

# MULTIMODAL

## Bicycles, Airports, and Transit

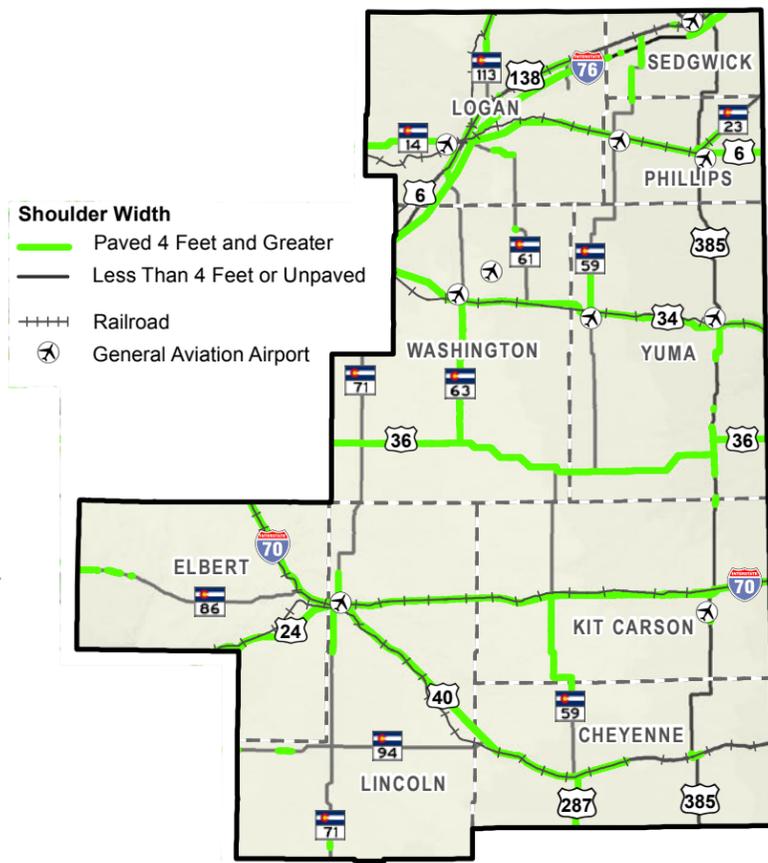
The regional transportation system is made up of more than just highways - it also supports movement by bicycle, air, transit and rail.

**Bicycles** are accommodated on the shoulders of highways. A four foot paved shoulder is considered to be the minimum width required to provide adequate room for bicyclists. A paved shoulder four feet or greater provides added safety for vehicles and bicycles.

**Airports** contribute to the mobility of the area. General aviation provides private aircraft access for business, recreation and health care activities. There are ten general aviation facilities in the Eastern TPR.

**Transit** is an important component of the Eastern Transportation Planning Region's multimodal transportation system. The 11 local and human services transit providers offer needed services to the general public, elderly and disabled residents and children. Intercity bus service is also provided in the region with a stop in Sterling.

Please see the Transit Insert for more detailed information on transit and rail services.



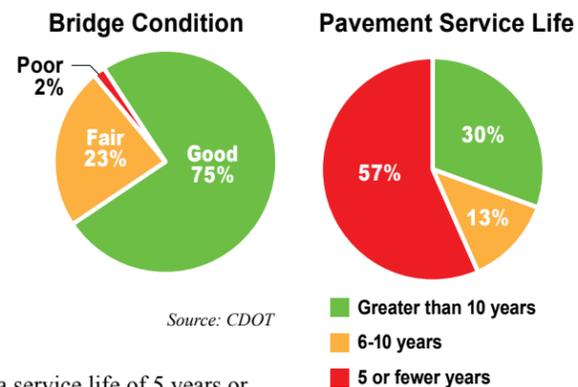
# INFRASTRUCTURE

## Bridge Condition and Pavement Service Life

Consistent investment is needed to maintain critical infrastructure.

**Bridges are generally in good or fair condition.** 75% of the region's 410 bridges are in good condition and 23% are in fair condition. Both conditions meet safety and geometric standards. Statewide, 96% of the 3,447 bridges are in good or fair condition, compared to 98% for the region. In the region, 2% of the bridges are in poor condition. It should be noted that a poor bridge is not unsafe; bridges that are unsafe are closed. A bridge rated poor could, however, be restricted to certain vehicle types or weights.

**Pavement conditions need improvement** as 57% of the region's pavement has a service life of 5 years or less. Service Life is a calculation based on a combination of age and expected design life of pavement. With maintenance and minimal treatments, pavement life can be extended. CDOT is currently exploring enhanced road-management methods, including new preservation strategies, to maintain the highest roadway surface grades possible, despite declining revenues.



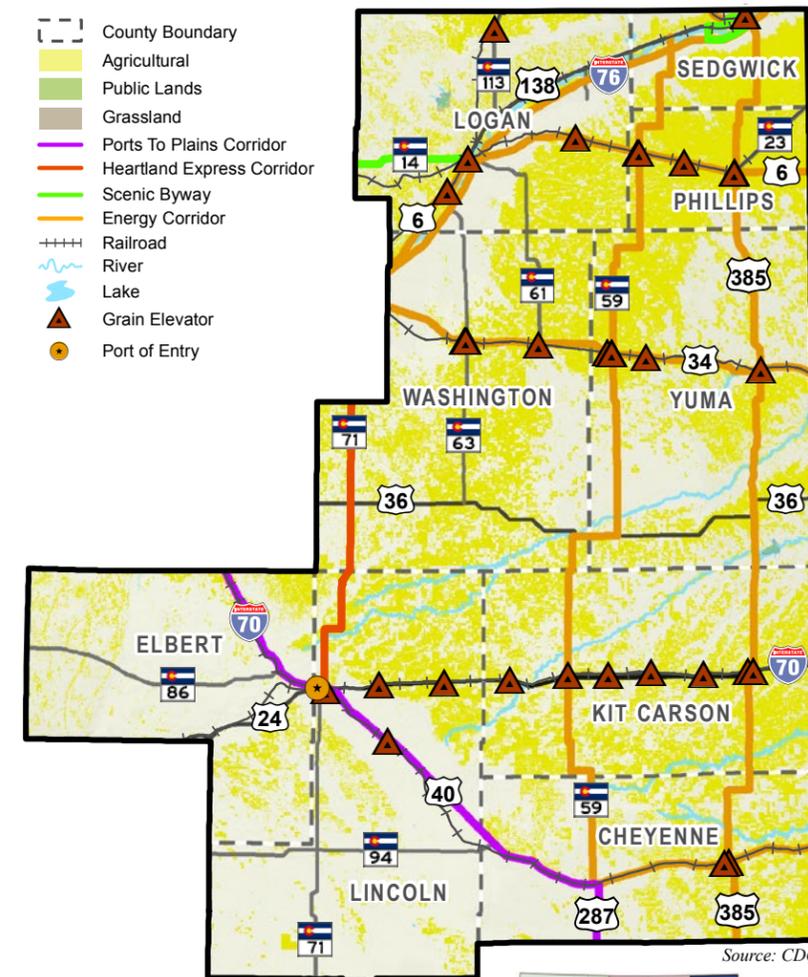
The Eastern Transportation Planning Region encompasses 16,355 square miles. Serving as the gateway to Colorado, the region is home to many communities that offer a small town atmosphere and outstanding quality of life. The eastern plains is home to one of the most productive farming and ranching areas in the country and one of the fastest growing wind energy regions in the state, making transportation an important part of its economic success.

## TPR by the Numbers

The Eastern Transportation Planning Region is home to:

- 83,000 population – 1.6% of state
- 3,291 lane miles of state highway – 14.3% of state
- 3.1 million vehicle miles on state highway traveled daily – 4.0% of state
- 10 general aviation airports
- 11 local/human service transit providers
- 3 intercity bus providers
- 1 passenger rail – Amtrak
- 2 Scenic Byways – Pawnee Pioneer Trails and South Platte River Trail

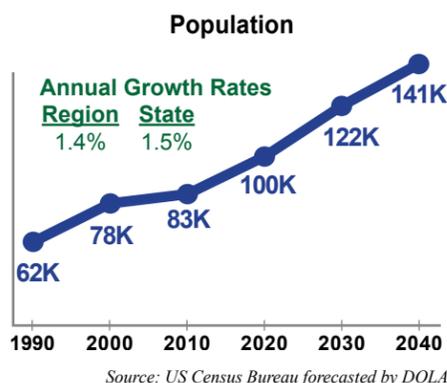
Source: CDOT



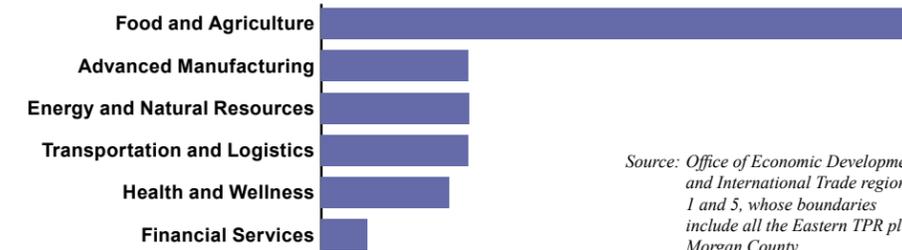
## Population and Employment

**Population is expected to grow** from approximately 83,000 residents to 141,000 residents by 2040. The annual rate of population growth between 2010 and 2040 is estimated to be 1.4%, which is slightly less than the 1.5% annual growth rate predicted for the state for the same time period.

**The region's economy relies heavily on transportation.** An efficient and well-connected transportation system is essential to the agriculture, advanced manufacturing, health and wellness, and energy industries.



## Top 6 Industries By Employment

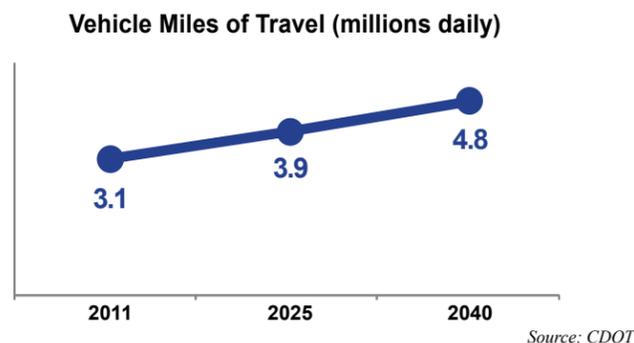


For more information on the Statewide Transportation plan, contact Michelle Scheuerman (303-757-9770 or michelle.scheuerman@state.co.us)

# TRAFFIC CONDITIONS

## Traffic Congestion

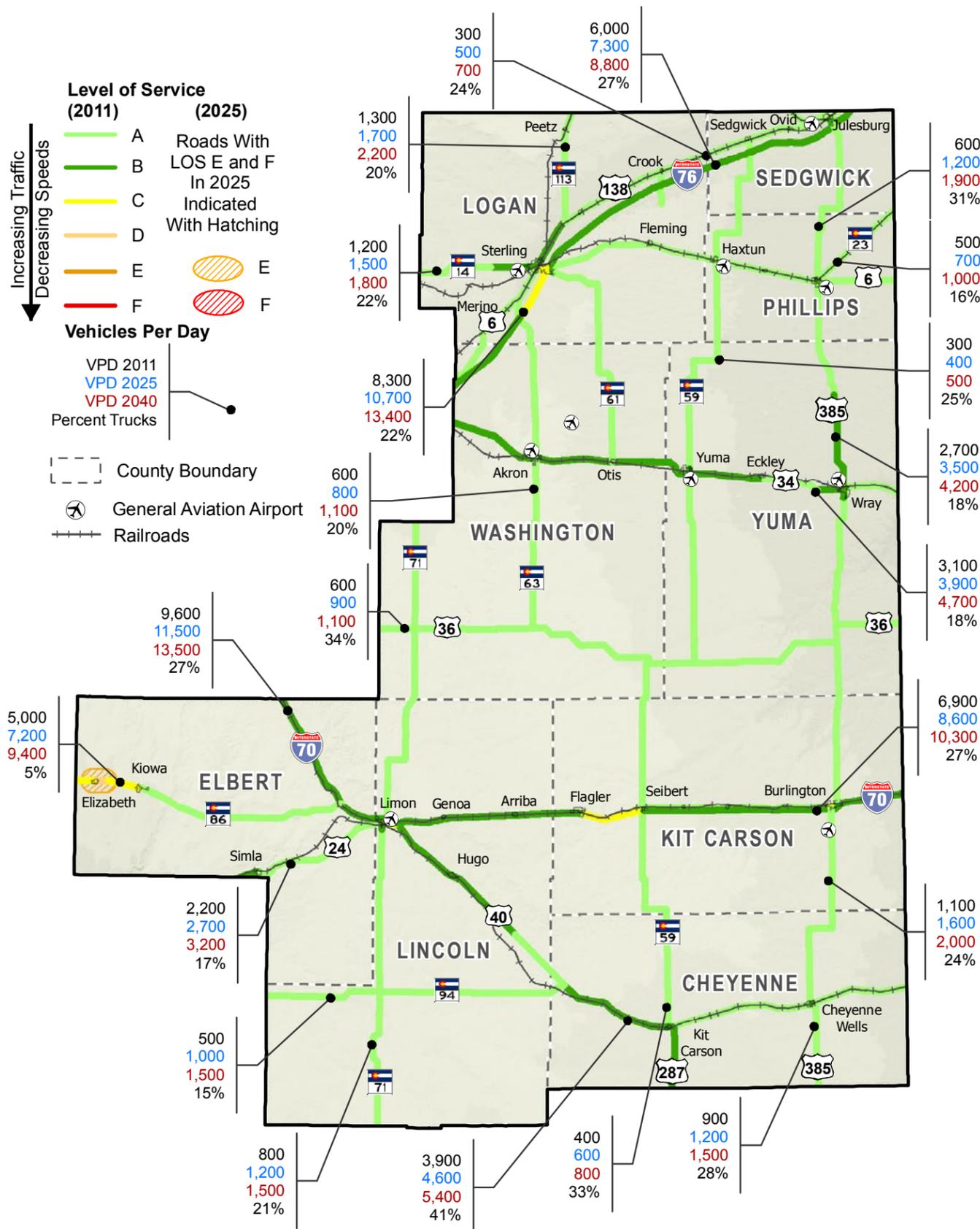
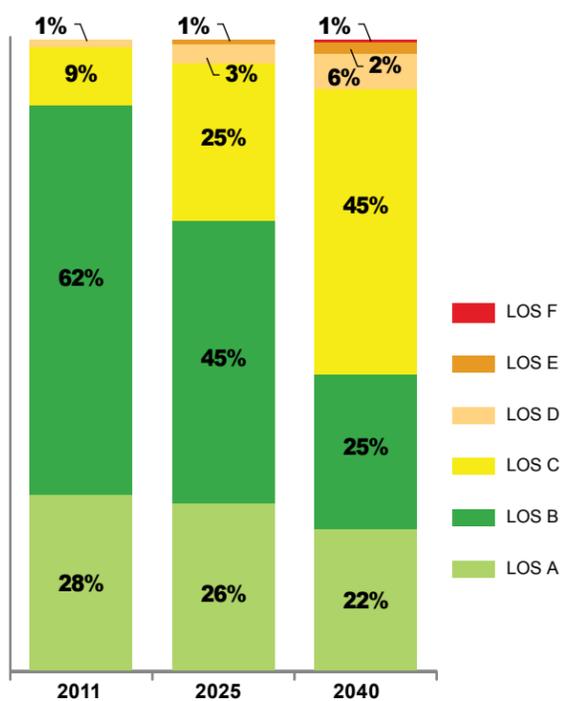
Vehicular travel is projected to grow at an annual rate of 1.6% from 2011 through 2040, which is less than the 1.9% predicted rate of growth for the same period statewide. This growth will place increasing demands on the transportation system.



Roadway Level of Service (LOS) is a measure of congestion delay. It can be thought of as a grading scale where LOS A is excellent and implies high levels of mobility and ease of maneuverability, and LOS F is failure and indicates that the road is experiencing heavy traffic volumes, significant congestion, and stop-and-go traffic. LOS A through LOS D is considered acceptable.

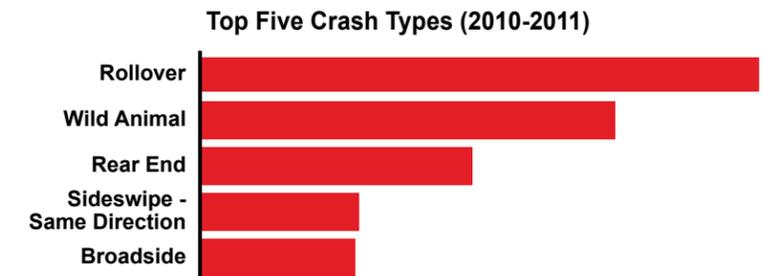
The majority of the highways in the region are expected to remain relatively free of congestion. SH 86 near Kiowa, indicated by orange hatching on the map to the right, is predicted to have LOS E in 2025.

Travel by Level of Service



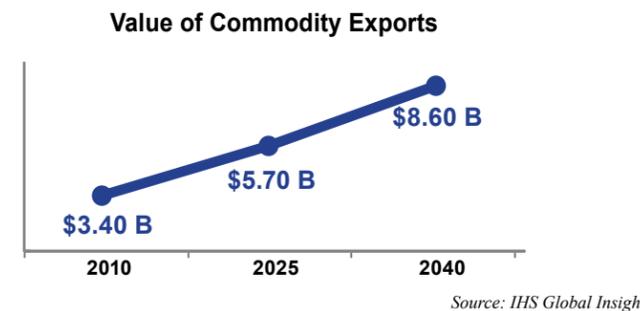
## Highway Safety

Crash rates are an important indicator of highway safety. In the Eastern Transportation Planning Region, the average crash rate was .73 per million vehicle miles traveled for 2010 - 2011, which is significantly lower than the overall state average rate of 1.70 for the same period.



## Commodity Production

Commodity values are expected to grow 5.0% annually through 2040, the bulk of which travel through the region by truck. The top commodities, by value, exported from the region are grain, livestock and industrial chemicals.



## Truck Traffic

Truck traffic is significant in the Eastern TPR, and makes up 24% of the vehicles per day on state highways in the region, which is more than two times higher than the statewide truck percentage of 9%. The roads with the highest truck traffic are I 70, I 76, US 40/287.

Since trucks are heavier and take up more room on the highway than automobiles, their effects on congestion and pavement and bridge conditions are compounded.

