

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. The airports in Durango and Cortez have commercial service. The general aviation airports in Pagosa Springs and Dove Creek provide private aircraft access for recreational and business activities.



Source: CDOT

Transit is an important component of a multimodal transportation system. Providers in the area offer transportation services to the general public, elderly, disabled, school age children, low-income and Tribal

residents. Intercity bus and resort service is also provided in the region.

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



SOUTHWEST TRANSPORTATION PLANNING REGION

Counties of Archuleta, Dolores, La Plata, Montezuma, San Juan

July 10, 2013

The Southwest Transportation Planning Region encompasses over 6,500 square miles. The Southern Ute and the Ute Mountain Ute, the State's only Indian tribes, are located here. The area is known for its scenic beauty, diverse landscapes and cultural resources. With national monuments, national forests, wilderness areas and national historic areas there are numerous outdoor recreation and tourism opportunities. Agriculture also has an important role in this area.



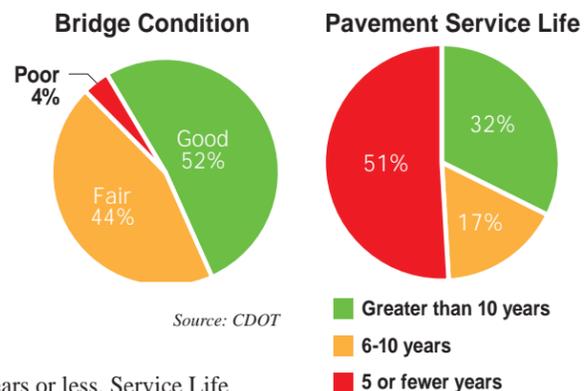
Source: CDOT

INFRASTRUCTURE

Bridge Condition and Pavement Service Life

Consistent investment is needed to maintain critical infrastructure.

Bridges are generally in good or fair condition. 52% of the region's 79 bridges are in good condition and 44% of the bridges are in fair condition. Both conditions meet safety and geometry standards. Statewide 96% of the 3,447 bridges are in good or fair condition, which is the same as the 96% in good and fair bridge condition for the region. 4% are in poor condition. It should be noted that a poor bridge is not unsafe; unsafe bridges are closed. A bridge rated poor could, however, be restricted to certain vehicle types or weight restrictions.



Source: CDOT

Pavement conditions need improvements as 51% have 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.

TPR by the Numbers

The Southwest TPR is home to:

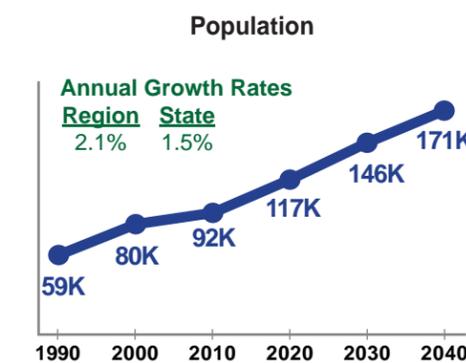
- 91,700** population – 1.8% of the state
- 1,099** state highway lane miles – 4.8% of the state
- 2.5** million miles traveled on the state highways daily in 2011 – 2.9% of the state
- 3** general aviation airports
- 2** commercial airports
- 3** Scenic Byways
- 2** ski areas
- 21** local and human service transit providers
- 1** intercity bus provider

Source: CDOT

Population and Employment

Population growth is expected to be strong with the current population of 91,700 growing to about 171,500. The annual rate of population growth between 2010 and 2040 is estimated to be 2.1%, which exceeds the annual rate of growth for the state population of 1.5% for the same period.

The region's economy relies heavily on transportation. Three of the top five industries - Food and Agriculture, Energy and Natural Resources, and Tourism and Outdoor Recreation rely on an efficient and well-connected transportation system.



Source: US Census Bureau forecasted by DOLA

Top 5 Industries By Employment



Source: Office of Economic Development and International Trade



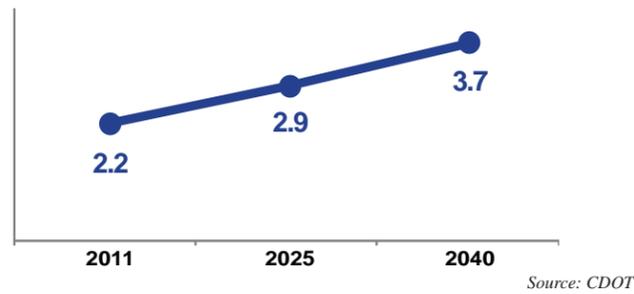
For more information on the Statewide Transportation plan, contact **Michelle Scheuerman (303-757-9770 or michelle.scheuerman@state.co.us)**

TRAFFIC CONDITIONS

Traffic Congestion

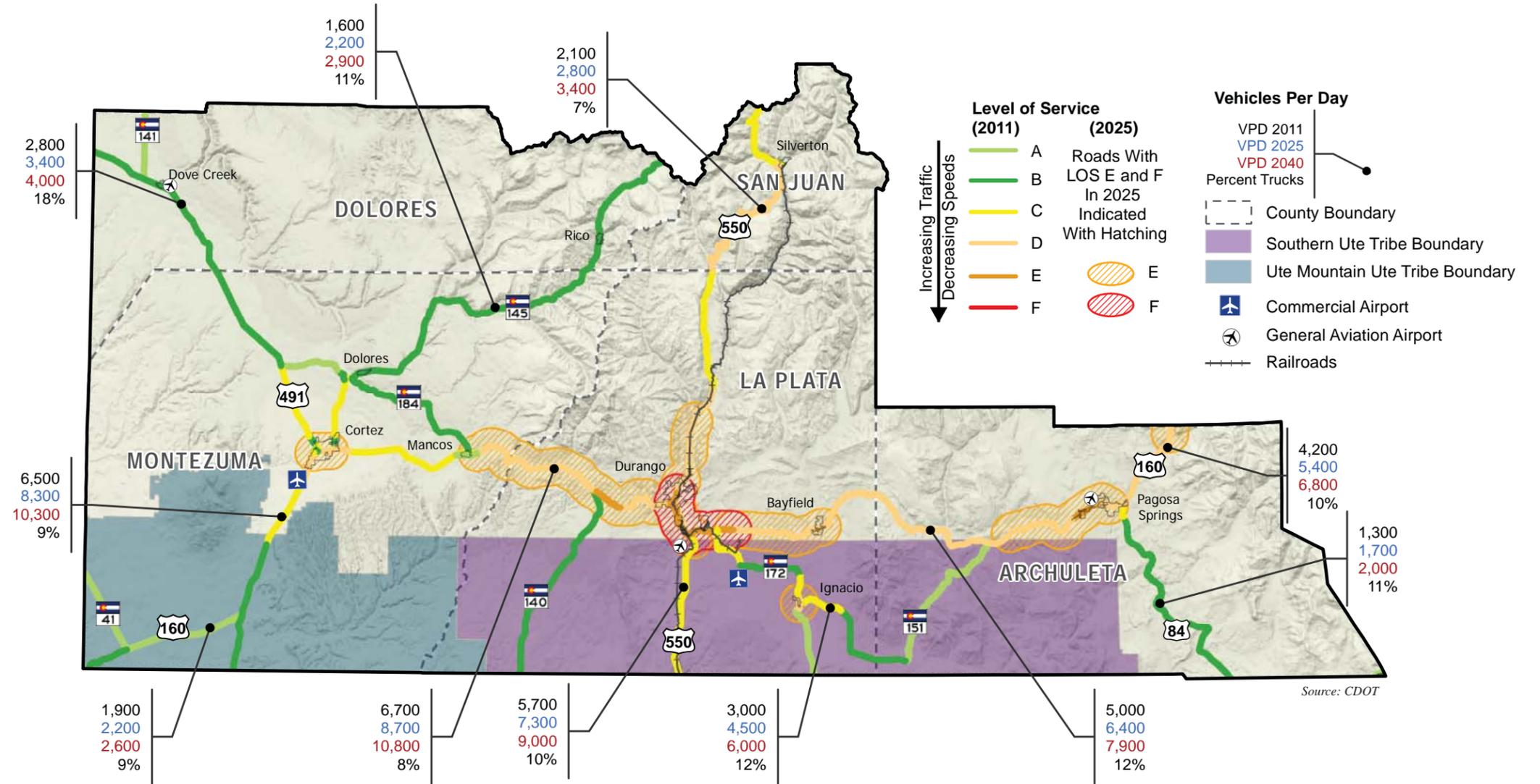
Vehicular travel is projected to have an annual rate of growth of 1.8% between 2011 and 2040, placing increasing strain on the system. This growth rate is the same as the projected annual rate of growth of 1.9% for the state during the same period. This growth will place increasing strain on the transportation system.

Vehicle Miles of Travel (millions daily)

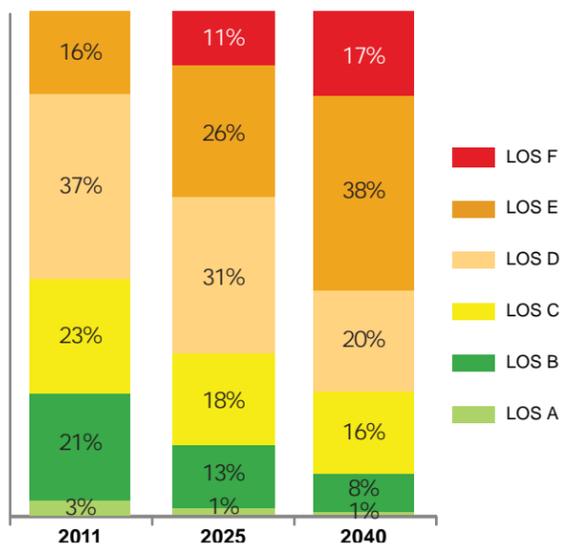


Roadway Level of Service (LOS) is a measure of congestion delay. It can be thought of as a grading scale where LOS A is excellent and implies high levels of mobility and ease of maneuverability and LOS F is failure and indicates that the road is experiencing heavy traffic volumes, significant congestion, and stop-and-go traffic. LOS A – LOS D is considered acceptable. Travelers will experience Level of Service E/F increase from 16% in 2011 to 55% percent in 2040.

Today's heavily travelled roadways are expected to see increased congestion levels in the future. The junction of US 160 and US 550 is predicted to be the most congested area in the region in 2025. US 160 in the Pagosa Springs area, between Durango and Mancos and in the Cortez area are predicted to see some congestion. These future congested roadways are indicated by red and orange hatching on the map to the right.



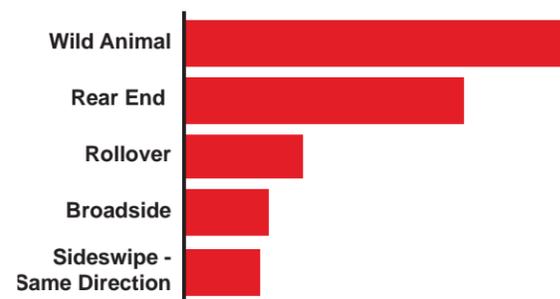
Travel by Level of Service



Highway Safety

Crash rates are an important indicator of highway safety. In the Southwest region, the average crash rate was 1.57 per million vehicle miles for 2010- 2011, which is lower than the overall state average rate of 1.70 for the same period.

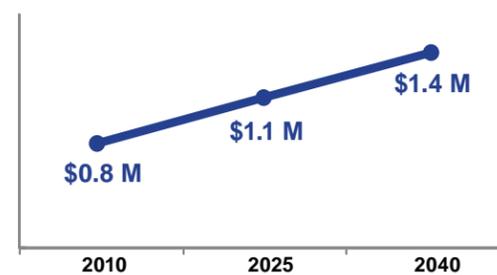
Top Five Crash Types (2010-2011)



Commodity Production

Commodity exports are expected to have an annual growth rate of 1.2% between 2010 and 2040. To accommodate this growth, the region's transportation system must be able to efficiently facilitate freight movements. The top commodities in the region by value include grains, dairy farm products, candy and newspapers.

Value of Commodity Exports



Truck Traffic

Truck traffic makes up 8% of the traffic in the region. This is lower than the statewide average of 9%. The heaviest truck volumes are on US 160 between Durango and Mancos and south of Cortez. 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.

Truck Miles of Travel (millions daily)

