

## MULTIMODAL

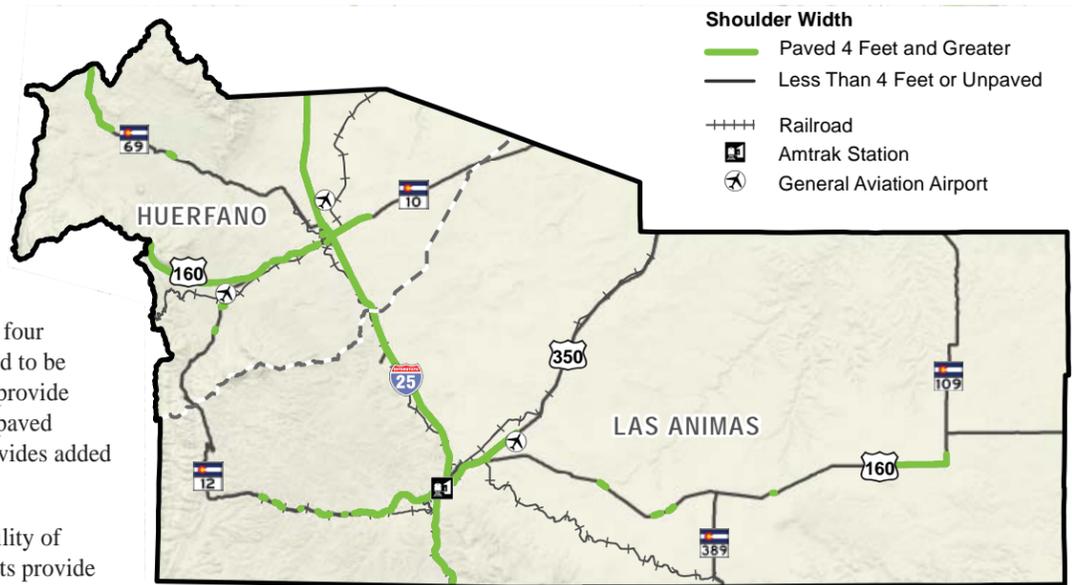
### Bicycles, Airports, Transit, and Rail

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 airports provide private aircraft access for business, health care and recreational activities. Aviation facilities in the TPR include three general aviation airports, Trinidad - Perry Stokes Airport, Spanish Peaks Airfield, and La Veta Cuchara Valley Airport.

**Transit and Rail** are important components of a multimodal transportation



Source: CDOT

system. Providers in the area offer transportation services to the general public, elderly, disabled, and pre-school children. Intercity bus and passenger rail services are also provided in the region with stops at Walsenburg and Trinidad. A multimodal center is planned in Trinidad that will

service inter-city passenger rail and intercity and local bus transportation.

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

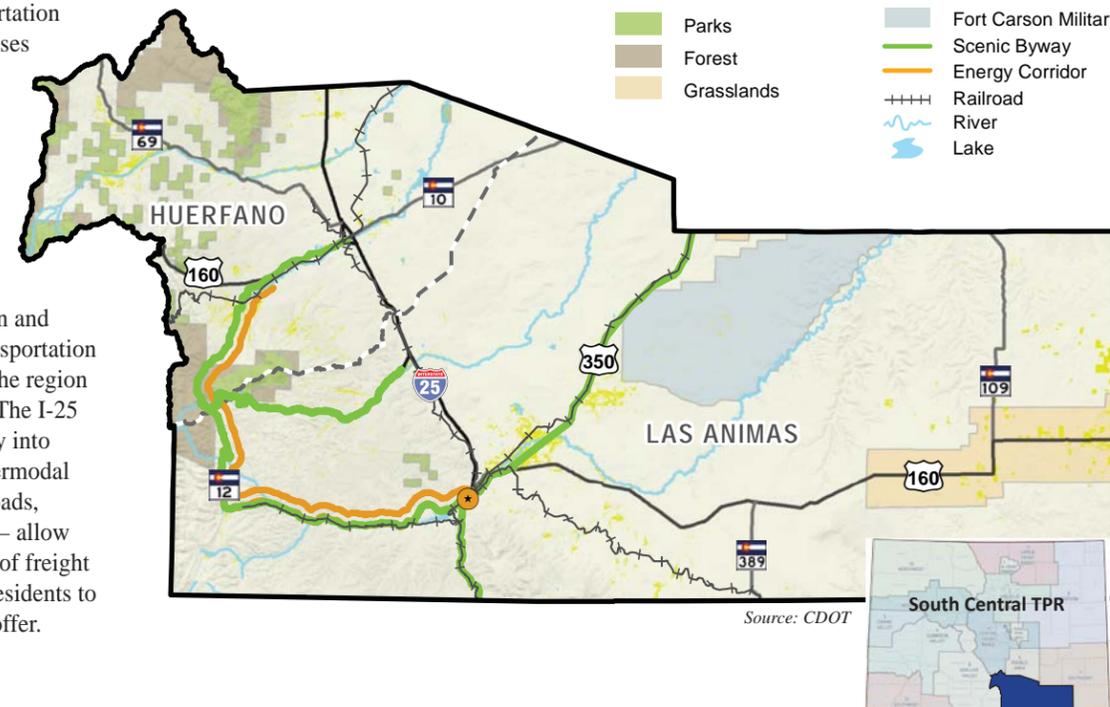


## SOUTH CENTRAL TRANSPORTATION PLANNING REGION

Counties of Las Animas and Huerfano

May 22, 2013

The South Central Transportation Planning Region encompasses over 6,300 square miles. The area supports agriculture, oil and gas production and coal mining. With wilderness areas, national forest, state parks and national grassland, there are abundant outdoor recreation and tourism opportunities. Transportation plays an important role in the region to support these activities. The I-25 corridor provides a gateway into Colorado. The region's intermodal facilities – highways, railroads, airports and transit service – allow for the efficient movement of freight and connects visitors and residents to everything the area has to offer.



Source: CDOT

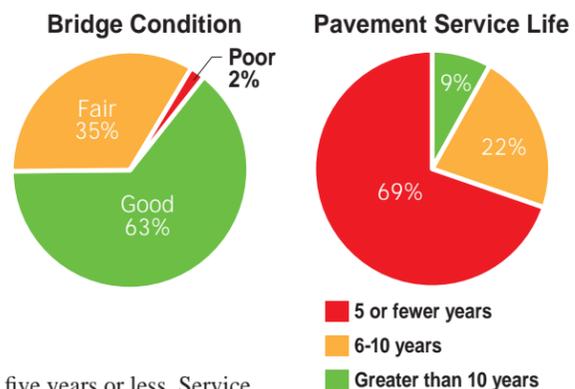
## INFRASTRUCTURE

### Bridge Condition and Pavement Service Life

Consistent investment is needed to maintain critical infrastructure.

**Bridges are in generally good or fair condition.** 63% of the bridges are in good condition and 35% 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. 2% 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 are a concern** as 69% 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.



### TPR by the Numbers

The South Central TPR is home to:

- 22,200** population – 0.4% of the state
- 969** state highway lane miles – 4.2% of the state
- 1.05** million vehicle miles traveled on the state highway system daily - 1.4% of the State
- 3** general aviation airports
- 7** local/human services transit providers
- 4** intercity bus providers
- 1** passenger rail – Amtrak Southwest Chief
- 2** Scenic Byways – The Highway of Legends and The Santa Fe Trail

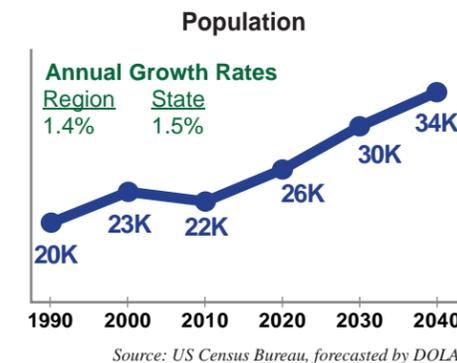
Source: CDOT

### Population and Employment

Population is expected to grow from about 22,200 current residents to 33,600 residents by 2040. The annual growth rate between 2010 and 2040 is projected to be 1.4% which is slightly less than the 1.5% annual growth rate predicted statewide for the same period.

**The region's economy relies heavily on transportation.**

An efficient, well maintained transportation system is needed to support the region's economy and the top industries, including agriculture and tourism.



### Top 5 Industries By Employment



Data from OEDIT region 14, which also includes Colfax County, NM

Source: Office of Economic Development and International Trade



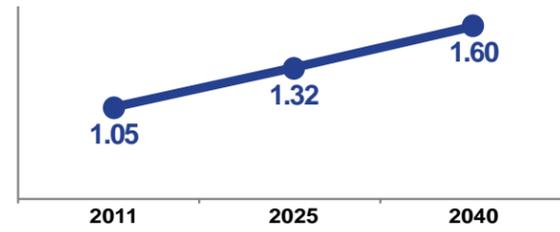
For more information on the Statewide Transportation plan, contact **Michelle Scheuerman (303-757-9770, michelle.scheuerman@state.co.us)**

# TRAFFIC CONDITIONS

## Traffic Congestion

Vehicular travel is growing and is projected to have an annual growth rate of 1.5% between 2011 and 2040. This growth rate is slightly less than the 1.9% annual growth rate for the same period predicted for the state. This growth will place continued demand on the transportation system.

Vehicle Miles of Travel (millions daily)

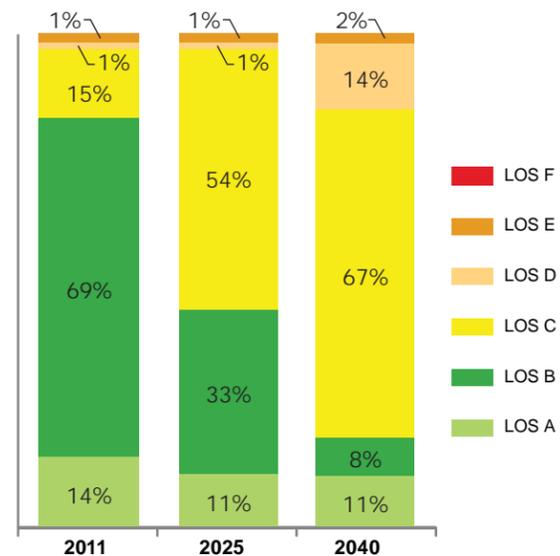


Source: CDOT

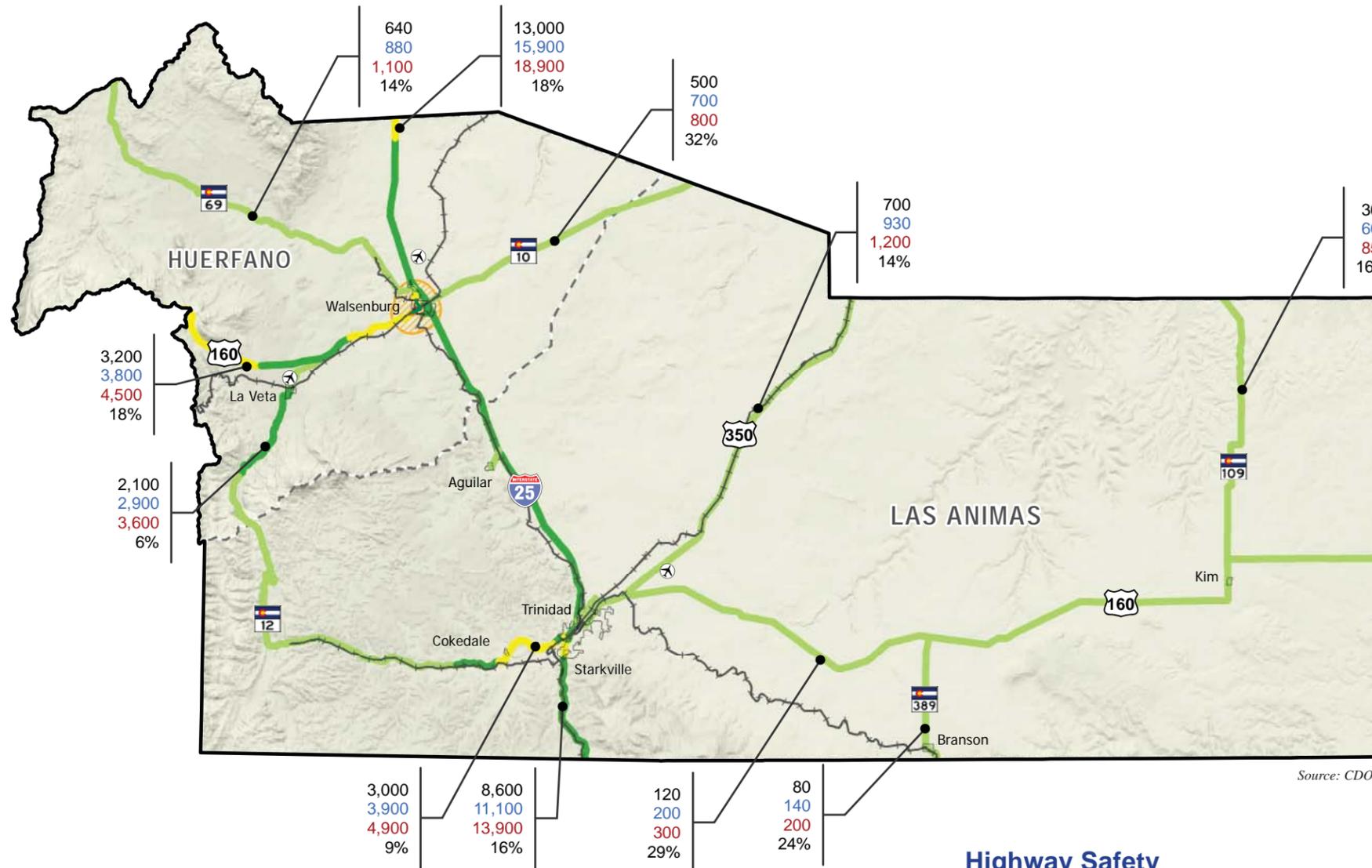
Roadway Level of Service (LOS) is a measure of congestion delay. It can be thought of as a grading scale where LOS A is excellent and implies high levels of mobility and easy of maneuverability and LOS F is failure and indicates that the road is experiencing heavy traffic volumes, significant congestion,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

One potential bottleneck identified is the junction of I-25 and US 160, which is projected to have increased congestion as indicated by orange hatching on the map to the right.

Travel by Level of Service



Source: CDOT

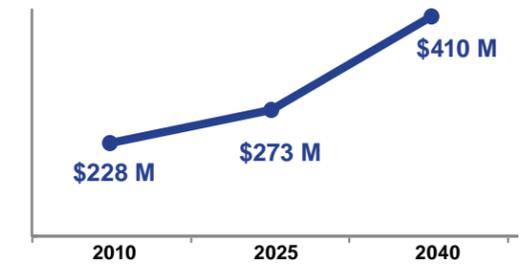


Source: CDOT

## Commodity Flow

Commodity export values are expected to have a growth rate of 2.0% annually through 2040. To accommodate this growth, the region's transportation system must facilitate freight movements. The top commodities by value exported from the region include Grains, Petroleum Refining Products and Signs or Advertising Displays.

Value of Commodity Exports

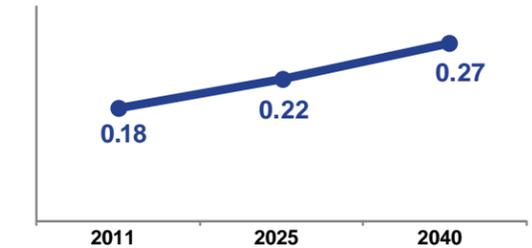


Source: Transearch, IHS Global Insight

## Truck Traffic

Truck traffic makes up 17% of the traffic in the region. This is higher than the statewide average of 9%. 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)

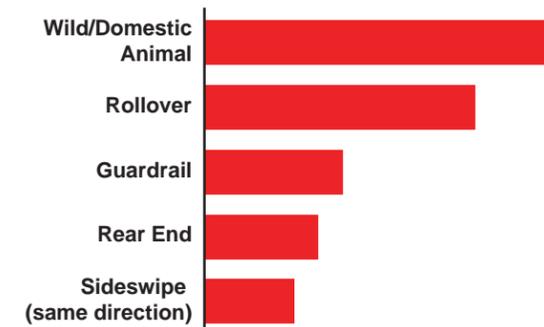


Source: CDOT

## Highway Safety

Crash rates are an important indicator of highway safety. In the South Central region, the average crash rate was 1.14 crashes per million vehicle miles traveled 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