

# MULTIMODAL

## Multimodal

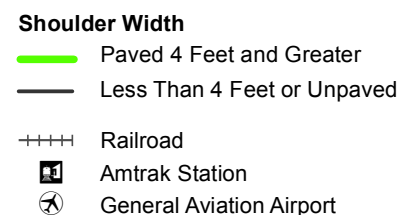
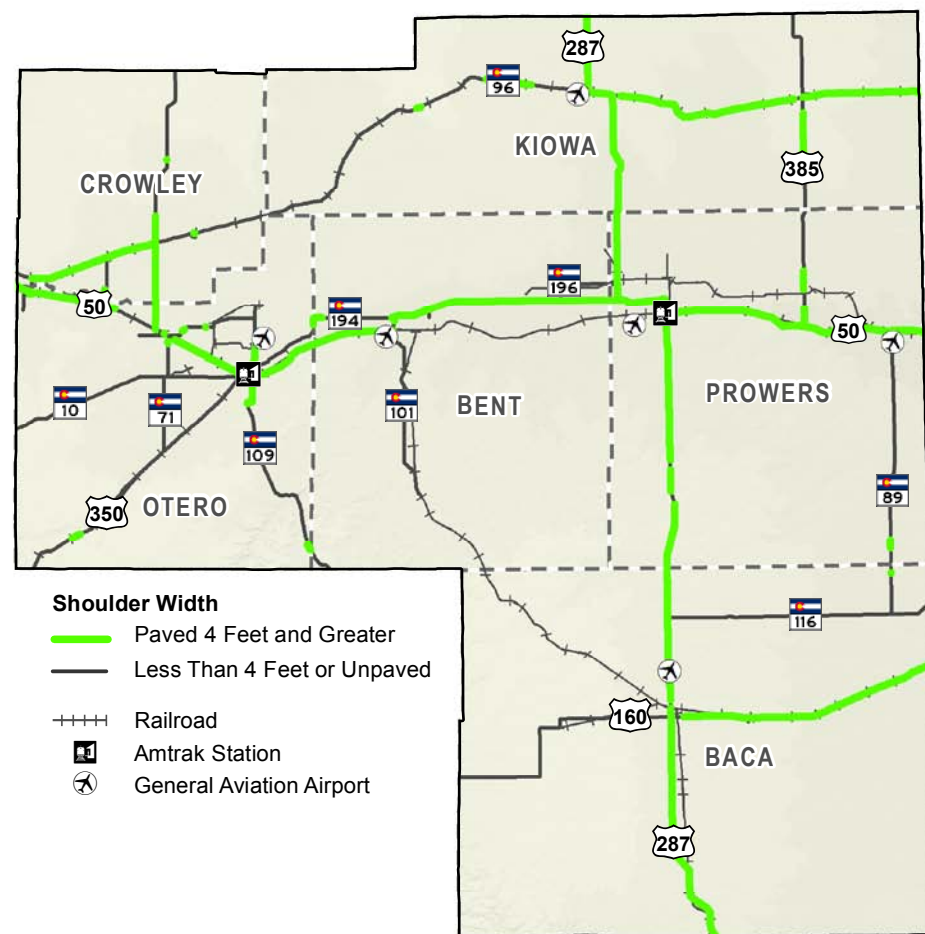
The regional transportation system is made up of more than just highways - it also supports travel by bicycle, air, and transit.

**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. General aviation airports provide private aircraft access for recreational, medical and business activities. There are six general aviation airports in this region located in Springfield, Holly, Las Animas, La Junta, Lamar and Eads.

**Transit and Rail** are important components of the Southeast Region's multimodal transportation system. Local transit providers offer needed services to the general public, veterans, elderly and disabled residents. Intercity bus and passenger rail service is also provided in the region, with Amtrak stations in Lamar and La Junta.

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



Source: CDOT

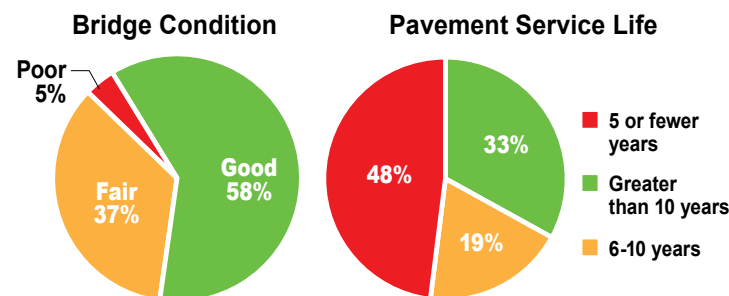
# INFRASTRUCTURE

## Bridge Conditions and Pavement Service Life

Consistent investment is needed to maintain critical infrastructure.

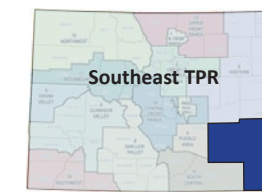
**Bridges are generally in good or fair condition.** 58% of the region's 215 bridges are in good condition, and 37% are in fair condition. Both conditions meet safety and geometric standards. Statewide, 96% of the 3,447 bridges are in good or fair condition, compared to 95% for the region. 5% are in 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 48% of the pavement has a service life of five 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

The Southeast Transportation Planning Region encompasses 9,600 sq 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 Bent's Old Fort and the Sand Creek Massacre National Historic Site. The transportation system is critical to this area to maintain efficient connections to agricultural markets and to support the Ports to Plains corridor.

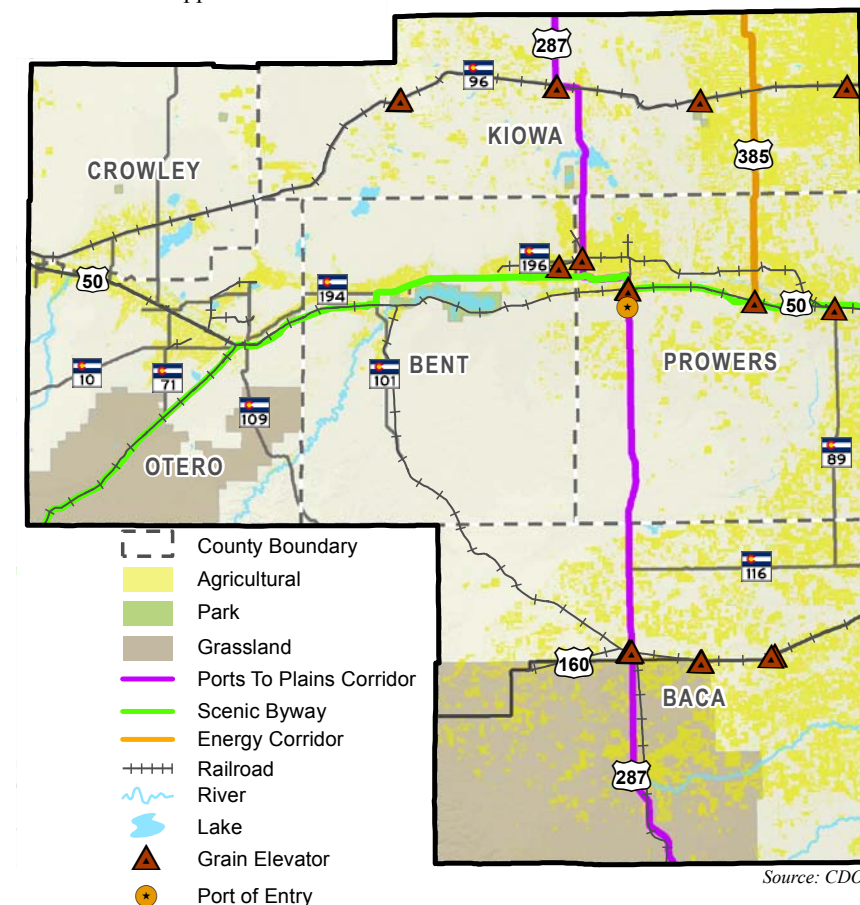


## TPR by the Numbers

The Southeast TPR is home to:

- 48,900** population – 1.0% of the state
- 1,592** lane miles of state highways – 6.9% of the state
- 1.21** million vehicle miles travelled on state highways every day- 1.6% of the state
- 6** general aviation airports
- 18** local/human services transit providers
- 2** Intercity bus providers
- 1** Scenic Byway - The Historic Santa Fe Trail
- 1.3** million acres of agricultural land
- 1** passenger rail - Amtrak Southwest Chief

Source: CDOT

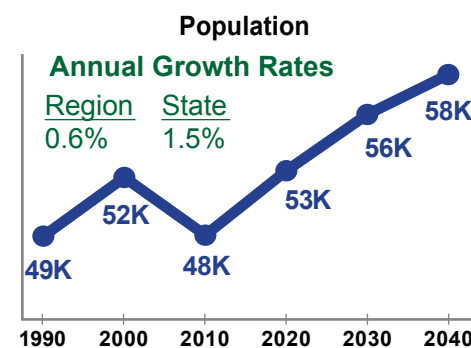


Source: CDOT

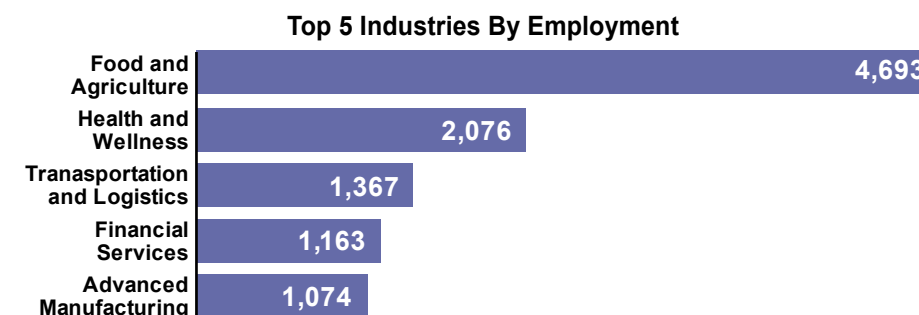
## Population and Employment

**Population is estimated to grow** from the current population of about 48,900 residents to 58,000 residents by 2040. The annual growth between 2010 and 2040 is projected to be 0.6% which is less than the 1.5% annual growth rate predicted for the state.


**The region's economy relies on transportation.** An efficient and well-connected transportation system is essential to move agricultural and manufacturing goods to market and supports the region's transportation and logistics industries.



Source: US Census, forecasted by DOLA



Source: Office of Economic Development and International Trade



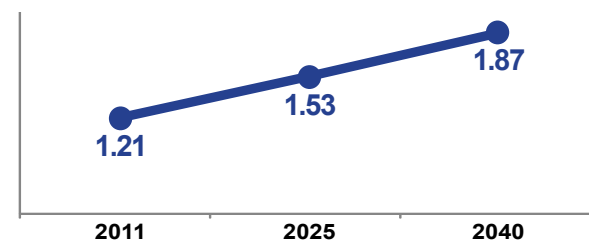
For more information on the Statewide Transportation plan, contact  
**Michelle Scheuerman (303-757-9770, michelle.scheuerman@state.co.us)**

# TRAFFIC CONDITIONS

## Traffic Congestion

Vehicular travel is projected to grow at an annual rate of 1.5% from 2011 to 2040, which is less than the 1.9% predicted rate of growth for the same time period statewide. This growth will place increasing demands on the transportation system.

Vehicle Miles of Travel (millions daily)

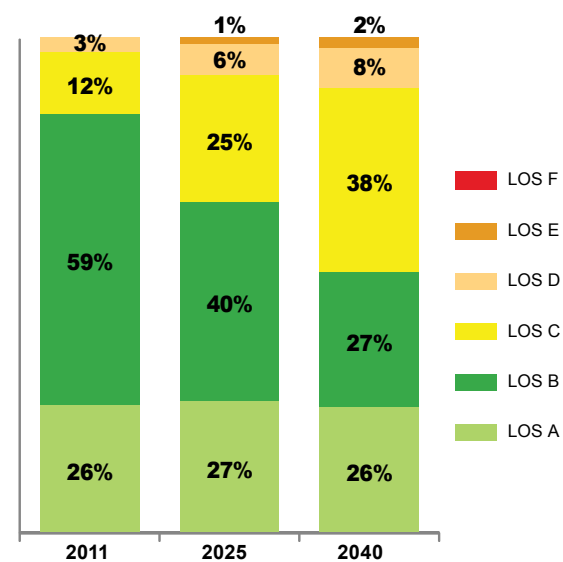


Source: CDOT

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 - LOS D is considered acceptable.

The junction of US 50 and US 287, which is indicated by orange hatching on the map to the right, is projected to be at LOS E by 2025. Other than this identified intersection, the majority of highways in the region are expected to remain relatively free of congestion.

## Travel by Level of Service

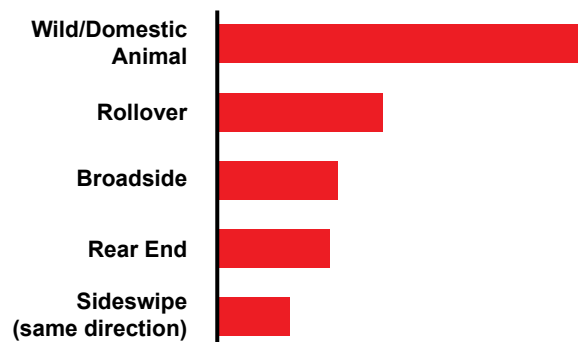


Source: CDOT

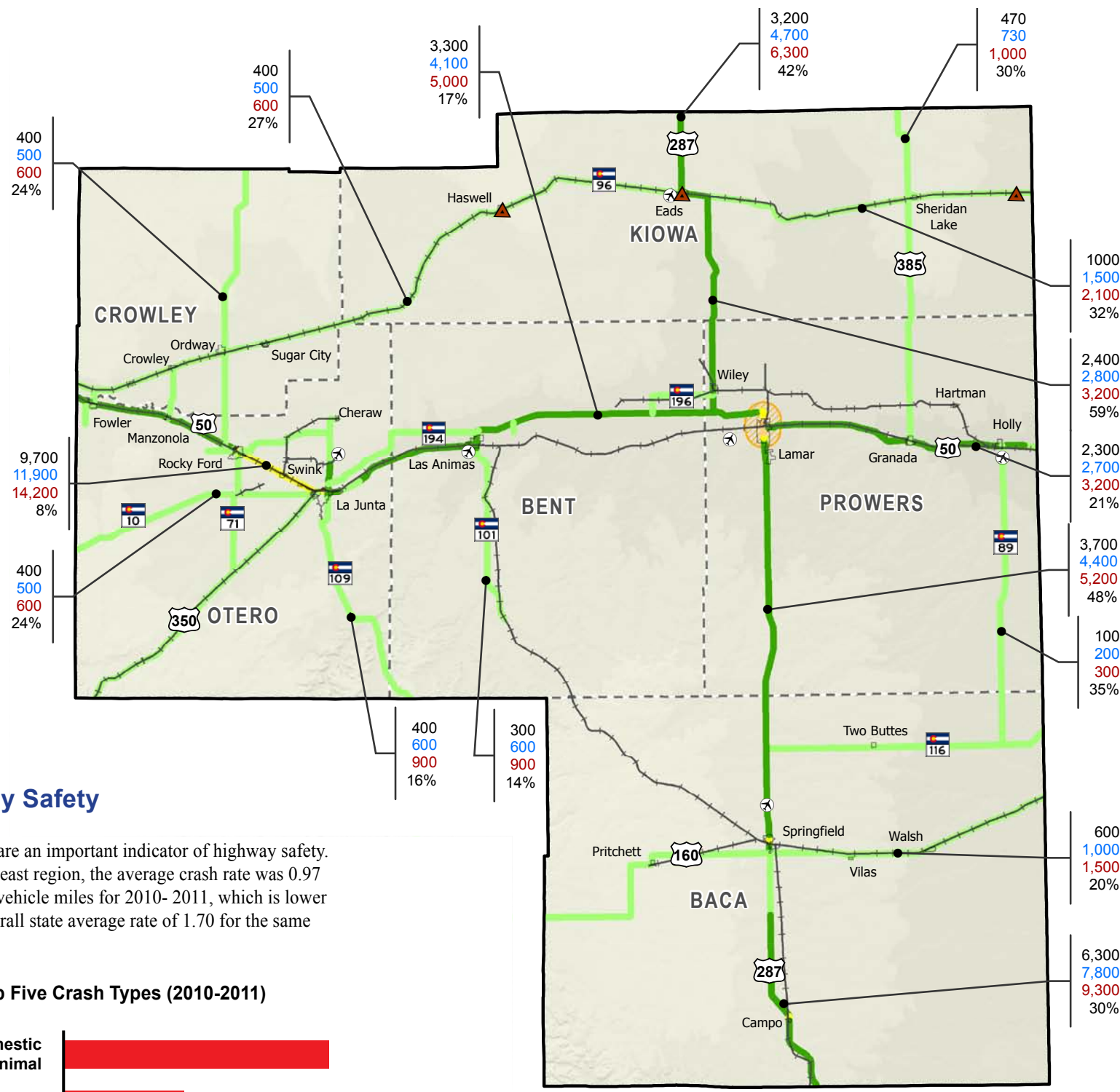
## Highway Safety

Crash rates are an important indicator of highway safety. In the Southeast region, the average crash rate was 0.97 per million vehicle miles for 2010-2011, which is lower than the overall state average rate of 1.70 for the same period.

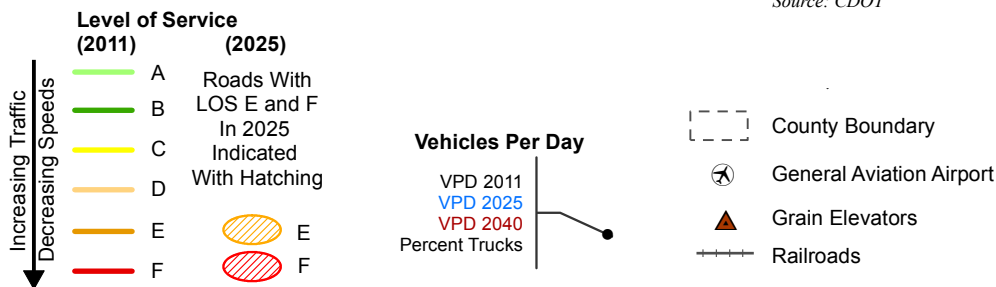
### Top Five Crash Types (2010-2011)



Source: CDOT



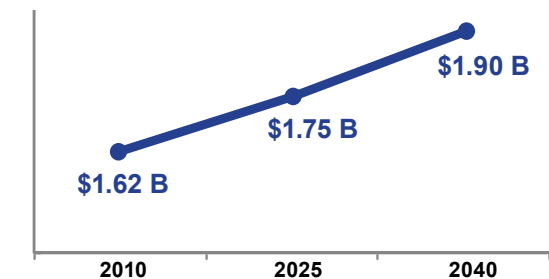
Source: CDOT



## Commodity Flow

Commodity values are expected to grow 0.5% annually through 2040, the bulk of which travel through the region by truck. The top commodities exported from the region are grain, gravel or sand, petroleum refining products, livestock and prepared livestock feed. The Ports-to-Plain corridor, a 2,300 mile economic development corridor between Texas and Alberta, Canada, traverses the region on US 287.

Value of Commodity Exports

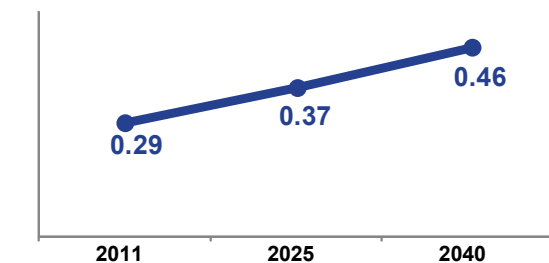


Source: Transearch

## Truck Traffic

Truck traffic is significant in the Southeast TPR and makes up 24% of the vehicles per day on state highways in the region which is significantly higher than the statewide truck percentage of 9%. The percentage of trucks is almost 60% on US 287 between Eads and Wiley. From exporting crops to moving goods on the Ports to Plains corridor, truck traffic is a major consideration for transportation planning. Since trucks are heavier and take up more room on the highway than cars, their effect on congestion and pavement and bridge conditions are compounded.

Truck Miles of Travel (millions daily)



Source: CDOT