

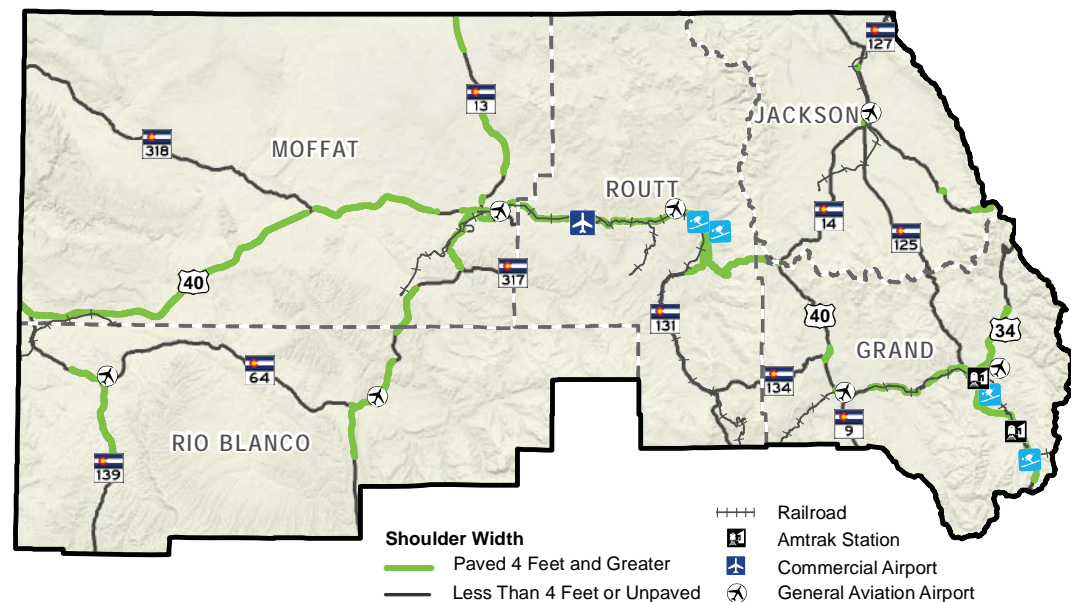
# MULTIMODAL

## 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. Commercial service provides regularly scheduled public service. There are seven general aviation facilities located in Kremmling, Granby, Rangely, Meeker, Craig, Steamboat Springs, and Walden. There is a commercial aviation facility in Hayden.



**Transit and Rail** are important components of the Northwest Region's multimodal transportation system. Local transit providers offer needed services to the general public, elderly and disabled residents and resort guests. Intercity bus and

passenger rail service is also provided in the region.

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

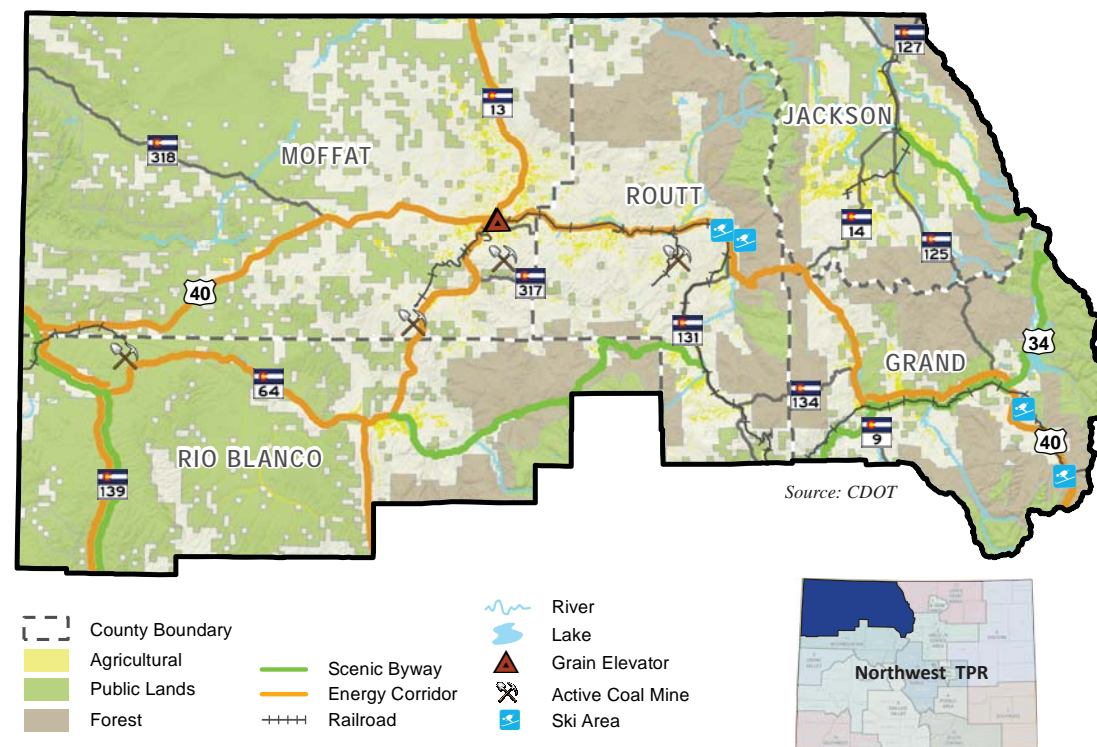


# NORTHWEST TRANSPORTATION PLANNING REGION

Counties of Grand, Jackson, Moffat, Rio Blanco, and Routt

October 14, 2013

The Northwest Transportation Planning Region encompasses 13,840 square miles. Home to numerous national forests, wilderness areas, state parks and world renowned ski resorts, the region offers diverse and open landscape that provides for an abundance of recreational activities. The region also has a growing energy sector, and a rich historical ranching and farming economy, all of which rely on a strong and well-connected transportation system.



## TPR by the Numbers

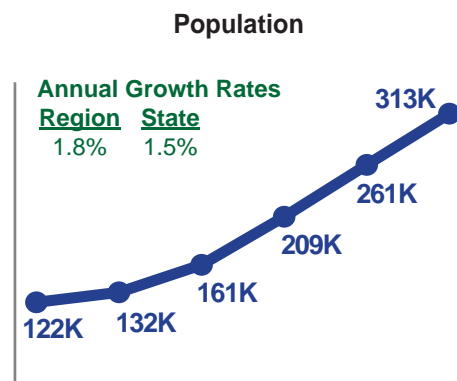
The Northwest TPR is home to:

- 60,200** population - 1.2% of state
- 1,665** lane miles of state highway - 7.2% of state
- 1.7** million vehicle miles on state highway traveled daily - 2.2% of state
- 1** commercial service airport
- 7** general aviation airports
- 11** local and human service transit providers
- 1** intercity bus provider
- 1** passenger rail provider – Amtrak California Zephyr
- 5** Scenic Byways – Cache La Poudre – North Park Byway, Colorado River Headwaters, Flat Tops Trail, Dinosaur Diamond and Trail Ridge Road
- 4** ski areas

## Population and Employment

**Population is expected to grow** from the current population of approximately 60,200 residents to 103,000 residents by 2040. The annual rate of population growth between 2010 and 2040 is estimated to be 1.8%, which is projected to be more than the 1.5% annual growth rate predicted for the state for the same period.

**The region's economy relies heavily on transportation.** An efficient and well-connected transportation system is essential to the energy, natural resources, tourism and outdoor recreation industries.



Source: US Census Bureau forecasted by DOLA

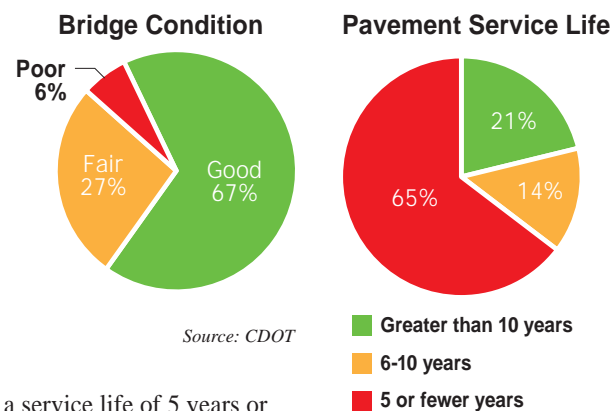
# INFRASTRUCTURE

## Bridge Condition and Pavement Service Life

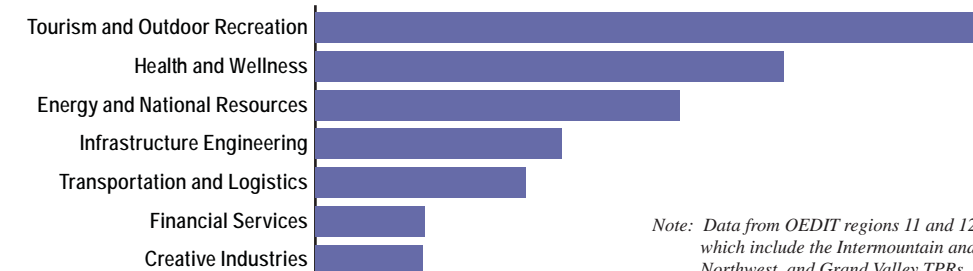
**Consistent investment is needed to maintain critical infrastructure.**

**Bridges are generally in good or fair condition.** 67% of the region's 112 bridges are in good condition and 27% 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 94% for the region. In the region, 6% 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 might, however, be restricted to certain vehicle types or weights.

**Pavement conditions need improvement** as 65% 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.



## Top 7 Industries By Employment



Note: Data from OEDIT regions 11 and 12, which include the Intermountain and Northwest, and Grand Valley TPRs

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)**

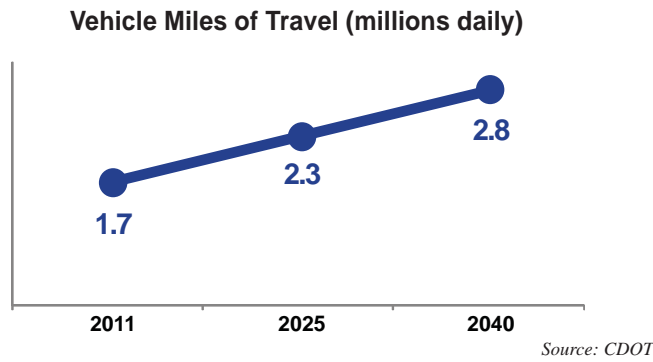
Source: CDOT



# TRAFFIC CONDITIONS

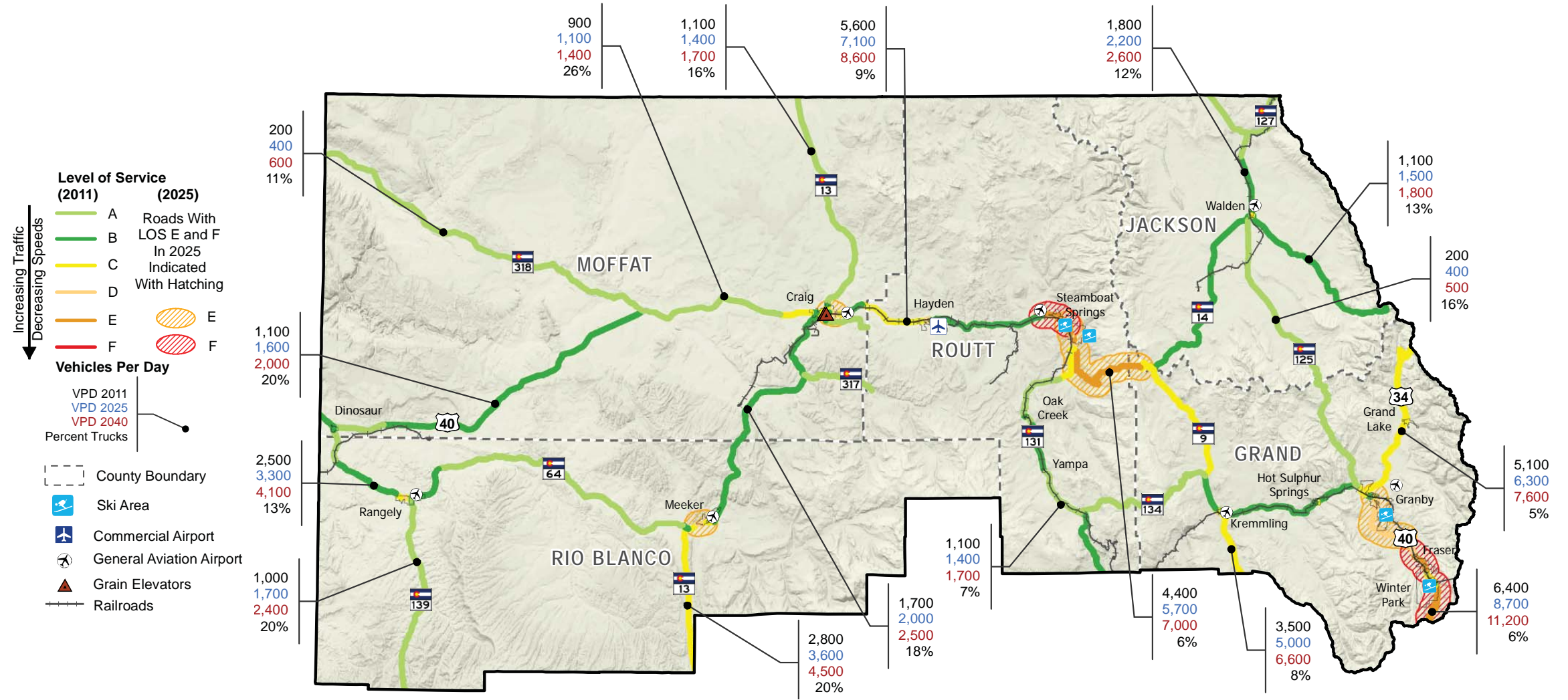
## Traffic Congestion

Vehicular travel is projected to grow at an annual rate of 1.7% 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.

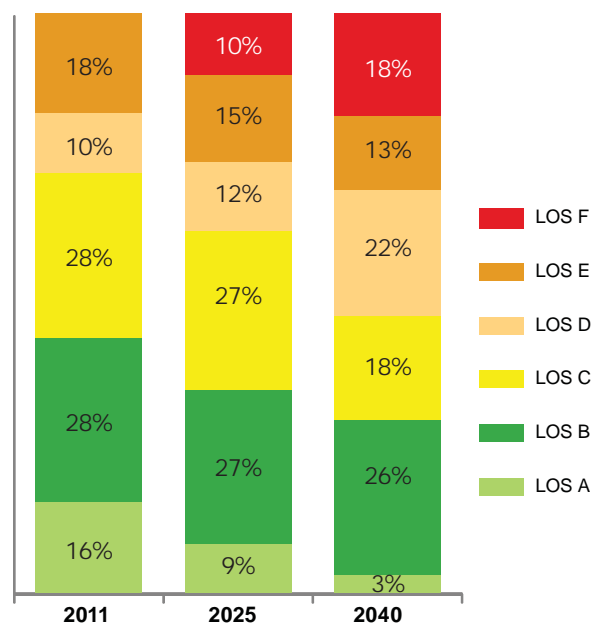


**Roadway Level of Service (LOS)** is a measure of congestion delay. It can be thought of as a grading scale where LOS A is excellent and implies high levels of mobility and ease of maneuverability, and LOS F is failure and indicates that the road is experiencing heavy traffic volumes, significant congestion,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

US 40 west of the Steamboat Springs area and in the Winter Park area are predicted to be LOS F by 2025, as indicated by the red hatching on the map to the right. US 40 east of Steamboat Springs, and in the Granby area, as indicated by orange hatching on the map to the right, is projected to be LOS E by 2025.



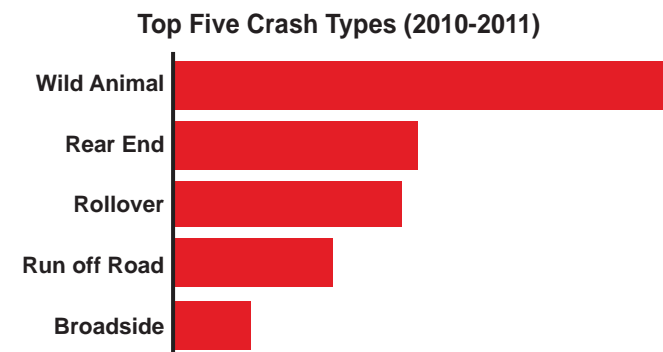
## Travel by Level of Service



Source: CDOT

## Highway Safety

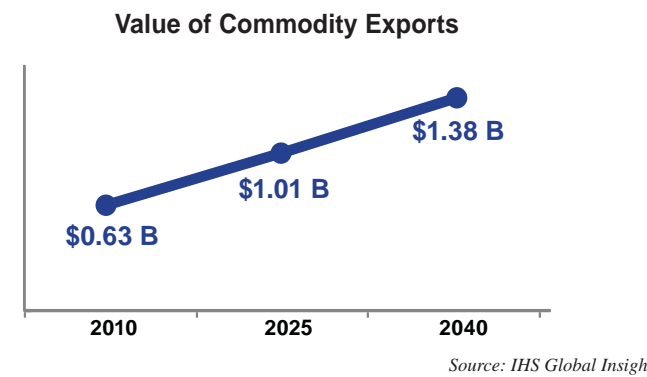
Crash rates are an important indicator of highway safety. In the Northwest Region, the average crash rate was 1.72 per million vehicle miles traveled for 2010 - 2011, which is slightly higher than the overall state average rate of 1.70 for the same period.



Source: CDOT

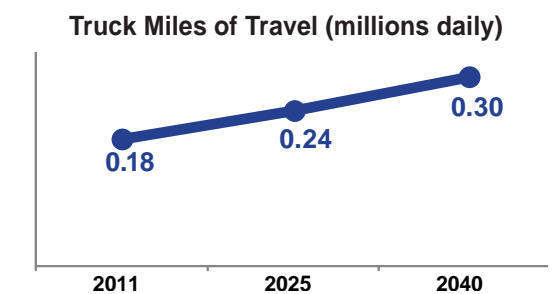
## Commodity Production

Commodity values are expected to grow 2.6% 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 newspapers.



## Truck Traffic

Truck traffic makes up 11% of the vehicles on state highways in the region, which is higher than the statewide truck percentage of 9%. The highest percentage of truck traffic in the region is 24% on US 40 west of Craig. There are three highway segments with 20% trucks; US 40, west of Maybell; SH 139, south of Rangely, and SH 13, south of Meeker. Since trucks are heavier and larger than automobiles, their effects on congestion and pavement and bridge conditions are compounded.



Source: CDOT

Source: CDOT