007 Central Front Range	
Resource/Regulatory Agency	**Information/Issues/Concerns**
United States Army Corps of Engineers (USACOE)	Fens (wetlands) in Cripple Creek near SH 67 may need to be moved due to ongoing mining activities. Fens could be affected by widening US 285 in Park County which would automatically trigger a 404 permit. TPR should work with partners to consider all possible "green" options, prior to requesting a permit.
Federal Highway Administrations Central Federal Lands (CFL) and Colorado Trout Unlimited	Highway projects disturb the natural curvature of river basins. Auto accident drivers should be held liable for waterway impacts. US 50 follows the Arkansas River basin. Fishing in Colorado is a billion dollar industry.
The Nature Conservancy	"National Tourism Heritage" has designated 22,000 acres of conservation area for prairie dog habitat throughout the Eastern Plains (S.E. Colorado). The Nature Conservancy promotes Eco-Regional Assessments (e.g., South Park); to conserve representative biodiversity within the Southern Rocky Mountains Follow-up: the Nature Conservancy can provide DVDs to CDOT to show migration areas.
CDOT Wildlife Program	CDOT's Shortgrass Prairie Initiative has 24,400 acres of land to mitigate statewide Mitigation impacts will last for 20 years or until they reach 58,000 acres of impact. Only 250 Lynx left in the entire state and generally stay above 8,000 feet. CDOT recommends constructing over/underpass only on major roadway/highway construction projects and using guardrails to mitigate wildlife accidents.
CDOT Environmental Programs Branch	No significant issues discussed
Colorado State Parks (CSP)	Current Projects include the Ring the Park Trail which is in progress. Colorado Front Range Trail along Fountain Creek may impact I-25. Colorado Front Range Trail Master Plan and Implementation Plan outlines the proposed trail from south of Pueblo to Trinidad. and supports non-motorized vehicles in the right-of-way along highways and the accommodation of bike lanes wherever possible. CSP wants CDOT to become an active partner in creating recreational trails and non-motorized uses in highway ROW, and accommodate bike lanes wherever feasible.
Federal Highway Administration (FHWA)	Looking at a broader scope of environmental issues and not just NEPA-related criteria help address flaws between planning and NEPA. Need to encourage locals to consider land use issues and their transportation impacts up front in the NEPA process. Colorado is designated as a focus state for the new "Planning and Environmental Linkages" program to fund projects that join together the planning process and the environment. Pueblo and Pikes Peak Area COG/MPO in coordination with the USACOE have received FHWA funds for the Fountain Creek Watershed study. Outcome from the Fountain Creek Watershed study will be incorporated into their 2035 plans.
United States Forest Service (USFS)	New federal travel regulations designate roads, trails and areas for motorized use in USFS lands. The regulations prohibit off-road (cross country) motorized use outside of designated areas in Forest Service lands. Follow-up: USFS would like access to CFR's 2035 Plan Technical reports.

CORRIDOR VISIONS

The 2035 Long Range Transportation Plan builds on the "corridor-based" plan originally developed for the 2030 plan. The Corridor Visions effectively forecast the long term needs of each corridor, rather than focusing on specific intersections, safety issues or capacity issues from point to point.

Corridor Vision Purpose

- Integrates community values with multimodal transportation needs
- Provides a corridor approach for a transportation system framework
- Strengthens partnerships to cooperatively develop a multimodal 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

Corridor Vision Process

This part of the plan examines 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 focus improvements on the midterm, or next 10 years. The Midterm Implementation Strategy will be examined later in this plan. These steps will help guide investment decisions throughout the planning period:

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

Corridor Visions

This section contains a description of each corridor in the region. There are several parts to the corridor vision, including a description of the function, its Primary Investment Category, Priority (as assigned by the RPC), and a list of goals (types of needed improvements) and strategies (specific actions to be taken). Table 18 shows the Central Front Range corridors with their beginning and ending milepost and Primary Investment Category.

Table 19: Corridor Segments

Corridor Number	Corridor Name	Description (from/to)	Within TPR		Primary Investment Category
			Beg MP	End MP	
PCF7001	SH 9 A	US 50 north to US 24 (Hartsel)	0.000	46.980	System Quality
PCF7002	SH 9 B	US 24 (Hartsel) north to Breckenridge	47.582	63.730	Safety
PCF7003	US 24 A (i)	Trout Creek Pass east to Lake George	225.569	265.330	System Quality
PCF7004	US 24 A (ii)	Lake George east to SH 67 (Woodland Park)	265.330	282.000	Mobility
PCF7005	US 24 G	Elbert Rd. east to I-70 (Limon)	335.389	350.580	Mobility
PCF7006	US 50 A (i)	East of Salida east to SH 115 (Cañon City)	225.578	278.704	Safety
PCF7007	US 50 A (ii)	SH 115 (Cañon City) east to I-25 (Pueblo)	278.704	296.136	Mobility
PCF7008	SH 67 A-B	Wetmore north to US 50	0.000	14.999	Safety
PCF7009	SH 67 C	Victor north to Divide	45.560	69.999	Safety
PCF7010	SH 67 D	Woodland Park north to Sedalia	82.460	87.142	System Quality
PCF7011	SH 69 A	US 160 (Walsenburg) north to US 50 (Texas Cr)	42.156	82.877	System Quality
PCF7012	SH 94 A	Ellicott east to US 40	17.100	35.080	Safety
PCF7013	SH 96 A	Westcliffe east to I-25 (Pueblo)	0.000	29.202	System Quality
PCF7014	SH 115 A (i)	US 50 Cañon City east to US 50	0.000	13.960	Mobility
PCF7015	SH 115 A (ii)	US 50 north to Colo Spgs limit	13.960	38.671	Mobility
PCF7016	SH 120 A	SH 115 east to US 50	0.000	6.999	System Quality
PCF7017	SH 165 A	SH 96 (Custer Co) east to I-25 (Pueblo)	0.000	18.758	System Quality
PCF7018	US 285 D (i)	US 24 (Antero Jct) north to SH 9 (Fairplay)	162.001	181.971	Mobility
PCF7019	US 285 D (iii)	Bailey north to Conifer	221.925	228.839	Mobility
PCF7020	US 285 D (ii)	SH 9 (Fairplay) north to Bailey	181.971	221.925	Mobility
PCF7021	Copper Gulch Road	Forest Rd – SH 69 (Westcliffe) to Cañon City	Westcliffe	Cañon City	System Quality
PCF7022	Elbert Road	US 24 (Peyton) north to SH 86 (Kiowa)	Peyton	County Line	System Quality
PCF7024	Gold Belt Tour Scenic Byway	Phantom Cañon Rd., Shelf Rd., High Park Rd., Teller Co Rd. 1, US 50	Florence	Florissant	System Quality
PCF7025	Guanella Pass	Forest Rd - US 285 (Grant) to I-70 (Georgetown)	Grant	County Line	System Quality
PCF7026	Oak Creek Grade	Forest Rd – Silver Cliff to Cañon City	Silver Cliff	Cañon City	System Quality
PCF7027	Tarryall River Rd	Forest Highway 81/Park County Rd. 77	US 24	Jefferson	System Quality

CORRIDOR: SH 9 A (PCF7001)

Description: US 50 north to US 24 (Hartsel)

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 primarily 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 only slightly. The local economy depends on agriculture. 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.

Primary Investment Category: System Quality

Priority: Low

Goals

- 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

CORRIDOR: SH 9 B (PCF7002)

Description: US 24 (Hartsel) north to Breckenridge

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. The route serves as a reliever to the often congested or weather-bound I-70. 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.

Primary Investment Category: Safety

Priority: High

Goals

- Increase travel reliability and improve mobility through safety improvements
- Support commuter travel
- Support recreation travel
- Provide information to traveling public
- Support existing transit service

Strategies

- Promote carpooling and vanpooling
- Add roadway pullouts for breakdowns, buses and slow vehicles
- Promote use and maintenance of Variable Message Signs
- Provide bicycle/pedestrian facilities
- Provide and expand transit bus services
- Add surface treatment/overlays
- Add drainage improvements
- Add/improve shoulders
- Improve visibility/sight lines
- Add turn lanes & accel/decel lanes turn lanes

CORRIDOR: US 24 A (i) (PCF7003)

Description: Trout Creek Pass east to Lake George

The Vision for the US 24 - Trout Creek Pass east to Lake George corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. 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 **two** 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, and
- The South Park and Wilkerson Pass area currently shows little congestion, but will benefit from the construction of non-capacity improvements.

This corridor will develop as an alternative route from the Front Range to recreation communities in the central mountain area. The route serves as a reliever to the often congested or weather-bound I-70. 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.

Primary Investment Category: System Quality

Priority: Medium

Goals

- Maintain statewide transportation connections
- Eliminate shoulder deficiencies
- Support recreation travel
- Provide for bicycle/pedestrian travel

Strategies

- Add/improve shoulders
- Passing lanes
- Turn lanes
- Add roadway pullouts for breakdowns and slow vehicles
- Improve hot spots
- Intersection improvements
- Add rest areas
- Improve ITS Traveler Info, Traffic Mgmt and Incident Mgt
- Post informational signs
- Provide and expand transit bus services

CORRIDOR: US 24 A (ii) (PCF7004)

Description: Lake George east to SH 67 (Woodland Park)

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 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 to near urban levels. The corridor serves as a major long distance commuting route between mountain communities and employment or service centers in Colorado Springs. 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 route serves as a reliever to the often congested or weather-bound I-70. 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.

Primary Investment Category: Mobility

Priority: High

Goals

- Increase travel reliability and improve mobility
- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Support recreation travel
- Support existing transit service

Strategies

- Construct intersection improvements
- Construct auxiliary lanes (passing, turn, accel/decel)
- Add/improve shoulders
- Consolidate and limit access and develop access management plans
- Provide and expand transit
- Provide inter-modal connections
- Construct and maintain Park 'n' Ride facilities
- Provide bicycle/pedestrian facilities
- Promote use and maintenance of Variable Message Signs/ITS
- Add traffic signals

CORRIDOR: US 24 G (PCF7005)

Description: Elbert Rd. east to I-70 (Limon)

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 multimodal 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 in and through the corridor.

Primary Investment Category: Mobility

Priority: High

Goals

- Support commuter travel
- Accommodate growth in freight transport
- Expand transit usage
- Provide for bicycle/pedestrian travel
- Provide information to traveling public
- 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
- Construct intersection/interchange improvements
- 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 carpooling and vanpooling
- Provide bicycle/pedestrian facilities
- Improve ITS Traveler Information, Traffic Mgt and Incident Mgt
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan

CORRIDOR: US 50 A (i) (PCF7006)

Description: East of Salida east to SH 115 (Cañon City)

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 multimodal 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 in and through the corridor.

Primary Investment Category: Safety

Priority: High

Goals

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

Strategies

- Add passing lanes
- Add/improve shoulders
- Add roadway pullouts for trucks, buses, slow moving vehicles
- Provide and expand transit bus services
- Provide bicycle/pedestrian facilities
- Promote use and maintenance of Variable Message Signs
- Rockfall mitigation
- Improve access to public lands
- Improve hotspots
- Preserve existing rail corridor

CORRIDOR: US 50 A (ii) (PCF7007)

Description: SH 115 (Cañon City) east to I-25 (Pueblo)

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.

Primary Investment Category: Mobility

Priority: Medium

Goals

- Support commuter travel
- Accommodate growth in freight transport
- Support existing transit service
- Provide for bicycle/pedestrian travel
- 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

- Study corridor (Cañon City Bypass)
- Construct interchanges/intersection improvements
- Construct and maintain Park 'n' Ride facilities
- Provide and expand transit bus services
- Provide inter-modal connections
- 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

CORRIDOR: SH 67 A-B (PCF7008)

Description: Wetmore north to US 50

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 in and through the corridor.

Primary Investment Category: Safety

Priority: Low

Goals

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

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
- Market transit services and provide incentives
- Provide and expand transit bus services

CORRIDOR: SH 67 C (PCF7009)

Description: Victor north to Divide

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 multimodal local facility, provides commuter access, and makes north-south connections within the mountainous area west of Pikes Peak. The corridor also serves a main street 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.

Primary Investment Category: Safety

Priority: Medium

Goals

- Provide information to traveling public
- 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
- Add guardrails
- Improve geometrics
- Install rumble strips in high accident 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
- Construct and maintain Park 'n' Ride facilities
- Promote use and maintenance of Variable Message Signs/ITS

CORRIDOR: SH 67 D (PCF7010)

Description: Woodland Park north to Sedalia

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. As more people move to the once remote mountain communities and home sites on the corridor, it is becoming increasingly used as a commuter route south to Woodland Park and Colorado Springs, and north to the Front Range via Sedalia.

Primary Investment Category: System Quality

Priority: Low

Goals

- Preserve the existing transportation system
- Reduce shoulder deficiencies
- Support recreation travel
- Provide for bicycles/pedestrian travel
- Improve transit options

Strategies

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

CORRIDOR: SH 69 A (PCF7011)

Description: Custer / Huerfano County Line north to US 50 (Texas Creek)

The Vision for the SH 69 - Custer / Huerfano County Line 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.

Primary Investment Category: System Quality

Priority: Medium

Goals

- Reduce shoulder deficiencies
- 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

- Improve geometrics
- Add passing lanes
- Add turn lanes
- Improve visibility/sight lines
- Add/improve shoulders
- Add 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

CORRIDOR: SH 94 A (PCF7012)

Description: Ellicott east to US 40

The Vision for the SH 94 - Ellicott east to US 40/287 corridor is primarily to improve safety as well as to maintain system quality. This corridor serves as a multimodal 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 Schriever Air Force Base and other expanding military facilities. 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 commuting to the urban area 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. Inclement weather is often a factor for commuters, contributing to safety issues and delayed travel times.

Primary Investment Category: Safety

Priority: Medium

Goals

- Reduce fatalities, injuries and property damage crash rate
- Increase travel reliability and improve mobility
- Support commuter travel
- Accommodate growth in freight transport
- Support economic development and maintain traffic operations

Strategies

- Construct auxiliary lanes (passing, turn, accel/decel)
- Preserve Rights of Way
- Provide and expand transit bus and rail services
- Market transit services and provide incentives
- Construct and maintain Park 'n' Ride facilities
- Promote carpooling and vanpooling
- Promote use and maintenance of variable message signs
- Improve ITS Incident response, Traveler Info & Traffic Mgt
- Construct Intersection/Interchange improvements
- Add surface treatment/overlays

CORRIDOR: SH 96 A (PCF7013)

Description: Westcliffe east to I-25 (Pueblo)

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.

Primary Investment Category: System Quality

Priority: Medium

Goals

- 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

CORRIDOR: SH 115 A (i) (PCF7014)

Description: US 50 Cañon City east to US 50

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 multimodal 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.

Primary Investment Category: Mobility

Priority: High

Goals

- Increase travel reliability and improve mobility
- Support commuter travel
- Expand transit usage
- Preserve the existing transportation system
- Provide for safe movement of bicycles and pedestrians

Strategies

- Construct auxiliary lanes (passing, turn, accel/decel)
- Consolidate and limit access and develop access management plans
- Provide and expand transit bus
- Provide bicycle/pedestrian facilities
- Promote carpooling and vanpooling
- Add traffic signals
- Construct intersection improvements
- Add/improve shoulders
- Add surface treatment/overlays
- Drainage improvements

CORRIDOR: SH 115 A (ii) (PCF7015)

Description: US 50 north to Colorado Springs limit

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.

Primary Investment Category: Mobility

Priority: High

Goals

- Increase travel reliability and improve mobility
- Support commuter travel
- Accommodate growth in freight transport
- Provide for tourist-friendly travel
- Maintain airport facilities in good condition

Strategies

- Add general purpose lanes
- Add passing lanes
- Add/improve shoulders
- Construct intersection/interchange improvements
- Improve hot spots
- Add turn/accel/decel lanes (
- Provide bicycle/pedestrian facilities
- Promote carpooling and vanpooling
- Provide and expand transit bus services
- Promote use and maintenance of Variable Message Signs/ITS
- Preserve ROW for future corridor expansion

CORRIDOR: SH 120 A (PCF7016)

Description: SH 115 east to US 50

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 multimodal 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.

Primary Investment Category: System Quality

Priority: Low

Goals

- Preserve the existing transportation system
- Provide improved freight linkages
- 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

CORRIDOR: SH 165 A (PCF7017)

Description: SH 96 (Custer Co) east to I-25 (Pueblo)

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.

Primary Investment Category: System Quality

Priority: Low

Goals

- 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, buses and slow vehicles
- Add surface treatment/overlays
- Provide transit bus services
- Provide bicycle/pedestrian facilities

CORRIDOR: US 285 D (i) (PCF7018)

Description: US 24 (Antero Junction) north to SH 9 (Fairplay)

The Vision for the US 285 - US 24 (Antero Junction) 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 multimodal 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.

Primary Investment Category: Mobility

Priority: High

Goals

- 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 and turn lanes
- Improve hot spots
- Add/improve shoulders
- Add truck parking areas
- Provide and expand transit bus services
- Improve ITS Traveler Info, Traffic Mgt and Incident Mgt
- Provide bicycle/pedestrian facilities

CORRIDOR: U.S. 285 D (ii) (PCF7020)

Description: SH 9 (Fairplay) north to Bailey

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 multimodal 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. Improvements must be consistent with corridor and environmental assessments.

Primary Investment Category: Mobility

Priority: High

Goals

- Increase travel reliability and improve mobility
- Support commuter travel
- Accommodate growth in freight transport
- Support recreation travel
- Support/expand transit service

Strategies

- Add general purpose lanes
- Add new or improve intersections/interchanges
- Add/improve shoulders
- Add auxiliary 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
- Blowing and drifting snow mitigation

CORRIDOR: U.S. 285 D (iii) (PCF7019)

Description: Bailey north to Conifer

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 multimodal 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. Improvements must be consistent with corridor and environmental assessments.

Primary Investment Category: Mobility

Priority: High

Goals

- 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
- Add truck parking areas
- Support/Expand transit services
- Provide bicycle and pedestrian facilities
- Construct and maintain Park 'n' Ride facilities
- Promote carpooling/vanpooling
- Improve ITS incident response, traveler information and traffic management

CORRIDOR: Copper Gulch Road (PCF7021)

Description: Forest Road – SH 69 (Westcliffe) to Cañon City

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 mode is 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.

Primary Investment Category: System Quality

Priority: Low

Goals

- 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

CORRIDOR: Elbert Road (PCF7022)

Description: US 24 (Peyton) north to SH 86 (Kiowa)

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.

Primary Investment Category: System Quality

Priority: Low

Goals

- Accommodate growth in freight transport
- Support commuter travel
- 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
- Add new intersection/interchange improvements
- Add/improve shoulders
- Add surface treatment/overlays
- Bridge repairs/replacement
- Study corridors

CORRIDOR: Gold Belt Tour Scenic Byway (PCF7024)

Description: Phantom Cañon Road, Shelf Road, High Park Road, Teller County Road 1, US 50

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. High Park Road provides an alternative truck route between Cañon City and Cripple Creek. Shelf Road and Phantom Canyon Road provide alternative routes for commuters and visitors to the Cripple Creek gaming area. Teller County Road 1 is a major collector facility providing a link between US 24, 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.

Primary Investment Category: System Quality

Priority: Medium

Goals

- Preserve and improve the existing transportation system
- Support commuter travel
- Provide for tourist-friendly travel
- Improve access to public lands
- Expand and support transit usage

Strategies

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

CORRIDOR: Guanella Pass (PCF7025)

Description: Forest Road – US 285 (Grant) to I-70 (Georgetown)

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 serves 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.

Primary Investment Category: System Quality

Priority: High

Goals

- 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)
- Reconstruct roadways
- Post informational signs
- Improve geometrics
- Add/improve shoulders
- Add roadway pullouts for breakdowns and slow vehicles
- Provide bicycle/pedestrian facilities

CORRIDOR: Oak Creek Grade (PCF7026)

Description: Forest Road – Silver Cliff to Cañon City

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 mode is 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.

Primary Investment Category: System Quality

Priority: Low

Goals

- 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

CORRIDOR: Tarryall River Road (PCF7027)

Description: Forest Highway 81/Park County Road 77

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.

Primary Investment Category: System Quality

Priority: High

Goals

- 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
- Construct intersection improvements
- Add surface treatment/overlays
- Improve geometrics
- Add/improve shoulders
- Bridge repairs/replacement
- Provide bicycle/pedestrian facilities

VISION PLAN

For the purposes of this plan, the RPC examined all the available background data, matched unmet needs with the Regional Vision, Values and Goals, and determined ultimate needs 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 given the corridor's place in the regional system prioritization.

Multimodal Plan

This multimodal transportation plan addresses roadway, transit, aviation, rail, non-motorized transportation and travel demand management strategies. Table 20 lists all corridors in the region, the total cost of needed improvements, the Primary Investment Category, and the priority as assigned by the regional planning commission. Where transit costs can be attributed to an individual corridor, for instance intercity bus, those cost estimates have been included with the corridor. A separate category has been added, Community Based Transit, for those transit programs that are area based and cannot be assigned to a single corridor. Likewise, aviation costs have been assigned to a specific corridor based on the proximity of each airport to the highway corridor.

Total Cost

Total costs are based on updated costs from the 2030 plan. The original (2030) cost was updated by subtracting expenditures for completed projects since the completion of the last plan in 2004, including FY 2006-2008, then factoring in the significant inflation in construction costs over the last three years. An enormous jump in costs has been identified, approximately 33%, due to increasing pavement, steel and transportation costs. This has caused a significant scale back of expectations for transportation improvements in the near term.

The total Vision Plan cost from 2008 to 2035 is estimated to be about $1.25 billion, including some $35 million in transit costs and $61 million in aviation costs.

Table 20: 2035 Vision Plan Priorities

Corridor	Description	Total Cost 2008 Dollars ($000) *			Primary Investment Category	Priority
		Highway	Transit	Aviation		
SH 115 A (i)	US 50 Cañon City east to US 50	$25,200			Mobility	High
SH 115 A (ii)	US 50 north to Colo Spgs limit	$40,190			Mobility	High
TPR	Community Based Transit		$34,891		Mobility	High
US 24 A (ii)	Lake George east to SH 67 (Woodland Park)	$7,182			Mobility	High
US 24 G	Elbert Rd. east to I-70 (Limon)	$34,721		$457	Mobility	High
US 285 D (i)	US 24 (Antero Jct) north to SH 9 (Fairplay)	$29,925			Mobility	High
US 285 D (ii)	SH 9 (Fairplay) north to Bailey	$56,201			Mobility	High
US 285 D (iii)	Bailey north to Conifer	$126,762			Mobility	High
SH 9 B	US 24 (Hartsel) north to Breckenridge	$68,828			Safety	High
US 50 A (i)	East of Salida east to SH 115 (Cañon City)	$50,620			Safety	High
Guanella Pass	Forest Rd - US 285 (Grant) to I-70 (Georgetown)	$13,000			System Quality	High
Tarryall River Rd	Forest Highway 81/Park County Rd. 77	$11,000			System Quality	High
US 50 A (ii)	SH 115 (Cañon City) east to I-25 (Pueblo)	$114,464		$42,057	Mobility	Medium
SH 67 C	Victor north to Divide	$64,286			Safety	Medium
SH 94 A	Ellicott east to US 40	$28,429		$702	Safety	Medium
Gold Belt Tour Scenic Byway	Phantom Cañon Rd., Shelf Rd., High Park Rd., Teller Co Rd. 1, US 50	$76,039			System Quality	Medium
SH 69 A	US 160 (Walsenburg) north to US 50 (Texas Cr)	$65,501		$17,800	System Quality	Medium
SH 96 A	Westcliffe east to I-25 (Pueblo)	$61,007			System Quality	Medium
US 24 A (i)	Trout Creek Pass east to Lake George	$100,548			System Quality	Medium
SH 67 A-B	Wetmore north to US 50	$26,933			Safety	Low
Copper Gulch Road	Forest Rd – SH 69 (Westcliffe) to Cañon City	$31,421			System Quality	Low
Elbert Road	US 24 (Peyton) north to SH 86 (Kiowa)	$7,407			System Quality	Low
Oak Creek Grade	Forest Rd – Silver Cliff to Cañon City	$29,178			System Quality	Low
SH 120 A	SH 115 east to US 50	$10,474			System Quality	Low
SH 165 A	SH 96 (Custer Co) east to I-25 (Pueblo)	$28,429			System Quality	Low
SH 67 D	Woodland Park north to Sedalia	$8,978			System Quality	Low
SH 9 A	US 50 north to US 24 (Hartsel)	$32,319			System Quality	Low
Subtotal		**$1,149,042**	**$34,891**	**$61,016**		
TOTAL		**$1,244,949**				

Transit Vision Plan

This section presents the Long-Range 2035 Transit Plan for the Regional Transportation Plan. The Long-Range Transit Plan includes an analysis of unmet needs, gaps in the service areas, regional transit needs, and a funding plan.

The Central Front Range Region is a challenging environment for public transportation due to the distinct rural nature of the area and scattered development. Funding and land-use development patterns are constraints to transit growth in the region. One constraint is due to transit operations being dependent on federal transit funds and the lack of dedicated local funding in the study area. A second constraint is the low residential density within the Region, combined with scattered work destinations, which limit the ability of traditional transit service to efficiently serve an increasing number of people. Transit services present opportunities for travelers and commuters to use alternate forms of ground transportation rather than personal vehicles. Many of the regional trips are centered on connections to the larger urban areas of Pueblo and Colorado Springs, and other smaller communities.

The existing transportation providers were presented earlier in this document, along with the transit demand for the Region. Unmet need has several definitions. This plan introduces two different definitions of unmet need. The first unmet needs analysis is quantitative, while the second unmet needs analysis is from public feedback from the public forums, human services transportation coordination meetings, and other local meetings. The LSC Team received several comments and suggestions regarding the adequacy of transit services in the local area.

The unmet needs are identified as gaps in service. These gaps include areas which are unserved, lack of connections between local service areas, corridors without service, unserved population groups, and times of day or days of the week which are not served. This plan includes strategies to eliminate many of the gaps in transit service in the Region, but funding is not available to implement most of those strategies. Many of the strategies are incorporated into the Vision Plan for the region, but are not included in the financially-constrained plan because of the lack of additional funding. Potential sources of additional funding include higher fares, public/private partnerships, additional local government funding, additional applications for federal funds, and formation of Rural Transportation Authorities.

This Plan looked at how people currently use the existing transit services, who uses the services, and what keeps others from doing so. There are many reasons why people choose their automobiles over the transit service. Many of the future transit services would operate longer hours, run more frequently, and extend service areas. That is expensive, particularly in the early years as ridership builds. However, a fast, frequent, and reliable transit system would attract all market segments to the service. There is no sugarcoating the fact that transit services cannot come close to paying for themselves. Almost all services across the nation are subsidized from the Federal Transit Administration, state funding sources, and grants. The ability to leverage these federal funds becomes a difficult challenge as this match, in most cases, must be a locally derived cash match. While there have been increasing sources of federal operating and capital funding in recent years, the ability to raise the local match in many of Colorado's rural areas is difficult at best.

Future Transit Funding

Funding for transit services within the region will come from federal and local (public and private) sources. SAFETEA-LU is the current legislation guiding the federal transit program. Under SAFETEA-LU the Federal Transit Administration administers formula and discretionary funding programs that are applicable to the Central Front Range Region. Senate Bill 1 resulted in state funding for transit. The following text provides a short description of other existing funding sources which are the primary source of operating and capital funds for Colorado's rural regions.

5309 Discretionary Funds

Established by the Federal Transportation Act of 1964 and amended by the Surface Transportation Assistance Act of 1978, the Intermodal Surface Transportation Efficiency Act of 1991, and SAFETEA-LU, this program provides capital funding assistance to any size community. The program is administered by the FTA. The funds are available to public transportation providers in the state on a competitive discretionary basis, providing up to 80 percent of capital costs. Competition for these funds is fierce, and generally requires lobbying in Washington, DC and receiving a congressional earmark.

Approximately 10 percent of the funds are set aside for rehabilitation or replacement of buses and equipment, and the construction of bus transit facilities. It should be noted that in recent years the transit agencies in Colorado have submitted requests for projects through a statewide coalition—CASTA. The LSC Team encourages the transit agencies in the Central Front Range Region to join the CASTA coalition.

5310 Elderly and Persons with Disabilities Capital Funds

This program is administered by the Colorado Department of Transportation and provides funds to private, nonprofit agencies that transport elderly and disabled persons. The funds are available on a discretionary basis to support 80 percent of capital costs such as vehicles, wheelchair lifts, two-way radios, and other equipment. Preliminary estimates by FTA regional staff indicate that CDOT's apportionment for Fiscal Year 2008 is approximately $1.6 million. For the Central Front Range Region, the amount of 5310 is $36,000 in 2008 and over the planning horizon, a total of $1.5 million.

5311 Capital and Operating Funds

Established by the Federal Transportation Act of 1964 and amended by the Surface Transportation Assistance Act of 1978, the Intermodal Surface Transportation Efficiency Act of 1991, and SAFETEA-LU, this program provides funding assistance to communities with a population of less than 50,000. The Federal Transportation Administration (FTA) is charged with distributing federal funding for "purposes of mass transportation."

The program is administered by the Colorado Department of Transportation. The funds are available to public and private transportation providers in the state on a competitive, discretionary basis to support up to 80 percent of the net administrative costs and up to 50 percent of the net operating deficit. Use of this funding requires the agency to maintain certain records in compliance with federal and state requirements. A portion of the funds are apportioned directly to rural counties based upon population levels. The remaining funds are distributed by the Department of Transportation on a discretionary basis based on system

performance and merit of the grant application, and are typically used for capital purposes. The estimated funding for the Central Front Range Region in 5311 funding for Fiscal Year 2008 is $30,000. The amount of 5311 funding over the planning horizon (2008-2035) is estimated at $940,000.

Additional Federal Transit Administration Funding Programs

There are additional federal funding programs for a variety of programs. The following represent myriad funding programs and a short description of each:

- 5313 State Planning and Research Programs with 50 percent being available to states to conduct their own research. The dollars for state research are allocated based on each state's respective funding allotment in other parts of the Mass Transportation Chapter of the US Code.
- 5319 Bicycle Facilities are to provide access for bicycles to mass transportation facilities or to provide shelters and parking facilities for bicycles in or around mass transportation facilities. Installation of equipment for transporting bicycles on mass transportation vehicles is a capital project under Sections 5307, 5309, and 5311. A grant under 5319 is for 90 percent of the cost of the project, with some exceptions.
- Transit Benefit Program is a provision in the Internal Revenue Code (IRC) that permits an employer to pay for an employee's cost to travel to work in other than a single-occupancy vehicle. The program is designed to improve air quality, reduce traffic congestion, and conserve energy by encouraging employees to commute by means other than single-occupancy motor vehicles.

State Funding Sources

The Colorado Legislature passed legislation that provides state funding for public transportation under House Bill 1310. House Bill 1310 requires that 10 percent of funds raised under Senate Bill 1 be set aside for transit-related purposes. Funds under this legislation are available in 2007.

2035 Transit Vision

Each provider in the Central Front Range study area was asked to submit operational and capital projects for the next 28 years to address long-range transit needs. The plan incorporates goals and strategies to address the gaps in service and support the corridor visions throughout the region. The Vision Plan is based on unrestricted funding for the transit providers. The submitted projects include costs to maintain the existing system and also projects that would enhance the current transit services. All of the projects are eligible for transit funding. The Local Transit Plan and Human Services Transportation Plan provide the details on this long-range plan.

The transit projects for the region for the next 28 years have an estimated cost of approximately $34 million dollars as presented in Table 21. This total includes operational and capital costs.

Table 21: Transit Vision Plan

Transit Vision Plan ($000)	
Operational Costs	
Existing Operational Costs	$13,092
New Service/Expand Service	$13,076
Subtotal	$26,167
Capital Costs	
New/Replace Vehicles	$8,724
Facilities/Equipment	$ -
Subtotal	$8,724
Grand Total	**$34,900**

Source: LSC & CDOT, 2007.

Aviation Vision 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.

The State of Colorado is served by a system of 77 public-use airports. These 77 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 2035 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 2035 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 2035. 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 were not able to 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 22: Aviation Vision Plan

Airport	Total ($000)
Silver West Airport (Westcliffe)	$17,800
Calhan Airport (Calhan)	$457
Fremont County Airport (Cañon City)	$42,057
Ellicott Airport	$703
Total	**$61,016**

Source: CDOT Aeronautics, 2007

FISCALLY CONSTRAINED PLAN

Current estimates of funding availability (2035 Resource Allocation) anticipate that CDOT will not achieve a single performance goal after 2010. Colorado's transportation investments are at risk of serious deterioration as a combination of issues has come together requiring that the state identify new ways to fund transportation needs. Revenues are sluggish at both federal and state levels and not able to keep up with dramatic construction cost increases. The future of federal transportation funding is even uncertain. In addition, growth in the use of the system has outpaced growth in system capacity. A combination of strategies will be required to address the shortfall, including optimizing system expenditures and seeking additional revenue options.

Resource Allocation

CDOT allocates funds to various programs, including Strategic Projects, System Quality (Preservation of the Existing System), Mobility, Safety, and Program Delivery as well as other Earmarks, Statewide Programs, and the Regional Priority Program (RPP). These program funds are allocated to CDOT Engineering Region. The Region may contain multiple TPRs; or two Regions may overlap a TPR, making for a rather complicated scenario of available resources. Each Region then expends these funds based on need. The Fiscally Constrained Plan focuses on the RPP designed specifically to engage local partners in the decision-making process for priorities among major projects. It is important to note that the size of other programs far exceeds the RPP. CDOT continues to develop a wide range transportation improvements throughout the state, and throughout the TPR, in addition to the RPP.

The Central Front Range TPR is overlapped by Regions 1 and 2. Note that the Regions have responsibility for a total of 17 counties, including the five in the Central Front Range. Total program funds are responsible for everything from major projects of statewide significance (Strategic Projects) to resurfacing to maintenance to bridge repair and bicycle/pedestrian programs.

Table 23: Fiscal Year 2008 - 2035 CDOT Planning Control Totals

Program	Region 1 ($000)	Region 2 ($000)
Strategic Projects	$1,509,100	$1,356,400
System Quality	$1,165,900	$1,254,300
Mobility	$578,400	$533,100
Safety	$435,900	$344,000
Program Delivery	$173,100	$160,100
Regional Priority Program	$97,800	$109,800
Earmarks FY2008 & FY2009	$400	$12,000
Total	**$3,960,700**	**3,769,600**

Source: CDOT December 14, 2006

Regional Priority Program Funding

This plan deals primarily with funds from CDOT's Regional Priority Program (RPP) as allocated to each of six CDOT Regions. The Central Front Range TPR is in CDOT Regions 1 and 2. The allocation to CDOT Region 2 was $60.4 million for the period 2008-2035 for distribution among the region's four TPRs; the allocation to Park County within Region 1 was $7.0 million. The Pikes Peak area, including Colorado Springs, receives a separate allocation. The TPR will be allocated about $17.9 million in RPP funds for the period 2008-2035. The TPR's Vision Plan for the region identifies about $1.3 billion worth of desired highway, transit and aviation projects, which significantly exceeds the level of available funding. Being aware of the substantial funding shortfall, if additional funds are to be made available in the future, it may be possible to draw from the high priority corridor list from the Vision Plan without completing a full, and time consuming, plan update.

The Regional Planning Commission met on February 28, 2007 to review options and priorities for RPP funding. The specific dollar amounts for each corridor are provided in the table below.

Multimodal Constrained Plan

The multimodal fiscally constrained plan in Table 24 allocates funds reasonably expected to be available to the priorities established in the Vision Plan. A total of $10.9 million from CDOT Region 2 and $7.0 million from Region 1 is anticipated to be available during the planning period for the RPP program. Other funds for Safety, Traffic Operations, Bridge replacement, Resurfacing and other programs are also expected to be available, but are allocated by CDOT based on performance, infrastructure life expectancy and other factors.

The Regional Priority Program (RPP) percentage is divided into Region 1 and Region 2 columns. A percentage of RPP funds from each region has been assigned to the corridor. The column entitled Unprogrammed Strategic Projects % represents future funds that may be available when the current Strategic Projects Program is complete.

The total amount includes $24 million in Federal Lands Highway funds for planned projects on Guanella Pass and the Tarryall River Road. The 2035 Constrained Plan total is $75.3 million.

Strategic Projects Program

The Strategic Projects Program (SPP) allocates Colorado General Funds to a set of specific projects around the State. The program began in 1997 with 28 high profile major corridor improvements commonly known as the "7th Pot" and is funded through an annual allocation through Senate Bill 97-1. The elements that qualify a project for high priority status are based on the project's regional or statewide significance, cost and return on investment of the project in addressing on-going needs of safety, system quality and mobility. These projects are large in scope and consist of multiple phases to complete.

All projects in the current program are projected to be complete by 2017. Past Projects in the Central Front Range TPR included the US 25 corridor. If funding is available in this program after 2017, the TPR recommends application of future SPP funds to US 24, US 50, and US 285.

Table 24: Constrained Plan

Corridor	Description	Primary Investment Category	Region RPP %		SP %	2035 Constrained Total ($000)		
			R 1	R 2		Highway	Transit	Aviation
SH 9 B	US 24 (Hartsel) north to Breckenridge	System Quality	50%*	-	-	$1,500		
US 24 A (ii)	Lake George east to SH 67 (Woodland Park)	Mobility	-	20%	20%	$2,186		
US 24 G	Elbert Rd east to I-70 Limon	Mobility	-	20%	20%	$2,186		
US 50 A (i)	East of Salida east to SH 115 (Cañon City)	Safety	-	20%	20%	$2,186		
SH 115 A (i)	US 50 (Cañon City) east to US 50	Mobility	-	20%	-	$2,186		
SH 115 A (ii)	US 50 north to Colo Spgs limit	Mobility	-	20%	-	$2,186		
US 285 D (ii)	SH 9 (Fairplay) north to Bailey	Mobility	25%*	-	20%	$1,500		
US 285 D (iii)	Bailey north to Conifer	Mobility	25%*	-	20%	$4,000		
Guanella Pass	Forest Rd – US 285 (Grant) to I-70 (Georgetown)	System Quality	-	-	-	$13,000		
Tarryall River Rd	Forest Highway 81/Park Co Rd 77	System Quality	-	-	-	$11,000		
TPR	2 airports	System Quality						$12,000
TPR	Community Based Transit	Mobility	-	-	-		$21,336	
Total by Mode						41,930	$21,336	$12,000
Total						$75,266		

* TPR Guidance Only – Final figures were adjusted at joint Region/TPR meeting.

Transit Constrained Plan

The Long-Range Fiscally-Constrained Plan is presented in Table 3. The Fiscally-Constrained Plan presents the long-range transit projected funding for FTA and CDOT programs. This is anticipated funding which may be used to support services. It should be noted that this total constrained amount is only an estimate of funding. As funds are appropriated in future federal transportation bills, these amounts will likely fluctuate. Capital requests are anticipated for future vehicle requests for the 5310 and 5311 providers over the course of the 2035 planning horizon. Additionally, the local funding amounts have been held constant. The constrained operating plan has an estimated cost of approximately $13.1 million, with a capital cost of approximately $8.2 million. Total constrained FTA funding is approximately $2.1 million. The remainder of funding will need to be generated from local sources and is estimated at $19 million.

Table 25: Transit Constrained Plan

Program	Amount ($000)
Operating Costs	
Existing Operational Costs	$13,091
Subtotal	$13,091,595
Capital Costs	
Replacement Vehicles	$8,244,000
New Vehicles	$ -
Facilities/Equipment	$ -
Subtotal	$8,244,000
Total Costs	**$21,336**
Funding Sources	
Local Funding	$18,234
Local Match Funding	$877
FTA	$2,224
Total Funding	**$21,336**

Source: LSC & CDOT, 2007.

Aviation

The constrained costs were developed for the airports in Colorado using very general assumptions and forecasts. Airports that receive entitlement money fell under the assumption that they will continue to receive entitlements through 2035 at the current level. In addition to the entitlements, forecasts were used to determine how much discretionary money an airport would receive. The discretionary money is all FAA dollars other than entitlement and any money the state might grant. The forecasts were derived from any projects in their 6 year CIP, any major projects anticipated outside the 6 year CIP, as well as looking at historic funding levels at that airport to help predict the possible level of funding over the next 28 years. Any contributions to the airport from the local communities were not included in these constrained costs. By no means do these constrained costs guarantee that each airport will receive this amount through 2035.

Table 26: Aviation Constrained Plan

Airport	Total ($000)
Silver West Airport (Westcliffe)	$500
Fremont County Airport (Cañon City)	$11,500
Total	**$12,000**

Source: CDOT Aeronautics, 2007

MIDTERM IMPLEMENTATION STRATEGY

The final step in the prioritization process was to identify a Midterm Implementation Strategy for the TPR. This step is an outcome of the 2030 Plan Debriefing Session at which many participants expressed the need for an intermediate strategy that is something less than the full long range outlook. In short, "Where should we focus our efforts?" The purpose of the Midterm Implementation Strategy is to identify what can be done to address difficult tradeoffs that are necessary to manage the transportation system over the next 10 years, knowing there are limited funds and increasing costs.

The Midterm Implementation Strategy has two parts. In general, the TPR felt that the funding *status quo* will not be sufficient to adequately address transportation needs in either the sort or long term. The Strategies to Increase Transportation Revenue address the need to either increase existing revenue streams or seek additional funding mechanisms.

The second part of the Midterm Implementation Strategy, Implementation Strategy Corridors, directs currently available, and limited, funds toward a set of improvements determined through this planning process to be most critical. The Central Front Range TPR has selected four high priority corridors: US 285, US 50 and two segments of US 24 for priority implementation. The TPR's Midterm Implementation Strategy consists of select strategies from the respective corridor visions. These strategies should be the focus of transportation investments over the midterm or the next ten years.

These offer the most benefits to moving people, goods and services throughout the region and should form the basis for project selection and programming. Funds should be utilized from appropriate CDOT programs including Regional Priority, System Quality and Safety Programs as available.

While investments should also continue to be made on other corridors in the TPR, this group of highest priorities will help insure the interregional connectivity that is crucial to maintain regional and statewide economies and access to mobility.

Strategies to Increase Transportation Revenue

The Regional Planning Commission (RPC) recognizes that CDOT investment in capital improvements using existing resources must necessarily be minimal over the midterm due to accelerating costs and declining revenues. To help offset costs, the RPC adopts the following Midterm Implementation Strategy Policies:

- Tolling should be considered as one alternative to furnish additional funds for new capacity where required.
- Adjustments to the state gasoline tax should be considered as one alternative to help increase transportation revenues.
- Access Management Plans should be completed for corridors or portions of corridors where residential or commercial development is anticipated that may degrade existing level of service. CDOT is encouraged to participate in an advisory role with local governments to develop plans that are mutually beneficial.
- The RPC supports local initiatives to create Special Improvement Districts and Rural Transportation Authorities to contribute local funds to transportation projects on state facilities. Projects supported by such initiatives shall receive priority treatment in the planning and programming process.

Implementation Strategy Corridors

US 24 - Lake George to Divide

What local issues are creating a transportation improvement need?

The corridor is becoming more developed with both rural residential subdivisions and commercial/retail developments in Lake George, Florissant, and Divide. The growing residential population commutes to employment centers in Cripple Creek and in the Colorado Springs metro area on US 24, the only east-west corridor. According to the 2000 Census, 44% of workers in Teller County commute to another county; the number of out of county commuters is expected to increase dramatically with the next and future Census. The eastern part of the corridor from Divide to Woodland Park has recently had major capacity improvements with the addition of travel lanes and center turn lane. However, the segment from Lake George to the intersection with SH 67 at Divide is narrow, mountainous and winding. It is also a designated Hazardous Materials route.

What transportation problems are created by these issues?

The volume to capacity ratio is projected to exceed the 85% threshold for the entire segment length before 2035, adding to delay and safety issues for traffic entering at uncontrolled or unsignalized intersections. There are currently five bridges on the select list eligible for rehabilitation or replacement. The narrow shoulders and other geometric issues will contribute to delay and safety problems due to horizontal curves, limited sight distance and limited passing opportunities.

What strategies should receive priority in the midterm?

While the addition of travel lanes could alleviate some of the congestion and safety issues, reasonably available funding may prohibit such improvements in the midterm. Alternatively, improvements should focus on other, less costly improvements that will benefit traffic operations such as:

- Intersection improvements with left turn and accel/decel lanes should be constructed by development as it occurs in order to maintain current level of service.
- Other auxiliary lanes and/or shoulder improvements should be constructed in the segment between Florissant and Divide.

US 285 – Fairplay North to Bailey and Conifer

What local issues are creating a transportation improvement need?

Park County, including the US 285 corridor, will continue to be one of the fastest growing areas of the state. Total population is expected to grow 600% from about 17,000 to 103,000 people by 2035. Labor force and job growth also far exceed statewide averages. Growth is largely concentrated in the northwest corner of the county, which serves as a long distance home for many workers who travel to the Denver metro area for jobs. While 66% of the county's workers commute to another county, an encouraging 20% of all workers are already using a carpool.

Inter-regional connectivity has become more critical for this corridor as it provides the only north-south major corridor in the central part of the state. In that role, it will become increasingly more important as an alternative connector to western gateways on US 24, US 50 and US 160, especially as I-70 becomes more congested. Major improvements to Guanella Pass, an alternative mountain route to Georgetown, will increase traffic at Grant.

What transportation problems are created by these issues?

The growing congestion is primarily related to peak hour commuting. The number of fatal crashes exceeds the statewide average throughout this corridor as the volume to capacity ratio grows over time outward from the currently congested areas closer to the Denver metro area. In addition, the reliability of travel is frequently affected by weather and traffic accidents.

What strategies should receive priority in the midterm?

- Implement the preferred alternative from the recently concluded Environmental Analysis on the segment from Bailey to Jefferson County. This option calls for a mix of capacity additions, intersection and interchange improvements, and expanded public transportation alternatives.
- For the midterm, roadway improvements between Fairplay and Bailey should focus on minor spot improvements designed to improve operations and safety at traffic hotspots, intersection improvements, widen shoulders and add passing/truck climbing lanes where possible.
- The addition of ITS solutions to provide traveler information should also help improve the reliability and safety of travel across this area which has frequent weather related incidents. Mitigation for blowing and drifting snow should be implemented where necessary.
- Intercity and regional bus opportunities, along with Park 'n' Rides and other rideshare programs should be encouraged through public/private partnerships. For more information about specific transit strategies, see the Central Font Range Local Transit and Human Services Coordination Plan, an appendix to this document.

US 50 - East of Salida to Cañon City

What local issues are creating a transportation improvement need?

The US 50 corridor serves as a gateway to the western slope via Monarch Pass and San Luis Valley via Poncha Pass. In addition, recreational opportunities on the Arkansas River, including whitewater rafting and fishing in Gold Medal water are important economically to the region. This interregional aspect makes it an important truck route that is vital to the state and the region. In addition, this is a primary regional corridor connecting municipalities in the Central Front Range, as well as on the western slope, to I-25 and the major urban service centers on the Front Range. Many people desire enhanced regional public transportation on US 50, especially to access services and provide an optional travel mode to other regions.

What transportation problems are created by these issues?

The primary highway-related goal on the corridor is to enhance the safety of the traveling public. The fatal crash rate significantly exceeds the statewide average due to geometric deficiencies, high truck volumes, a mix of slower and higher speed traffic, and conflicting turning movements from vehicles entering or exiting the traffic stream. There were more fatalities on this corridor during the study period than any other in the region.

What strategies should receive priority in the midterm?

Safety improvements should be made to this corridor at critical spot locations where feasible, including:

- Intersection and private access improvements that will help mitigate conflicting turning movements.
- Passing lanes that will provide safe opportunities to increase traffic flow.
- Geometric improvements, such as straightening and the addition of shoulders where needed, that will also improve safety.

US 24 - Elbert Road east to Limon

What local issues are creating a transportation improvement need?

The primary issue in the corridor is the projected increase in commercial truck ADT over the planning period. This is a direct connection from the second most populous urban area in the state to I-70 and the Ports to Plains Corridor at Limon. This corridor remains important to mobility for the state as a whole. There is a large amount of through-traffic from both trucks and other travelers that does not originate or end in the corridor. Additionally, the corridor has gained popularity for its suburban residential appeal, creating continued urbanization and commercialization at small communities and large subdivisions along the way.

What transportation problems are created by these issues?

The fatal crash rate exceeds the state average for the corridor; contributing factors include weather, lack of passing lanes, the high percentage of commercial trucks, and differential speeds of commuters, trucks and local traffic. The high volume of trucks, combined with severe temperature and moisture extremes also creates a challenge in maintaining a high quality road surface.

What strategies should receive priority in the midterm?

- A comprehensive corridor study should be undertaken that includes an access management component and design options for the entire corridor. Design options might include reconstruction to concrete with wider travel lanes and shoulders to accommodate the truck volumes.
- Other safety improvements, such as passing lanes and bridge upgrades, should be implemented.
- Commuter transit options, including expanded transit bus services and the construction of Park 'n' Ride facilities should be encouraged through public/private partnerships. For more information about specific transit strategies, see the Central Font Range Local Transit and Human Services Coordination Plan, an appendix to this document.
- Improve traveler information through the application of ITS weather and incident management infrastructure, including blowing and drifting snow mitigation.

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 other previous commitments, while critical to overall needs, draw badly needed funds from the Central Front Range TPR. The constrained plan allocates relatively small amounts to US 50, US 24, and SH 115. 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 Cañon 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 as well as leaving some safety concerns unaddressed.

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 service may be needed in the future, if not sooner, but funding availability will make implementation difficult in the near term.

Overall, the Midterm Implementation Strategies will direct funding at the most critical areas so as to provide the best possible system, within funding constraints. CDOT and local governments should continue to seek additional funds to address long term needs.