

## MULTIMODAL

### Bicycles, Airports, and Transit

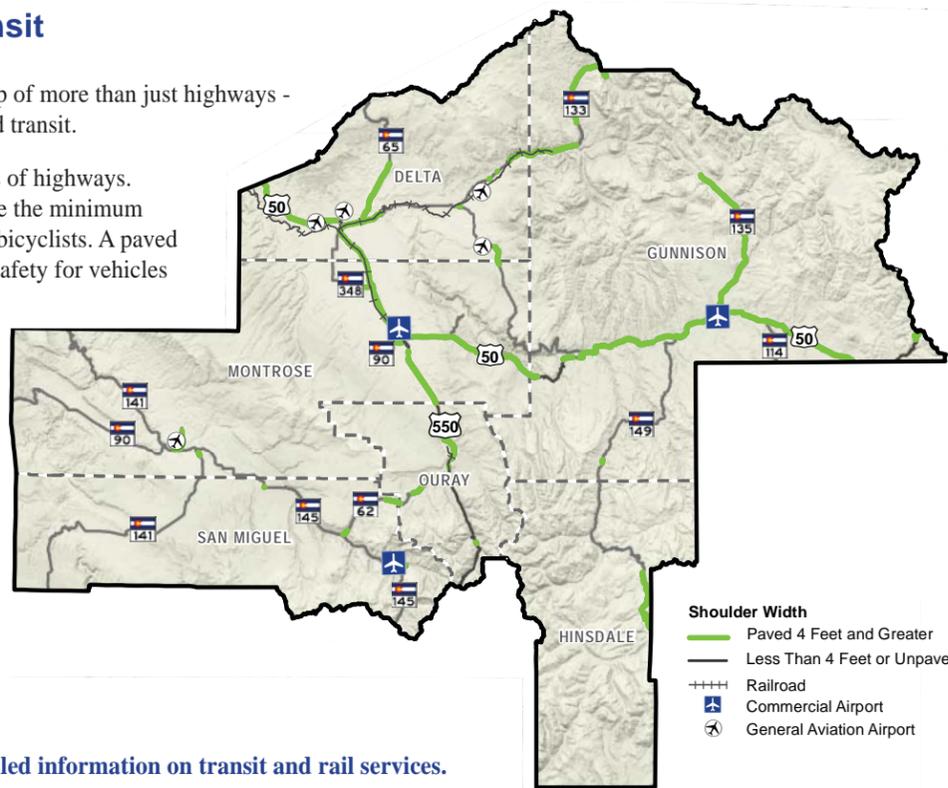
The regional transportation system is made up of more than just highways - it also supports movement by bicycle, air, and transit.

**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. There are five general aviation airports that provide private aircraft access for business and recreational activities. Three commercial service airports provide regularly scheduled passenger service.

**Transit** is an important component of a multimodal transportation system. Providers in the area offer services to the general public, elderly, veterans, and disabled people. Intercity bus is also provided in the region.

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



## GUNNISON VALLEY TRANSPORTATION PLANNING REGION

Counties of Delta, Gunnison, Hinsdale, Montrose, Ouray, and San Miguel

June 24, 2013

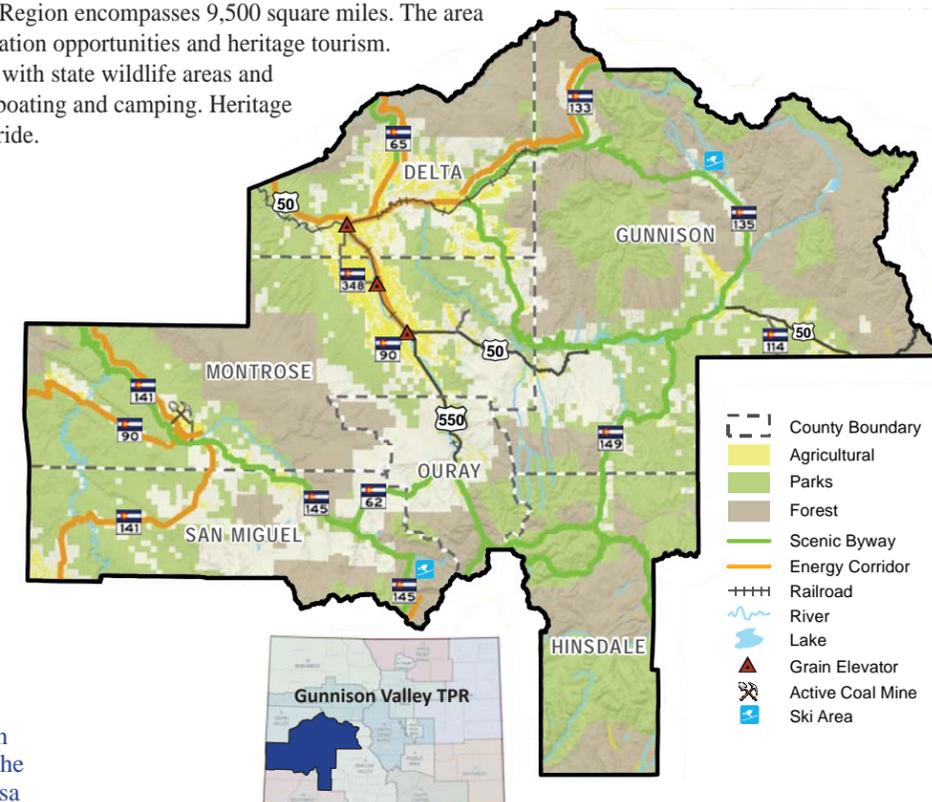
The Gunnison Valley Transportation Planning Region encompasses 9,500 square miles. The area offers an agricultural lifestyle along with recreation opportunities and heritage tourism. Outdoor recreation opportunities are abundant with state wildlife areas and regional reservoirs that offer hunting, fishing, boating and camping. Heritage tourism areas include Crested Butte, and Telluride.

### TPR by the Numbers

The Gunnison Valley TPR is home to:

- 100,190** people – **2.0%** of state population
- 1,500** state highway lane miles – **6.5%** of state lane miles
- 2** million vehicle miles traveled on state highway system – **2.6 %** of state
- 3** commercial service airports
- 5** general aviation airports
- 24** local human services transit providers
- 2** intercity BUS providers
- 1** regional BUS provider
- 6** Scenic Byways – Alpine Loop, San Juan Skyway, Unawep /Tabeguache Byway, West Elk Loop, Grand Mesa Byway, and Silver Thread Byway
- 2** ski areas –Crested Butte, Telluride

Source: CDOT



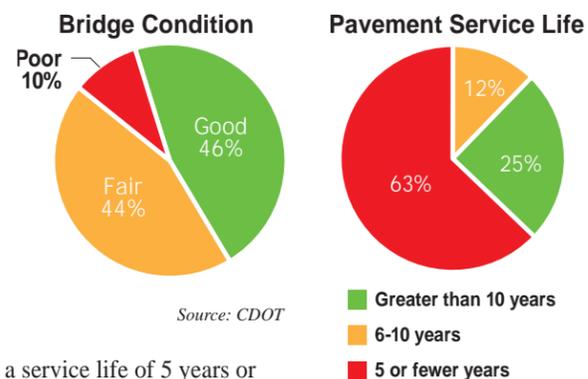
## INFRASTRUCTURE

### Bridge and Pavement Condition

Consistent investment is needed to maintain critical infrastructure.

**Bridges are generally in good or fair condition.** 46% of the region's 106 bridges are in good condition and 44% 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 90% for the region. 10% 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 63% 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.

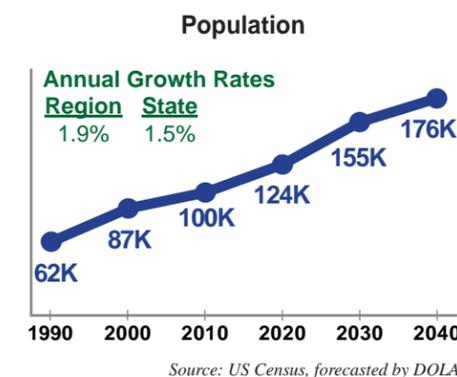


Source: CDOT

### Population and Employment

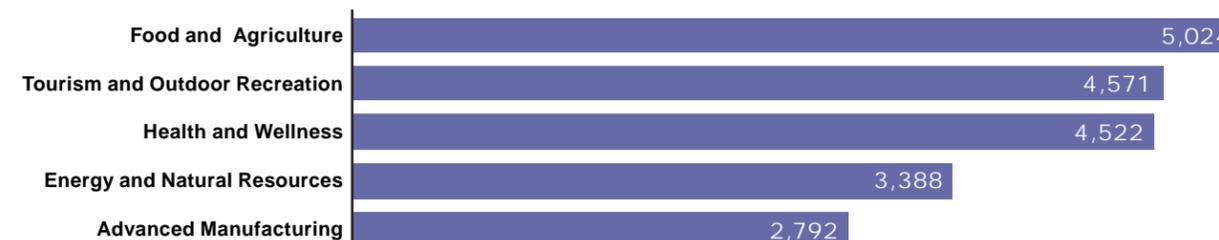
**Population is expected to grow** from the current population of 100,190 residents to 176,000 residents by 2040. This is an annual growth rate of 1.9%, which is higher than the State's growth rate of 1.5%. This growth will place continued demands on the transportation system. Increased traffic on the pavement and bridge infrastructure will require additional maintenance and care.

**The region's primary industries are dependent on transportation.** A strong transportation system is needed to support the region's food and agriculture, tourism, health and wellness, natural resource and advanced manufacturing industries.



Source: US Census, forecasted by DOLA

### Top 5 Industries By Employment



Source: Office of Economic Development and International Trade.

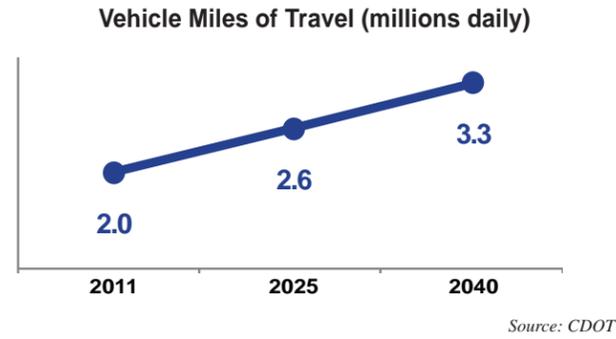


For more information on the Statewide Transportation plan, contact **Michelle Scheuerman (303-757-9770 or michelle.scheuerman@state.co.us)**

# TRAFFIC CONDITIONS

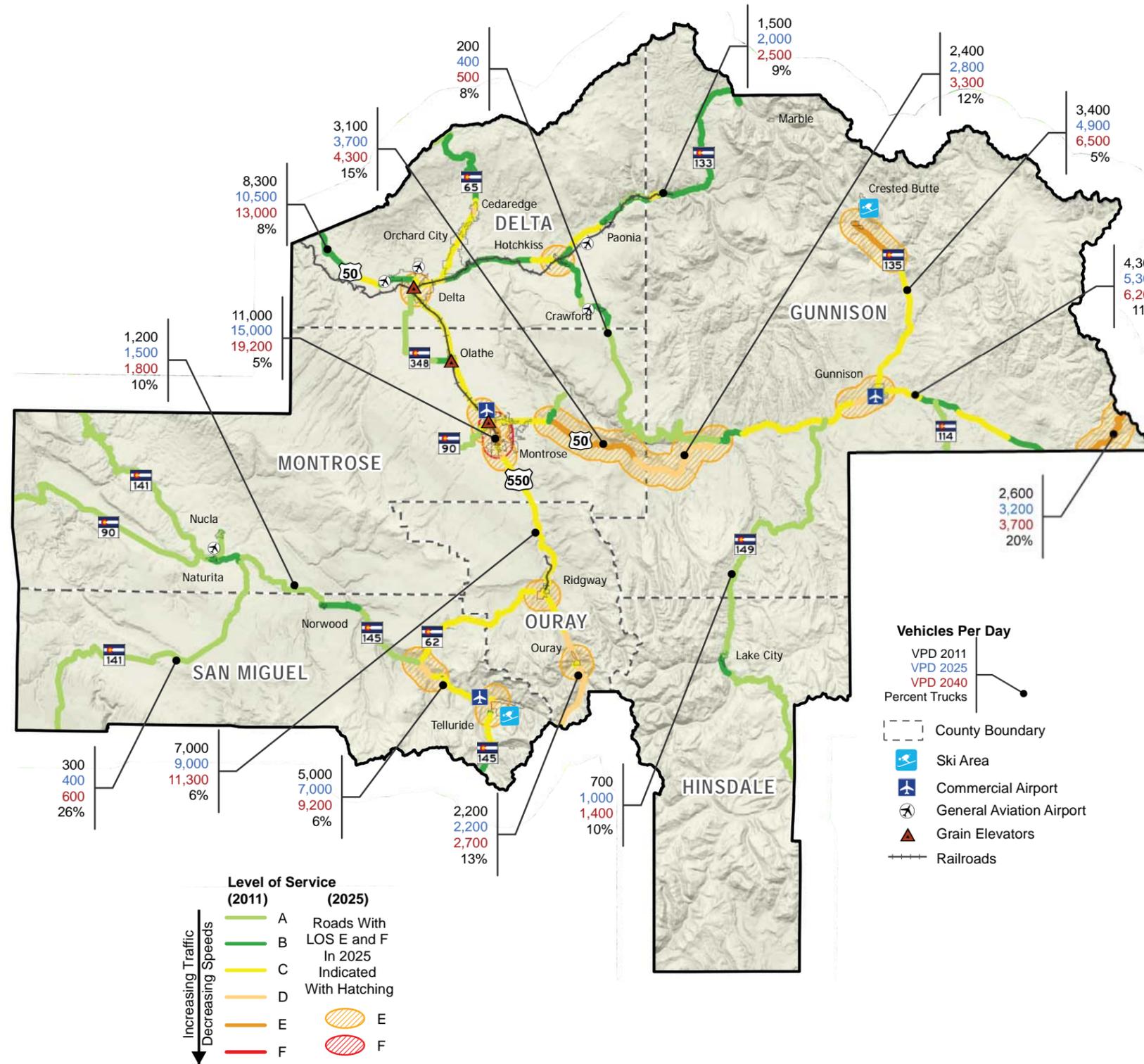
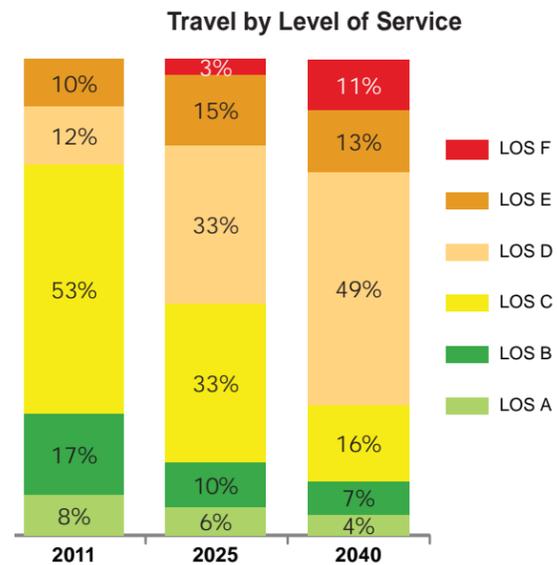
## Traffic Congestion

Vehicular travel is projected to have an annual rate of growth of 1.8% from 2011 through 2040. This growth is slightly lower than the projected annual growth rate of 1.9% for statewide travel. The additional travel demand will result in increased stress on the system.



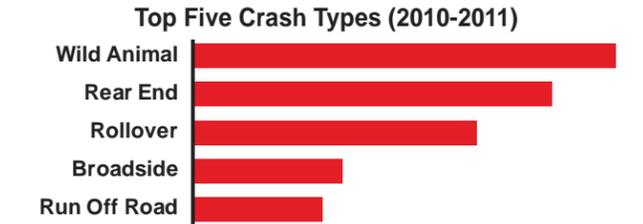
Roadway Level of Service (LOS) is a measure of congestion delay. It can be thought of as a grading scale where LOS A is excellent and implies high levels of mobility and ease of maneuverability. LOS F represents failure and indicates that the road is experiencing heavy traffic volumes, significant congestion,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

The junction of US 550 and US 50, indicated by red hatching on the map to the right, is projected to be LOS F by 2025. Sections of highway with LOS E, indicated by orange hatching, are US 50 west of Monarch Pass, SH 135 in Crested Butte, US 50 at the town of Hotchkiss, US 50 at Delta and Gunnison, US 50 in highway sections around and east of the town of Montrose, at the junction of SH 62 and US 550, at and south of the junction of SH 62 and SH 145, and on US 550 at the town of Ouray.



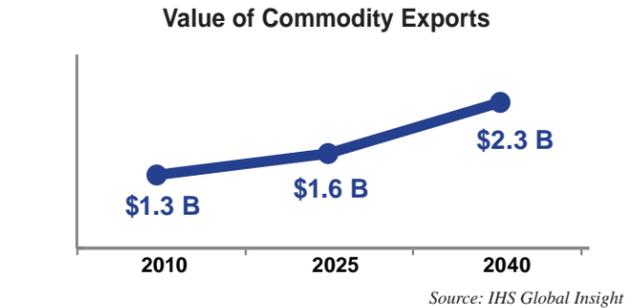
## Highway Safety

Crash rates are an important indicator of highway safety. In the Gunnison Valley Region, the average crash rate was 1.29 per million vehicle miles traveled for 2010 - 2011, which is lower than the overall state average rate of 1.70 for the same period.



## Commodity Production

Commodity export values are expected to have an annual growth rate of 2.5% through 2040, the bulk of which travels from the region by truck. The top commodities, by value, exported from the region are, grains, petroleum refining products, candy or confectionery products, newspaper and processed milk. To accommodate this growth, the region must have an efficient transportation system to facilitate freight movements.



## Truck Traffic

Truck traffic makes up 7.7% in the region, which is slightly lower than the statewide average of 9%. The heaviest truck volumes are on US 550 through Montrose. Since trucks are heavier and larger than automobiles, their effects on congestion and pavement and bridge conditions are compounded.

